

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

(I)

In my other capacity as reviews editor for *The Northern Mariner*, I often receive books that are not particularly well researched or well written. Many of these books are aimed at an uncritical general public which is more inclined to judge a book by its covers or its pictures than by the quality of its writing. One reviewer recently declined an invitation to review such a book, explaining that he would prefer to steer clear of "popular stuff." I was sympathetic to this explanation because I have a theory, a sort of literary equivalent of Gresham's Law, that bad books drive good ones out of the market. Yet I also believe that the journal of the Canadian Nautical Research Society *must* identify such publications, if only as a public service. If our principal mandate is to promote nautical research, then have we not a duty to perform, a responsibility to identify and distinguish between strong and weak examples of such research? We do a disservice to ourselves, to the general public, and to the writers themselves when we insist that only "scholarly" books

should be reviewed, or that only "good" books should be reviewed. Not only does this give the reviews editor a power he has no desire to wield-- the power to impose his tastes and standards on the membership--it also implies, quite incorrectly, that "scholarly" books are, by their nature, "good" books. Finally, it implies that the proper response to weak writing is to ignore it. This evades a responsibility to help writers and researchers of maritime history by identifying in a constructive way the flaws in poorly written or researched books; how else can we better our own efforts?

(II)

It seems appropriate, in the first issue of this new year, to try something new. Inserted within the pages of this issue of *ARGONAUTA*, you will find the familiar information sheet which we ask you to complete and return to us in time for the next (April) issue. This is an attempt to reduce both the work and the cost involved in gathering news for *ARGONAUTA*. It seems equally appropriate to take a few minutes to emphasize once again just how important these information sheets are to our Society. It is the newsletter, far more so than our journal or our annual meeting (which relatively few of our members can attend), that binds the CNRS together. This is where we read about each other in the "Personal News," establish dialogues and conversations with each other through the "Mailbag," learn about interesting news in the "Argonauta News" feature, find out about coming events in the "Argonauta Diary," and learn about what is happening in museums, archives and other institutions that we may be in a position to visit or support in some way. Unfortunately, some of our members view requests for information more as a nuisance than a necessity. It is to them that I offer this assurance: *No one insists that the information sheets be completed and returned.* If you have no news to submit, or if you find such requests for information annoying, by all means pay them no attention. Some of our members are more active than others. If, however, this is your preference, I would ask that you also consider this: if the strength of this organization is based in part on the success of the newsletter, then the strength of the newsletter depends on the cooperation, support, and the willingness of the members to feed information in to the editors. Perhaps you have a clipping from a newspaper or a magazine to contribute (we do reprint articles from newspapers from time to time); perhaps you have a personal reminiscence to share (we have had much success with this kind of contribution); perhaps you have a suggestion to make or a criticism to offer. By all means, send these in. We may not always be able to use what you send us; every issue presents a challenge in

deciding not only what to *include* but also what to *exclude* (our space is, after all, limited). But I can assure you, we are always grateful when material is sent to us by our members.

PRESIDENT'S CORNER

By W.A.B. Douglas
Ottawa, Ontario

Readers will bear with me, I hope, if I give vent to three complaints in this issue of *ARGONAUTA*, one concerning wrecks, one concerning the Battle of the Atlantic and one concerning mariners' memoirs.

In March 1985, a young diver wrote to me for advice about the discovery he had made of a wreck in Lake Erie. The diver's name was Mike Fletcher and the wreck was the *Atlantic*, an American side wheeler that went down off Port Dover in 1852. My advice was to consult Robert Grenier of Parks Canada, one of the foremost authorities on underwater archaeology in the world. Unfortunately, Canadian federal and provincial wreck legislation was, and still is, in a state of uncertainty, and very little useful advice could be given, even by Robert.

It so happened that in September 1984 Mike Fletcher and Scott Bruley, the captain of the vessel from which Mike had made his dive, presented the bell they believed to be from the *Atlantic* to Harry Barrett, past President of the Port Dover Harbour Museum. "Realising the historic significance of the vessel and the danger the bell would be in if left aboard, the undersigned [Fletcher and Bruley] brought it to the surface to be held in the museum as the best repository for historical artefacts." It was Harry Barrett and the late Richard Wright of the Great Lakes Institute at Bowling Green, Ohio, who persuaded Mike to talk to me.

His letter, and the people who were advising him, convinced me that he was exactly the kind of person who should be supported by the heritage community in his hobby. As he said to me, "I'm not a 'DIVER-TREASURE-HUNTER' who seldom has the means to accomplish much but who would leave a trail of destruction if he were lucky enough to stumble on to something." Acting on the advice he received from various people, partly because wreck legislation in Canada was under review, he made no attempt to publicize the discovery but did maintain a buoy marking the wreck. Ontario government archaeologists, and the Ontario Heritage Foundation, were aware of these developments and of Mike's activities. He made more dives and recovered more artifacts over the next few years, which for reasons that will become clear he has since deposited with the Receiver of Wrecks for the Central Region of Canada.

Enter a California-based commercial enterprise called MAR-DIVE. In July 1991 this group sailed into Canadian waters, accompanied by an armed peace officer from the State of Ohio, and on the basis of a California court order "arrested" the *Atlantic* and placed an American flag on the site. The clear intention of MAR-DIVE was to salvage the *Atlantic* for profit. Imagine the astonishment and the feeling of helplessness that Mike Fletcher experienced when he found himself on the wrong end of a suit, by the Government of Ontario, for \$250,000. Imagine the indignation of any Canadian who heard of this infringement of our waters. Imagine the glee of the lawyers and the exasperation of the bureaucrats who could see what tangled causes and arguments lay ahead.

One consistent supporter of Mike Fletcher's cause is *The Great Lakes Fisherman*, a remarkably informative and well-edited monthly publication that comes out of Port Stanley, Ontario. Frank and Nancy Prothero have reported every development in this story, and have published an account of the *Atlantic* in their book, *Tales of the North Shore*. I believe the time has now come for our society to make itself heard on the subject as well. I understand that Ontario has framed legislation that would prevent the discouragement, and even punishment, of the activities of divers who, like Mike Fletcher, have archaeological licences and who engage in *bona fide* underwater archaeology. Members should write to their MPs and MLAs urging that such legislation be brought in at both the provincial and federal levels as soon as possible. I shall propose to the Directors at our next meeting that we make a formal submission along these lines to the appropriate authorities.

In the meantime, a happy aspect of this story is that the Port Dover Harbour Museum, where the ship's bell previously mentioned can still be found, is nearing completion of a \$520,000 addition which, Harry Barrett tells me, will be "state of the art." The opening is planned for the Great Lakes Fishermen's Convention at Port Dover in mid-July.

Now for the Battle of the Atlantic. This is the fiftieth anniversary of the crucial year in that longest of all battles. In January 1943, German U-boats seemed to have the upper hand, even though the weather that month made life so miserable for them that they did not intercept many convoys. Thanks to the retrieval of an Enigma machine with all four rotors in December 1942, the Allies managed for the first time in a year to regain the intelligence advantage of reading the enemy's signal traffic, but this did not have immediate effect on operations. It was not until May, after a series of events most readers of *ARGONAUTA* will be familiar with (those who are not should read Marc Milner's *North Atlantic Run*) that the exchange rate became unacceptable for the U-boats, and Dönitz withdrew his wolf packs from the North-

ern convoy routes. Canada played a very important part in this success, and in subsequent defeats of Dönitz's attempt to renew the wolf pack offensive.

There will be celebrations of the fiftieth anniversary in Canada, and there will be historical conferences to discuss the new information that keeps on coming to light. There have already been such conferences. In Washington last spring, Roger Sarty, Marc Milner and Doug McLean gave papers reflecting the most recent research in Canadian naval history. At Memorial in June, Rob Fisher gave an excellent paper on the RCN and the oil crisis of 1942, and Roger Sarty read Doug McLean's paper on escort operations in 1945. In Liverpool in May of this year, Bill Glover will give a paper on training for anti-submarine warfare. Our annual conference in Toronto offers an opportunity for important aspects of the Battle of the Atlantic to be discussed. We should be hearing something from our Battle of the Atlantic historians of the Canadian Merchant Marine. At Halifax in September there will be an historical conference run by Maritime Command, at which I hope we shall hear something from our Battle of the Atlantic historians. This, however, is by no means certain. And at the Society for Military History conference on "Allies and Alliances," to be held at Kingston, Ontario in May, I have had not one proposal dealing with the Battle of the Atlantic. As organizer of the conference, I am not in a position to offer such a paper myself, which is a frustrating state of affairs.

For the important British conference at Liverpool in May, apart from Bill Glover's paper, there appears to be no particular recognition of Canada's effort. This is not to say that Canada is being ignored; the essay by David Brown, my counterpart in the Ministry of Defence (Navy), makes a handsome acknowledgement of Canada's contribution, even though, he states, Canada had "no maritime tradition." I think Canadian maritime historians would agree that this takes British understatement rather too far. As Michael Hadley and Roger Sarty have shown, we demonstrated a maritime tradition, albeit a modest one, with our naval effort in World War I. And the origins of our navy bespeaks an indigenous Canadian maritime tradition, one that goes back at least to the Basque whalers whose ship lies in Red Bay, and a tradition that includes names like d'Iberville, Vancouver, Charles Frederic Rolette, Cunard, Bernier, Pullen (whose name was legion in the arctic), Brodeur, Kingsmill and Hose. Besides the big names, there are countless mariners in our past, whose contribution to the making of Canada our forebears probably appreciated more than we.

As much as a "maritime tradition," the geostrategic importance of the country had a great deal to do with the part Canada played in the Battle of the Atlantic. Possessed of a huge land mass, a coastline of unbelievable length and

indentation, and a position on or near all the Great Circle routes from North America to northern Europe, Canada was indispensable to Britain for the provision of North American supplies. It is a point that British historians and sailors (but not, interestingly, aviators) often overlook, and it is one that still needs to be made. For a country of such large expanse and such small population (about eleven million in 1939) to build and maintain a navy of nearly four hundred fighting ships, most of them engaged in the defence of shipping, was an achievement that can never be over emphasized. It was one that would be unlikely to have occurred if the North Atlantic had not been such a vital theatre.

The answer to this, my second complaint, the apparent failure by our principal allies to recognize the importance of Canada's part in the Battle of the Atlantic, is for those of us who do have some grasp of the field to make it our business to ensure that the Canadian story is not overshadowed by those of our principal allies and enemies. In 1945 the Senior Canadian Naval Officer in London, Captain Frank Houghton, made a similar complaint when he read Admiral Sir Williams James' summary of the naval war, a complaint that was indeed followed up with considerable publicity for Canada. Evidently, however, each generation must repeat the process.

My third complaint is along similar lines. The other day at noon the Naval Officers Association of Canada, Ottawa branch, held its "retired officer's day" at the *Bytown* mess. Somebody observed that we had a "clump" of admirals present. It certainly was an impressive turnout: Harry De Wolfe, Ken Dyer, "Scruffy" O'Brien, Jack Pickford, Bob Welland, Bob Falls, Don McClure were all present and correct. If I have forgotten any, please accept my apologies. With all respect, sirs, why have we not heard more from you? H.N. Lay wrote a memoir, privately printed, that is most useful to historians. Jeffery Brock wrote a two-volume autobiography that splendidly and faithfully records his version of a colourful naval career. The collection of *Salty Dips*, transcripts of taped conversations with naval veterans inspired by Captain J.A.M. Lynch, catches some of the personality and history of Canadian sailors. Some lesser mortals have put together wonderful accounts of their naval careers: Hal Lawrence, James Lamb, Alan Easton, Gordon Stead, Tony Law, and I sincerely hope Louis Audette will add his name to this pantheon. Bev Koester, whose wonderful vignettes have been appearing in *ARGONAUTA* for some time now, is writing a collective biography of some of our past admirals. But most Canadian Flag Officers, to quote a wartime poster that hangs in my office, "never mention arrivals, sailings, cargoes or destinations to anybody." They are indeed the silent service. They need no longer be. Let all the toilers who have not been silent serve as an example.

It is not often that one has the opportunity to lecture the great men under whom one served; I do so with the utmost circumspection, but not without a little satisfaction. And that is an end to my griping for now. May this be a healthy and prosperous New Year to each and every one.

ARGONAUTA MAILBAG

Sirs:

I am researching the schooner *Sheitan*, which served in the trade between the United Kingdom, Newfoundland and the Mediterranean. I have the logs and crew lists of her first six voyages (1869-1873), when her master was a kinsman of mine, Captain Samuel Murdoch. He was succeeded by Captain Edgar, whose grandson did a fine painting of the schooner (of which I have a photograph). I hope to locate Customs House records for these voyages. *Sheitan* had a sister vessel, *Devil*, also well known and very fast when commanded by Captain William Tulloch (he previously had served as mate on *Sheitan* under Captain Murdoch). Any advice or assistance would be most welcome.

Harry C. Murdoch
47 Thorncliffe Park Drive, Apt. 1001
Toronto, Ontario
M4H 1J5

Sirs:

From John Harland you likely know that John and I have been collaborating on an "Anatomy" of the Flower Class Corvette *Agassiz*, and we are all but finished; 95% of the information is with the publishers and Conway hopes to have the book available by next June. You might imagine that I have benefited enormously from working with John; he handled virtually all of the research and of course his worldwide contacts seems limitless. A full list of helpful individuals will appear in the book's Acknowledgements, including a fair number of Canadians, most of whom are CNRS members. I think that John would agree that the CNRS "network" works and though I have not been personally involved with most of these people, I would like to offer them my thanks.

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

Sirs:

I am currently researching the barque *Southern Belle* with particular attention to the time of her Yarmouth, Nova

Scotia ownership (1871-1889). She was sold to Åland Island owners where she remained until her breaking up in 1919. I would appreciate any help.

I am also researching Captains Alfred H. Durkee and Joseph W. Morrell, who captained the ship *Balclutha* during the 1890s. Any help with this query would be appreciated.

Eric Ruff
39 Alma Street
Yarmouth, Nova Scotia
B5A 3G5

Sirs:

An associate of mine recently acquired a wooden model of a Newfoundland Jack Boat. It is one of a series of three models built for three actual boats. The name is *Hearts Content*. We are interested in acquiring more information about the models and the boat. Can any of your members provide such information or suggest where it might be found? Thank you for your assistance in this matter.

Marilyn Gurney, Director
Maritime Command Museum
Admiralty House
CFB Halifax
Halifax, Nova Scotia
B3K 2X0

Sirs:

I have two research projects underway and would appreciate any contacts and assistance relating to them. One concerns the Naval Library Service (Naval Reading Service?) during World War II; the other concerns the Merchant Seamen's Signal School, c/o NOIC, Montreal, also during World War II. Anyone with information or experiences to share, please get in touch. Thank you.

Fraser McKee
"Greenknowe"
Box 3
Markdale, Ontario
N0C 1H0

Sirs:

I am a PhD student working on a thesis about shipping conferences from Britain to South Africa, India and the Far East in the period 1875-1930. As part of my work I wish to examine stock market data on shipping firms and would like to know whether anyone has already collected such material.

I would also be interested in hearing from any researcher who has studied these early conferences but has not published the results internationally.

Fiona Scott Morton
Department of Economics
Massachusetts Institute of Technology
50 Memorial Drive
Cambridge, MA 02139
USA

Sirs:

I am attempting to locate anyone who was associated with, or has close knowledge of, the whaling factory ship *Ulysses* (1937-42), or who may have worked in modern whaling on the coast of California during the period 1914-1972, either in shore stations or aboard processing vessels or catcher boats. With thanks in advance,

Robert L. Webb
HC 32, Box 29
Phippsburgh, Maine 04562
USA

Sirs:

I am a scholar who has written on the Pacific Northwest; I seek help in finding information on the life of John Meares, a British naval officer who served during the American Revolution and explored the Pacific Northwest during 1786-1790. I am particularly interested in information about Meares before and after the period 1776-1790. Thank you.

J. Richard Nokes
14650 S. W. 103rd Avenue
Tigard, Oregon, 97224
USA

Sirs:

I seek any information pertaining to the specification of skills required by those aboard ships and vessels. I hope eventually to establish a database of such material, which could cross-reference to training and testing materials. Any *sailing ship* skills should be captured now, in at least descriptive terms, before they are all gone from Canada. Thank you in advance to all who offer suggestions or information.

A. Keran Parry
1771 Cloverlawn Crescent
Gloucester, Ontario
K1J 6V3

ARGONAUTA ARTICLES

SHIPWRECKS OF OTTAWA

by André Lamirande

[Ed. note: This is a revised version of an article that first appeared in the *Divers Free Press*, II, 2(Summer 1992), p. 10. It appears here with the kind permission of Mr. Lamirande. The original article included a map showing the location of the various wrecks. Try as we might, we were unable to reproduce the map in such a way that the finer detail remained legible. We therefore apologize to Mr. Lamirande and to the readers for not including the map; those interested in such details should consult the original article.]

This past summer marked the tenth anniversary of the Underwater Park in our nation's capital. Located between the Alexandria (a.k.a. Interprovincial) and Cartier-Macdonald bridges, this 250-acre (101 hectares) site contains seven wooden steamers. The idea for the park was conceived in 1979 by brothers Frank and Bernard Martin, a biochemist and an engineer, and both avid scuba divers. Residing in Ottawa, they felt that the nation's capital needed an additional attraction for scuba divers. Covering a distance of one and a half miles (2.4 km) along the Ottawa River--where it separates Ontario and Quebec, from the foot of the Rideau Canal locks directly below the Peace Tower of the Parliament Hill to the east of Kettle Island, adjacent to the City of Gatineau--the park contains eleven shipwrecks of which seven are located in the park proper.

