

ARGONAUTA

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ARGONAUTA

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ARGONAUTA EDITORIALS

(I)

Although the Nominating Committee will report officially to the membership at our annual meeting in May, it seems appropriate at this time to reveal that Faye Kert will be our next President. This is indeed exciting news. To the best of our knowledge, and with the possible exception of the Dutch, no other national commission of the International Commission for Maritime History has ever had a woman president; this surely reflects how central women are becoming in the study and promotion of maritime history. Faye is certainly well-deserving of this recognition and our congratulations. She has been involved with the CNRS since its inception, most recently as Assistant Treasurer for the past two years. She personifies the society's commitment to the promotion of nautical research through her investigation into the history of Nova Scotia privateering during the period of the War of 1812, for which she earned an MA degree at Dalhousie University and on which is now developing her doctoral dissertation for the University of Leiden. She has presented papers at various conferences, including our own, and published her findings. We therefore look forward to her continued dedica-

tion to the field of maritime history and to her stewardship over the CNRS as the Society continues to grow.

Yet, as is always the case when a new President takes over, there is a certain sadness attached to Faye's well-deserved recognition. After three years at the helm of the CNRS, W.A.B. Douglas is stepping down. One of our founding members, Secretary of the Society for seven years, an extremely productive scholar with strong links to Canada's naval establishment, Alec has been instrumental in guiding the CNRS through its gestation, birth and infancy, and continued as it matured into the vigorous national organization that it is today. Indeed, given our many members in other countries, he can justly take pride in the fact that the CNRS has, from its inception, never interpreted its mandate of promoting nautical research in national terms alone. Attesting to this is the encouragement he has given to the CNRS publications programme; it was under Alec's tutelage that the Society's longstanding efforts to launch a journal were rewarded with the appearance in 1991 of *The Northern Mariner/Le Marin du Nord*. Though Alec now takes over from his predecessor, Barry Gough, the executive position of Past President, we are confident that he will remain an active and inspiring proponent of our Society's commitment to promote nautical research.

(II) Guest Editorial

This past winter I picked up a Newfoundland fisherman who had travelled over to Nova Scotia in search of work. I picked him up just this side of New Glasgow. He had slept out for three nights and the temperature was well below -20C. He had not had much to eat; fortunately, I had a little food in the car. I dropped him off at the Sackville intersection and hoped he could find a shelter in Windsor, rather than try to make Digby that night.

I was impressed with his quiet dignity. I asked if he had a pension. No, he was only in his 50s (I had thought him older). In Newfoundland he had been a part-time inshore fisherman (not his own boat), but now there was no more fish and he hoped to get work on a Digby scalloper. Like the vast majority of our Maritime fishermen, he was not looking for a handout. At 52, he was prepared to endure the danger and discomfort of the winter fishery and to travel rough in order to go where he might have a slim chance of a job.

This man personified the effect of the mismanagement of the fishery. We still don't seem to know what went wrong. Were the scientists totally wrong in their predictions? Or did the

federal and provincial governments, with up-to-the-next-election-only perspectives, choose to ignore them? How about the big trawlers from the major companies ripping up the cod spawning grounds? Foreign overfishing played a part, but cannot be blamed for everything.

One stock that has remained healthy is the George's Bank scallops. This is chiefly because, unlike fish, small scallops that are thrown back live to grow and be caught another day. However, coinciding with the loss of the *Cape Aspy*, the large companies have quietly persuaded Ottawa to significantly increase the scallop quotas. As a result, the ships of the smaller companies, that would normally have started work in March, were going out in February. The scallop captains whom I have spoken to are not in favour of this. They say that the price will drop and they will just work longer for the same money; and the stock will be affected.

The fishery is vital to the Atlantic provinces, not to Ottawa. Perhaps it would be better managed by an organization set up by the Maritime provinces and Newfoundland. The objectives should be: sustain the stocks, ensure a high-quality product and support the large proportion of our population that lives on our coasts. "Efficiency," if it means the maximum of equipment and the minimum of personnel catching every last fish, should not be an objective. Along with management of fishery must come protection of the source. This is clearly a federal responsibility, as it touches on, and should be combined with the enforcement of, our sovereignty.

Recently, the Department of Fisheries and Oceans reduced its offshore patrol vessels from three to two to save crew costs and maintenance, even though a large sum had just been spent on modernization. We do not carry out enough active patrolling with the ships we have, which include Coast Guard search and rescue cutters and some Navy vessels. The air patrol recently had a success, but we relied on the US Coast Guard to charge its own flag vessels. In the meantime, numbers of US fishing vessels cross the line most nights. The value of the scallops taken in a week would keep that third patrol boat running for the rest of its existence.

You have to drive from Digby around through Yarmouth to Lunenburg to realize how much prosperity has been created by the fishing industry, and the boatbuilding and other associated businesses that naturally arise from it. Giving the taxpayers' money to outside companies to establish illogical industries in unsuitable areas is proven folly: people who live by the sea must earn their living from the sea, so the long-term health and preservation of the fishery, and particularly the inshore sector, should be the first objective of all Atlantic provinces' governments. Remember that fishing and farming are the only two human activities that produce food.

That courageous Newfoundland fisherman struck a spark of concern in me and in others he met. Let's hope that governments will be equally concerned with the industry as a whole.

C. Douglas Maginley
Mahone Bay, Nova Scotia

PRESIDENT'S CORNER

By W.A.B. Douglas
Ottawa, Ontario

This will be the last President's Corner from this pen (to be more accurate, from this personal computer), and I would like to share a few thoughts about where we have come from and where we are going.

Some members may recall that we first called ourselves the "Canadian Society for the Promotion of Nautical Research." In retrospect that title has a certain ring to it; perhaps what we really had in mind when Keith Matthews, Gerald Panting, Dan Harris, Ken Mackenzie and a handful of other congenial folk thought up this name at the University of Ottawa in 1982 was a society "for the prevention of cruelty to nautical researchers." It was by no means a hopeless cause. As sailors tell their superiors each month in ships' "Reports of Proceedings", I have to report that on entering into its second decade the society's state of morale, health and discipline is good.

One of our principal aims was to publish a journal, and not one of us was sanguine about the chances. We hoped to establish footholds in every part of the country, and that looked like a daunting prospect too. In the process we intended to expand our membership to a size that would support an active programme of research in the field. All of these aims have been met, thanks to the efforts of some very resourceful and dedicated people.

At our annual meeting in Kingston in 1984, the first meeting held separately from the Learned Societies, we hit upon our present name and decided to incorporate, as well as to acquire charitable status. Dan Harris and Faye Kert brought their knowledge and talents in the field of accountancy and public relations, combined with unusual understanding of the fields of maritime history and underwater archaeology, to the composition of the society's by-laws and brochure, the bearding of Consumer and Corporate Affairs to argue the case for charitable status, and the design of our logo as well as the wording of our brochure.

We attracted some very distinguished members to our ranks in those early years, including Vice Admirals Dan Mainguy

and Bob Stephens, Rear Admirals S.M. Davis and Dan Hanington, and Captain Tom Pullen, all of whom not only had the experience of their very successful seafaring careers but a long-standing devotion to the history and lore of the sea to contribute to the work of the society. Other "old salts" who were charter members included Maurice Smith of the Marine Museum of the Great Lakes in Kingston, Ken Mackenzie, first editor of our newsletter and the man who coined the short-lived name of our first issue, *The Precambrian* (he knows he will not be allowed to live that one down), Louis Audette, "Yogi" Jensen, John Roué, and of course the man who has become our Honourary President, Niels Jannasch.

We also attracted leading scholars in the field in Canada, the United States, and even farther afield. We are most fortunate to have among our number such a cross-section as the members (past and present) of the Maritime History Group at Memorial University of Newfoundland, naval and maritime historians from universities in every region of Canada, and some highly respected scholars in other countries. One cannot name them all, and if the naval component of my list seems large, I must plead guilty to a certain bias. As the secretary of the society I did not hesitate to inform former shipmates of the enormous advantages of membership.

Ken Mackenzie launched our publishing efforts by editing the first five volumes of *ARGONAUTA*, in addition to his duties as archivist for Canadian National. In 1989 Skip Fischer and Gerry Panting of Memorial University took over this heavy responsibility, and in 1990 Olaf Janzen of Sir Wilfred Grenfell College joined the team as book review editor. *ARGONAUTA*, which had always featured book reviews, grew in these years into much more than just a newsletter. And the society grew with it.

We mounted annual conferences, some in conjunction with the Learned Societies, others as separate ventures. Notable among them was the visit to Galiano Island in 1986, organised by Christon Archer, our Liaison Member for the Prairie Provinces. "Seamanship, Trade and the Flag" was the conference theme, and we heard a most distinguished set of papers. One of the highlights of that meeting was Bent Sivertz' spontaneous account of life before the mast in the early years of this century, following Eric Sager's remarkable discussion of the Canadian seafarer and his workplace, which was of course a portent of things to come from Eric's facile pen. This was really a memorable moment, one that only a meeting of a society like ours is likely to have made possible.

Our 1987 conference, a joint meeting with the North American Society for Oceanic History, was held at Kingston. The highlight there was Michael Hadley's brilliant after dinner paper on German submariners in Canadian waters during

the Second World War. We also held meetings at Montréal, Halifax, Windsor (Ontario), and Victoria. During these years our presidents, Gerald Panting of Memorial University and Barry Gough of Sir Wilfrid Laurier University, put the society on its feet. Gerry, both as president and past president, established the most fruitful relationships with Memorial University, through the Maritime Studies Research Unit, and for this we owe him an enormous debt. Barry travelled extensively across the country, strengthening our ties with individuals and institutions by his energetic and diplomatic efforts to plead the cause of the society.

Our membership grew, not as much nor as fast as we would have liked, but enough to provide the basis for starting a journal. We embarked on that venture with some trepidation, and were only able to do so because of the efforts of Skip Fischer, Olaf Janzen, and Gerry Panting. *The Northern Mariner/Le Marin du Nord* is in its third year of publication, has taken over the book review functions of *ARGONAUTA*, and publishes a wide variety of articles. The editors are to be congratulated both on the high standard of editorial work and the attractiveness of the journal's appearance. The book review section has earned a special place in society legend. We are achieving in this journal the aim of advancing knowledge, and doing so not just by historians for historians. The journal is in fact a vehicle for scholarly contributions that cater not only to an academic readership but also to the well-informed general audience.