To properly launch the park, the wreck of the *Bruce* was excavated with the use of underwater dredges and pumps, then relocated to its new site in front of the Ottawa Rowing Club, below Lady Grey Drive at the foot of Boteler Street. The members of the Santa Maria Society spent thousands of underwater hours excavating the wreck with the blessings of the Ontario Heritage Act. What a sight it was to see a wreck, submerged for over 107 years, rise from the deep.

Looking at some of these nostalgic shipwrecks will provide visiting divers with a better outlook on Canada's marine heritage in the Ottawa area. The *Otter* and the *Minnie* are located at Stirling's Wharf (a.k.a. Ottawa Locks wharfage) directly below Parliament Hill, where the Ottawa Rowing Club had its humble beginning. The wharf was built of wood cribbing in the mid-1830s and served as a docking area for dozens of steamers awaiting entrance to the locks, hence the name Entrance Bay on hydrographic charts.

At the west end of the wharf lie the two wrecks. The sinking of the *Otter* is a classic example like so many others. On the evening of 5 November, 1870, Captain Oliver Shaver went up the roadway to the lockmaster's house to have a chat and a few drinks. It was a cold November evening when the wind just seemed to go right through you, and to sit by the wood

stove in the lockmaster's house was just the thing to do.

At 11:30 that evening, Captain Shaver was zig-zagging his way toward his tug when he noticed flames reaching skyward. There was not much that could be done in those days except to set the boat adrift. The inferno was so hot that it was impossible to get close enough to cut her mooring lines. The *Otter* burned to the waterline and sank at the spot where she lies today. The *Otter* was the very first shipwreck ever discovered in the Ottawa area by the Underwater Society of Ottawa (USO) in the 1950s.

The *Minnie* which lies beside the *Otter* found her watery grave sixty years later in the 1930s. This rectangular barge was built to fit the Rideau Canal locks when travelling from Kingston and Lake Ontario on regular business carrying lumber for the Edward Comstock Company of Rome, New York. At thirty years, this aging tamarack-built tow barge was carrying a load of sand destined beyond the Canal. While the *Minnie* was moored overnight at Entrance Bay, she sprang a leak and sank. It was then judged best to leave her there as her cargo and value were negligible and did not warrant the effort to raise her. The *Minnie* was discovered at the same time as the *Otter*.

The *Ivy* lies in only twenty feet of water at the southeastern end of Hull Wharf on the Quebec side of the river. This sidewheeler was built at Montreal and spent her days working the Lower Ottawa River for the Ottawa Transportation Company with Captain Daniel Murphy as her master. Because dry-rot had begun to set in, she was rebuilt thirteen years after being launched. In 1884 she had a new boiler installed because the old one was finished. It was customary in those days to add a mixture of porridge and molasses in the boiler water to plug leaks, and I assume that this practice continued until the time of her demise.

On 21 September, 1890, the *Ivy* was building up steam for another trip from Hull to Lachine (near Montreal). In mid-afternoon of that Saturday, a sudden explosion of considerable impact occurred. Amid the flying debris from the upper deck, a woman's baby was thrown through the air, landing on a shed on the shore. The woman was not killed and her baby suffered only scratches. The engineer was badly burned by scalding water; it is not known if he survived. When we found the remains of the *Ivy*, she was lying under a houseboat. The owner argued black and blue that there was no wreck at this place; when we brought up the steam gauges, he went up the hill to the Interprovincial Hotel and got drunk.

Fifteen years earlier in 1875, the *Bruce* was another ship that caught fire at Hull Wharf. Two years earlier, the *Bruce* had

been bought by Scofield (Ottawa) and Napier of Rochester, New York. They placed her as a scheduled passenger and freight steamer between Ottawa and Westport on the Rideau Canal. She made two return trips weekly, but soon found herself without employment. There was no money to be made because two of her trips ran empty. To make her problems worse, she seeped water badly and constantly needed repairs at Batson's and Currier's wharf, a quarter mile from Hull Wharf.

On 20 March, 1875, while in winter quarters at Hull Wharf, the *Bruce* mysteriously caught fire. The fire was quickly discovered and put out. However, she had suffered enough damage to warrant removing her boiler and stripping her engine. When spring came, her hulk was towed across the river to the Ontario side to lay at the northeastern end of the Ottawa locks. There, she eventually disappeared beneath the surface until found by accident in the 1970s by the USO. Twelve years later, along came Frank and Bernard Martin with the Santa Maria Society to dig the *Bruce* out and tow her to the old Ottawa Rowing Club.

Right beside the *Bruce* we found the *William King*. This steamer, belonging to the Ottawa and Rideau Forwarding Company, plied the Ottawa-Grenville route on the Lower Ottawa River performing passenger and general cargo duties. She was only a small sidewheeler, registering a mere ninety gross tons when she was built at Montreal under the name *William Annesly*. There is no data as to her disposition, but it seems that she was abandoned at East Queen's Wharf. She drifted with the ice to her location at the Ottawa Rowing Club, where she sank in forty-two feet (twelve metres) of water. Throughout the years, landfill was dumped along this shoreline, burying a good portion of the wreck.

Further down river from the underwater park, we come across the steam-ferry *Mansfield*. It took ten years for the USO to locate her. In happier times, the *Mansfield* ran a ferry service between Gatineau Pointe and the Old Edinburgh at the foot of Ottawa's John Street. She began her ill-fated career in 1888. Fuelled by wood slabs and wood bark, she was on her maiden voyage when she ran out of fuel and became stuck on a sand bar at the mouth of the Gatineau River. After being pried loose by a tug, she made her way merrily back to Queen's Wharf. While approaching the wharf, her steering gear broke and she rammed into the Ketchum Boathouse Limited at the foot of Bolton Street.

For the next eight years, the *Mansfield* plied her commuter trade without further mishap. Then, on 7 May, 1896, disaster struck for the last time. A spark from her funnel ignited a large pile of wood shavings in her open bunker. An eyewitness account reports "A huge volume of flame burst from

her amidships. So sudden was it, and so unexpected, that the crew and passengers were simply paralysed with astonishment. Then the law of self-preservation acted on them and they leaped to the (Edinburgh) wharf." A tug dragged the blazing ferry toward Governor's Bay as the fire threatened to spread. As she was being towed, the rope broke. When the fire reached her waterline, she sank about 300 feet (ninety-five metres) from where the Prime Minister's wharf stands today. She was found seventy-eight years later in 1974 when the Underwater Society was looking for a boat crew that had fallen into the ice drift and plunged over the Rideau Falls during ice cutting operations earlier in the spring.

Another wreck close to the boundaries of the underwater park is the steam tug *Resolute*. This propeller vessel had a similar fate as that of the *Otter*. She was owned by the Ottawa and Rideau Forwarding Company under the command of Captain Prinderville. Late in the evening of 29 July, 1890, she was building up steam while moored at Stirling's Wharf when some cinders apparently were jettisoned on to the wooden floor of the ship, causing fire to erupt suddenly. When the *Resolute* was found ablaze, she was cut from her moorings and set adrift. According to the *Ottawa Free Press*, a reporter with a horse and buggy followed the flaming wreck along the shore. It was reported that the vessel's boiler fell first as she turned to one side, then her high-pressure engine fell off as the *Resolute* turned to the other side before her hull plunged into the deep. Her exact location remained obscure for many years until found by the USO in July 1974. The *Resolute* lies in thirty-five feet (ten metres) of water off Rockcliffe Point at the northeastern end of Governor's Bay.

At the same time that the *Resolute* was being found, another team of USO divers made a discovery at the southeastern end of Kettle Island. The identity of this wreck was thought to be that of the *Maggie Bell* and went by that name for many years until its exact identity was determined. The wreck was eventually identified as the *Quinte Queen*. The problem was its location 300 feet (ninety-nine metres) off Kettle Island. The wreck is about three-quarters buried in underwater moving sand dunes, and each time it was investigated over the years, sketches gave a different image that could not be correlated. This discrepancy was not resolved for some years.

The *Quinte Queen* was originally built in 1902 at Valleyfield, Quebec under the name *Salaberry*. Her new name was given when she was acquired by the Capital Park Company of Kettle Island. They used her as a pleasure craft to transport picnickers to the island from Queen's Wharf. In the early 1920s, the *Quinte Queen* struck a sand bar and foundered. Throughout the years, the spring ice tore her superstructure.

Our divers reported that it takes up to five years to see this wreck, as that is the time it takes for the sand dunes to move along, exposing a bit of her each year.

The last two wrecks, off the northeast end of Kettle Island, need to be mentioned only briefly. The *Glen Isle* (ex-*Welshman*) burned and sank in 1930 and when found in the 1960s was covered with raw excrement from the Gatineau sewer. We therefore do not advise anyone to visit her. The same advice goes for the sand barge *R.R. Foster No. 2*, sunk a little further down from the *Glen Isle*. She lies 200 feet (sixty-five metres) off the eastern tip of Kettle Island.

So far, we have undertaken a general look at the underwater park in Ottawa. The expenses incurred to set up the park and the excavation of the *Bruce* were borne by the volunteer divers of the Santa Maria Society. Their unselfish contributions both in underwater time and surface chores is the ultimate proof of what a group of volunteers can do. By diving and enjoying the underwater sites outlined herein, recreational divers will promote, in the long run, an understanding of what Canada's marine heritage is all about. For further details about the Nation's Capital Underwater Park and the USO, contact: Underwater Society of Ottawa, Wheelhouse Maritime Museum, Box 518, Ottawa, Ontario K1N 9H1.

NORTHERN SEAS

by John A. Shipperlee

[With this issue we offer part of the reminiscences of John A. Shipperlee, who served as a pilot of the Fleet Air Arm aboard HMS Sheffield early in 1943. Following the war, Mr. Shipperlee had a full career as a teacher and headmaster in England, East Africa and Australia. In 1970 he became Senior Lecturer at Wollongong Institute of Education until his retirement in 1979. We are extremely grateful to Mr. Shipperlee for sharing his experiences with us, and to David Beatty, who first encouraged Mr. Shipperlee to bring his reminiscences to our attention. The Ed.]

PART ONE: AN ARCTIC CYCLONE

In February 1943, HMS *Sheffield*, a medium cruiser of 10,000 tons, sailed from Scapa Flow to shadow and provide cover for Convoy JW53 of twenty-eight merchant ships bound for Murmansk on Russia's Arctic coast. This route led via the North and Norwegian Seas, across the Arctic Circle, and into the Barents Sea, notorious for wild weather, furious seas, and freezing temperatures. To the perils of nature were now joined additional hazards--the U-boat menace and raids by German aircraft based in Scandinavia. At this time of year it was imperative to keep further away from the Pole than was possible in the summer, to avoid the ice-sheets. Though this brought northern vessels in winter closer to the U-boat and aircraft bases in northern Norway, the winter conditions could also handicap the enemy with long hours of

darkness (almost continuous at times), poor daylight visibility due to mists and fogs, and the biting cold.

I had been sent to the Orkney Islands Fleet Air Arm Base at Twatt early in January to team up with my observer and air-gunner; we would work up as the crew of Walrus Z1761 and join the "*Shiny Sheff*". It would be our first voyage together and, indeed, my very first real ocean voyage. The observer was Christopher Stubbs, then scarcely twenty-one and rather more than a year younger than myself. His parents (a doctor and a nurse) had moved to New Zealand when Christopher was an infant and he had grown up on the coast of South Island. He had, accordingly, made a lengthy sea voyage within the past year, for training with the FAA. We and the air-gunner were the only three flying members of a crew of approximately 900; there were also half a dozen or so maintenance crew to work on the engine, rigging, gun, etc. Originally the ship had two aircraft and crews but these had been lost in a tragic accident when they flew into each other. After that, the ship's Commander (second-in-command) had persuaded Captain Addis to ask for only one aircraft and crew, as one of the small hangers had become too useful as a potato and general store, while the other had long been used for giving group instruction and cinema shows for crews in harbour. Before sailing, therefore, we had been craned aboard from the waters of Scapa Flow and hoisted on to the catapult, the device running across the ship amidships for launching the aircraft directly over the side.

Sheffield had four turrets, each with three 6-inch guns. It had been on this type of convoy duty a few times previously and usually met two or three cruisers of similar size and several destroyers at some point along the route to provide stronger protection from the heavy German cruisers and one or two pocket-battleships that were known to be lurking in Norwegian harbours much of the war. The enemy warships ventured out to attack the convoys to Murmansk from time to time, aiding the U-boats and aircraft in sinking tens of thousands of tons of shipping and supplies. However, on this occasion it was making the majority of the voyage alone, and expecting to be in the proximity of the convoy during its period of greatest danger. From the start, the winds were strong and the seas rough. During the second day they became fierce indeed. By the time we were somewhere east of Iceland and near the Arctic Circle, the weather conditions had become a cyclone. Winds of over a hundred knots whipped up the surface of the ocean into a continuous grey mass—a horizontal sheet of spray that extended above the ship and made it impossible to distinguish between the sky and the sea. It all looked the same: grey, wet, and flying past at great speed. Only through small openings or thickly-glassed portholes could any looks be sneaked. No one was allowed on deck, for to venture there would have been

certain suicide. For more than a day the warship remained facing into the wind, engines turning just enough to maintain 2½ to 5 knots—sufficient to keep the bows pointing in the desired direction. The violent waters pounded the vessel and caused it to pitch and roll severely, while creaks and groans in the structure and movements in the expansion plates were at times all quite alarming. I was very glad that we were aboard a British ship built only a few years previously at Newcastle-upon-Tyne.²

Being quite unaccustomed to such large and continuous heaving and twisting motions, I was frequently seasick—about hourly for a day and a half. For twenty-four hours of that time I could only lie in my bunk feeling very bilious, miserable and apprehensive. Christopher, amazingly, seemed almost normal and was able to attend the wardroom at meal times to partake of any food provided under exceptionally difficult conditions by a stalwart cook. He reported to me most times that few others were there. Already his future successful bedside manner (as a family doctor in New Zealand) was showing, and he came frequently to cheer me up, give advice, and inform me how the ship was standing the strain. Apparently considerable quantities of water were getting inside certain parts of the cruiser. Enormous waves were beating against the armour plating. Many were crashing past the bows and breaking on the foredeck or against "A" turret. One had crashed with such weight and force that it had buckled and opened the steel turret, sweeping overboard part of the roof (of one-and-three-quarters-inch-thick steel) and causing injury to three of the gun crew—one had a broken jaw and nose, others were badly bruised. Guns had been pointed sideways to minimize water running down the barrels, as the end-disks had not been screwed on beforehand in case of action stations being sounded. There was little likelihood of any hostility by this time, for any other vessel (or aircraft) in the vicinity would be fully occupied in surviving the hurricane-force gale, and no submarine could contemplate nearing the surface to fire a torpedo in such wild conditions.

Around the third day the cyclonic winds eased and, after a while, it became possible to see on deck the havoc caused by the frightening storm. No small boat or life-boat remained intact; stern and stem posts were still lashed in position but most of the middle of each boat was missing, leaving ragged assortments of planking hanging to their fasteners. Virtually all of the lifefloats had been swept overboard. The submarine detection mechanism had been swept from under the hull, and the radar gear had been blown off the superstructure. Two hundred tons of seawater were estimated to be in the hull. The most forward turret was of course unlikely to work properly if needed. At some stage a signal was sent to the Admiralty reporting the situation, but I do not know if it went off immediately or after the ship had limped to

Iceland, due to radio silence. As the vapour cleared from above the ocean, the enormity of the swell became clear. Mountainous walls of water rose above the horizon and surged towards the warship, dwarfing it whenever the cruiser was in the hollows; they would tower above the superstructure, then crash over the foredeck, then, like a giant hand, lift the ship up, to be carried upon the massive bank of sea before settling briefly again in the next trough. The waves were estimated officially as being around seventy feet high--some looked a hundred feet higher at the crest than in the trough; certainly they were awesomely huge and obscured all waves beyond them as well as the horizon. At times crests were above the height of the bridge--seventy-eight feet above normal water level. These sights were spectacular, the sensation unreal, as though riding the surface of a fluid range of low hills³.

Although the tendency to seasickness slowly decreased, it did not disappear, and I was not able to eat. It was suffered by a large number of the ship's company. Even "old sweats" who had spent all their working lives at sea and had been recalled for the duration of war confessed to feeling the malady for the first time since their youth. I found myself wandering around the interior of the ship to divert my attention from the unpleasant sensation, and snatching breaths of fresh air whenever a spot was reached with an opening to the breeze. As an air-crew, we had things to attend to related to the aircraft in the normal way but now, of course, such activities as anti-submarine patrols were not appropriate. In such slack periods it would not be long before the executive commander found some duties for us. Meanwhile the ship made for Seyðhisfjörður, the small but second town of Iceland on its east coast, nestled in the neck of the fjord of the same name, and well sheltered from the ocean. *To be continued...*

Notes

1. HMS *Sheffield* acquired her nickname from the unique strip of stainless steel around the edge of the deck, a gift of the steel city of Sheffield; the Master Cutlers of Sheffield also presented the wardroom with a stainless steel table service.

2. *Sheffield* was completed in 1937. She was involved in all the important naval actions of the European zone during World War II: she was part of the covering force for the Fleet Air Arm attack on the Italian fleet in Taranto Harbour; she was with the ships that hunted the *Bismarck*; she took a leading role in the Battle of the Barents Sea two months before we joined her, protecting Convoy JW51B from the *Admiral Hipper* and the *Lutzow*. Several months after our voyage with her, on 26 December, she was again in action in the Barents Sea, in the Battle of the North Cape in

which *Sheffield*, two other medium cruisers and four destroyers attacked the battle-cruiser *Scharnhorst* (32,000 tons, nine 11-inch guns) and caused her to run into the trap set by the battleship HMS *Duke of York*, which sank the *Scharnhorst*. *Sheffield* continued in service until 1967.

3. Many years later I read that the cyclone we experienced had been recorded in the Admiralty as the fiercest ever in the North Atlantic area.

A SWEDISH NAVAL OFFICER VISITS VANCOUVER ISLAND AND ESQUIMALT IN 1866

by Dan G. Harris

From the mid-eighteenth century until 1900, Swedish naval officers joined the British or French Navies to gain experience. Some served in both British and French Navies during the American War of Independence. In 1870, one Lieutenant Nordenfeldt was lost in the HMS *Captain* disaster (his name is on the memorial to the *Captain's* crew in St. Paul's Cathedral, London). The practice ended in 1900, but in 1946, Swedish naval officers again began to train in the British Navy's establishments and ships.

Lieutenant Johan Ekelöf was born in 1839 at Svardsjö (Sword Lake). He served in the Royal Navy from 1866 to 1869 holding appointments in frigates *Zealous*, *Prince Consort* and the auxiliary sloop *Alert* during their commissions in the Mediterranean and the Pacific. Ekelöf wrote his notes about his service on board HMS *Royal Adelaide* in July 1868, and later described his time with the Pacific squadron in the Swedish Royal Society of Naval Sciences journal for 1869. The article includes descriptions of the Magellan Strait, Valparaiso, San Francisco and Vancouver Island. Here is his description of Vancouver Island:

Vancouver Island is 270 miles long, 40-70 miles wide and lies northwest and southeast along the coast of British Columbia. The Straits of Juan de Fuca separate it from the United States of America. It is difficult for ships to make passage through the inner waters of the northern part of the Island owing to the large number of islands. Only simple navigation is necessary to clear the southern waters between Washington and the southern part of the Island. The depth of water near Cape Flattery, 15 miles from land, is 90 fathoms; the entrance to Juan de Fuca Strait is over 40 miles wide. There are high cliffs on either side of the Strait, the highest is on the south side, beyond is the 6000 ft. Olympic range. The Island's mountains are lower, and are covered with

pine forest.

Ekelöf states that there is a small harbour called Port San Jean near Cape Flattery "safe in all weathers" (and is often used as a refuge in bad weather). Cape Flattery light is on a cliff 160 feet high, and has a range of twenty miles. Fifty miles away, Race Point has a ten-second flashing light, with a range of eighteen miles, and a fog bell. He adds that Race Point should not be approached at a distance of less than one to one-and-a-half miles after rounding Fisgard light at the entrance to Esquimalt, which is five miles to the East (?) of the Victoria Harbour light.

Ekelöf believed Esquimalt, the Island's naval base, was the best and safest harbour on the coast, with five to twelve fathoms' depths anchorage available day and night. He added the English government has built a small quay at Esquimalt, a mechanical workshop, a large storehouse, and a hospital. He heard about the intention to build a dry dock in the Esquimalt Inner Harbour, but there were no signs of any related activity.

Ekelöf noted that the British had brought many guns to Esquimalt but had not begun to fortify the naval base. He learned that a garrison of forty marines was stationed on San Juan Island, and that the American garrison stationed at the border had artillery.

Ekelöf wrote "Victoria, 3 miles east of Esquimalt, is the Island's commercial centre, and seat of British Columbia's government". The maximum depth at the harbour entrance was seventeen feet. Consequently, ships of greater draft must sail to Esquimalt to discharge cargoes. He writes "Many persons held that the authorities should have chosen Esquimalt for the town site." Ekelöf believed Victoria's area could contain a population 8-10,000 but he discovered it rarely exceeded 1,200. He noted that although most types of ship stores were available in Victoria, the full range was only obtainable in New Westminster, the seat of the mainland government. There are places on the coast where small vessels can be hauled up.

Ekelöf learned that three quarters of the Island was unexplored and the population comprised 3,000 whites and 10,000 Indians. In addition, the mainland's and Island's immigrants' principal occupation had been gold mining. Rumours of discoveries had brought thousands of immigrants to the Island and the mainland, but as most gold discoveries had proved small, most had left.

The Island's principal export was coal mined at Nanaimo; its quality was the best next to Sydney coal. He learned the mining activity was large and both naval and merchant vessels used it. In addition, it was cheaper than English coal

at San Francisco, and superior to California coal. According to Ekelöf, Californian coal should always be mixed with English or Nanaimo coal for good firing. Other important exports were furs, and some timber. Ekelöf observed that agriculture and cattle husbandry had begun on a small scale. He believed the mild climate was favourable to agriculture. He noted it was milder than in New York City but he believed the Island's development would be slow owing to the lack of skilled workers.

His subsequent career in the Swedish Navy included command of the corvette *Norrköping* on voyages to South America in 1871 and 1872, and to Iceland and Spain in 1874-1876. In the 1880s, Ekelöf held various commands, making voyages to the West Indies and into the Atlantic. He was awarded the Norwegian St. Olaf's Order Knight First Class in 1879. His naval service ended in November 1889. Unfortunately, Ekelöf's notes contain no information about his shipboard life in the British Navy.

Sources:

Tidskrift i Sjöväsendet (1869)

ARGONAUTA COLUMNS

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

By C.B. Koester
Kingston, Ontario

Libertymen

The naval base at Scapa Flow was not strong on entertainment for the ships' companies. As midshipmen, we were invited to the Sunday night film in the Wardroom when in harbour, and we could usually join the troops forward to watch a film in one of the messdeck spaces on week nights. Ashore at Lyness there was a cinema, a concert hall--I now forget, but they may have been one and the same--and a wet canteen. Occasionally, the Wrens would invite us to a party at the Wrennery, a "tea dance" as these affairs were called when held in the afternoon. On one splendid occasion the ship steamed around to Kirkwall, the main town of the Orkneys, to give a day's leave and the inhabitants went all out to entertain us, but that happened only once during my time in Scapa.

The choice being thus limited, a messmate and I elected one gloomy Saturday afternoon to go in to the cinema at Lyness. By the time we were ready to return in the late afternoon,

it had come on to blow so that our boats were hoisted and the only transportation back to the ship was the ship's drifter which had been sent in to bring off the libertymen, most of whom had spent the afternoon in the wet canteen.

The drifter was the work-horse of the fleet anchorage. Designed originally as a sailing vessel for the inshore fishery, the modern drifter, built up to seventy feet in length, was powered by steam or diesel, and could be readily converted to act as a tender to the capital ships of the fleet. Drifters towed targets, carried bulky stores, transported libertymen to and from their ships and did all those odd jobs which their size and sea-keeping qualities fitted them.

Since we were the only officers aboard, it was our privilege to enjoy the relative warmth and comfort of the wheelhouse on our passage across the Flow. The troops took shelter wherever they could find it on the upper deck, for it was a stormy crossing, and as we approached *Devonshire* it was clear that disembarking the libertymen was not going to be easy. The sea was washing over the drifter's bulwarks as she pitched into the waves, and the Officer of the Watch on *Devonshire's* upper deck was paying careful attention to the accommodation ladder, obviously fearful that it might be crushed between the drifter and the ship's side. I could almost hear the voices of my officer and petty officer instructors at Royal Roads admonishing me to "take charge!"

"Come along, John," I said, "we'll have to organize things down here."

We made our way down from the wheelhouse and through the crowd of seamen and marines clustered on the foredeck, while the Officer of the Watch ordered the accommodation ladder to be lowered.

"You first, Sir," said a slightly glassy-eyed Royal Marine corporal, acknowledging the time-honoured custom for the more senior to disembark first.

"Not this time, Corporal," I replied, as I helped him onto the platform of the accommodation ladder from the pitching deck of the drifter.

It thus became clear to all that these two midshipmen were not about to stand by their prerogative to be first off, and the men came forward in orderly fashion to take their turn at stepping from the heaving deck of the drifter to the accommodation ladder which itself was an equally unsteady platform. The drifter rose and fell as the sea dashed between us and the ship's side. From time to time the Officer of the Watch ordered the ladder to be hoisted to avoid the worst pounding, and then lowered again to take on a few more

men. More than one lad lost his footing attempting to step from the bulwarks to the platform of the ladder and had to be steadied against the pitching of the drifter, and more than one found himself dangling from the stanchions of the ladder when the drifter suddenly dropped from under him, and we had to hold him up by the legs to prevent his being caught between the ladder and bulwarks as the drifter rose again on the angry seas. Finally, however, the last of three-score libertymen was safely back aboard.

Our job done, we scrambled up the ladder ourselves to be greeted by the Officer of the Watch on the upper deck:

"Well done, Lads," he said.

High praise indeed for two midshipmen, particularly when it was accompanied later by an invitation to take a glass with him in the Wardroom before dinner. Nothing more needed to be said. This was his way of acknowledging that we might just have the makings of proper seamen and responsible officers after all.

Tupper Is Ready!

The war in Europe ended on 8 May 1945, but I cannot recall any great celebration in HMS *Devonshire* or in the ships in company in the fleet anchorage in Scapa Flow. We hoisted ensigns at the fore and mainmast, cleared Lower Deck to listen to the Captain as he described our contribution to the final victory and spliced the mainbrace. I suppose we could have gone ashore to celebrate, but we had learned earlier that the Wrens at Lyness would be confined to barracks on VE Day, so there did not seem to be much point in a run ashore. The BBC broadcast the King's address at 2100, followed by a few words from Eisenhower and Montgomery, but the real indication that peace had broken out came that evening when the BBC broadcast a weather forecast:

"There is a depression developing off the west coast of Ireland...," the announcer said, but the rest of his report was drowned out by the cheers of the British midshipmen in the Gunroom who had not heard a public weather forecast for some six years. Clearly, peace and normality had returned to the land.

Yet we suspected that their Lordships had something more in mind for *Devonshire*. A few days earlier we had been organized into "A" and "B" companies and issued with web belts and gaiters and all the warlike equipment necessary to sustain ourselves ashore as landing parties. The next day we landed a contingent of seamen and Royal Marines for small-arms training, and I was assigned to a machine-gun platoon. Equipped with belt and gaiters, pistol and lanyard, I was

aboard one of the motor boats which, together with the ship's drifter, were lying alongside full of troops waiting for the Gunnery officer, an RN lieutenant-commander by the name of Tupper, to lead us on this little outing. After an inordinate delay, or so it seemed to us tossing about in the boats, the Gunnery Officer finally made his appearance. It was, indeed, almost a theatrical "entrance," for there he stood at the head of the gangway very properly attired in his best uniform with brass buttons and gold lace, armed with pistol and ammunition pouches, and wearing the symbols of his station, black patent-leather gaiters and whistle chain. Obviously enjoying every minute of it, he announced in a voice for all to hear:

"Tupper is ready!"

A response came immediately from an anonymous seaman in one of the boats, fretful at the delay and the discomfort of his unaccustomed impedimenta:

"Corblimey," he said with a Cockney's sense of humour and an accent to match, "don't'e look luvverly!"

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. Prince Albert

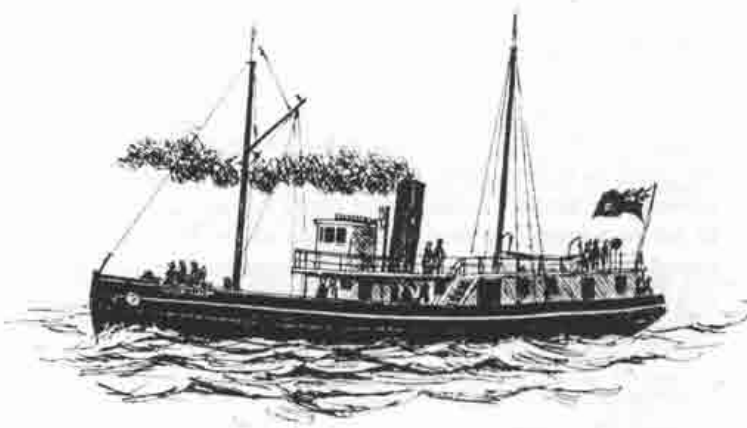
Specifications:

Official Number:	107349
Builder:	J. McGill, Shelburne, N.S.
Date Built:	1901
Gross Tonnage:	126.73
Overall length:	97.0 Feet
Breadth:	20.0 Feet
Draught:	8.4 Feet
Engine:	2 cyl. 10" and 20" - 24 hp
Propulsion:	Screw

History:

Prince Albert was built as the wooden steam drifter *Messenger* for the Harbinger Steam Trawler Company of Yarmouth. In 1904, the Evangeline Navigation Company, a wholly owned subsidiary of the Dominion Atlantic Railway, purchased the vessel to replace their SS *Evangeline* which was no longer able to cope with the growing freight and passenger service between Minas Basin ports. Licensed to carry 150 passengers, she was placed in service in June 1904 and

proved an instant success.



S.S. PRINCE ALBERT

ROBIN H. WYLLIE - 1992

Fig. 1. S.S. Prince Albert from a photograph in the author's collection.

It was a simple route from Parrsboro across the basin to Kingsport and Wolfville and return. However, *Prince Albert's* schedule was determined, not by train arrivals and departures, but by Fundy's great tides. As a result, she sailed from Parrsboro to Wolfville at the peak of one tide and returned on the peak of the next.

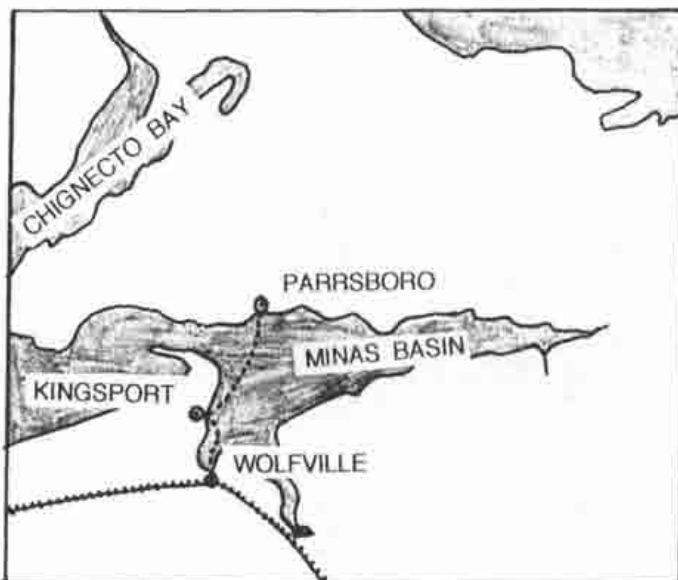


Figure 2: Map of S.S. Prince Albert's route (not to scale.)

She remained on the run for twenty continuous years, until 1926, by which time increasing traffic, and demands for a vessel capable of transporting automobiles rendered her obsolete. *Prince Albert* was replaced by the Saint John Dry Dock-built steel ferry the MV *Kipawo*, her name derived from the first two letters of each port of call. *Kipawo* was licensed for fewer passengers, 127, but she could carry eight cars loaded by means of a special sling attached to her huge

"Bay of Fundy" boom. *Prince Albert* was sold to the Albert S.S. Co. of Halifax, perhaps one of Hendry's subsidiaries, and subsequently, the Eastern Canada Coastal Steamship Company consortium. She did not last long with her new owners, sinking in ice at Mulgrave on 23 March, 1929.

ies for the fiscal year of 1913-14 (Marine). Ottawa, 1914.

Selected Gazetteers to 1930.

Selected Shipping Registers to 1930.

ARGONAUTA COMMENTARY

EX-SAILING VESSEL BARGES

by Rick James

I have been researching the history of ex-sailing vessels that were cut down into barges on Canada's west coast, where they were used to haul woodpulp, logs, fuel, and so on. What follows is an inventory that I have developed thus far; I would welcome any corrections, additions, etc. Each entry to the inventory includes the several names of the original sailing vessel; the names carried after the ship was cut down to a barge; her eventual fate or final resting place; and the sources from which the information was collected. Five of the barges were converted from the twelve German Cape Horn windjammers interned in Santa Rosalia, Mexico 1914-1918: *Harvestehude*, *Orotava*, *Walküre*, *Adolph Vinnen*, and *Helwig Vinnen*.