Publishing a journal was to some the ultimate aim of the society, but the journal is really only a beginning. Last year we affiliated with the Maritime Awards Society of Canada, dedicated to the financial support of graduate studies in any field of maritime study. That was another beginning. Under Fraser McKee our Liaison Committee, whose members are listed on the inside cover of this newsletter, has grown to include a representative from northern Canada. Again, a beginning. Thanks to the efforts of Garth Wilson, chairman of the Museum Committee, and a good many other members of CNRS--foremost among whom is Niels Jannasch--we have established close links with some of the principal maritime museums in Canada. And in recent years, by taking our annual conferences to Ottawa and Newfoundland, we have spanned the country from east to west.

In 1987 and 1988 we published a bibliography that now appears regularly in the journal. This in the early years represented an enormous labour by Steve Salmon and Skip Fischer; today it is the work of Gerry Panting. It makes our publications doubly useful to libraries in particular. Since 1984 we have presented awards for excellence in writing and named them after Keith Matthews. The Keith Matthews prize list is testimony to the variety and excellence of

Canadian writing in this field.

These are all developments upon which we must build. There are maritime museums still not represented in the society; there are regions where the liaison members need our help to recruit new blood. Our membership still hovers at about 260; it needs to grow, because we are probably the best organisation in the country to consolidate and build upon what I would call the maritime culture of Canada.

The commonplace that we have three coasts and the longest coastline in the world is repeated often enough to be tedious, but it does need to be repeated often, whatever the consequences. We also have huge freshwater lakes and rivers that have a major impact on Canada's maritime nature. Our economy, to one degree or another, our international relations, our concern for the environment, cannot be separated from our maritime activities; they form part of the daily lives of Canadians, whether they realise it or not, and they are a significant element in the country's history. Shipping interests, the fishing industry, environmentalists and naval policymakers will argue the case well enough, no doubt. If they can preach to an increasing number of the converted, that is to say a critical mass of individuals from all these walks of life, in conjunction with a portion of the academic community that can provide credible intellectual foundations for the pragmatic needs of society, their arguments will have much more force. That is what I mean by a maritime culture, and that is what I believe we can help to strengthen.

It is with this in view that I hope we can enlarge our membership in the coming years. At the same time, it would be a great mistake to change the shape of the society. We must not attempt to become a lobbying body; we should cut our cloth to size and, by keeping on with what we have been doing, attract more and especially younger members to our number. Now that we have a solid organisation in place, that seems to me a practical possibility.

I could not leave without adding three more names of the utmost importance to this society. We are fortunate beyond measure to have as our treasurer Ed Reed, a man of parts who regards the cause of history as important as the value of money. He has offered wise counsel, saved us from foolish mistakes, and enthusiastically facilitated our activities. He will be the first to say, as I have frequently done, that Faye Kert, the assistant treasurer, has made his task easier. One of Ed's important contributions to the future of the society is his ongoing study of a corporate plan.

I must also mention my own secretary, Elsie Roberts, who for the past dozen years has patiently handled a mass of CNRS correspondence and for about eight of those years maintained our membership lists. And finally, Margaret

Gulliver, Managing Editor of *The Northern Mariner/Le Marin du Nord* and ARGONAUTA, has become the linch-pin of the society.

The last three years have been stimulating and rewarding; I hope those who follow will have as much fun as I have had, and that the society will plant firm roots in all parts of our great country.

LIAISON COMMITTEE REPORT: WESTERN CANADA

By Christon Archer

I have been exceptionally remiss in reporting maritime history activities in my area. I have been marking enormous numbers of exams, and away doing research and giving papers—some connected with the Columbus quinquennial and the Vancouver Bicentennial celebrations (I feel that I can use the word "celebration" since I was not required to dig out the dirt on the European maritime explorers). Two scholars from the University of Calgary (Archer in History, Barbara Belyea in English) and one from the University of Alberta (Ian McLaren, Department of English) contributed to the Vancouver Conference held at Simon Fraser University in 1992. This was pretty good for a landlocked sort of place like Alberta. I was invited to join the Malaspina Conference in Spain, but could not do so since it conflicted with classes. I understand that Barry Gough joined that fiesta.

In September 1992, Professor Glyndwr Williams of the University of London and Alan Frost of La Trobe University in Australia visited the University of Calgary to give a series of seminars on aspects of Pacific Ocean exploration history. In addition, Williams made a side trip to the University of Alberta and Frost visited the University of Lethbridge. As a result of this successful series of marine history seminars, we nominated Alan Frost to become a senior Killam Scholar at the University of Calgary for the fall 1993 semester. Though there are only two of these awards, I am happy to say that Alan won and will be in residence here from late August to December 1993. I am sure that he will be willing to take on assignments to visit other Canadian universities. Among other projects, Frost is completing a reinterpretation of Australia's convict voyages—something along the lines of the work of Greg Denning.

ARGONAUTA MAILBAG

Sirs:

I am seeking information or sources of information regarding Nathan Norman, who traded along the Newfoundland and Labrador coasts between 1850 and 1870. If any member

of the CNRS can provide assistance in this search, I would be most grateful.

Eric D. Lawson
R.R. 1
Site G-3
Bowen Island, British Columbia
V0N 1G0

Sirs:

I am interested in hearing from colleagues with information and materials, including archaeological materials, pertaining to shipboard burial or handling of human remains for a projected article on maritime mortuary behaviour.

James P. Delgado
1905 Ogden Avenue
Vancouver, British Columbia
V6J 1A3

Sirs:

I am seeking information on a Quebec-built ship, the *Cataraqui*, wrecked in the Bass Strait, 3 August, 1845, from Liverpool, England to Melbourne, Australia. Any help would be appreciated.

Mr. Arthur W. Mears
21 Elm Park
St. Stephen, New Brunswick
E3L 2W7

Sirs:

It may interest readers to know that the Cultural Properties Export Review Board, over the objections of Cambridge Bay Hamlet Council, has issued an export permit for Roald Amundsen's *Maud*.

Maud was a wooden motor schooner built in 1916 in the community of Asker, Norway by a Chr. Jensen. Designed to drift in pack ice, *Maud* sailed the Northeast Passage from Norway to Seattle from 1918-21 and for the following four years engaged in a drifting expedition in Alaskan and Siberian waters. In 1926 the ship was purchased by the Hudson's Bay Company for \$40,000, renamed the *Baymaud*, and operated as supply vessel in the western Arctic until 1928. She was then moored at Cambridge Bay (because it was not really designed to be a supply ship) and used as a warehouse, machine shop and wireless station. In 1930 she developed a leak and sank at her moorings in the harbour where she is still visible. She was the last wooden ship to be

built for drifting in the polar ice pack.

In the fall of 1990 the Hudson's Bay Company transferred ownership of the wreck to the Municipality of Asker for one dollar. The Municipality intends to raise the wreck, transport it back to Asker and restore it. How feasible this plan is, or where the Norwegians are going to find the money to do it, remains to be seen.

D. Richard Valpy, Territorial Archivist
NWT Culture & Communications
Government of the Northwest Territories
Yellowknife, NWT
X1A 2L9

Sirs:

After looking over the January *ARGONAUTA*, I realized that I had made the following omissions in my barge inventory *Ex-sailing Vessel Barges*):

1. **Ship:** five-masted auxiliary schooner *Malahat*
Barge: *Malahat*
Launched: Cameron-Genoa Mills Shipbuildings Ltd., Victoria, BC, 1917
Fate: submerged, Barkley Sound, 1943?
Source: Gordon Gibson, *Bull of the Woods*; Ruth Greene, *Personality Ships of B.C.*
2. **Ship:** five-masted auxiliary schooner *Laurel Whalen*
Francis Miller floating fish cannery *Laurel Whalen*
Launched: Cameron-Genoa Mills Shipbuildings Ltd., Victoria, BC, 1917
Fate: Royston, BC breakwater, ca. late 1930s
Source: Lt.Cdr. Corneille, who worked on the cannery in the Queen Charlotte Islands ca. 1923 ("The most money I made in that summer until after the war!"); Comox Logging & Railway Co. employees, Royston

Rick James
4847 Dundas Road
Courtenay, British Columbia
V9N 5Y2

[Ed. note: Readers interested in Rick James' research into the conversion of sailing vessels into barges can look forward to an article on the topic in the July issue of *ARGONAUTA*.]

Sirs:

I would be grateful if any members of your society could assist me in locating my grandfather. His name is Johnny Gordon Almiz and was born about 65 to 75 years ago in

Australia, though I do not know whether he is still alive today. In 1945 he was a seaman on the ship *Oremar*, which visited Sweden between 6 and 10 October of that year before sailing for Philadelphia. At that time the ship was sailing for the American government. The ship's name was changed to *Mangore* in 1948. The agents for the ship was the firm Moore & McCormack Lines, New York. Can anyone suggest how to get in touch with Moore & McCormack, whether the firm still exists, where I might be able to find records of the ship's personnel and their last known address, when and where my grandfather was born, and if he is still alive. Anyone who can help me in answering one or more of these questions is asked to write me. Thank you very much.

Eva Bjurestam
Muravagen 3
69143 Karlskoga
Sweden
Tel. (011 + 46) 586-35694

ARGONAUTA ARTICLES

NORTHERN SEAS

by John A. Shipperlee

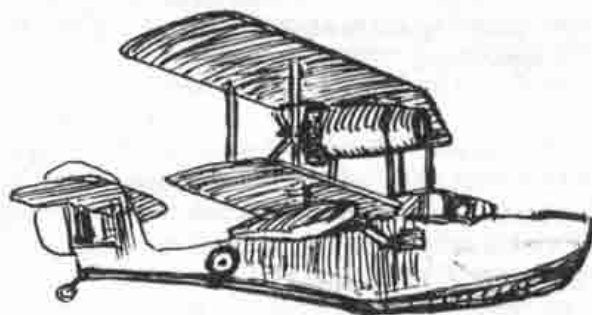
[Here we offer the second and concluding part of the reminiscences of Fleet Air Arm pilot John A. Shipperlee, who, with his observer Christopher Stubbs, served in the North Atlantic in HMS *Sheffield* early in 1943. Part One, which appeared in our January issue, described the fierce Arctic cyclone which struck the *Sheffield* in February, forcing her to make for Seyðisfjörður, Iceland for damage inspection. The Ed.]

PART TWO: A WALRUS FLIES IN ICELAND

A few other vessels were anchored in the fjord: a sister ship of our cruiser, some merchant ships, and several fishing boats. All were dwarfed by the immense walls of the fjord, which rose straight from the sea at a steep angle, rugged, barren, marked with horizontal strata and score marks sweeping down to the water as though some giant hack-saw blade had scraped them. That evening it was a novelty to walk along the main street and see the lights on everywhere, spreading up the slopes of the rocky terrain, for blackout in Britain had obliterated such sights for over three years. The friendly little lights gave the place an air of fairyland. It was a very small town by European standards, not much more than a large village, but the equivalent of a local pub enabled us to taste the Danish beer and exchange friendly nods with the inhabitants. How good it was to walk on firm ground!