Ex-sailing vessel barges that belonged to the Island Tug & Barge Company:

1. Ship: steel three-masted ship *Riversdale*, *Harvestehude*
Barge: *Riversdale*, *Crown Zellerbach #3*
Fate: to breakwater at Royston, BC, 1961
Source: Elworthy family, BC Archives, H. Huycke, R.E. Wells, *Vancouver Sun*, 30 December, 1964
2. Ship: steel four-masted barque *Comet*, *Orotava*, *James Dollar*
Barge: *Pacific Forester*, *Island Forester*, *Crown Zellerbach #2*
Fate: to breakwater at Royston, BC, 1961
Source: Elworthy family, H. Huycke, R.E. Wells
3. Ship: steel four-masted barque *Alsterberg*, *Walküre*, *William Dollar*
Barge: *Pacific Gatherer*, *Island Gatherer*
Fate: wrecked Queen Charlotte Sound, 1936
Source: Elworthy family, Capt. Cadieux, Harold Huycke
4. Ship: steel four-masted barque *Somali*, *Alsterdamm*, *Adolph Vinnen*, *Mae Dollar*
Barge: *Pacific Carrier*, *Island Carrier*, *Crown Zellerbach #1*

DOMINION ATLANTIC RAILWAY				
Steamship Service Across the Basin of Minas, Kingsport and Parrsboro				
"PRINCE ALBERT" will make trips as under during				
OCTOBER and NOVEMBER 1911				
Steamer runs on Atlantic Standard Time.				
DATE	Parrsboro to Kingsport	Kingsport to Wolfville	Wolfville to Kingsport	Kingsport to Parrsboro
Oct. 12	10 15 A.M.	7 45 A.M.	8 00 P.M.	5 30 P.M.
13	7 15 "	8 45 "	5 45 "	7 15 "
14	7 30 "	9 00 "	9 30 A.M.	10 15 A.M.
15	8 30 "	10 00 "	10 30 "	11 00 "
16	9 00 "	10 30 "	11 00 "	11 30 "
17	10 30 "	12 00 "	12 30 P.M.	1 00 P.M.
18	11 15 "	12 45 P.M.	1 15 "	1 45 "
19	11 45 "	1 15 "	1 45 "	2 15 "
20	12 30 P.M.	2 00 "	2 30 "	3 00 "
21	1 15 "	2 45 "	3 15 "	3 45 "
22	2 00 "	3 30 "	4 00 "	4 30 "
23	2 45 "	4 15 "	4 45 "	5 15 "
24	3 30 "	5 00 "	5 30 "	6 00 "
25	4 15 "	5 45 "	6 15 "	6 45 "
26	5 00 A.M.	6 30 A.M.	6 45 P.M.	7 15 "
27	5 45 "	7 15 "	6 45 "	7 15 "
28	6 30 "	8 00 "	7 15 A.M.	8 15 A.M.
29	7 15 "	8 45 "	8 45 "	9 15 A.M.
30	8 00 "	9 30 "	9 45 "	10 15 A.M.
31	8 45 "	10 15 "	10 30 "	11 00 A.M.
Nov. 1	9 30 "	11 00 "	11 00 "	12 00 P.M.
2	10 15 "	11 45 "	12 00 P.M.	1 15 P.M.
3	11 00 "	12 30 P.M.	12 45 P.M.	1 45 "
4	11 45 "	1 15 "	1 30 "	2 00 "
5	12 30 P.M.	2 00 "	2 15 "	2 45 "
6	1 15 "	2 45 "	3 15 "	3 45 "
7	2 00 "	3 30 "	4 00 "	4 30 "
8	2 45 "	4 15 "	4 45 "	5 15 "
9	3 30 "	5 00 "	5 30 "	6 00 "
10	4 15 "	5 45 "	6 15 "	6 45 "
11	5 00 A.M.	6 30 A.M.	6 45 P.M.	7 15 "
12	5 45 "	7 15 "	7 15 "	8 15 A.M.

Passengers leaving Parrsboro on these days arrive in St. John via Digby same day.

Passengers leaving Parrsboro on these days arrive in Boston via Yarmouth next morning.

The Time 12.00 Night to 11.59 A. M. is shown in light face type.
12.00 Noon to 11.59 P. M. in dark face type.

Figure 3: Minas Basin schedule from Dominion Atlantic Railway 1911 Timetable.

It is interesting to note that *Prince Albert*'s twin sister, the *Harbinger* also found herself in the Bay of Fundy passenger and freight service. In her case it was between Riverside N.B. and the Chignecto Bay ports. *Harbinger* was seized by the U.S. Government in January 1922 for rum-running.

Sources:

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

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

Dominion Atlantic Railway. *1911 Season Timetable*.

Steamboat Inspection Report Supplement to the Forty-Seventh Annual Report of the Department of Marine and Fisher-

- Fate:** burned at Port Alberni dock, 1945, then to Powell River mill for use as breakwater, back in service 1954? (replaced at Powell River by scrapped frigate HMCS *Coaticook*?) Sold to Alaska interests 1970, scrapped Seattle 1971-72
Source: Elworthy family, R.E. Wells, H. Huycke, Capt. Cadieux, *Vancouver Sun*, 30 December, 1964
5. **Ship:** steel ship *Dunsyre*
Barge: *Dunsyre*
Fate: wrecked, Kains Island, 1936
Source: Elworthy family, R.E. Wells, *Victoria Colonist* 1936
 6. **Ship:** five-masted wood barquentine *Forest Friend*
Barge: *Forest Friend*
Fate: to Royston, BC, 1950s?
Source: Elworthy family and Bent Sivertz, ordinary seaman on 1922 voyage, now living in Victoria (a CNRS member who wrote an interesting manuscript about the voyage)
 7. **Ship:** four-masted wood schooner *Sir Thomas Lipton*
Barge: *Sir Thomas Lipton*
Fate: abandoned? dumped? on Gambier Island beach
Source: Elworthy family, *Raincoast Chronicles* #2, R.E. Wells, *Vancouver Sun*
 8. **Ship:** iron & steel? ship *Zenindar*, *Otto Gildmeister*, *Homeward Bound*, *Star of Holland*
Barge: *Homeward Bound*
Fate: scrapped, Seattle 1950
Source: Elworthy family, R.E. Wells, *Vancouver Sun*, Captain Cadieux
 9. **Ship:** steel ship *Blairmore*, *Abby Palmer*, *Star of England*
Barge: *Island Star*, *Crown Zellerbach* #4
Fate: Scrapped by Capital Iron, Victoria, BC, 1961-2
Source: Elworthy family, R.E. Wells, *Vancouver Sun*
 10. **Ship:** steel three-masted barque *Lord Templetown*
Barge: *Lord Templetown*
Fate: Capital Iron sold to Portland, Oregon 1957 and scrapped
Source: Elworthy family, R.E. Wells, *Vancouver Sun*
 11. **Ship:** steel four-masted barque *Robert Duncan*, *William T. Lewis*
Barge: *Fibreboard*
Fate: wrecked Vancouver Island, 1942
Source: Elworthy family, R.E. Wells, Griffiths & BCARS photo
 12. **Ship:** four-masted wood barquentine *Puako*
Barge: *Drumwall*
Fate: at Royston?? or Oyster Bay, BC???
Source: Elworthy family, R.E. Wells, BCARS photos
 13. **Ship:** five-masted wood schooner *Betsey Ross*
Barge: *Betsey Ross*
Fate: ??????????
Source: Art Elworthy
- Other sailing vessel-barges on the coast:
14. **Ship:** *Balasore*, *Monongahela*, *Dalbek*, *Red Jacket*
Barge: *Balasore* (was a barge for Kelley Co., Powell River)
Fate: lost, 1943
 15. **Ship:** full-rigged ship *La Escocesa*, *Coalinga*, *Star of Chile*, *Roche Harbour Lime Transport* (still rigged as barque); re-rigged as four-masted schooner *Scottish Lady*
Barge: 1954-5, sold to BC and cut down to barge
Fate: sank off north end of Vancouver Island, 1960
Source: Harold Huycke and J. Gibbs
 16. **Ship:** wood barque *Robert Kerr*, built at Quebec, 1866 and served as a CPR collier prior to *Melanope*, 1910?
Fate: wrecked off Thetis Island
Source: Ruth Greene
 17. **Ship:** three-masted iron ship *Melanope*
Barge: CPR coal barge *Melanope*
Fate: to Royston, 1946
Source: well documented
 18. **Ship:** four-masted barque *Helwig Vinnen*, *Drumrock* (barge name?)
Barge: *Log Tyee* (Pacific Coyle Co.)
Fate: sank Takush Bay, Smith Sound, 1927
Source: Harold Huycke
- Sources:
- Cecil Clark, articles in *Victoria Daily Colonist*
- Charles M. Defieux, "Of Men and Ships," *Vancouver Sun*, December 30, 1964
- Art and Don Elworthy, sons of H. Elworthy, founder of Island Tug & Barge Ltd., Victoria, B.C.
- J. Gibbs, "Pacific Squareriggers"

Ruth Greene, "Personality Ships of B.C."

Harold Huycke, Jr., "To Santa Rosalia Further and Back"

R.E. Wells, "West Coast Barges," *Daily Colonist*, February 27, 1972

EIGHTY YEARS AFTER: RMS TITANIC REMAINS A SUBJECT OF CONTROVERSY AND INTEREST

By Alan Ruffman
Halifax, Nova Scotia

[Ed. note: in 1987 a Franco-American expedition salvaged a large quantity of relics from the remains of RMS Titanic from the four-kilometre depths of the Atlantic Ocean. A few weeks ago, approximately 1,800 objects from the Titanic, including jewelry, wallets, razors and medicine containers, were offered to survivors or their families—at a price. It was explained that the purchase of the items would help defray the cost of the salvage operation. As most everyone knows, the Titanic sank on her maiden voyage on 15 April, 1912 after striking an iceberg; just over 1,500 lives were lost. Today, interest in Titanic is as strong as ever, as Alan Ruffman explains in this commentary.]

One wonders, had *Titanic* been carrying only third-class Bulgarian immigrants when she sank in the early hours of the morning of 15 April, 1912 with the loss of 1,500 lives, whether the day eighty years later in 1992 would have ever been noted. As it was, *Titanic* carried to their watery grave a number of America's richest and most famous citizens, with the result that the famous liner has earned herself a place in the wounded psyche of the United States. The sinking is surrounded in myth and self-created mystery that only America seems so capable of perpetuating.

Two organizations are dedicated to perpetuating the memory of the *Titanic* and, to a lesser degree, the memory of the great trans-Atlantic liners. The Titanic Historical Society, Inc. (THS) is the grandfather organization; it is some twenty-five years old and has nearly 5,000 members. It is a tightly run private company to which the public can buy "memberships" and, in return, receive *The Titanic Commutator* four times a year. Members are also invited to take advantage of all sorts of exclusive offers via the 7C's Press, ranging from photos of the *Titanic*, reprints of the passenger list, to videos, models and kits or plans to reconstruct the ship. An offshoot upstart organization, Titanic International, Inc. (TI) has about a tenth of the members and is barely four years old. TI broke away under duress and took with it some of the distinguished THS members, including John ("Jack") P. Eaton and Charles A. Haas, authors of *Titanic, Triumph and Tragedy*. TI seems to be more research-oriented while THS is definitely playing to the memorabilia crowd. Members of TI receive *Voyage* four times a year.

I am a member of both organizations. I also admit to having

bought a liner's salt bowl at the THS 80th Anniversary Convention in Boston last April 9-12. However, this particular item came from the *Runic*, which was later re-named the *Imo* and would collide with the *Mont Blanc* in December 1917, triggering the massive Halifax Explosion. I was on the THS speaker roster in Boston, and submitted abstracts for two talks. Unfortunately, this was not a meeting where abstracts are known, and mine were neither distributed to registrants nor reprinted in the *Commutator*. I spoke on Canada's naming of features in the area of the *Titanic*'s wreck after vessels involved in the rescue and search for bodies. I also spoke about the role Halifax played in receiving bodies recovered at sea and the method of caring for and documenting the artifacts from the unidentified bodies, to ensure that possible later identification could still be carried out. Five years later, Halifax was to repeat the process tenfold when the north end was obliterated by the *Mont Blanc* explosion.

Other talks at the conference ranged from collectibles, more on the *Californian* incident from a former prosecutor, and a talk by the head of the International Ice Patrol, including video description of the wreath-laying ceremony by aircraft which is performed annually at the site. One quite interesting talk focused on the way blacks treated the disaster in America; another was on the house in Denver, Colorado of the "Unsinkable Molly Brown" (who, incidentally, was never called "Molly" but rather "Maggie;" Molly was an MGM invention for Debbie Reynolds!). The meeting ended with a gala banquet, a play, a commemoration service and an auction of a match-stick model.

The rival TI had its annual meeting 15-17 May, 1992 in New York City, again with a series of talks, including one that I gave on "Signposts on the Seafloor." A Swedish lecturer gave a most interesting talk on the third-class immigrant passengers. Other speakers covered dives on the *Andrea Doria*, the 1987 salvage operations by the US-financed French submersible *Nautilus* (including a tray of gold coins that was passed around). This meeting, and the TI as an organization, has no compunction about salvage of artifacts and revelled in the coins. Several rushes of the 1991 IMAX film (whose full-scale release is planned for 1993) were shown and the Walter Cronkite television special on the *Titanic* was broadcast live on a large screen. Incidentally, Cronkite held the logo-emblazoned hard-hat in such a way that only the Russian and US flags were visible, and never told the television audience that the other third of the hard-hat carried the Canadian flag. Of course, IMAX is a Canadian corporation and it was the Canadian firm that rented the Russian research vessel and its two *Mir* submersibles.

The 80th anniversary was also marked by the opening of

Steve Santini's tiny *Titanic* museum in Mahone Bay, Nova Scotia. Santini, has a fascination with the *Titanic* and has put together a small room of White Star and *Titanic*-related memorabilia on the second floor of Mader's Wharf. His star attraction is a *Titanic* lifejacket and supposedly a trunk of a passenger. If it can be authenticated, Santini will have a real draw which will help to keep his museum open next summer; he is looking for a donated Halifax location. *Titanic* memorabilia have an incredible effect on Americans and some Canadians. The Public Archives of Nova Scotia owns several pieces of the interior wooden panelling from one of the lounges and from a staircase. These were loaned to the Fall River Museum for the 80th anniversary. THS shipped four bus-loads of aficionados down to Fall River and the director opened the case to let people actually touch the wood. Just about everyone on those four buses had their photo taken touching the *Titanic*.

ARGONAUTA NEWS

IN MEMORIAM: THEODORE D. WAKEFIELD (1912-1992)

Ted Wakefield, an enthusiastic promoter and preserver of Great Lakes maritime history, passed away at his home in Vermilion, Ohio on 27 October. A retired banker and businessman, an honoured patron of the arts, and an avid sailor, Ted spent much of his time producing a steady source of book and video reviews as well as all sorts of news relating to Great Lakes history. In addition to his long-standing membership in CNRS, he belonged to the Association for Great Lakes Maritime History and to the Great Lakes Historical Society. As a francophile with a keen interest in the French colonial legacy in North America, he belonged to the French Colonial Historical Society. He was also the only American member of the board of the prestigious Champlain Society of Canada. It was Ted who endowed the special Lakes' history prize at Cleveland State University. In recent years, he devoted much time and energy in building the replica of the 1877 lighthouse at Vermilion which was dedicated this past summer. I can do no better than to repeat the words of David Glick, Editor of the newsletter of the Association for Great Lakes Maritime History, who observed that "Those of us trying to preserve the history of these Great Lakes will miss Ted. May he rest in peace."

FIFTIETH ANNIVERSARY OF "THE BATTLE OF THE ATLANTIC"

1993 marks the fiftieth anniversary of the Battle of the Atlantic, the longest running campaign of World War II. While the exact date of the victory cannot be pin-pointed, 1943 was the turning point, the year in which the enemy con-

ceded that the Battle had been lost. Several events have been scheduled on both sides of the Atlantic to observe the occasion.

In the United Kingdom, plans are underway in Liverpool for an international schedule of events between 25 and 30 May. This will include a special conference which will coincide with a fleet review and a fly past, in which Canadian sea and air elements are expected to participate. Over thirty speakers from seven countries have been invited to participate in the conference, which will be held 26-28 May at the Merseyside Maritime Museum in Liverpool. This port city was selected as the most appropriate venue for the conference as it was the principal British convoy port throughout the war, the headquarters of the Western Approaches Command, and because the Royal Navy visits in May each year to take part in the annual service of commemoration. There will be an unusually large and multi-national naval presence in 1993 to mark the anniversary. The conference will also coincide with the opening of a new "Battle of the Atlantic" gallery in the Merseyside Maritime Museum. A Royal Visit is proposed for 28 May, along with music and fireworks. On 29 May there will be a parade, together with a flypast of modern and historical aircraft. A commemoration service will be held on 30 May, and selected ships will be open to visitors.

The conference is being organized by a group representing the Society for Nautical Research, the Ministry of Defence's Historical Branch and the Merseyside Maritime Museum. Attendance is limited to 200. The registration fee will be £75 and special rates will be available at certain hotels. Enquiries and further particulars from Derek G. Law, Librarian, Kings College, The Strand, London WC2R 2LS, England.

In Canada, an enhanced commemoration of the Battle of the Atlantic is planned in recognition of the significance of the battle to Canada's maritime forces. Throughout the country, traditional commemorative ceremonies will be enhanced and will involve many members of the general public and maritime interest groups. Observances will feature the role young Canadians played in safeguarding their country during time of peril. Naval Reserve Divisions will play a significant part in the anniversary celebrations as, with twenty-three spread across Canada, they are focal points for Battle of the Atlantic ceremonies and ideally situated for involving Canadians in maritime affairs. In many cities they actively support and encourage local maritime interest organizations.

In Halifax on 2 May, there will be an expanded national commemoration at the Sailor's Memorial. The Halifax programme will cover the entire weekend and will involve HMCS *Sackville*, the last of the valiant little ships that played such a vital role in the Battle.

Such efforts to enhance the actual Battle of the Atlantic anniversary ceremonies will undoubtedly make this year's events especially memorable. However, any such success really lies in the numbers who participate. CNRS members are therefore urged to attend the 1993 ceremonies, either the National event in Halifax, or one closer to home. Some might even be in a position to visit Liverpool.

CANADIAN HISTORICAL ASSOCIATION ANNUAL MEETING, OTTAWA

This annual conference of Canadian historians will meet this year at Carleton University, 5-8 June. None of the designated themes have an obvious maritime focus: "Ethnicity, Nationalism and the Modern State;" "Historians and Their Publics;" "The Black Experience in the Americas;" and "Capital Cities and their Communities." Nevertheless, within each there is considerable scope for maritime papers and, as always, there will be sessions on a broad range of other themes. Please note that the deadline for submission of proposals passed last September.

"SEA JOURNALS AND SEAFARING" SESSION

Last October, the Canadian Society for 18th-Century Studies met in St. John's, Newfoundland. The Maritime Studies Research Unit at Memorial University of Newfoundland sponsored a session on the theme "Sea Journals and Seafaring" which was chaired by Christopher McKee of Grinnell College in the United States. The session included three papers: "Beyond Jack Tar: Early American Seafaring Reconsidered" by Daniel Vickers (Memorial University); "The Sailor Home from the Sea: shipmasters and retirement from the sea in early New England" by Vince Walsh (Memorial University); and "One of the most secret men in the world: self-revelation in the sea journals of Pepys' patron, Edward Montagu, First Earl of Sandwich" by Paula C. Schiller (University of Chicago).

CONFERENCE ON MARINE SIMULATION AND SHIP MANOEUVRABILITY

World class facilities at Memorial's Marine Institute are attracting marine simulation experts from around the world; in September they will converge on St. John's to attend MARSIM '93, the triennial international conference on marine simulation and ship manoeuvrability.

The main attraction for the event (Sept. 26-Oct. 3) will be the Marine Institute's new Marine Offshore Simulator Training and Research Centre (MOSTRC), which should be in full operation by next spring. Hailed as the latest and most technologically advanced facility of its kind, the MOSTRC

will feature a full mission ship's bridge simulator and a ballast control room simulator. And MARSIM '93 delegates will have the opportunity to see and experience the latest in marine simulation technology at a number of facilities which are earning Newfoundland an international reputation as a centre of marine science and technology. Tours have been planned for the National Research Council's (NRC) Institute for Marine Dynamics, as well as for Memorial's Centre for Cold Oceans Research, the Ocean Sciences Centre at Logy Bay, the Centre for Offshore and Remote Medicine and the Ocean Engineering Research Centre. Arrangements have also been made for inspections of the Hibernia construction site at Bull Arm and the Department of Fisheries and Oceans' Northwest Atlantic Fisheries Centre.

Captain Harry Crooks, chairman of the International Marine Simulator Forum (IMSF), and representatives of the International Conference on Ship Manoeuvrability visited St. John's last fall to review the planning for MARSIM '93. During a series of meetings with representatives from co-sponsors the Marine Institute and the National Research Council's (NRC) Institute for Marine Dynamics, the visiting technical planning committee and local organizers worked to finalize the program for the presentation of sixty-two technical papers and other conference documents compiled for the week-long event. The conference theme will be "Working with Industry--Partnerships in Simulation" and will emphasize the benefits marine industries can achieve through the use of marine simulation.

Besides increasing the level of safety and efficiency of life at sea, marine simulation technology and techniques are increasingly being used to allow the marine supply industries to develop new equipment, refine new technologies and improve designs for ships' bridges under carefully controlled but highly realistic conditions.

MARSIM '93 will be opened by William O'Neil, the Secretary General of the International Maritime Organization.

"WAKE OF THE EXPLORERS" DEEMED A SUCCESS

For four months this past summer, Greg Foster was expedition leader for the "Wake of the Explorers" Maritime Bicentennial Expedition, which retraced the first charting of the British Columbia inside waters in 1792. Conducted in carefully researched replicas of the original British and Spanish longboats, the series of linked week-long camping expeditions covered nearly 2,000 miles under oars and sail (no motors), following the journals and logbooks of the Vancouver and Galiano expeditions. Over four hundred persons of all ages served as *bona fide* crew members exploring the remote inlets and sounds of the Inside Passage,

and ten times that number were involved during fleet visits to more than twenty waterfront communities along the route, making this event the largest hands-on maritime commemoration ever held in the Pacific Northwest. Greg believes that Captain Vancouver has never been given due recognition for his detailed charting of the mainland shores from southern California to southwestern Alaska, a monumental three-year survey involving the most extensive use ever made of open and sail-powered small craft, and meeting the native peoples in peace and friendship. Greg reports that the reenactment expedition was an unqualified success and was "unexpectedly enjoyable." An illustrated journal is currently in production.

CALL FOR PAPERS: ATLANTIC CANADA WORKSHOP

Meeting every two years or so, the Atlantic Canada Workshop is a loose network of people concerned about the past, present and future of Atlantic Canada. The Workshop provides a supportive forum for new research, and attempts to reach beyond the academic community to establish connections among scholars, popular organizations, and the communities they serve. Such connections are vital to ensure that academics learn from and are accountable to the people and communities which are the subject of their research.

The next Workshop meets 23-26 September, 1993 in Cheticamp, Nova Scotia. Its theme will be "Strategies for Change in Atlantic Canada." Organizers see this as an opportunity to develop ideas for actions that bridge the campus/community divide. Topics for sessions include, but are not limited to: Alternative Development Strategies; Resource Industries; Tourism; Race Relations; Producers' Co-ops; Academics and Activists; The Use and Abuse of Government Inquiries; Challenging the Regional Stereotypes. Organizers are looking for people to organize or participate in sessions as main speaker, paper presenter, panellist, workshop leader, or facilitator for round-table or plenary discussion. Anybody doing research on the Atlantic region is invited to submit a two-page summary of current findings or work in progress, for advance distribution to workshop participants to promote discussion and networking. For submissions or additional information, contact Margaret E. McCallum, Faculty of Law, University of New Brunswick, P.O. Box 4400, Fredericton, N.B. E3B 5A3 (tel: 506-453-4821; FAX: 506-453-4604).

FISHERIES INTERPRETIVE CENTRE HONOURED BY AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY

The 1992 Certificate of Commendation of the American Association for State and Local History (AASLH), North America's most distinguished achievement in the preserva-

tion and interpretation of local and regional history, has been awarded jointly to the members of the Mudge family and the Canadian Parks Service. Through their combined efforts the Mudge family home and fishing station at Broom Point, Gros Morne National Park in western Newfoundland has been preserved and restored. Broom Point was first settled by the Short family in 1808; by the 1920s, the tradition had begun of living in nearby Norris Point and coming to Broom Point for the months of the summer fishery. The property was purchased by the Mudge brothers in 1941. Every year, they would fish for lobster, cod and salmon while their wives prepared the catch when it was landed.

Then, in 1975, they sold the property to Parks Canada which, in accordance with its mandate to preserve and protect Canada's cultural and historic resources, stabilized and restored the Mudge family's four-room cabin (built in 1950) and two-storey fish store (built in 1963). Original paint colours were used in repainting and original wallpapers and floor coverings were retained. Boats built by the Mudge men and nets, traps and gear crafted and used by them are exhibited in the fish store. Both the cabin and the fish store are filled with original Broom Point artifacts which the family returned to the building.

The mandate of the AASLH is to establish and encourage standards of excellence for regional, state, provincial and local history. Nominations are now invited by the Association for similar meritorious work by individuals, historical societies, specialized societies in related fields (e.g., genealogy, folklore, archaeology, etc.), or other organizations contributing significantly to the understanding and development of local history or historical programmes. Action over and above the ordinary call of duty is the usual prerequisite for an award. All nominations must be accompanied by a dossier of supporting materials, and submission deadline for all documentation is 1 April, 1993. For further information on the awards categories and nomination procedure, contact: Ruth Grattan, New Brunswick Chair, AASLH Awards, c/o Provincial Archives of New Brunswick, Box 6000, Fredericton, N.B. E3B 5H1 (tel: 506-453-2122; FAX: 506-453-3288).

END OF AN ERA ON THE GREAT LAKES

The railroad car ferry *Incan Superior*, which has operated between Thunder Bay and Duluth/Superior for eighteen years, was scheduled to be withdrawn from service last November and transferred to the West Coast. Thus, for the first time in over a century, there will be no self-propelled railroad car ferries operating on the Great Lakes or any open-lake railroad operations. Tug/ barge car floats continue to operate on the St. Clair River at Sarnia/Port Huron and on the Detroit River at Detroit/ Windsor.

GREAT LAKES NAUTICAL ARCHAEOLOGY

Archaeologists from North Carolina's East Carolina University will do further research on the remains of an early vessel buried in the sand at the mouth of the Millecoquins River on the north shore of Lake Michigan next September. In a study conducted in 1991 a coin dated 1833 was found under the mast and a tea chest bore the name of a saltwater vessel that made her last voyage to China in 1839.

CALL FOR PAPERS: NAVAL HISTORY SYMPOSIUM,
US NAVAL ACADEMY

The Eleventh Naval History Symposium, hosted every two years by the United States Naval Academy in Annapolis, Maryland, will be held 21-23 October. A call has been issued for papers in any aspect or period of naval history; proposals for papers must be submitted by 1 April, 1993. For additional information, contact Robert W. Love, Jr., History Department, US Naval Academy, Annapolis, MD 21402, USA (tel: 410-267-3125 or 410-267-3803; FAX: 410-267-3225).

CALL FOR NOMINATIONS:
ERNEST M. ELLER PRIZE

The Naval Historical Center and the Naval Historical Foundation seek nominations for the annual Ernest M. Eller Prize in Naval History, formerly the US Navy Prize in Naval History. The aim of this prize is to encourage excellence in research and writing on the history of the US Navy. Worth US \$1,000, the prize will be awarded on or about 1 June, 1993 to the author of the best article on US naval history published in 1992. Articles are judged on the originality of their contribution to naval history and their scholarship. Authors and journal editors are encouraged to submit copies of nominated articles for consideration by 1 March to: Senior Historian, Naval Historical Center, Building 57, Washington Navy Yard, Washington, DC 20374-0571.

SPECIAL PUBLICATION ON
UNDERWATER ARCHAEOLOGY

The Society for Historical Archaeology has published a special issue of *Historical Archaeology*, XXVI, No. 4, entitled "Advances in Underwater Archaeology." Topics include major shipwreck investigations (such as USS *Monitor* and the Yorktown wreck), cultural resource management, high technology applications (such as sophisticated ROWs and photogrammetry) and the ethical conflicts over treasure hunting. Of particular interest is a set of articles on replication and experimental archaeology. Single copies are available for US \$12.50 plus \$1.75 postage and handling from the SHA, P.O. Box 30446, Tucson, Arizona 85751-0446.

FORTHCOMING PUBLICATIONS FROM THE
UNIVERSITY OF SOUTH CAROLINA PRESS

The University of South Carolina Press expects to publish in March Spencer Tucker's *The Jeffersonian Gunboat Navy*, the first comprehensive examination of the naval gunboat programme pursued during the presidency of Thomas Jefferson. Another book, scheduled for release in June, is *The Dutch Navy in the Seventeenth and Eighteenth Century* by Jaap R. Bruijn. Combining naval history with a social history of the Low Countries, Bruijn links the rise and fall of the Dutch Navy to the strength of the Dutch Republic.

SEABEES OBSERVE FIFTIETH ANNIVERSARY

Two monuments commemorating important sites in the history of the US Navy Construction Battalions, more familiarly known as the "SeaBees," have been erected to mark their fiftieth anniversary, which passed in 1992. The monuments can be found at the Norfolk Naval Base and Camp Peary in Williamsburg, both near Hampton Roads, Virginia.

In December 1941, with an eye on the developing storm clouds across both oceans, Rear Admiral Ben Morell, Chief of the Navy's Bureau of Yards and Docks took action to establish the Naval Construction Battalions. Approval came on 5 January 1942. The name "SeaBees" and the fighting bee insignia were authorized on March 5, 1942. "SeaBee" comes from the first letters of construction battalions. On March 15, 1942 the first construction battalion was commissioned at Camp Allen in Norfolk, Virginia. Camp Allen served as a training site for early battalions until training shifted to Williamsburg. Camp Peary served as the Naval Construction Training Center from November 1942 to June 1944. Nearly all of the 325,000 World War II SeaBees were trained there.

The first SeaBees were recruited from the ranks of the civilian construction trades and were placed under leadership of the Navy's Civil Engineer Corps. With emphasis more on experience and skill, their average age was 37. After brief military training they went off to overseas assignments.

The SeaBees performed remarkable feats of construction, fighting and building on six continents and more than 300 islands during World War II. In the Pacific, where most of the construction work was needed, the SeaBees built airstrips, warehouses, hospitals, storage tanks, and housing. They landed soon after the Marines at nearly every major invasion in the Pacific. They were so effective that the SeaBees became a permanent part of the Navy after the war. SeaBees have served in every conflict since, including Korea, Vietnam, and the Persian Gulf.

The Camp Allen SeaBee monument commemorates the commissioning of the first SeaBee battalion. It was dedicated May 14, 1992 during the fiftieth reunion of that group, now called the Pioneer Construction Battalion. The monument is located adjacent to the Naval Base Pass Office on Hampton Boulevard in Norfolk, about half a mile south of the main gate. Speaking during the Camp Allen dedication, Rear Admiral David E. Bottorff, CEC, USN, then Commander of the Naval Facilities Engineering Command and Chief of Civil Engineers, said the Pioneer Battalion "laid a solid foundation that was built upon by each succeeding generation of SeaBees in Korea, Vietnam and Desert Storm." The Camp Peary SeaBee monument is located just outside the gate to Camp Peary, at exit 238 from Interstate 64, in Williamsburg. Camp Peary, site of the Armed Forces Experimental Training Activity, is not open to the public. Funding for both monuments was provided by the SeaBee 50th Anniversary Committee, Navy SeaBee Veterans of America, and the Pioneer Construction Battalion. SeaBees from Naval Amphibious Base, Little Creek erected the Camp Allen monument and the Armed Forces Experimental Training Activity erected the Camp Peary monument.

CONFERENCE IN GREENWICH ON "NEW RESEARCHERS IN MARITIME HISTORY"

The British Commission of the International Commission for Maritime History, the Society for Nautical Research and the National Maritime Museum are jointly promoting a one-day "New Researchers in Maritime History" Conference, to be held on 20 March, 1993 at the National Maritime Museum in Greenwich. The aims of the conference are: to promote and encourage the study of maritime history in the broadest sense; to encourage and support new researchers and to provide a means of contact between new and established scholars. The speakers at the conference will be exclusively new researchers and the main participants will be as many new researchers as can be encouraged to attend.

The conference will be made up of three sessions, each composed of three short research papers. These will embrace "maritime history" in the widest sense, and contributions from new researchers working in the fields of history, archaeology, geography and the social sciences have been encouraged. For additional information, contact Dr. Roger Knight, National Maritime Museum, Greenwich, London SE10 9NF or David M. Williams, Department of Economic History, Leicester University, Leicester LE1 7RH.

The conference is intended to be the first of a regular series; arrangements are being finalized to hold the 1994 conference at the National Museums and Galleries on Merseyside, Liverpool. It is expected that several Canadians will have the

opportunity to participate in this next conference.

HMS MINERVA AT PORTSMOUTH, ENGLAND

After lying idle for many years in Fareham Creek, the First World War monitor HMS *Minerva* (ex *M.33*) has been acquired by the Hampshire County Council with the Portsmouth Royal Naval Museum acting as Managing Agents. *Minerva* is currently moored in Portsmouth dockyard in No.1 Basin, astern of HMS *Victory*, and a restoration programme is in hand which aims to restore the ship to her original appearance as a monitor. To date the ship has been painted overall in the dark shade of grey favoured by the Royal Navy during World War I; the first of two 6" BLMk.XII guns have also been installed on the forecastle. Inside the ship the machinery spaces have been gutted and plans exist for the installation of an exhibition on Gallipoli. *Minerva* retains many of her original constructional features and, apart from the cruiser HMS *Caroline*, is the only surviving Royal Navy vessel to have seen action during World War I.

Minerva was built in 1915 by Workman Clarke and during World War I she served in the Dardanelles and the Aegean. After the war she served in North Russia before being converted to an exercise minelayer in 1925 and renamed *Minerva*. During World War II she served as a boom defence tender on the Clyde before returning to Portsmouth as an auxiliary floating workshop.

RE-LOCATION OF AUSTRIAN NAVAL ARCHIVES

The archives of the former Imperial and Royal Austro-Hungarian Navy have been moved from the old *Stiftskaserne* in Vienna into a state-of-the-art purpose-built storage facility. These archives include official papers and various collections of private papers, including the correspondence of Admiral Anton Haus, the commander-in-chief on the outbreak of World War I. Address all enquiries to Österreichischer Staatsarchiv, Nottendorfergasse 2, A-1130 Vienna.

AUSTRALIAN MARITIME HISTORY PRIZES

The Australian Association for Maritime History and the Australian National Maritime Museum have announced the winners of the Australian Maritime History prizes they jointly sponsor. The inaugural winners are Marsden Hordern for *Mariners Are Warned! John Lort Stokes and HMS Beagle in Australia 1837-1843* (Melbourne University Press, 1989) and Richard Morris for "Australian Stevedoring and Shipping Labour Under the Transport Workers Act 1928-47," published in *The Great Circle*, II, No. 2(1989). Marsden Hordern's book was reviewed in October's *The Northern Mariner*.