Next morning Captain Addis decided that the aircraft should be test-flown, as he or the Commander might need to visit an Icelandic government representative or an Allied regional representative ashore, and in any case when the cruiser put

to sea again an anti-submarine patrol might be required. Our aircraft was a Walrus, a biplane hull-type amphibian. It had wheels that could be lowered to land on runways, but these were usually retracted, for we normally landed the hull on water, relying on small fixed lower-wing floats to steady the wing-tips¹. The Walrus had been turned into wind soon after the *Sheffield* left Scapa Flow, and all through the cyclone it had been on the catapult, located between the funnels². Though exposed to the full fury of the wind and spray, this kept the aircraft clear of the beating waves. Consequently, the maintenance crew could find no obvious damage when they checked it over. So Christopher and I put on flying clothes and climbed into the amphibian. We were joined by our air-gunner, Leading Airman Allison. In the Walrus we were lifted from the ship by a small crane and lowered onto the surface of the fjord, which, due to the splendid shelter from the high slopes on both sides, was ideal for a water take-off – rippling with small wavelets but overall flat and calm. A still, mirror surface would be bad for judging height on the subsequent landing, and a rough swell would cause uncomfortable jolts for us and a shaking and buffeting for the aircraft on both take-off and landing – so the fjord provided an excellent opportunity to test the amphibian in favourable conditions.



Sketch of WALRUS

After taxiing around for a couple of minutes or so, checking the operation of throttle, engine, ailerons, etc., I turned the amphibian into the wind and pushed the throttle well forward. As we sped along the face of the water leaving a "V" of disturbed ripples and bubbles in our wake, we could look for any sign of cracks or leaks; all seemed well and I accelerated to fast speed-boat pace without any warning sounds or jets of liquid squirting into the hull. Applying full throttle I eased the 'plane onto its "step" near the centre of gravity of the hull and we maintained a straight and steady

track along the wavelets. Quickly the Walrus raised itself high in the sea and lifted clear of the water. Briefly I kept the 'plane just a few feet up to check that the engine would maintain power and increase height as required. The response to this was good. But at once it was necessary to press on one foot-pedal and hold the control column a bit to one side to maintain straight and level flight. This need remained, indicating that the aircraft had suffered some strain during the gale – it was a little warped! However, we were airborne over the fjord! Apart from this defect, Walrus Z1761 was flying, and its engine was not faltering. We soon became reassured that it was likely to maintain a safe condition. Though there had been misgivings before leaving the warship and for the early minutes in the 'plane, we felt we could now claim that Z1761 had withstood the fury of the Arctic cyclone well enough to continue to be of service.

The Walrus was put through a few exercises and we enjoyed the views of the Icelandic coast before gliding close to the *Sheffield* and alighting on the water, fifty minutes after taking off. Chugging in the sea, under a hook of a crane or derrick, we fastened the hook to the special ring in the upper wing of the 'plane and switched off. It was either the air-gunner's or observer's task to clamber onto the wings and do the fixing, though pilots had practised this job during our seaplane training. The crane then hoisted us aboard and rested the Walrus once more on the catapult. It later received some adjustment to the rigging and controls to minimize the effects of the twist sustained by the 'plane. This test flight occurred on 23 February, 1943.

The ship was ordered to return to the Clyde for repairs. There followed a pleasant voyage along the west coast of Scotland, through The Minch and past the Hebrides and the Mull of Kintyre. I say "pleasant," for we were away from the vicious Arctic area, in a region unlikely to suffer air attack, and not noted for U-boat activity. The sea was still heaving enough to cause moderate movement of the cruiser, but by spending much of my time on deck in very fresh air I could keep my tendency to seasickness under control and even enjoy light, rather "dry" meals. Boosting all of our spirits was the realization that not only were we heading for our home country but were almost certain to be granted two or three weeks leave while *Sheffield* was being reconditioned.

On 26 February the ship reached Greenock. Three days after the test flight in Seydisfjord, Christopher and I were again aboard the Walrus, this time to be catapulted direct from the ship. The mechanism was made ready for the launching, the aircraft was again serviced, our cases and personal gear were lashed securely in the hull, then, with the engine and propeller at full speed, causing the aircraft to quiver violently while stationary, I lowered my arm from the vertical position

to show the officer in charge of the catapult that we were ready to be "fired." The officer responded by lowering his arm to indicate that the cordite charge was being set off. A small jolt informed us that the detonator had fired. There was a momentary pause, and then the aeroplane surged forward, rapidly gathering speed; the invisible hand that pressed into our backs flung us the final yards across the ship with such force that (as was normal) we blacked out for a split second. We came round with the skin pressed back along the sides of our faces and the feeling of leaving stomachs back amidships. In that moment of revival the Walrus left the ship's side at around 56 knots (around 65 mph), sank a few feet while attaining its speed for full "lift," and then began to gain height.

Rising above the shipping and small boats in the Clyde estuary we headed north-eastwards, obtaining a lovely panoramic view of Loch Lomond and the surrounding green countryside with its rounded hills, and set a track for Stirling and Perthshire. Fifty-five minutes after leaving the *Sheffield*, our wheels touched the runway at the Fleet Air Arm Base of Arbroath, where we stayed two days before flying to Twatt in the Orkneys. There we rejoined 700 Squadron, made up of crews of Walruses that were not at sea with their ships, and took part in anti-submarine patrols, communications flights and navigation exercises around northern Scotland. We were still known as the "Sheffield Flight" throughout March and much of April, though Z1761 had been withdrawn for an overhaul and we were using other aircraft. On 21 April Sub-Lieut. Stubbs was my observer in an anti-submarine patrol for the last time. Our flight was disbanded, as our cruiser was undergoing an extensive refit and would not be putting to sea until mid-year, and then most of the ship's company would be different¹. At the end of April I reported to 751 Squadron, RNAS Dundee, at Broughty Ferry to train observers whilst awaiting a further posting. Christopher was sent to the east coast of America to join a squadron training on US "Avenger" aircraft; that squadron later embarked in an aircraft carrier².

Notes

1. The Walrus was powered by a Bristol "Pegasus" engine developing about 900 hp, mounted between the wings with a four-bladed airscrew pushing from the rear. Cruising about 95 knots, it was used in anti-submarine patrols, air-sea rescue, spotting and communications. Machine guns could be operated from the nose and rear, though the usual weaponry was depth-charge and marker-bomb.

2. The catapult consisted of rails across the deck between the funnels, with a cradle to carry the aircraft. A cordite charge started the mechanism. The catapult needed the last few feet

for deceleration, and so the aircraft accelerated from 0 to over 60 mph in about fifty-six feet.

3. During the refit in the Clyde, the catapult was removed from HMS *Sheffield*, so we were the last personnel to be catapulted from the cruiser, and her last seaplane crew.

4. After one or two letters in each direction, Christopher and I fell out of touch during the war. Not for thirty-eight years did we hear of each other. Then, in 1981, my wife Phyllis and I were about to start a holiday in New Zealand (from New South Wales), and it occurred to me that if Christopher had survived the war and fulfilled his ambition of becoming a doctor, his whereabouts should be known by the New Zealand Medical Association. It was, and since then we have revisited each other with our wives on several occasions.

THE NAVY'S FIRST HALIFAX

By T.J. Kenchington
Musquodoboit Harbour, Nova Scotia

The recent commissioning of the new HMCS *Halifax* was a proud event for Canada's modern navy and one that turned some attention in her home port to the last ship to bear the name: a corvette that served in the Battle of the Atlantic. While that is a noble heritage, the new *Halifax* has a much longer lineage; one rooted in eighteenth century Nova Scotia.

Halifax was settled in 1749 primarily to deny France the best fleet anchorage on the eastern seaboard and to act as a counterweight to Louisbourg. For the colonists, the brief and fragile peace that followed cannot have been more than a calm before a storm, one that broke in 1756 in the form of the Seven Years' War. In that struggle, Halifax became the centre of English strategy, as a large fleet and a substantial army used it as a base to take New France. The war was a time of opportunities and difficulties for the townsfolk. Government money certainly ran freely, much of it flowing into the pockets of the leading merchants, but life could not have been easy for the civilians in a town filled to overflowing with men on active service when the whole was subject to a military government. Many Halifax merchants were Yankees newly arrived from Massachusetts and they may have found the scorn of Bostonian society for the raw Nova Scotian encampment as galling as they did the military yoke.

If the experience of war was hard for Haligonians, the coming of peace in 1763 was little better, as the government rapidly tightened its purse strings. In time, the merchants could turn to new sources of wealth but first they faced a critical communication problem. Overland transport through the wilderness linked them to other parts of Nova Scotia but

there was no practical land route to Boston or Quebec. Several small sloops and schooners worked the coastal trade, north to St. John's and the Gulf of St. Lawrence settlements or south to New England, but these were bulk carriers. When a captain was ready for his next voyage, he would list his vessel at the customs house as "outward bound," essentially advertising for cargo. When he had a full load, after some days or more often several weeks, he would clear out and head for his destination. Once there, he might start seeking cargo for a return trip but he might equally lay up his vessel or gather cargo for some third port. This rather haphazard process was fully adequate when a merchant had some barrels of salt cod to send to market and all the time in the world to get it there. It was quite insufficient when he needed to send a demand for payment for the fish, when he needed to gather news concerning future prices, or when he needed to order a new bonnet for his lady from the best milliner in Boston. For those, he needed a "packet": a vessel that would sail on schedule, whether full or empty. Packets had long since linked the major colonies to England but none had been needed in Halifax before the coming of peace since warship captains would usually convey private correspondence and small packages for a suitable consideration. Thus, during the war His Majesty's frigates and sloops had provided all of the inter-colonial communications that Halifax had required. Now their movements were much less frequent and the townsfolk could not even get the Boston newspapers on a regular basis.

The merchants no doubt realized that the solution was to build their own packet but it was unlikely that such a vessel could be profitable, given Halifax's very limited trade following the end of the war. Whoever built the packet would carry its costs, while all of his rivals would be able to share in its benefits. The only answer, therefore, was a communal effort whereby the leading men of the town would jointly fund the vessel. Some time in 1765, a group of them decided to do just that. No record of the partners has survived, though Benjamin Green, the Colonial Treasurer and President of the Governor's Council, was probably one, since his eldest son, Benjamin Jr., was to command the packet on her maiden voyage. Joseph Gerrish, the Navy Officer (the senior civil servant at the new naval dockyard) and a member of the Council, may have been another. Certainly, his son-in-law, Joseph Gray, was to be registered at the customs house as her owner.