AROUND THE MARITIME JOURNALS

AMERICAN NEPTUNE (LII, NO. 3, SUMMER 1992)

- V. Brehm, "A Romance En Route: The Advertising Fiction of the Detroit & Cleveland Steam Navigation Company," 149-54
- T. Wildenberg, "The Origins and Development of the T2 Tanker: The Largest Single Class of Tankship," 155-66
- J.M. Herbert, "Descriptions of the Shallop in Western Europe and the New World, 1587-1671," 167-79
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ARGONAUTA DIARY

1992/93

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 2 for one year Exhibition on "Task Force South: The Falklands Campaign of 1982," Imperial War Museum, London

May 1992 - Sep 1993 "Explorers & Natives," a British Columbia Historical Geography Project and University of British Columbia Museum of Anthropology Travelling Exhibit. Maps, photographs, drawings, & charts describe events on the Pacific northwest coast in 1792

May 3, 1992 - 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 21, 1992 - Apr 12, 1993 Exhibition on "Docklands," London Transport Museum, London

May 31, 1992 - 30 Jan, 1993 "Hitting Home," an exhibition about a Japanese mini-sub attack on Sydney during World War II, at the Australian National Maritime Museum, Sydney, Australia

Sep 26, 1992 - Jan 17, 1993 "Die Schiffe des Columbus und seiner Nachfolger in Bildern und Modellen der letzten 100 Jahre," an exhibition at the Deutsches Schiffahrtsmuseum, Van-Ronzelen Strasse, Bremerhaven, Germany

Oct 14, 1992 - Mar 31, 1993 "Unconventional Views: Toronto's Waterfront in Photographs," the Marine Museum, Toronto, Ontario (Information: Linda Quick, Toronto Historical Board, Exhibition Place, Toronto, Ont. M6K 3C3 [tel: 416-392-6827; FAX: 416-392-6834])

Oct 30, 1992 - Exhibit on "Scrimshaw Art" at the Maine

Oct 24, 1993 Maritime Museum (Information: Melinda Lake, Maine Maritime Museum, Bath, ME 04530 [tel: 207-443-1316])

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])

January 23 "Marine Surveying Workshop," part of the Apprenticeship programme at the Maine Maritime Museum, Bath, ME (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])

February 3 Exhibition on the theme "Shipwreck!" in the Maritime History Building of the Maine Maritime Museum, Bath, ME (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])

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 13 "Shipwrecks 1993," the annual symposium of the Underwater Archaeological Society of British Columbia, Vancouver Planetarium, Vancouver, British Columbia

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])
- February 27 Conference on "Submerged Settlements and Shipwrecks: The Present State and Future Prospects of Archaeology Underwater," London, England (Information: Ms. W.E. Phillips, Asst. Secretary, Royal Archaeological Institute, Burlington House, London W1V 0HS)
- February 27 "Fancy Ropework Workshop," part of the Apprenticeship programme at the Maine Maritime Museum, Bath, ME (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])
- 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 & Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- March 17-21 Joint Meeting of the North American Society of Oceanic History and the Council of American Maritime Museums, Bermuda Maritime Museum (Information: Dr. Edward Harris, Director, Bermuda Maritime Museum or Dr. William N. Still, Program in Maritime History and Underwater Research, East Carolina University, Greenville, NC 27858-4353)
- 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])
- March 20 "New Researchers in Maritime History" Conference, National Maritime Museum, Greenwich (Information: Dr. Roger Knight, National Maritime Museum, Greenwich SE10 9NF, England or Dr. David Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England)
- March 23 Symposium and Exhibition on "Johann George Rohl in America," Library of Congress, Washington, DC
- March 31 Exhibition opening of "Framing a Launching: Maritime Photography of J.C. Higgins & Son," at the Peterson Gallery, the Maine Maritime Museum, Bath, ME (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])
- April 2-4 "Underwater Canada 93," Toronto (Information: Save Ontario Shipwrecks, 2175 Sheppard Avenue East, Suite 110, Willowdale, Ontario M2J 1W8 [tel: 416-491-2373; FAX: 416-491-1670])
- April 15-18 Annual meeting of the Organization of American Historians, Anaheim, California
- April 19-22 Second International Conference of the International Association for the Study of Maritime Mission, Seafarers' and International House, New York, NY (Information: Stephen Friend, The University College of Ripon and York St. John, College Road, Ripon, North Yorkshire HG5 2QX, England [Tel: 0765-602691 in the UK, 011-44-765-602691 from North America])
- April 23-25 Fathoms '93 Conference, sponsored by the Underwater Archaeological of British Columbia (Information: Fathoms '93, #2104-2020 Bellevue Avenue West, Vancouver, B.C. 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 28-30 Third Annapolis Seminar and 119th Annual

Meeting, US Naval Institute, US Naval Academy, Annapolis, Maryland

Library, Providence, RI (Information: Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA)

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, Dept. of Economic & Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

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)

April 29-May 1 21st Annual Maritime History Symposium, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Library Director, Maine Maritime Museum, 243 Washington Street, Bath, ME, USA 04350)

May 26-28 Conference to observe the "50th Anniversary of the Battle of the Atlantic," Merseyside Maritime Museum, Liverpool, England (Information: Derek G. Law, Librarian, Kings College, The Strand, London WC2R 2LS, England)

April 30 "Patterson in Maine," an exhibition of paintings of Maine vessels by Charles Robert Patterson, Maine Maritime Museum, Bath, Maine

May 27-29 Annual General Meeting of the Canadian Nautical Research Society, on the theme "Working Waterfronts: Challenges, Conflict, and Change," Marine Museum of Upper Canada, Toronto (Information: John Summers, Asst. Curator, Marine Museum of Upper Canada, Exhibition Place, Toronto, Ont. M6K 3C3 [tel: 416-392-6827; FAX 416-392-6834])

May 3-5 "Turning Toward Victory," co-sponsored by the US Naval Institute and the Admiral Nimitz Museum Foundation, San Antonio, Texas

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)

May 6-7 US Naval Institute-Naval Aviation Museum Foundation Co-sponsorship, Pensacola Civic Center, NAS Pensacola/Naval Aviation Museum, Pensacola, Florida

June 5-8 Annual Meeting of the Canadian Historical Association, Carleton University, Ottawa, Ontario

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 & Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

June 17-20 Conference on "The Status of Naval and Maritime History Today," co-hosted by the International Security Program, Yale University, New Haven, CT and the Center for Naval Warfare Studies, Naval War College, Newport, RI (Information: John B. Hattendorf, Dept. of Maritime History, Naval War College, Newport, RI or Mark Russell Shulman, Dept. of History, Yale University, New Haven, CT [tel: 203-432-6246; FAX: 203-432-6250])

May 15-Sep 30 Exhibition on "Transport par Mer," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.

May 19-23 19th Annual Meeting of the French Colonial Historical Society, John Carter Brown

June 21-25 XV International Conference on the History of Cartography, Chicago and Milwaukee

- kee (Information: the Herman Dunlop Center for the History of Cartography, The Newberry Library, 60 West Walton Street, Chicago, IL 60610)
- June 24-26 "Maritime Security and Conflict Resolution," a colloquium hosted by the Centre for Foreign Policy Studies, Dalhousie University, Halifax
- June 25-27 Meeting of the Steamship Historical Society of America, Lake George, New York
- June 27-30 Fourth Canadian Marine Geotechnical Conference, co-sponsored by Memorial University of Newfoundland's Centre for Cold Oceans Resources Engineering (C-CORE) and the Canadian Geotechnical Society; St. John's, Nfld. (Information, Mike Paulin, conference secretary [tel: 709-737-8352/8354; FAX: 709-737-4706])
- 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, Ont. M5B 1A2)
- August 12-15 Eleventh "Wartime Artificer Apprentice Reunion," Halifax, Nova Scotia (Information: Mr. H. Bourbonniere, 5 Vanessa Drive, Dartmouth, Nova Scotia B3A 3V1)
- August 21-28 "The Battle of the Atlantic" US Naval Institute Seminar at Sea, MV *Crown Monarch*, Alexandria, VA, Newport, RI, Halifax, NS, Québec and Montreal
- 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 [tel: 0224-646333; FAX: 0224-632133])
- Sep 2-4 "Technical Change and the Emergence of Modern Shipping 1850-1914," Third British-Dutch Maritime Seminar, Glasgow (Information: Dr. Gordon Jackson, Dept. of History, University of Strathclyde, 16 Richmond Street, Glasgow G1 1XQ, Scotland)
- Sep 6-10 Triennial Conference of the International Congress of Maritime Museums, Barcelona, Spain (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMM, Altonaer Museum, Museumstrasse 23, D-2000 Hamburg, Germany)
- Sep 15-18 Icelandic Fisheries Exhibition, Reykjavik, Iceland (Information: Patricia Foster, Exhibition Director, Icelandic Fisheries Exhibition, Reed Exhibition Companies, Oriel House, 26 The Quadrant, Richmond-on-Thames, Surrey TW9 1DL, UK [tel: +44 81 948-9800; FAX +44 81 948-9870])
- Sep 16-18 Annual Meeting of the Association for Great Lakes Maritime History, South Haven, Michigan (Information: David Glick, P.O. Box 292, Matlacha, FL 33909 [tel: 813-283-5049])
- Sep 23-26 "Strategies for Change in Atlantic Canada," Atlantic Canada Workshop, Cheticamp, N.S. (Information: Margaret E. McCallum, Faculty of Law, University of New Brunswick, PO Box 4400, Fredericton, N.B. E3B 5A3 [tel: 506-453-4821; FAX: 506-453-4604])
- Sep 26-Oct 3 "Working with Industry--Partnerships in Simulation," MARSIM '93, the triennial international conference on marine simulation and ship manoeuvrability, the Marine Institute, St. John's, Newfoundland
- 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])
- October 21-23 Eleventh Naval History Symposium, United States Naval Academy, Annapolis, Maryland. Deadline for proposals: 1 April (In-

formation: Robert W. Love, Jr., History Department, US Naval Academy, Annapolis, MD 21402, USA [tel: 410-267-3125 or 410-267-3803; FAX: 410-267-3225])

- 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, Dept. of History, University of Western Australia, Nedlands, W.A. 6009)

1994

- January 6-8 1994 Annual Meeting, Society for Historical Archaeology and Conference of Underwater Archaeology, Vancouver, BC (Information: SHA-94, Dept. of Archaeology, Simon Fraser University, Burnaby, B.C. V5A 1S6)
- April 14-17 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- May Joint Canadian Nautical Research Society-North American Society for Oceanic Research Conference, Vancouver & Victoria, British Columbia
- May Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, New Brunswick
- May 20th Annual Meeting of the French Colonial Historical Society, Cleveland, Ohio
- June "Canada's Pacific Maritime Interests," Naval Officers Association of Canada conference, Vancouver, BC
- August "Trade and Fishing in Northern Waters," Seventh Conference of the Association for the History of the Northern Seas, University of Northern Iceland, Akureyri, Iceland (Information: Jón Th. Thor, Njardargata 31, 101 Reykjavik, Iceland)
- Aug/Sep "Management, Finance and Industrial Relations in Maritime Industries," Session of the Eleventh International Congress of Economic History (Sponsored by the Inter-

national 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)

- Nov 24-26 "Shipping, Factories and Colonization," Royal Academy of Overseas Sciences of Belgium, Brussels (Information: The Secretary, Royal Academy, rue Dufacqz, 1, B1050 Brussels, Belgium)

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)

1996

- June Second International Congress of Maritime History, Amsterdam

PERSONAL NEWS

LOUIS AUDETTE writes to say that six or seven of his former officers from his frigate *Coaticook* recently came to Ottawa from all over and they had a splendid reunion "to honour the captain!" Louis was delighted. They even arranged for a small reception for the former Medical Officer, now paralyzed and aphasic as a result of a stroke. It was an event which touched Louis very much because everyone loved the Medical Officer. NORMAN BALL continues to pursue research in the area of the history of engineering, with particular attention to the interaction of design and society. This includes maritime interests. In December, after more than three years in the position, TOM BEASLEY resigned as Chair of the Board of Trustees of the Vancouver Maritime Museum Society. However, he remains on the Board and will be active on several committees. Tom was also recently appointed to the British Columbia Heritage

Committee, which advises the provincial government on heritage issues. He is also co-chairing the Society of Historical Archaeology's annual conference in Vancouver in 1994. **DAVID BEATTY** is turning his research attention to the sinking of the Red Cross ship *Llandovery Castle* on 27 June, 1918, off the Irish coast. The Germans remained on the scene for two hours, attempting to wipe out traces of the sinking. They shelled the lifeboats; only one escaped with twenty-four survivors. The Germans spread the rumour that the ship had been carrying munitions. Word of the sinking supposedly angered many Canadian troops just before the Allied counter-offensive near Amiens on 8 August, 1918, and they therefore took revenge. **LOUIS BLANCHETTE** is pleased to report that the promotion of maritime books at Le Salon du Livre de Rimouski last October was very successful. Moreover, the Salon du Livre de Rimouski will work in association with the Salon du Livre maritime de Concarneau (Brittany), which is the largest and most important maritime book fair in France; the two book fairs will exchange on many aspects. An article by **FRANK BROEZE** on "Private Enterprise and Public Policy: Merchant Shipping in Australia and New Zealand" appeared in the *Australian Economic History Review* (September 1992). Last November, Frank also gave a paper on "Maritime Transport-Shipping & Shipbuilding" at the conference on "Transfer of Science and Technology to Asia 1780-1880" at Kyoto, Japan. **JOHN K. BURGESS** writes to say that he continues to work on his research into World War II Atlantic Ocean convoys. Currently he is working on the "BX-XB" series of convoys (Boston-Halifax and return), with particular reference to the names of the individual escorts and merchant ships in each convoy. Last September **BRITON C. BUSCH** contributed "The Whaleman's Newspaper: *The Whalemens' Shipping List and Merchants' Transcript* of New Bedford, 1843-1914" to *The Log of Mystic Seaport*, XLIX, 3 (Winter 1992), 66-73. An essay by **GEORGES H. DAGNEAU** has been included in a forthcoming book, entitled *Boswell's Children* (Dundurn Press), which contains nearly all the papers presented at the Canadian-Irish Biography Colloquium organized in Edinburgh, Scotland by the Canadian Studies Centre in May 1991 under the direction of Ged Martin. Georges' paper is entitled "Témoignages sur l'histoire de Québec: La famille O'Leary de Québec. L'épiscopat catholique romain d'origine irlandaise en Amérique du Nord au XIXe siècle. Deux attitudes." It includes references to the Atlantic crossing by the O'Leary family in 1826 aboard the barque *Toltenham*. In 1872, James Marcus O'Leary published papers in the *Catholic Register* of London, Ontario, describing Grosse Isle and the tragedy experienced by thousands of Irish immigrants. **S. MATHWIN DAVIS** will probably retire ("finally," he notes) from the School of Public Administration at Queen's University in Kingston in mid-1993. He plans to associate with "The Naval Technical History Project" current-

ly being organized to record technical achievements since 1945. **W.A.B. "ALEC" DOUGLAS** contributed an essay on "Naval History: The State of the Art" to *Military History and the Military Profession* (Praeger, 1992), edited by Marc Milner, David A. Charters and J. Brent Wilson. Another essay entitled "Democratic Spirit and Purpose: Problems in Canadian-American Relations 1939-45," appeared in *Fifty Years of Canada-U.S. Defense Cooperation: The Road from Osgesburg* (Edward Mellen Press, 1992), edited by Joel Sokolsky and Joseph Jockel. Alec is also the chairman of the history committee in the Canadian Battle of Normandy Foundation; in this capacity he visited Caen last fall for the annual meeting of "Le Memorial," the museum of war and peace. **MORETON ENSOR** has recently been working on two illustrated journals written for the benefit of his three daughters and their families. Considering the state of his health, he felt it only prudent to relate the stories before it became too late. The first journal covers his experiences during World War II as a Navy Staff Officer serving in LSTs while attached to the amphibious forces of the US Pacific Fleet. The second journal relates to the tribulations he suffered from his commissioning the building of a thirty-foot ketch at a boatyard in Belize, Central America during the late 1950s. **VAUGHAN EVANS**, the energetic newsletter editor of the Australian Association for Maritime History, is making a steady recovery after his major surgery. He is so efficient that he will not miss producing a single issue of the newsletter! Congratulations to **RICHARD H. GIMBLETT** on his promotion last October to the rank of Lieutenant-Commander. Richard contributed an article on "Multinational Naval Operations: The Canadian Navy in the Persian Gulf, 1990-91" to a special issue of the *Canadian Defence Quarterly*, XX, 1; Special No. 2, 1992, pp. 25-31. On the same theme, Richard will present a paper in May at the Symposium on Military History at the Royal Military College which is tentatively entitled "Canadian Coordination of Logistics Forces in the Persian Gulf: A Study of Multinational Naval Operations." The Athlone Press has published a new book by **BARRY GOUGH** on *The Falkland Islands/Malvinas: The Contest for Empire in the South Atlantic*; look for a review soon in *The Northern Mariner*. Meanwhile, Barry continues his research on the Royal Navy's North America and West Indies operations between 1815 and 1914. He is also searching for information about the RN and the 1837-1838 Canadian Rebellions. Barry was recently in Spain at the "Jornadas de Malaspina," a series of conferences in Madrid, Cadiz and La Corunna, where he presented a paper entitled "New Empire of Trade and Territory in the Age of Malaspina." Barry also contributed a paper on "American sealers, the United States Navy, and the Falklands 1830-32" to the journal *Polar Record*, XXVIII, 166 (July 1992), 219-228. **KEVIN GRIFFIN** has relocated to London where he is managing director of Griffin Maritime Limited, a marine