These men pooled their money, found a shipwright and had him build them a schooner of about eighty tons, fifty feet long on the deck, at a cost said to exceed £900. No surviving record gives the shipwright's name but technical aspects of the schooner's lines show him to have been trained in warship construction and it seems likely that Gerrish gave the work to one of his men at the dockyard. Indeed, it may be

that the schooner was built on government time and using the Navy's stock of timber. If so, King George was to pay for her more than twice over.

She was a curious little vessel in many ways. Her sheer line was broken, with a raised fore-castle, a quarterdeck and even a poop; yet none of these changes in the level of the deck was more than a few inches high. Forward, she had a full head, with rails, trailboards and carvings just like a warship or an Indiaman, but in marked contrast to the unadorned bows of normal colonial merchant schooners. These features had no practical value. Instead they gave the little schooner the appearance of a scale model of a frigate. It is as though Ben Green wanted to make a statement to his elder brother in Boston: "Halifax is settled; we are civilized too". If that was the intent, to a modern eye the schooner seems an over-blown expression, indicating not true success but a fiery pride hiding a deep sense of inferiority. One can imagine Bostonians laughing behind their hands at Nova Scotia's sailing advertisement.

They launched the schooner late in September 1765, naming her the *Nova-Scotia Packet*. Her completion must have proceeded rapidly since, on 15 October, she cleared out for Boston with a cargo of twenty-two barrels of mackerel, two quintals of salt cod, a firkin of butter, a chest of oil, fifty barrels of pork, seven birch planks and two boxes of spruce cones and balsam. It seems to have been a proud day for the town, judging by the announcements in the *Halifax Gazette*. Pride, however, cannot pay for ships and the *Packet's* cargo was made up of the sort of bulk goods that any coaster could have carried, not of those that promised the high freight rates that alone could make the new service viable.

Under Benjamin Green Jr., she established the new route with departures intended to be scheduled eight days after arrival at each port. By the notice published in the *Boston Evening Post*, it seems that she was intended primarily for passengers and mail; her letter bag being hung in the British Coffee House, an establishment much favoured by the military and colonial officers in Boston. Over the following thirty-three months, the *Packet* made twenty-three round trips (roughly 40% of all mercantile voyages between the two ports during that period), working summer and winter with hardly a break. January 1766, saw her take seventeen days for the westward passage, no doubt in the vile weather typical of that season. There was another slow trip the following August when, probably battling light headwinds, she took eight days from Halifax to Liverpool, a distance of about seventy miles. So bad were the sailing conditions that she put into Liverpool for five days, allowing Simeon Perkins, the famous diarist, to record that he dined with the passengers, including Lieutenant-Governor Francklin's wife

and son. At the other extreme, the *Packet* made at least one trip each way in four days; a creditable performance for a cargo carrier.

For Canadian history however, the *Packet's* most important rôle was as a bearer of news for, just as she was beginning her first career, the infamous Stamp Act came into force and provoked the first stirrings of what eventually became the American Revolution. Indeed, one of the earliest overt actions of resistance to English power occurred aboard the *Packet* on her second southward voyage. Ben Green, discovering that the newspapers that he was transporting had been printed on stamped paper, burned them. According to the *Boston Evening Post's* delighted report, the young captain was acting on the "express Orders from his Owners not to allow any such stamp Papers to come in the Vessel;" these owners probably included his father, the *de facto* acting Governor of Nova Scotia.

There is no other record of opposition to the imperial power being expressed by a Nova Scotian of such standing but it is clear from the Boston papers that the Sons of Liberty recognized that their sentiments were shared by many in Halifax. The editorialists seem to have accepted that public opposition was not a viable alternative in Nova Scotia, though a modern cynic might wonder whether Haligonian loyalty was ensured by the lure of government gold more than by the threat of redcoat muskets. In any event, Boston became the centre of opposition while Halifax was the heart of imperial strength and the little *Nova-Scotia Packet* carried the news and political opinions from one to the other as tensions rose and resentment against taxation matured into revolution.

While the *Packet* played out her rôle in history, she failed to pay her way. That she had been conceived as a service more than an investment was not enough. The multiple owners were unable to work together and she was sold, probably in November 1766 when there was a long break between her tenth and eleventh voyages and when Captain Rogers (who had taken over from Ben Green) was replaced by Maurice Cavanaugh. The new owner was required to maintain the packet service for a year. In fact he did so until May 1768 when, the *Packet* still failing to make money, he laid her up in Halifax and looked for a buyer.

By July of that year, the Bostonians' "outrageous, and very extraordinary behaviour" was becoming a serious problem to Commodore Samuel Hood, Commander-in-Chief on the station. Amidst other difficulties, his major warships were too few, too large and too expensive to be efficient enforcers of customs regulations on the long New England coastline. To assist them, he already had several colonial merchant schooners that had been purchased by the Admiralty and

converted into miniature men-of-war. Thus, he chartered the *Nova-Scotia Packet* to carry his dispatches to England, along with a recommendation that the Navy purchase her too.

She left Halifax in July 1768, arriving in Portsmouth late in August and was in dockyard hands by the 20th. One can only wonder whether any of the shipwrights remembered building her three years before! They docked her for survey, producing a draught (which still survives as almost certainly the oldest plan of any vessel built in the Maritimes) and a favourable written report that valued her at £406 15s 10d. They paid no attention to the name she had been given by her colonial owners but labelled the draught with the geographic descriptor: "Halifax schooner." On the basis of the survey and a recommendation from the Navy Board, the Admiralty decided on 12 October 1768 to buy the *Packet* for the asking price, £550. They named her *Halifax*, in apparent honour both of her place of origin and of the Lord of Trade and Plantations after whom the town was itself named. She was docked again from 29 October to 8 November, during which time she was fitted for naval use (at a cost of £806 9s 7d; twice what she was worth!) and armed with six 3-pounders and eight swivels.

His Majesty's Schooner *Halifax* left Portsmouth on 3 December 1768 and sailed from Spithead on the following 3 January. After a very difficult passage, probably over-laden and certainly facing the North Atlantic in winter, she finally reached Boston on 24 March. The *Boston Gazette*, which usually ignored the comings and goings of minor warships, saw fit to record the arrival of "the Halifax-Packet [sic], with Dispatches from London."

The little schooner soon began her routine tasks and for most of the following six years she patrolled the coast from Boston to Nova Scotia, examining merchantmen for contraband and impressing seamen from their crews; the eighteenth-century equivalent of the job that Canada's ships performed so recently in the Gulf War. At intervals, she spent a few days in Boston, Halifax or some other harbour, then it was back to the monotony of patrol.

Not that her career lacked excitement. That had begun soon after her first arrival in Boston when one of her seamen hit a shipmate with a stave, killing him. The murderer ran off towards Marblehead and no record of his being captured has surfaced. The following July, while she was alongside the careening wharf at the Halifax dockyard, there was a second death; one of her seamen drowned when he fell overboard while "bringing on board a basket of shot." Three days later, she left for Boston on a trip that took fifteen days and claimed the lives of two more men. When she arrived, there was a diversion of a different kind: her commander (who

may have been falsifying his muster books) disappeared with five of his men. *Halifax* continued her patrol duties nevertheless, her Master taking command.

On 1 November 1770, she sailed from Boston for her third Atlantic crossing, reaching Falmouth on 5 December. By the 8th she was in Plymouth for a refit that finally cost another £406 6s 1d. Leaving once more on 9 June 1771, she reached Boston on 27 August.

The monotony of renewed patrol duty was next relieved on 18 April 1774 when *Halifax's* current commander, Lieutenant Jacob Rogers, was court-martialled for mistreating the ship's company, misappropriating stores and faking his log, a charge related to his habit of anchoring behind an island when ordered to patrol at sea. Being found guilty, he was discharged from the Navy. *Halifax*, however, went back to work.

Meanwhile, the authorities had become concerned about the firearms that were reaching the troublesome Yankees. Admiral Graves, now in command in Boston, decided to put some of his schooners onto anti-gunrunning patrols along the coast of Maine. 15 February 1775 thus found *Halifax* running before a gale, bound for Machias. Sadly, her pilot was several leagues out in his reckoning and, shortly after noon, the schooner ran hard ashore on a small island. As the tide fell, she was bilged and that night, with the gale still blowing, she went to pieces. Thus, after three years as the principal link between Halifax and Boston and nearly six more in naval service, during which she helped keep the peace and enforce the law along five hundred miles of coastline, the little schooner's story finally ended.

Halifax's name was later borne by other vessels, of course. Indeed, the former *Nova-Scotia Packet* was replaced by another schooner within the year. This latter was probably the *Halifax* that was involved in the burning of Portland, Maine late in 1776. The name was then given to the former American sloop *Ranger*, captured in 1780, to a schooner of ten guns, to the former French gun-brig *Marie*, captured in 1797, and finally to an eighteen-gun sloop-of-war built in Halifax in 1806. When this last was broken up in 1814, the name disappeared from the Navy List for over a hundred years.

Sources

This article was prepared from the files of the author's on-going research into the history of the *Nova-Scotia Packet*. The details of her naval career are largely drawn from H.M. Hahn's *The Colonial Schooner 1763-1775* (Greenwich 1981) supplemented by reference to the dockyard Progress Books

(PRO ADM 180/3, folio 652). Her mercantile voyages have been reconstructed from reports in the *Boston Evening Post* and *Boston Gazette*, plus the few surviving issues of the *Halifax Gazette*. The custom house records of her cargoes on her first two southbound voyages are in PRO CO 221/31. The list of later *Halifax*'s is based on J.J. Colledge's *Ships of the Royal Navy*.

ARGONAUTA COLUMNS

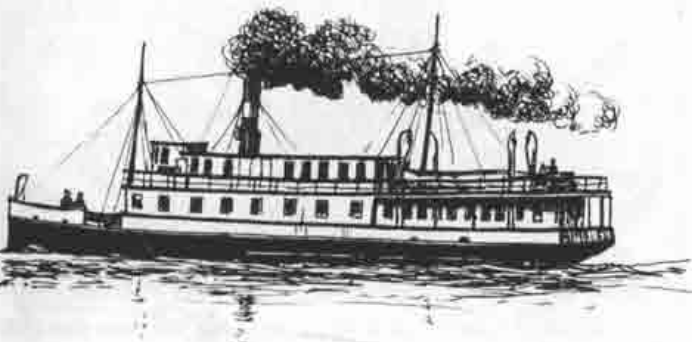
MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

SS Vega/Richmond (1)

Specifications:

Official Numbers:	88299
	RB 117023
Builder:	G.T. Davie, Levis P.Q.
	RB F. Tuck, Sydney, N.S.
Date Built:	1884
	RB 1905
Gross Tonnage:	132.00
	RB 162.30
Overall Length:	109.2 Feet
	RB 112.5 Feet
Breadth:	18.0 Feet
Draught:	8.5 Feet
Engine Builder:	Cariere, Land & Co. Levis, P.Q.
Engines:	Steam, 20 hp.
Propulsion:	Single screw



S.S. RICHMOND (1)

ROBIN H. WYLLIE - 1992

Figure 1. The *SS Richmond (1)* c. 1906 from a photograph by the late Walter Guy Buckley of Guysborough (author's collection).