consultancy, and of The Cruise People Ltd., a cruise specialist travel company. The consultancy will undertake market studies, economic evaluations and other projects related to liner and bulk shipping, port terminals and inland transport, with special attention to trades involving the UK and Canada. GML will also represent certain Canadian and other companies wishing to be active in the European market. The Cruise People, associated with the Canadian firm of the same name, was formed to specialize on the UK market (at present, about 200,000 travellers per year but expected to double by the end of the decade). CAPTAIN HUBERT HALL recently had occasion to visit Sable Island, courtesy of the Canadian Coast Guard. An account of his visit was subsequently published in *The Vanguard*, November 17, 1992, a Yarmouth weekly newspaper. DAN HANINGTON writes to say that he made a most interesting cruise recently on the Pacific coast; in a friend's boat, he made his way to Bella Bella and Shearwater on the Inside Passage. The old flying boat base at Shearwater is now a very active marine repair depot. Dan adds, cryptically, that the West Coast must be one of the world's best for seeing strange craft at sea. He also met a multitude of scuba divers collecting sea cucumbers, geoducks and other bottom creatures for the Japanese market. Meanwhile, Dan is still working as a researcher with the Maritime Museum of British Columbia on the history of the Royal Canadian Navy with particular reference to British Columbia. This is part of a history programme for school students. He also had the fun of assisting in the compilation of the museum's very successful published list of RCN Flag Officers. DAN HARRIS was recently in Great Britain; he visited Greenwich to do some research, which included a look at the R.C. Anderson papers. Dan's article on "The Sverige Class Coastal Defence Ships" has been published in Robert Gardiner (ed.), *Warship 1992* (London: Conway Maritime Press, 1992), pp. 80-98. LESLIE HARRIS has several projects either in train or in the gestation stage. He is writing a personal memoir cum social history, a remembrance of different aspects of his childhood in a Newfoundland seafarer's family. He has also undertaken preliminary research for a biography of a Newfoundland master mariner, and is at the very preliminary thinking stage of an account of the cod wars. PETER HAYDON contributed an article on "The Future of the Canadian Navy" to a collection of essays on *Fifty Years of Canada-United States Defense Cooperation: The Road From Ogdensburg*, edited by Joel J. Sokolsky and Joseph T. Jockel (Edwin Mellen Press, 1992), 333-359. His book on *The 1962 Cuban Missile Crisis: Canadian Involvement Reconsidered* will be published this year. Meanwhile, Peter is working on a new analysis of RCN post-war policy in three parts: general plans and concepts; operations; and equipment procurement. When completed, this study will be published by the Centre for Foreign Policy Studies. Peter is also researching future naval roles in international crisis

management. POUL HOLM contributed an essay on "The Modernisation of Fishing. The Scandinavian and the British Model" to *The North Sea: Twelve Essays on Social History of Maritime Labour*, edited by Lewis R. Fischer, Harald Hamre, Jaap Bruijn and Poul Holm (Stavanger Maritime Museum, 1992). Poul's book, *Hjerting - et maritimt lokalsamfund - midt i verden* (Esbjerg, 1992), has also just been published; it examines a Danish maritime community 1550-1930, including material on Newfoundland influence on the Danish West Coast fishery around 1870. Poul examined "Fishermen's Shares and Maritime Wages in Scandinavia, 1881-1910" in the *International Journal of Maritime History*, IV, 2 (December 1992). KEN HOLT is working for the British Navy on an exchange for a two-year post; his current efforts are ship structurally related. ROBIN INGLIS attended the "Jornadas de Malaspina" in Spain last September; he discussed the idea of the noble savage. TOM IRVINE examined the problems of "Arctic Port Operations" for *Seaports and Shipping World*. From mid-August to early September last year, Tom served as Ice Pilot on the Arctic cruise ship M/S *Frontier Spirit* as she made her way through the Northwest Passage from Greenland to Alaska, a 4,140-mile voyage with 300 miles of icebreaker support. Tom says that it was not an easy passage, especially in Peel Sound, Larsen Sound and Victoria Strait. In October Tom also served as a member of a working group on response plans for oil spills in Canadian waters, sponsored by the Coast Guard. RICK JAMES has researched and identified the hulls of five former Canadian navy vessels which form part of a breakwater at Royston, BC. They are HMCS *Prince Rupert*, *Gatineau* (ex-HMS *Express*), *Dunver*, *Eastview*, and (probably) Algerine class minesweeper *Border Cities*. *Gatineau* is rock-covered, but the others, especially *Prince Rupert*, are visible. Rick and Eric Lawson will photograph the vessels in the spring when minus tides are available. Also in and around the breakwater are the remains of two CPR steam tugs, two whalers, a deep sea tug, a five-masted auxiliary schooner, a four-masted barquentine and three Cape Horn windjammers. Rick described the hulks in an article, "Final Rusting Place," that appeared in the Fall 1992 issue of *Resolution*. Another article that appeared in the *Victoria Times-Colonist* last October, entitled "Island Tug Gave Sailors Second Wind (a title which, Rick assures me, was his editor's choice!)", examines the sailing vessels that were cut down into barges; these are listed in an inventory elsewhere in this issue of ARGONAUTA. GERALD JORDAN was at the Institute of Southeast Asian Studies between September 1991 and June 1992, doing research on the English East India Company's activities in southeast Asia between 1600 and 1865. More recently, Gerry was an invited participant at the conference "Mahan Is Not Enough: The Corbett-Richmond Conference," held last September at the Naval War College in Newport, Rhode Island. JAMES KELLY has left the Coast Guard College at

Sydney, Nova Scotia to assume new responsibilities as the Executive Assistant to the Deputy Commissioner of Coast Guard in Ottawa. **TREVOR KENCHINGTON** recently taught a course in underwater archaeology for sports divers leading to their certification with the Nautical Archaeology Society. **JOHN KENDRICK** participated in the "Jornadas de Malaspina" in Spain last September; he described the art of the eighteenth-century navigator. John is now engaged in studying the mythical seas that for centuries were believed to occupy the North American continent. He is also planning a study of the political ideas which led to the downfall of the great navigator Alejandro Malaspina. **C.B. KOESTER** continues his research on selected Canadian admirals. He has begun with Kingsmill and Hose, and is concentrating at the moment on their service with the Royal Navy. Elsewhere in this issue of *ARGONAUTA* we have reprinted an article by **ANDRE E. LAMIRANDE** that appeared in the *Divers Free Press*. It is one of a series that he wrote dealing with shipwrecks in the Ottawa and St. Lawrence River. A series of models of sidewheelers is being prepared, based on the underwater surveys of these shipwrecks. The text for **ERIC D. LAWSON's** book on the Saint John ship *Egeria* is complete in rough draft. Built in 1859, the *Egeria* is still in use in the Falkland Islands for storage purposes. At present, Eric is working on technical drawings, clearing copyrights and choosing photos. In the spring, Eric will also be working with Rick James, photographing the hulls of five former Canadian navy vessels which form part of a breakwater at Royston, BC. **JOHN KYNASTON LING** is co-author with Mark Judd and Catherine Kemper of a guide to whales and whale watching in South Australia, published in 1992 by the South Australian Museum. John retired from the museum last March and moved into an old cottage in Clare, about 130 kilometres north of Adelaide, Australia. Once he is settled in, he hopes to get back to studies of seal skin, as well as writing up the last ten years' research on southern right whales. **ROB MCCARL** has completed the model he was building of the World War II corvette, HMCS *Galt*, and has immediately begun researching his next project: a larger radio-controlled model of HMCS *Sackville* in 1/48 scale. So much for spare time! **KEN MACKENZIE** says that he and his wife are definitely settled in now in their new home in Ganges, British Columbia, and looking forward to renewing acquaintances and working relationships in the Victoria and Vancouver maritime museums and the Vancouver division of the World Ship Society. Ken continues his research into the steam merchant marine, and the Canadian Government Merchant Marine in all its aspects. His history of the Navy League of Canada is also progressing nicely. The forthcoming issue of *Niobe Papers* will have a piece by Ken, who says that it may be his "swansong on the St. Lawrence, as bluer pastures beckon." While on a brief visit to the Channel Island of Jersey last October, **DAVID J. MCDOUGALL**

spent an afternoon with John Jean, author of *Jersey Sailing Ships*, who is now engaged in the final stage of completing the third of a trilogy of anecdotes about Jersey vessels and mariners. The first two are *Stories of Jersey's Ships* (1987) and *Jersey Ships and Railways* (1989). After several false starts, David is in the penultimate stage of finishing a fairly long essay on the Customs Preventive vessels stationed at Sydney, Nova Scotia during the 1920s. **FRASER MCKEE** is off to Liverpool in May for the Battle of the Atlantic conference. In addition to the conference with its presentation of papers, there will be a Fleet Review (including RCN ships), a plaque laying, and a memorial service. **ARTHUR W. MEARS** is still writing brief histories of ships that appear on stamps for two philatelic journals. He is under rather a restricted schedule because he has to be at the hospital three times a week for physiotherapy as a result of his fall last March, fracturing both bones in his lower right leg. **MARC MILNER** co-edited, with David A. Charters and J. Brent Wilson, a collection of papers on *Military History and the Military Profession*; it was published in New York in 1992 by Praeger. **CHARLES D. MOORE** is continuing his research on early West Coast fishing boats. He also wrote *Documenting Shipwrecks: B.C. Shipwreck Recording Guide*, which is available free of charge by writing the Archaeology Branch, Parliament Buildings, Victoria, B.C. V6J 1A3. **HARRY C. MURDOCH** has long been interested in the story of the barquentine *Raymond*, built in Prince Edward Island in 1876 by Thomas Lefurgey and once owned by a member of Harry's family, James Murdoch. She was the last Canadian-built vessel to sail under the Red Duster, serving during World War I in the English Channel before ending her days moored in the Thames as the sail training vessel *Lady Quirk*. Harry is also investigating the schooner trade between England, Newfoundland and the Mediterranean, and invites those who can to provide him with assistance (see "Argonauta Mailbag"). Last spring and summer, **ERIC STANLEY PARKER** taught "Coastal Navigation for Sail and Oar-Powered Craft" for the Sooke School Board Adult Education Programme. Eric is the author of *Guide to the Collision Regulations*, a programmed learning guide to the 1972 COLREGS updated to 1985 for seafarers studying for certification as Bridge Watchkeeping officers. They are equally useful for amateurs who are interested in being "safe in charge of a vessel at sea." A second edition of the *Guide* is now being prepared at the behest of local nautical colleges, to bring it up to the 1990s. A publisher has not yet been found. **ALEXIS REFORD**, president of Robert Reford Inc. (Montreal's oldest shipping company), recently commissioned David Webber of Dartmouth, Nova Scotia to build a historically accurate model of the clipper ship *Thermopylae* for display in the company lobby. Alexis learned of Webber's reputation and skills as a modeler and perfectionist from the director of the Maritime Museum of the Atlantic. The model

has been built to a scale of $3/16"=1$ foot. The famous clipper ship, launched in England in 1868, was famed for her speed (in 1873 she sailed from Dartmouth, England to Melbourne, Australia in a record seventy-one days). In 1890 she was sold to the Reford Shipping Company and put to use in the rice trade between Rangoon and Vancouver. In 1895 *Thermopylae* was sold to the Portuguese government, and in 1907, she was towed to sea, torpedoed and given a naval funeral in honour of her distinguished past. You can see Webber's model at the company head office at 211 St. Sacramento Street in Old Montreal. **ERIC RUFF** is researching the barque *Southern Bell*, especially during the time of her Yarmouth, Nova Scotia ownership (1871-1889); he would welcome any information. He is also researching Captain Alfred H. Durkee and Joseph W. Morrell who captained the ship *Balclutha* during the 1890s; here, too, Eric would appreciate any help. **ALAN RUFFMAN** was a participant in a conference held in Halifax in December to observe the seventy-fifth anniversary of "The 1917 Explosion: Collision in Halifax Harbour and its Consequences." In a session devoted to scientific perspectives, Alan spoke on "Realities and Myths: The Exact Time of the 1917 Explosion, the Number of Explosions, the Felt Area, the Epicentral Location and Earthquake Equivalence and the Explosion Cloud." Together with David A. Greenberg of the Bedford Institute of Oceanography and Tad S. Murty of the Institute of Oceanographic Sciences in Sidney, BC, Alan also examined "The Tsunami from the 1917 Explosion in Halifax Harbour." **SHANNON RYAN** gave a paper on "The Industrial Revolution and the Newfoundland Seal Fishery" at the First International Congress of Maritime History, held last August in Liverpool, England. The paper has since appeared in *The International Journal of Maritime History* (December 1992). Next spring, UBC Press will publish **ERIC SAGER**'s new book, *Ships and Memories: Merchant Seafarers in Canada's Age of Steam*. The book is a combination of Eric's research with fascinating oral histories of many seafarers from the period between 1920 and the 1940s, from both the east and west coasts. **ROGER SARTY** continues, with Bryan Tennyson of University College of Cape Breton, to study the harbour defences of Sydney, Nova Scotia. Roger is also preparing a study of Fort Charlotte, Halifax for the National Parks Service. Two articles by **LARS SCHOLL** have recently been published. One, entitled "Die ersten Schiffswände waren aus Tierfellen [The first hulls were made of animal hides]," appeared in Heide Ringhand (ed.), *Die Binnenschifffahrt [Inland Shipping]* (2nd ed.; Velbert 1992), pp. 11-28. The other, "Von Scapa Flow bis zur Westerplatte. Die Deutsche Flottenentwicklung in der Zwischenkriegszeit [From Scapa Flow to the Westerplatte. Development of the German Fleet in the Interwar Period]," appeared in Knut Soiné (ed.), *Franz Radziwill. Bilder der Seefahrt* (Bremen 1992), pp. 34-40. This winter, Lars will give a course in German maritime history at the

University of Hamburg. The only course of its kind in Germany, it is the third time in a row that Lars has taught it. **ARTHUR SCHWARTZ** was in San Diego in January to attend West '93, the joint conference and exhibition of the Armed Forces Communications and Electronics Association and the US Naval Institute. This communications and military weapon systems event is the largest of its kind on the American West Coast. It is open to all military, government and industry professionals in a number of fields, including military weapons systems, computers, command and control, communications, information systems, intelligence, aerospace, imaging, shipbuilding and electronics. **BENT SIVERTZ** is working with Hal Lawrence on his ten years of seafaring from 1922 to 1932, including accounts of voyages on some unusual ships. Hal has undertaken to be advisor and editor, and speaks of combining marine history with social and economic history. Bent and Hal hope to publish towards the end of 1993. **JAN SKURA** is now retired and divides his time between Canada, Spain and Florida. He is writing his war-time (1939-45) memoirs, at the moment in Polish; eventually he plans to translate them into English. Jan spent the war at sea, serving in both the Polish Navy and the merchant navy. **JOHN STANTON**'s autobiography, *My Past Is Now*, is now being scrutinized by the publisher's readers. Another forthcoming publication will appear soon in *Labour/Le Travail*, and will examine World War II internments of labour people with an analysis of RCMP policies. John has also completed another manuscript which investigates legal aspects of the Ginger Goodwin case of 1918. **JOHN SUMMERS** described ice-boating in "Winter on Toronto Harbour;" the essay appeared in *Explore Historic Toronto* (November 1992), the newsletter of the Toronto Historical Board. **VICTOR SUTHREN** may have retired his fictional creation Edward Mainwaring (see "Personal News" in last October's *ARGONAUTA*) but his creative pen is still hard at work. Victor has begun a major-sized novel on James Cook, based on the events of the third voyage. *Canadian Stories of the Sea*, which Victor has been preparing for Oxford University Press, should be published by the end of 1993. **FREEMAN TOVELL** writes to say that he is continuing his work on a biography of Captain Juan Francisco de la Bodega, which he says "proceeds at a distressingly slow rate!" But Freeman has not been as idle as this may suggest. His article on Manuel Quimper, the first explorer of the Strait of Juan de Fuca, appeared in the Summer 1992 issue of *Peninsula*; the article is entitled (not, I hasten to add, at Freeman's insistence but rather that of his editor) "To boldly go: The voyage of Manuel Quimper." Last April, Freeman also attended the Vancouver Conference on Exploration and Discovery, organized by Simon Fraser University. **RICHARD UNGER**'s article on "The Tonnage of Europe's Merchant Fleets 1300-1800" appeared in *The American Neptune*, LII, 4 (Fall 1992), 247-261. **PAUL**

WEBB is looking forward to a sabbatical leave in 1993/94, which he hopes to spend in England researching the Royal Navy during the period 1793-1815. He is especially interested in the long-term planning and financial aspects of the Navy during that period. **ROLAND "ROLLIE" H. WEBB**, together with the British Columbia Maritime Museum in Victoria, is publishing a complete list of all vessels built by Yarrows Ltd. in the first one hundred years of its existence. The centenary of the firm will be observed in February 1993. Rollie is also continuing his research into the Canadian shipbuilding industry. He will soon have completed a full shipyard list for the now-closed Burrard Dry Dock in North Vancouver, and there is a possibility that the list will appear in a forthcoming issue of *ARGONAUTA*. **JOHN A. WOLTER** has recently joined the CNRS. He is retired now from his duties as Chief, Geography & Map Division, Library of Congress. Nevertheless, he will curate the exhibition "Johann George Rohl in America," to open at the Library of Congress in March, and he is also editing a translation of *Johann George Rohl's American Studies* by H. Schumacher (1883). John is also continuing his research in the history of Great Lakes charting (1815-1970) by the French, British, Americans and Canadians.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

CANADIAN WAR MUSEUM

(Ottawa, Ontario)

The Canadian War Museum will be presenting a set of Colours (Ensign, Pennant and Jack) to the replica of HM Barque *Endeavour*, now being built in Western Australia and which will voyage to the United Kingdom before re-enacting the original *Endeavour's* first voyage of discovery. The National Maritime Museum in Greenwich will equip the ship with a replica set of Cook's observational instruments.