History

The completion of the Eastern Extension Railway from New Glasgow to Mulgrave in 1883 resulted in a dramatic rerouting of passenger traffic between Halifax and Cape Breton ports. The railway offered a relatively fast, safe alternative to the long cramped overnight trips in coastal steamers up the Eastern Shore to the Strait of Canso, from which it was a relatively short sea voyage to most east, west and, through St. Peters Canal, central Cape Breton Island destinations. Among the steamers which connected with the arrivals and departures of the trains was *SS Vega*. Built in Levis, the wooden vessel was very similar in design to the small St. Lawrence River ferries, as opposed to the steam drifter hull form of her Nova Scotia-built contemporaries. Owned by J.A. Young of Sydney, *Vega* connected with the arrival of Intercolonial Railway trains on Tuesdays and Fridays for Grand Digue Ferry, Poulamond, Descousse and St. Peters, before passing through the canal. Her Bras D'Or Lakes ports of call were Irish Cove, Milerish Cove, Marble Mountain, Grand Narrows and Johnson's Harbour. The service was year-round, but in winter it was often hampered by weather and ice conditions which saw most of the Mulgrave fleet laid up for months on end.

INTERCOLONIAL RAILWAY. STEAMER CONNECTIONS.

— WEATHER PERMITTING —

MULGRAVE, N.S.—S. S. "Malcolm Cann" will leave Monday, Thursday, Friday and Saturday for Guysboro: Tuesday for Port Hood, Margaree and Cheticamp, returning following morning (except Sunday and Wednesday) to connect with No. 20 for the west.

Distance, Mulgrave to Cheticamp, 90 miles.

S. S. "John L. Cann" will leave daily (except Sunday) for Canso, after arrival of No. 19 returning following morning (except Sunday) to connect with No. 20 train for the west.

S. S. "F. L. M. Paint" will leave daily, (except Sunday) for Port Hawkesbury and Port Hastings after arrival of No. 19 train, and connecting from the above ports with Nos. 20 and 86 trains.

S. S. "Fercy Cann" will leave daily (except Sunday) for Arichat, after arrival of No. 19.

STEAMER CONNECTIONS—CONTINUED

MULGRAVE, N. S.—Continued—S. S. "Vega" will leave Tuesday and Friday for Grand Digue Ferry, Poulamond, Descousse, St. Peters, Irish Cove, Milerish Cove, Marble Mountain, Grand Narrows and Johnson's Harbour.

Figure 2. Mulgrave Steamship Connections from the Intercolonial Railways' 1906 Timetable (author's collection).

Although he had been receiving a government subsidy since 1901, the opening of the Cape Breton Railway on 8 September, 1903, to St. Peters apparently had some effect on Young's business. As a result, in 1905, the steamer became the property of the Richmond Steamship Company, and underwent some major structural alterations which left her three feet longer and thirty tons heavier. She was renamed

Richmond, for the county she served.

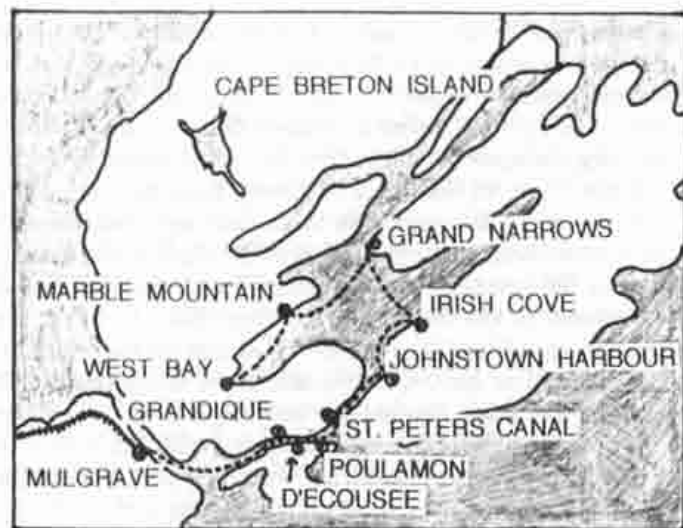


Figure 3: Richmond Steamship Company route.

There is some indication that *Richmond* continued on the Mulgrave to St. Peter's and the East and West Bay Bras D'Or ports until 1926, when the *Harry Mathers* ex CD.97, was purchased by the Richmond Steamship Company from I.H. Mathers of Halifax. This vessel appeared on the run after a major refit, bearing the same name as her predecessor.

In March 1930, *Richmond* (1) burned at Sydney. As with a number of other coastal steamship companies serving predominantly Liberal communities, after the Bennett Government came to power in 1930, Richmond Steamship Company lost its subsidy. I have been unable to trace the fate of *Richmond* (2), but prior to 1933 and the repeal of prohibition, she would not be the first small coaster to disappear in a maze of re-registrations and paper ownerships.

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

By C.B. Koester
Kingston, Ontario

Fire At Sea

At 1240 local time on Saturday, 29 September 1945 the naval wireless station at Port Said picked up a signal from MV *Empire Patrol*¹ on passage in ballast through the eastern Mediterranean from Port Said to the Dodecanese: "31 degrees 56 minutes North; 32 degrees 4 minutes East. Ship on fire from stem to stern. Taking to boats." The Flag Officer Levant and Eastern Mediterranean dispatched the escort carrier HMS *Trouncer*² from Port Said, where she was just about to enter harbour, as well as HM Sloop *Mermaid* and the Greek destroyer *Mimaules* from Alexandria to the rescue. Shortly after 1500 *Trouncer* sighted smoke on the horizon, and an hour later, when she had reached the position of the burning vessel some fifty miles north-west of Port Said, signalled: "Fire out of control. Many refugees on board. Large number in the water." The rescue vessels were later joined by SS *Afghanistan* and several Air/Sea Rescue launches and Warwicks of the Royal Air Force. HMS *Devonshire*, at the time on passage eastward through the Mediterranean, was ordered to assist, and at 1832 altered course to pass through the position at dawn.



Figure 1: "MV Empire Patrol on Fire." The picture was taken from HMS *Trouncer* as she approached the burning vessel.

Source: Courtesy of G.A. "Hank" Rotherham.

Empire Patrol (ex *Rodi*), a vessel of 3334 gross tonnage, had

been built in Trieste in 1928 and renamed when taken over by the British Ministry of War Transport in 1942. She was carrying some 496 refugees, the majority women, children and infants, from a United Nations Relief and Rehabilitation Association camp at El Shatt, near Suez, to Castelorizo Island (variously spelled *Kastellorizo*, *Castellorizo*). Many of the refugees had spent the last three years in camps in Abyssinia and East Africa, and they were at last on their way home when disaster struck. Fire had apparently broken out in the ship's hospital and the smoke and flames spread quickly throughout the ship causing panic as the crew attempted to evacuate the passengers from the lower holds. Some of the refugees had to be forcibly lowered over the side on ropes to the lifeboats and rafts waiting alongside. The rescue operation went on through the afternoon and early evening and continued after dark when the scene was illuminated by searchlights from the ships and flares from the aircraft. By midnight some 400 survivors had been rescued, but when *Devonshire* came into the area near the end of the Morning Watch the next day, there were still lifeboats and rafts in the water, now drifting more than twenty-five miles apart.

We first sighted an empty life raft, and shortly afterwards one of our cutters was sent away to pick up seven people from another raft. Then it was my turn to take my cutter away on the unpleasant duty of picking up a corpse. Later that forenoon, when the sailmaker had stitched the body into a canvas shroud and the Chief Yeoman had fashioned a Greek flog from his stocks of white and blue bunting, the poor soul, an old woman, was buried at sea according to the rite of the Church of England. I wondered at the time whether she knew or cared about the theological subtleties relating the Greek Orthodox and the Anglican communions.



Figure 2: "HMS Mermaid approaching to transfer survivors." Trouncer is lying astern.

Source: Courtesy of I.A. Macpherson.

About noon *Mermaid* came alongside to transfer survivors. She was rather crowded, and we took thirty from her, accommodating them in the Captain's Day Cabin and the Chief Petty Officer's Mess. Medical cases were, of course, treated in the Sick Bay. The search was continued into the early hours of the afternoon, but since only empty rafts and lifeboats were sighted, we left the area at about 1400 for Port Said where the survivors were landed, the men dressed in coveralls, the women in tropical shirts and shorts and the children in anything that would fit. Even the late Sunday evening tugs were reluctant to take the still-smouldering *Empire Patrol* in tow, but a tow was attempted the next day, 1 October 1945. However, the vessel was doomed, and eighteen miles from Port Said she capsized and sank.

For us it was all over. Figures varied, but it appeared that *Trouncer* had rescued some 420 persons. *Afghanistan*, *Mermaid* and *Devonshire* added to the total, and it was thought that the RAF launches and Egyptian feluccas in the area at the time might have picked up others. Still, while later figures showed only some thirty-three lives lost, even for the survivors, it was a bitter end to their years of exile, and for us a dramatic demonstration of the perils of the sea.



Figure 3: Mermaid alongside HMS Devonshire during the transfer of survivors from MV Empire Patrol.

Source: Courtesy of I.A. Macpherson.

Notes

1. The Master, Captain J.A. Taylor, and most of the crew were British.
2. *Trouncer* was under the command of Acting Captain G.A. Rotherham, DSO, OBE, RN. He gave an account of *Trouncer's* leading role in this operation in his autobiography *It's Really Quite Safe!*, Belleville, Ontario: Hagar Books, 1985, pp. 274-80. I also supplemented my memory of these events

by consulting *Lloyd's Register of Ships, 1945-46*, Charles Hocking's *Dictionary of Disasters at Sea during the Age of Steam*, London: Lloyd's Register of Shipping, 1969, and *The Times* (London), 1 October 1945, "Panic in Burning Ship."

Hauling on the Wire

Coming to a buoy is a straightforward, although complex operation requiring careful preparation, practised co-ordination and meticulous attention to detail. It can be dangerous, since moving heavy weights is always dangerous, and the danger increases as the weather worsens. The exercise involves catting the anchor, that is, removing it from the end of the anchor cable and suspending it from a clump cathead, a bracket jutting out over the ship's side just aft of the hawsepipe. A special shackle called a buoy-securing shackle is then fitted to the end of the cable, and the arrangement is thereafter referred to as a "bridle." If two bridles are to be used, the operation becomes correspondingly more involved, for an extra length of cable must be detached, fitted with a similar shackle and secured inboard, leaving the other anchor free for letting-go should the need arise.

The next task is to bring the ship up to the buoy in such a manner as to allow the bridle to be veered, that is, let down through the hawsepipe, so that the buoy-securing shackle is suspended directly above the ring of the buoy. Since it would be impossible to position the ship by engine movements alone with the accuracy required, a seaboot with a picking-up rope¹ is sent away. Once secured to the buoy, the picking-up rope is then taken to the capstan and hove in so that the ship is hauled up to the buoy. Then the bridle can be veered and shackled on to the ring of the buoy. The picking-up rope is veered in its turn until the weight comes on the bridle, when the wire can be slipped and run inboard. All this involves careful handling of the seaboot which must be brought close aboard the buoy on three separate occasions so the "buoy jumpers" can step safely onto the buoy, first to secure the picking-up rope, then again to shackle on the bridle and finally to slip the wire. This can be a dangerous exercise in bad weather, and it is not unknown for a buoy jumper to miss his footing and be rewarded with a wetting. Nor is it unknown for a man, or indeed the seaboot itself, to be crushed between the buoy and the ship.

I had my first experience as midshipman in charge of the seaboot for this evolution when HMS *Devonshire*, on passage through the Mediterranean for Sydney, Australia, came to a buoy in Port Said. Fortunately, although my crew was somewhat inexperienced, the weather was perfect—almost a flat calm. I had carefully watched the preparations on the forecabin as the starboard anchor was catting and a single bridle made ready. I had ensured that my boat, the starboard

cutter, was ready for lowering, and I had watched the petty officers carefully inspect the leads of the boat's falls, the boat rope and the picking-up rope, for it was essential that all these be free for running when the time came.

Some hundred yards short of the buoy, the cutter was lowered and slipped, and we shot forward as the hands on the upper deck ran aft with the boat rope, thus, in effect, catapulting us towards the buoy with the picking-up rope secured outboard along the gunwale. A few strokes of the oars brought us up to the buoy; the picking-up rope was secured; and with our buoy jumpers once again aboard we backed off while the cable party on the forecabin heaved in on the wire. Back to the buoy so that the buoy jumpers could shackle on the bridle, and again, no difficulty. Everything lined up perfectly. Back off again while the weight was shifted from wire to bridle, and then in again to slip the picking-up rope.

It was at this stage that I ran into difficulties, for a hight of submerged wire prevented the buoy jumpers from disengaging the picking-up rope from the ring of the buoy. Therefore, I gave the order to boat oars and had the hands haul away on the wire to take the weight off the spring hook by which it was secured to the buoy. It was hard work, and since everything seemed under control, I gave them a hand.

When we had returned to the ship and were hoisted aboard and secured, I was sent for by the cable officer who had been in charge of the operation of the forecabin.

"Koester," he said, "you were hauling on the wire."

"Yes, Sir," I replied. "It was heavy work, and the lads seemed to need a hand."

"It may very well have been heavy work," he retorted, "but the sailors are paid to do it. Officers are paid to see that it is done properly, and you can't do the latter effectively if you're busily engaged in the former."

He said it all in a most kindly way, and I have remembered the advice on many an occasion since. There have been times, too, I must admit, when I have forgotten it, but always to my sorrow.

Notes

1. In a 10,000 ton cruiser such as HMS *Devonshire*, the picking-up rope is made of Extra Special Flexible Steel Wire Rope measuring four inches in circumference. The wire is fitted at one end with a spring hook and a long grommet strop with which it is secured to the ring of the buoy.

ARGONAUTA COMMENTARY

CONFERENCE REPORT: JORNADAS DE MALASPINA

By John Crosse
Vancouver, British Columbia

There was a strong representation of Canadian scholars at Las Jornadas Internacionales de Malaspina organised by the Comision Nacional Quinto Centenario in Spain last September 17-25. Although the Spanish explorer Alexandro Malaspina spent only a few weeks at Nootka, on the west coast of Vancouver Island, the recent spate of celebrations marking the bicentennials of the numerous Spanish expeditions to the Pacific Northwest, has meant that there is a considerable body of both Canadian and United States researchers working in this field.

Nevertheless the Canadian contingent was impressive; Barry Gough, Wilfred Laurier University (Past President of the Canadian Nautical Research Society); Tomás Bartoli, University of British Columbia; Robin Inglis,

North Vancouver Museum & Archives; Robin Brammall, Vancouver Historical Society; Helmuth Fuchs, Royal Ontario Museum, Toronto; James Gibson, York University; Roy Carlton, Simon Fraser University; John Kendrick, Vancouver Maritime Museum; René Chartrand, Department of National Defence, Ottawa; John Crosse, Vancouver Maritime Museum; Catherine Poupene Hart, Université de Montréal; to say nothing of our old friends Donald Cutter, of the

University of New Mexico, and Wayne Suttles of Portland State University, who have both done so much for Canadian maritime research.

The Jornadas was a quite unique undertaking, organised by the indefatigable Señora Mercedes Palau, and with the assistance of the Spanish Association for Canadian Studies, as a way of paying tribute to the memory of Alexandro Malaspina, who after his great expedition of science and discovery into the Pacific, was imprisoned for ten years for plotting to overthrow Godoy, the corrupt prime minister of King Carlos IV.

We also took in the celebrations, in the little Andalusian town of Cabra, marking the bicentennial of the visit of Dionisio Alcalá Galiano, one of Malaspina's officers who was detached from the main expedition to make a special survey of the Gulf of Georgia, where the present-day named

island of Galiano is located. Alcalá Galiano was born in Cabra, and we had the privilege of meeting some of his direct descendants, who, now that this link has been forged, hope to visit British Columbia themselves.



Group Photo: Jornadas de Malaspina

Source: John Crosse

The Conference was opened in Madrid by Spain's Deputy Prime Minister in the Royal Botanical Gardens, where we had a chance to see some of the original botanical specimens that Malaspina's scientists had collected two hundred years ago at Nootka. From there we travelled by bus to visit the beautiful old palace of Don Alvaro de Bazán where the service records of all Spanish naval officers are kept. There we had a chance to examine the records of Dionisio Alcalá Galiano, Cayetano Valdés and Juan Francisco de Bodega y

Quadra.

And so on to Cabra, where a deputation from Galiano Island, British Columbia, led by Andrew Loveridge, was opening Spanish eyes to their own imperial history, while we in turn were entertained to some magnificent flamenco singing and unforgettable Andalusian hospitality.

Our bus took us next to the Hotel Atlantico in Cadiz, where, as the guests of Spanish shipbuilding companies we were to spend several days, visiting Expo in Seville, being entertained by both civil and naval authorities, unveiling a plaque to Malaspina (it was from here that Malaspina sailed), and visiting the Pantheon de Marinos Ilustres, where, amidst the full pomp and circumstance of the Royal Spanish Navy, wreaths were laid at the memorials to Malaspina and Alcalá Galiano. Afterwards we were entertained to luncheon at the Spanish Naval Officers Club in San Fernando.

More presentations (in all over forty papers were read), and then we flew north to La Coruña, to the beautiful conference centre at Pazo de Mariñán. We were now in Galicia, and, instead of the searing heat of the first few days, were subjected to the cold wet North Atlantic drizzles of Northern Spain. Interspersed with more papers, we visited local cities, including the great pilgrim city of Santiago de Compostela, which must be one of the most unique in the world.

And so on to our finale, the dedication of a small library in the fortress of San Anton in La Coruña, where Malaspina was imprisoned, and the casting of a wreath into the harbour in his memory.

The journey back to Madrid by bus took us past historic Tordesillas, where in 1494 the pope divided the world between Spain and Portugal, and El Escorial, where on 28 October 1790 Floridablanca and George Alleyne Fitzherbert, Special Emissary from the British Government, signed the historic document that was to give Great Britain a foothold on the west coast of North America and thus to forge the essential link between the Atlantic and the Pacific that was to result, three quarters of a century later, in the creation of the Dominion of Canada.

To all participants—there were nearly sixty in all, coming from as far afield as Australia and Latin America—it was a uniquely unforgettable experience, not only rekindling Spanish pride in their imperial heritage, but also for us, most of whose mother tongue is not Spanish, to appreciate that for several hundred years Spain was the foremost maritime power in the world, and one that thus left an indelible record on the creation of this country of ours, though few in Eastern Canada are aware that we, on the West Coast, have any eighteenth century history.

THE MARITIME AWARDS SOCIETY OF CANADA

by Eric W. Sager
Victoria, British Columbia

The Maritime Awards Society of Canada is well on the way to becoming a truly national society. The Society's Board of Directors now has representatives from across Canada. The Society has an affiliation agreement with CNRS and with the Naval Officer's Association of Canada. The Society has already established graduate scholarships at two universities—the University of Victoria and Memorial University of Newfoundland. As fund-raising expands, scholarships will be established at other universities.

I encourage CNRS members to join MASC. The aim of the Society is to foster a continuing awareness of the role that the oceans play in the life of our nations. The Society does this by investing in the people who will develop that awareness into the next century. The Society establishes scholarships at universities which already have centres of excellence in maritime studies. These scholarships will allow young scholars to pursue research in Canadian maritime studies at the MA or PhD level. By investing in the education of these students, we help to guarantee our future in maritime studies and maritime policy, for these students will become the teachers, researchers and policy-makers of the future.

Scholarships are adjudicated and awarded by the universities themselves. MASC provides a very broad definition of the fields of study for which its scholarships are awarded. Priority is given to maritime or naval history; ocean-related areas of strategic or security studies; ocean resource policy studies; marine environment studies; the law of the sea; and coastal management studies. The emphasis is on Canada. For instance, at the University of Victoria the \$10,000 annual scholarship must be awarded to a student pursuing graduate studies "in an area pertinent to Canada's maritime interests."

Since joining the MASC Board last year, I have been much impressed by the dedication, experience, and professionalism of this Society and its members. I believe that MASC gives us an excellent opportunity to invest in the on-going strength of maritime studies in Canada. For information, write MASC at: P.O. Box 5328, Station B, Victoria, B.C., V8R 6S4.