DEUTSCHES SCHIFFFAHRSTMUSEUM

(Bremerhaven, Germany)

Ursula Feldkamp, M.A., has joined Uwe Schnall in the museum's publication department. Her research will be concentrated on women in the maritime world. Peter Krahé has published *Literarische Seestücke. Darstellungen von Meer und Seefahrt in der englischen Literatur des 18. bis 20. Jahrhunderts* [Literary Sea Pieces: Representations of the Sea and Sea Voyages in English Literature from the 18th to the 20th Centuries] (Hamburg, 1992). This is the thirty-first volume in the museum's publication series. Volume 30 of this same series, *The Cog of Bremen*, is sub-titled *Structural Members and Construction Process* and was written by Werner Lahn. This book is available in both German and English editions; it includes a portfolio of thirty-seven

reconstruction plans with an accompanying text, illustrations, and a German-English glossary. Hans Jurgen Witthöft of the museum has edited *Die Oldenburg-Portugiesische Dampfschiffs-Rhederei im Zweiten Weltkrieg. Ein Tagebuch* [The Oldenburg-Portuguese Steamship Company During the Second World War. A War Diary] (Hamburg 1992), while Walter Bölk has assembled and put together *Stettin und sein Hafen. Bilder des Meisterphotographen Max Dreblow* (Hamburg 1992), a collection of photographs by master photographer Max Dreblow depicting Stettin and its harbour.

FORT MALDEN NATIONAL HISTORIC SITE

(Amherstburg, Ontario)

A new permanent exhibit entitled "Fleet on the Frontier" will be installed by the end of March; the exhibit is about the Provincial Marine and Royal Navy in Amherstburg during the War of 1812. The "Fort Malden Volunteer Association," a registered charity that supports projects at Fort Malden, has taken possession of the original oil painting, "Capture of the Cuyahoga off Fort Malden: July, 1812." The painting, by noted marine artist Peter Rindlisbacher, portrays the capture of an American transport schooner in the lower Detroit River at the beginning of the war. In his efforts to make the portrayal as historically accurate as possible, the artist relied heavily on advice, assistance, and facilities of the Fort Malden staff. The original painting will be raffled off to raise funds, while a limited edition of 950 prints based on the painting, numbered and signed by Mr. Rindlisbacher, are being sold for \$20 each.

MAINE MARITIME MUSEUM

(Bath, Maine)

"Scrimshaw Art," a new exhibit featuring engraved sperm whales' teeth and other objects made from their ivory, is now on view at the Maine Maritime Museum. The new exhibit features representative samples of scrimshaw culled from two important New England collections: one assembled over fifty years by Edmund P. Skillin of Freeport, Maine, and the other by H. Sewall Williams of Vermont and Small Point, Maine. Experts argue over the origin of the term "scrimshaw" and about what really is "scrimshaw." All agree that it is sailors' handiwork made from the ivory teeth and skeletal bone of sperm whales, walrus tusks, and the filter-feeding plates (baleen) of toothless whales.

In addition to the familiar carved whales' teeth, the exhibit also includes functional objects, such as carved corset busks, pie-crimping wheels and a small fid for untying knots, as well as trade and ceremonial carving by Arctic Indian and Inuit people. There are also examples of work by Asian ivory carvers. Whaling implements such as harpoons, lance, spade

and case-bailer amplify the exhibit. "Scrimshaw Art" is well-timed in view of the recent withdrawal of a few whaling nations from the International Whaling Commission and the imminent return by some countries to commercial whaling following a six-year international moratorium. The exhibit will be on view through 24 October, 1993.

Two other exhibitions will open in 1993. On 3 February the Maritime History Building will be the setting for an exhibition on the theme "Shipwreck!" Another exhibition will open 30 April entitled "Patterson in Maine," featuring paintings of Maine vessels by Charles Robert Patterson. For information, contact Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA (tel. 207-443-1316).

MARITIME COMMAND MUSEUM (Halifax, Nova Scotia)

Marilyn Gurney, the Museum Director, writes that she and the Museum have been totally involved in the production of a commercial film commemorating the fiftieth anniversary of the Battle of the Atlantic. Watch for the film when it is finally released under the title *Lifeline to Victory*. The Museum also participated in the seventy-fifth anniversary observances of the Halifax Explosion with a special exhibit on military involvement in that event.

MARITIME HISTORY ARCHIVE (Memorial University of Newfoundland, St. John's)

The Agreement and Crew Lists: Series II (BT 99), 1863-1912, comprising some 300 metres, are part of the larger collection of documents entitled "Records of the Registrar General of Shipping and Seamen" held by the Public Record Office in London, England. An updated version of *A Guide to the Agreement and Crew Lists: Series II (BT 99), 1863-1912* is now available from the Maritime History Archive (MAH). This index identifies the years for which the MAH holds crew lists for each vessel and whether they are accompanied by Official Log Books. The crew lists are descendants of the ancient "Muster Rolls" submitted after 1730 by merchant captains. Under the 1854 Merchant Shipping Act every merchant vessel registered in the British Empire was allotted an official number which continued regardless of whether the name, rig, build or ownership of the vessel changed. At the completion of every voyage, the master of a foreign-going vessel was required to deliver up to the Registrar General a "Crew List and Agreement," while home trade and fishing vessels submitted them bi-annually. Most of the British-owned vessels did this, but many colonial ones, especially small Canadian, Australian or other Empire coastal vessels, did not. Despite such gaps, the volume and systematic nature of these records makes them invaluable for studies of

maritime, economic and social history, for they are packed with information about the vessels, their voyages and their crew: the official number, name, rig, tonnage, date and place of build of the vessel; the name and address of the managing owner; the name, certificate number, and address of the master; the ration scales for the crew; description and maximum duration on the intended voyage; "Special Instructions," such as consumption of liquor, advance of wages, leave in ports of call; the name, age, and place of birth of all crew members; their rank, rate of pay and the place and year of joining and leaving the vessel; the name and port of registry of the last vessel upon which they had served and the year of leaving her; the amount of wages advanced; details of all apprentices carried; the reason for the discharge of each crew member; the dates at which agreements were deposited and withdrawn by the master at the Consulate or Shipping Office of each port of call. When crew lists are used in conjunction with the "Official Transcripts of the Ship's Registry," the researcher has a more or less complete knowledge of everything except the cargo. The Official Log Books, some of which have survived and are filed with the crew lists, record information on disciplinary and medical problems, and births and deaths of passengers and crew.

The *Guide* is available on microfiche (\$50) or in bound paper copies (\$200). The MAH is also offering microfilmed sets of the *Canadian Fisherman* (1914-1969), edited by Frederick William Wallace (\$270 + GST & shipping). Orders and inquiries should be addressed to: The Archivist, Maritime History Archive, Memorial University of Newfoundland, St. John's, Newfoundland A1C 5S7.

MICHIGAN MARITIME MUSEUM (South Haven, Michigan)

Since the Museum Center opened in 1985, the Michigan Maritime Museum has developed, presented, and interpreted its artifact collection in a series of temporary exhibits on topics ranging from commercial fishing traditions to the Coast Guard. The permanent exhibits have addressed the more comprehensive theme, "The People Who Built and Used Boats on the Great Lakes." Last December the Museum hosted a special unveiling of new additions to the main gallery exhibits. A selection of artifacts, photographs and label copy was merged with existing selections on "The Boats of the Settlement Period" and "The Steamer Era." Other exhibit additions planned for 1993 will address subjects of Native American maritime traditions, recreational boating, and the US Life Saving Service and Coast Guard in Michigan. Opening dates for these developments had not yet been announced. For additional information contact the Museum at: PO Box 534, South Haven, MI 49090 (tel: 616-637-8078).

NATIONAL ARCHIVES OF CANADA
(Ottawa, Ontario)

The Documentary Art and Photography Division has acquired an album containing eighty-three *carte-de-visite* portraits of officers of the Royal Navy serving with the North America and West Indies Squadron under the command of Vice Admiral Sir Alexander Milne, 1860-1864. The photographs, most of which were taken by the Halifax photographers William Chase and W.D. O'Donnell, are all identified by the name and rank of the subject and by the name of the ship in which he was serving.

The Documentary Art and Photography Division has also acquired the Clayton Sinclair collection, consisting of 402 photographs whose subjects include portraits of the trustees and staff of the Board of Trustees of the Maritime Transportation Unions (1963-1964) as well as photographs of individual merchants and passenger ships of various nationalities sailing in the St. Lawrence River, the Lachine Canal, the Great Lakes, and visiting the port of Montreal, 1942-1970.

*PROVINCIAL ARCHIVES OF NEWFOUNDLAND AND
LABRADOR*
(St. John's, Newfoundland)

Twenty-one log books of the MV *Christmas Seal* covering the period 1949 to 1971 were presented to the province by the Newfoundland Lung Association. Few ships had such an impact on the province as the *Christmas Seal*. Following her purchase from the US naval facility at Argentia and conversion to a floating tuberculosis clinic, she visited coastal communities all over the province, providing X-ray services and vaccinations to rural Newfoundland and Labrador.

The PANL also acquired a collection of business records belonging to the firm of T. Hallett and Co., St. John's. The collection, consisting of thirty-five ledgers spanning the period 1922-1959, provides insight into the operation of a traditional Newfoundland business. Of special interest is the documentation of vessels outfitting for the Labrador fishery.

AROUND CANADA'S MARITIME ORGANIZATIONS

CANADIAN HYDROGRAPHIC ASSOCIATION
(Burlington, Ontario)

The Canadian Hydrographic Association is planning to build a full-scale replica of the vessel used by Joseph Bouchette to produce the first chart of Toronto Harbour in 1792. She was a typical schooner's launch, measuring twenty-two feet with a 6.9-foot beam, and will carry a "sprits" schooner rig. For information, contact the CHA at P.O. Box 5050, Burlington,

Ontario L7R 4A4 (tel: 416-336-4842).

*ARTIFICIAL REEF SOCIETY
OF BRITISH COLUMBIA*

The decommissioned escort destroyer HMCS *Chaudiere* was deliberately sunk in British Columbia last December as part of the ARSBC's programme to provide an attraction for sports divers and thereby to stimulate the local economy. The Society had originally intended to sink the ship off Nanaimo, but environmental concerns over the eventual effects of asbestos that packs her sides aroused sufficient local opposition to force a change in plans. *Chaudiere's* watery grave is now at Kunechin Point in Sechart Inlet, about ten kilometres north of Sechart. Although environmental protests persisted, there was no interference with the actual sinking.

Chaudiere had seen continuous but uneventful service for fifteen years. Since 1974 the ship sat at the Esquimalt naval base, where it was used for spare parts. In 1992 it was sold to the Artificial Reef Society for \$1.

RESEARCH DIRECTORY UPDATES

[Editor's Note: This will be the last instalment of updates to the CNRS research directory, which appeared in October 1990. A new, revised research directory is being planned for October 1993.]

Name: **BERNKOPF, MICHAEL**

Address: 876 Park Ave., New York, NY 10021, USA (H)

Phone: (212) 744-5451

Research: Technology of sailing ships; World War II

Name: **DUMARESQ, SELWYN JOHN**

Address: 75 Chesterton Drive, Nepean, Ontario K2E 5T5 (H)

Phone: (613) 225-6593 (H)

Publications: *Ships Monthly*

Name: **JAMES, RICK**

Address: 4847 Dundas Road, Courtenay, BC, V9N 5Y2 (H)

Phone: (604) 338-7740 (H)

Research: Building of five-masted auxiliary schooners at Cholberg Shipyard and Cameron-Genoa Mills Shipbuilding Ltd. 1917-1921; sailing vessels that were cut down into barges for use on the BC coast; frigate and other warship building programmes on Canada's West Coast during World War II

Publications: "Final Rusting Place," *Resolution* No. 27 (Fall 1992)

Name: **HALL, CAPT. HUBERT G.**

Institution: Shipsearch (Marine)

Address: P.O. Box 9020, RR 3, Yarmouth, Nova Scotia B5A 4A7 (H & O)

Phone: (902) 742-4467

Research: Merchant ships, 1850 to present

Publications: *Index of Former Names of Ships Listed in the 1941-42 Lloyds Register of Ships, Section One: Steamers and Motorships over 300 Gross Tons*

Name: **HAYES, CAPT. G.H., RCN (Ret'd)**

Address: 2020 White Birch Road, #26, Sidney, British Columbia

Phone: (604) 656-1567

Research: Operations, North Atlantic, World Wars I & II; Arctic Exploration

Name: **LATIMER, RUSSELL F.**

Address: 63 Johnstone Avenue, Dartmouth, Nova Scotia B2Y 2K6 (H)

Phone: (902) 466-7135

Short Wave: VE1BPP

Research: Merchant ships, Sea Stories, North Atlantic

Name: **MACPHERSON, IAN A.**

Address: "Meander," RR 3, Newport, Nova Scotia B0N 2A0

Phone: (902) 757-2756

Research: Naval History; Current National Defence Affairs

Name: **NORDENFELT, THORSTEN**

Address: Styrmansgatan 24, S-11454 Stockholm, Sweden (H)

Phone: 08-6628434

Research: Ship Portraits, Maritime Museums and Collections, Books

Name: **OTTLEY, JAMES**

Address: P.O. Box 362, Creston, British Columbia V0B 1G0

Phone: (604) 428-7657 (H)

Research: Social aspects of maritime history; standard-built merchant vessels of the Twentieth Century; Canadian navy, past and present

Recent Publications: contributions to *Warship International* at various times.

Name: **PARKER, E. STANLEY**

Address: 518 Acland Ave., Victoria, British Columbia V9C 2N4

Phone: (604) 478-6555 (H)

Research: Maritime law; collision regulations

Recent Publications: Currently working on a revised edition to his *Guide to the Collision Regulations*

Name: **STONEMAN, GARY K.**

Address: 100 Main St., St. Catharines, Ontario L2N 4V2 (H)

Phone: (416) 937-0286

Research: Canadian Navy, Fur Trade, Modern Great Lakes Shipping

Name: **TRASK, BENJAMIN H.**

Institution: Reference Librarian, The Mariner's Museum, Newport News, Virginia

Address: 100 Museum Drive, Newport News, VA 23606-3798 (O)

Phone: (804) 595-0368 (O)

Research: American Civil War, Chesapeake Bay, Lighthouses

Name: **TABLER, WILLIAM B., JR.**

Address: Box 358, Locust Valley, NY 11560-0358, USA

Phone: (516) 676-2275 (H)

FAX: (212) 563-3322 (O)

Name: **WOLTER, JOHN A.**

Address: 5430 Ring Dove Lane, Columbia, Maryland 21044 (H)

Phone: (410) 730-6692

Research: Navigation & Nautical Science; Cartography; Exploration & Discovery; Historical Geography

Publications: "Saxton's Atlas of England and Wales," in Kathleen T. Mang (ed.), *Vision of a Collector: The Lessing J. Rosenwald Collection in the Library of Congress* (Washington, DC, 1992), pp. 372-75; *A Portolan Atlas of the Mediterranean Sea and Western European Waters (With a World Map)*, attributed to Juan Oliva; facsimile edition with an introduction by John Wolter (Washington, DC, 1987)

RESEARCH INDICES

Baltic: Nordenfelt

Canada, Arctic and North: Hayes, Macpherson, Parker

Canada, East Coast: Dumaresq, Hall, Latimer, Macpherson, Wolter

Canada, Great Lakes: Hayes, Stoneman, Tabler, Wolter

Canada, Pacific Coast: Hall, Hayes, James, Ottley, Tabler

Canada, St. Lawrence River: Dumaresq, Stoneman, Wolter

Cartography: Wolter

Chesapeake Bay: Trask

Civil War (US): Trask

Coastal Shipping: James

Defence: Macpherson

Early Modern (1600-1800): Hayes

Exploration: Hayes

Fur Trade: Stoneman

Great Lakes Shipping: Stoneman

Lighthouses: Trask

Liner Shipping: Dumaresq

Maritime Law: Parker

Merchant Shipping: Hall, Latimer, Nordenfelt, Tabler, Wolter

Models: Bernkopf, Dumaresq

Nautical Archaeology: Tabler

Naval History: Bernkopf, Dumaresq, Hayes, James, Macpherson, Ottley, Parker, Stoneman, Tabler, Trask

Navigation: Parker

Nineteenth Century: Bernkopf, Nordenfelt, Parker, Tabler, Trask

North Atlantic: Bernkopf, Dumaresq, Latimer, Macpherson, Ottley, Stoneman, Tabler

North Pacific: Bernkopf, James, Ottley, Parker

Ocean-Going Shipping: Latimer, Ottley

Roaring Forties: Bernkopf

Sailing Ships: Bernkopf, Hall, Hayes, James, Nordenfelt

Shipbuilding: James, Ottley

Ship Lists: Latimer

Shipping Fleets: Hall

Twentieth Century: Dumaresq, James, Macpherson, Ottley, Stoneman

North Atlantic: Wolter

Ocean-going Shipping: Wolter

Steam Vessels: Wolter

CANADIAN NAUTICAL RESEARCH SOCIETY

CALL FOR PAPERS

1993 ANNUAL CONFERENCE AND GENERAL MEETING

TORONTO, ONTARIO

27-29 MAY 1993

On

**"WORKING WATERFRONTS: CHALLENGES,
CONFLICT AND CHANGE"**

**ABSTRACTS ARE INVITED UPON, BUT BY NO MEANS
RESTRICTED TO, THE FOLLOWING THEMES:**

**Waterfront Industries / Boatbuilding/ Shipbuilding
Tourism / Museums / Waterfront Recreation / Regeneration
and Re-development / Heritage Vessels / Heritage and Policy Issues /
De-industrialization / Harbour Defences / Naval Bases**

**Please send an abstract and a brief resumé as soon
as possible to:**

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

**More complete details of the conference will be published in the January issue of
*ARGONAUTA***