"RED WINE AND BLUE WATER"

By Fraser McKee
Markdale, Ontario

For those with an attachment to navy ephemera, a small booklet has come to hand via a used book dealer in the UK,

from which illustrations will be familiar to some old salts. This fifty-three-page little publication was produced, apparently during the 1930s, by Saccone & Speed, Ltd., wine and spirit provisioners to the fleet. Anyone who was responsible for procuring liquid wardroom stores in those balmy days will know the name, and will have dealt with their representatives. They will also have been hard put to resist their blandishments to stock the wardroom stores with the finest of port, sherry, marsala, whisky and even beer. The booklet's main attraction is the beautifully reproduced carefully done paintings of wardroom characters, from Mid to Vice Admiral, each illustrated with their supposedly favourite tippie. Marsala for the Mid (who looks to be about 30!), stout for the Surgeon Lieutenant-Commander, liqueur brandy for the Captain, and "soda water cocktail" (containing *none* of the first!) for the chaplain. Accompanying all twelve drawings is a tongue-in-cheek but none the less educational discourse on the various options that should be available, their sources and attributes. There are erudite quotations, from Horace to the present day, and some prices to make one weep: Coate's Plymouth gin at thirty-eight shillings a case "so that an ordinary 'Gin & It' should cost no more than fourpence." And a few lovely calumnies: in answer to the question, "Who on board does the least work?" it was decided that although the Chaplain tied with the Major of Marines, each having nothing to do at all, the Major won because he had a Subaltern to help him do it! One hopes in *ARGONAUTA* that we have no remaining RM Majors as readers! Anyway, it is Saccone's quotation.

A delightful little booklet, worth asking around for.

ARGONAUTA NEWS

RESEARCH AT MEMORIAL UNIVERSITY WILL MAKE ARCTIC NAVIGATION SAFER

NSERC/Mobil Industrial research professor Dr. Ian Jordaan has been studying the interaction of ice and ships for more than a decade at Memorial University of Newfoundland. For the past two years, he has chaired a committee struck to review the revisions made to the Arctic Shipping Pollution Prevention Regulations (ASPPR), thus allowing him to observe this interaction firsthand. As a result of this work, ice navigation in Arctic waters should become safer.

The ASPPR were set down in 1972, two years after the Arctic Waters Pollution Prevention Act confirmed the Canadian government's recognition of its responsibility to preserve the ecological balance in the north. However, in the past twenty years, much has been learned about Arctic waters and how ice moves and is formed, as well as about the structural necessities of ships travelling in northern

waters. In 1985, the Coast Guard's commissioner appointed a committee to review the ASPPR and the results of research carried out since 1972 and to propose revisions to the set of regulations. In 1990, Canada Coast Guard (Northern) awarded the Ocean Engineering Research Centre (OERC) at Memorial a contract worth nearly \$270,000 to fund a third-party review and verification of the proposed revisions. Jordaan was at the helm of this group, whose members included: John E. Carter, Kristi Maritime Inc.; Robert M. W. Frederking of the National Research Council/Institute for Mechanical Engineering in Ottawa, and who is an adjunct professor at Memorial; W. J. Milne, engineering, Memorial; and Maher A. Nessim, Centre for Frontier Engineering Research, Edmonton, Alberta. Peter Brown, an engineering graduate from Memorial, was hired as a research engineer to assist the committee.

"We assessed the safety and the methodology of the rules, and we also looked at how they impact new ship designs and how they work in practice," Jordaan said of the review process. "It was quite an honour that we were asked to do it." And it was an adventure, as well. Some members of the committee, including Jordaan, took a two-week trip as part of their work, which took them from Little Cornwallis Island to the Northwest Passage on the *MV Arctic*, and then aboard a Coast Guard vessel for the journey from Labrador to the Strait of Belle Isle. For Brown, who is currently finishing up his master's degree at Memorial, and who had never before been to the Arctic, it was the job experience of a lifetime.

Brown's primary task during the review process was to help the naval architects on the committee ensure that the applicability of the ASPPR was straightforward. While the revisions proposed for the ASPPR were generally very well formulated, Jordaan said that there were a few areas where the committee made suggestions for improvement, such as in the design of ice skegs (large ice "knives" which attach to the bottom of ships for breaking up ice obstructions), and also the extent of reinforcement needed for the bows of ships. "We studied hull rupture and found the rules to be very safe," Jordaan observed, and added that much has been learned in the last two decades about the brittleness of steel used for ships. The *Titanic*, for example, was constructed of riveted steel plates, which could not take the pressure exerted upon them by ice. "We've learned enough since then to avoid the situation where one need be in danger," Jordaan said. "Riveted plates aren't used any more." Some of the changes suggested by Jordaan's committee have already been implemented, and there are ongoing discussions between Memorial and the government-industry committee which authored the revisions to the ASPPR. One of the benefits of this research for Memorial is that it puts the university at the forefront of research in this area.

REUNION: HMCS WALLACEBURG

A reunion is being organized of all wartime and post-war crew who served in the Algerine escort/minesweeper HMCS *Wallaceburg* next November 12-14. The date will coincide (within four days) of her commissioning. Some further details are already in hand, such as tentative participation by a "Ship's Company" in the Remembrance Day Service in Wallaceburg; precise details will be forwarded to those who respond. Twenty-three have already done so, and more are expected. Accommodations will be in Wallaceburg, Chatham or Sarnia. For further information, contact Jim McAllister, 147 Laverock Avenue, Richmond Hill, Ontario L4C 4K1.

THE CANADIAN MARINE POLICY AND STRATEGY PROJECT: A PROGRESS REPORT

The Canadian Marine Policy and Strategy Project, conducted by the Centre for Foreign Policy Studies, Dalhousie University, was officially launched in August 1991. Its aim is to identify the long-term needs of a national marine policy and to define an integrated strategy to protect and develop Canada's vital maritime interests.

In September 1991 the prospectus and research plan was distributed to federal government departments, central agencies, universities and colleges with an interest in oceans affairs. Phase One will identify the challenges and tasks that Canada will face in the next two decades in protecting and developing its maritime vital interests. A detailed Working Paper summarizing the marine tasks that Canada might face was produced by the Centre for Foreign Policy Studies and distributed in May 1992. It invited participation in a Multi-Agency Exercise in Halifax, Nova Scotia in late September to discuss the paper and re-write it.

Seventeen federal departments, central agencies and universities participated in the Multi-Agency Exercise. Over 250 forecasted challenges, technological advances and tasks were identified. There was general agreement that the project objective was a good one and the methodology sound. Nearly all participants gained from the cross-disciplinary exchange. Phase One of the project was considered worthwhile and most agreed that Phase Two should examine a range of strategic options for the protection and development of Canada's maritime vital interests without recommending or advocating specific policies or strategies.

A report containing an Executive summary of Phase One will be available in December 1992 and receive wide distribution. A prospectus for Phase Two, on Canadian marine strategies, will be distributed with this report.

SHIP INFORMATION DATABASE

The Archaeological Resource Management Directorate, Department of Communications is developing a Ship Information Database, with a primary focus on ships which are known or presumed to have sunk in Canadian waters. The database is based on an original design by the Nova Scotia Museum and has been developed in cooperation with the provinces of Nova Scotia, British Columbia and Ontario. The primary target group for this database is archaeological resource managers but its information will be of interest to marine curators, archivists, historians and avocationalists.

The database was developed in response to the requirements of cultural resource managers to manage archaeological shipwrecks. Existing terrestrial archaeological site databases can accommodate actual wreck sites, but require considerable modification to maintain the large amounts of information about ships that is required to identify real and potential archaeological shipwreck sites. A separate Ship Information Database provides cultural resource managers with both a research management tool and will, at the same time, make this information available to a wider audience.

The Ship Information Database's relational design, consisting of approximately fifteen distinct databases, allows for enormous flexibility in the definition of search criteria. Topics such as masters, builders, owners, armaments and events are contained within the databases. The core of the database is vessel information, most of which will be the information contained in the ship registry. Each individual database can function separately, allowing specialists to concentrate only on that information which is of particular interest. Any part of the database may also be used independently on a portable computer, in the office or elsewhere.

The possibility of adding images to the database is being explored. There is a vast quantity of visual information pertaining to ships, including photographs, drawings, plans and models. We believe that we have found a practical solution to the problem of storing and transmitting image files and are hoping to provide image support for the database.

The database will eventually be carried by the Canadian Heritage Information Network where it will be available to all users. Input and maintenance will take place from micros in Ottawa, British Columbia, Nova Scotia and Ontario. The list of individuals authorized to make modifications to the databases will be expanded as it becomes appropriate.

Development of the micro version of the database may be completed in the summer of 1993; development of the main-frame version is expected to be completed by early 1994.

During all stages of the development process, identification and capture of available data will be a priority, with an emphasis on existing electronic data.

Access to information may be the biggest hurdle facing this project. Many ship related databases have been developed by individuals. These contain valuable information and were the result of much hard work. Unfortunately, accessibility is restricted to a limited number of people. We therefore encourage anyone with existing databases to share that information and make it available to others as part of the Ship Information Database. For information, contact Elizabeth Snow, Director, Archaeological Resource Management Directorate, Heritage Branch, Department of Communications, 365 Laurier Avenue West, Ottawa, Ontario (tel: 613-990-4835; FAX: 613-952-5380).

CALL FOR PAPERS: INTERNATIONAL COMMISSION FOR MARITIME HISTORY

The quinquennial congress of the ICMH will be held in conjunction with the Congress of the International Commission of Historical Sciences in Montréal, Canada in August 1995. The Programme Committee of the ICMH has therefore issued a call for papers on the theme "Ports, Port Cities and Maritime Communities." To participate, IMEHA members should prepare a one-page synopsis of the proposed paper, including title, principal argument(s), and sources to be employed. They should also prepare a one-page curriculum vitae, which should include affiliation (if any) and major publications. These can be submitted either to members of National Commissions in those countries in which they exist or to Professor Lewis R. Fischer, Secretary-General, ICMH, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7.

Proposals must be submitted no later than 31 October 1993. The authors of successful proposals will be notified early in 1994. A selection of the papers will be published. For further information on this congress, please contact the Secretary-General, ICMH, at the address above.

NATIONAL CEREMONY WILL OBSERVE BATTLE OF THE ATLANTIC 50TH ANNIVERSARY

On 2 May Canada's Governor General will participate in the national ceremony at Sailors Memorial in Halifax to observe the 50th anniversary of the Battle of the Atlantic. During the ceremony the fifty year-old HMCS *Sackville*, Canada's Naval Memorial, will be "on station" in Halifax Harbour in view of the Sailors Memorial. Following the ceremony, His Excellency will visit HMCS Scotian and then proceed to Sackville Landing for a ships' plaque-placing ceremony at the Sailor

Statue and a tour of HMCS *Sackville*, hosted by the Canadian Naval Memorial Trust. Also in the afternoon, the Navy will exercise the Freedom of the City of Halifax (granted in 1985). Upon departing the Grand Parade at City Hall, the parade will move off to Sackville Landing where the Stadcona Band of Maritime Forces Atlantic will present a public concert. The public will also be able to tour one of Canada's newest ships and the "Last Corvette" at Sackville Landing.

"BATTLE OF THE ATLANTIC: WE WERE THERE"

An oral history conference entitled "The Battle of the Atlantic: We Were There" will be held in Halifax 30 April. It is sponsored by the Atlantic Chief and Petty Officers Association and will focus on all aspects of the six years' struggle from 1939 to 1945--the longest battle of World War II. Over 300 veterans, historians and others are expected to attend. There will be panels on Coastal Defence, the Convoys, Naval Strike Forces, and the Shore Support Organizations. The proceedings will be recorded and it is also planned to publish the proceedings in book form. While it may be too late to attend by the time this issue of *ARGONAUTA* is released, it is never too late to make a financial contribution to the Atlantic Chief and Petty Officers Association, who have undertaken the financial responsibility for the conference site, travel expenses for keynote speakers and the cost of many incidental items. Cheques payable to "Battle of the Atlantic Conference" can be forwarded to: The Treasurer, Battle of the Atlantic Historic Conference, 31 Farquharson Street, Dartmouth, N.S. B2W 1T4. Additional information is available from David McHattie (tel: 902-424-2624 0830-1630 AST weekdays or 902-434-7566 evenings and weekends).

CALL FOR PAPERS: "IN QUEST OF A CANADIAN NAVAL IDENTITY"

Maritime Command will hold the second Naval Historical Conference in Halifax 8-9 October, 1993, to focus on the social history of the Canadian Navy and its evolution as a national institution. The aim is to encourage serving officers, non-commissioned members, and young scholars to examine the historical and contemporary record. There will be four panels: The Roots of the Royal Canadian Navy, 1867-1914; The Global Wars, 1914-1950s; The Era of Violent Peace, 1950s-1990; The Navy Today and the Next Forty Years. Three papers will be presented in each panel and published. A prominent historian or naval strategist will give a paper in each panel so that the young sailor/scholar will benefit from the exchange and the ensuing published proceedings will be more seasoned with professional analysis as well as fresh insights. Distinguished guest and keynote speaker for the conference will be Sir Michael Howard.

Proposals for papers, complete with research outline and preliminary bibliography are requested by 4 May, 1993. The Advisory Committee will make its selection and notify accepted proposals by 31 May. Authors will be expected to submit papers by 7 September in hard copy and preferably also on disk (IBM MS-DOS compatible, WordPerfect 4.2 or later). Eventually, the conference papers will be published. CFMWC will endeavour to produce an unclassified bulletin containing any additional proposals not presented in conference, in order to encourage discussion and recognize the significant effort that these papers represent.

For additional information, contact Major F.G. Bigelow, CD, Programme Co-ordinator, Canadian Forces Maritime Warfare Centre, FMO Halifax, Nova Scotia B3K 2X0 (tel: 202-427-6540/8211; FAX: 902-427-8293).

ROYAL NAVY 1813 SQUADRON ON LAKE ERIE

On 10-12 September, 1993, the Canadian War Museum with the Canadian Sail Training Association is organizing a six-ship squadron of traditional rig vessels, flying 1813 Royal Navy ensigns and with crews in period dress. Commodore of the Squadron, representing that of Robert Barclay, will be War Museum Director Victor Suthren. The squadron will consist of schooner *Bee* of Penetanguishene, which will lead the British line, the bomb ketch *Royalist*, brigantine *St. Lawrence II*, brigantine and flagship *Fair Jeanne*, lugger *Vitalité* and lugger *Royal George*. They will assemble at the Coast Guard Dock in Amherstburg near Fort Malden Friday afternoon in preparation for public viewing in the evening. The next morning they will sail for the village of Put-In Bay, Ohio, arriving there by 1430 when *Bee* will open fire in a mock engagement with the American host ships and reenactment units. On board *Fair Jeanne* as Special Naval Guest will be Commodore Duncan E. Miller, MSC, CD, who was Allied Logistic Fleet Commander in the Gulf War and is now the Prime Minister's special liaison with DND. Commodore Miller will join the Honorary Commodore, Captain Walter Bird, USN, in a wreathlaying ceremony Sunday morning at the navigational coordinates of the battle action in 1813, about six nautical miles northeast of Put-In Bay. In company with *Fair Jeanne* for the ceremony will be replica US Brig *Niagara*. All this, of course, will be as weather and sea state permit! For information, contact Victor Suthren, Canadian War Museum, 330 Sussex Drive, Ottawa, Ont. K1A 0M8 (tel: 613-996-4306; FAX: 613-954-1016).

TV MOVIE HONOURS ROYAL CANADIAN NAVY

Late last fall, principal photography was completed on *Lifeline to Victory*, a \$3 million movie for television. The film celebrates the contribution of the Royal Canadian Navy

during the Battle of the Atlantic and is a tribute to the men of the RCN and the Merchant Marine who ensured that convoys of supplies and materiel reached the embattled Allies over the six years of war.

Lifeline to Victory is not a documentary; its story-line is fictional. Despite this fictional approach, the film is inspired by actual events and research drawn from Tony German's best-selling history of the Canadian Navy, *The Sea is at Our Gates*. Tony also acted as professional consultant for the film. Another veteran of those terrible days, HMCS *Sackville*, also played an important part in the film; she was cast in the role of HMCS *Fireweed* and at one point was taken out past Chebucto Head for "under way" shooting, though in truth she was under tow at all times. The producers, Primedia Productions of Toronto and Andrew Cochran Associates of Halifax, are extremely grateful for the support and cooperation of the Department of National Defence.

The film is scheduled for completion in time for the fiftieth anniversary ceremony of the Battle of the Atlantic in Halifax on 2 May, 1993 and will be broadcast on the Global Can-West network sometime that month; actual broadcast dates have not yet been decided, so watch your television listings. The BBC has already purchased first broadcast rights for the United Kingdom. For further information, contact Primedia Productions in Toronto (tel: 416-929-3456; FAX: 416-929-5029) or Andrew Cochran Associates in Halifax (tel: 902-921-9777; FAX: 902-425-8659).

CALL FOR ENTRIES: "PICTURE THIS: TORONTO HARBOUR IN ART"

This summer the Toronto Historical Board will hold "Picture This: Toronto Harbour in Art," the fourth annual juried art show and sale of paintings and drawings relating to Toronto Harbour at the Maritime Museum of Upper Canada. Artists will consider Toronto Harbour's past, present and future meanings and respond to aspects of the harbour, such as its history, vessels, land and waterscapes, people and events, which particularly engage their attention. Works will be juried on style, execution, and the degree to which they concern the theme of the exhibit. Eligible media include oil, acrylic, watercolour, ink, pastel and pencil. For information about entering, contact Wendy Cooper, Exhibits Coordinator, Toronto Historical Board, Marine Museum, Exhibition Place Toronto, Ont. M6K 3C3.

NEW RESEARCH AWARD IS ANNOUNCED

The Columbus-America Discovery Group announces the first annual William Lewis Herndon Award, worth \$1,000, for original research on the sinking of the SS *Central America*,

12 September, 1857. Papers will focus on the economic issues related to the sinking. All papers must be previously unpublished and collaborative efforts are welcome. Deadline for submissions is 1 August, 1993, after which the papers will be juried by noted historians. For more information, contact: History Department, Columbus-America Discovery Group, 433 W. Sixth Avenue, Columbus, OH 43201, USA.

27TH ANNUAL LAW OF THE SEA CONFERENCE

The 27th Annual "Law of the Sea Conference" will be held 13-16 July, 1993 in Seoul, Korea. Sessions are planned on Ocean Policy as an Element of National Policy, Coastal Zone Utilization, The Future of Oceanic Oil and Gas, New Ocean Industries, Hard Ocean Minerals, and The Oceans and the East Asian Economy. General Chairman of the conference will be Dr. Byong-Kwon Park, President, Korea Ocean Research & Development Institute. For information, contact: Law of the Sea Institute, William S. Richardson School of Law, University of Hawaii, 2515 Dole Street, Honolulu, HA 96822 (tel: 808-956-3300; FAX: 808-956-6402; Telex: 743-1895 SEALAW).

CONFERENCE ON "OCEANS IN WORLD HISTORY"

The Second Annual International Conference of the World History Association will meet in Honolulu, Hawaii, 24-27 June 1993 at the Ilikai Resort. The conference theme is "Oceans in World History;" featured speakers will deal with the Indian, Pacific, and Atlantic basins. However, the WHA accepts proposals on any aspect of global history. Please note that the deadline for proposals was 15 January 1993. For information, contact: Prof. Jerry H. Bentley, Dept. of History, University of Hawaii, 2530 Dole St., Honolulu, HI 46822 (tel: 808-956-8505 or 8486; FAX: 808-956-4600).

MAPLE LEAF: 1992 SUMMER FIELD SCHOOL

In the October *ARGONAUTA* we reported on preliminary investigations into the *Maple Leaf*, a side wheel paddle steamer built in 1851 in Kingston, Ontario for service on Lake Ontario and the upper St. Lawrence River and which was sunk in 1864 by a Confederate torpedo (mine) on the St. John's River near Jacksonville, Florida while transporting troops and supplies for the Union government. This shipwreck represents an unprecedented chance to study the material culture of the Civil War and nineteenth-century maritime technology. In 1992 the Maritime History Program of East Carolina University, with Saint John's Archaeological Expeditions (SJAIE), began to document the history and archaeology of the vessel. In July, the Program began the first systematic recording of the site, using a team of twelve students and six staff members under the direction of

Professor Brad Rodgers. They found a difficult and challenging riverine environment. Resting in twenty feet of water, the main deck of the *Maple Leaf* is buried under an additional eight feet of mud; very little of the ship protrudes above the bottom. Strong tidal currents plague the area and visibility is restricted by blackwater and a suspended layer of silt flowing along the bottom. With a lot of ingenuity, and the help of SJAIE volunteers, a barrier was erected around the bow to isolate the work area and create a "friendly" environment. The rigid barrier panels blocked the flowing silt layer, keeping the excavation from filling in and "creating" workable visibility eight feet below the river bottom.

Because the superstructure, paddle wheels and walking beam assembly had been demolished during the 1880s to eliminate a navigational hazard, all that remains today under the anaerobic mud of the St. John's River is the well-preserved lower hull. After removing the deep overlying mud, students found an open expanse of deck and evidence of the torpedo explosion. According to the *Maple Leaf's* second officer, the explosion caused considerable damage to the bow: "the hog frame was broken and the whole side of the vessel stove in." Splintered planking on the starboard side and the broken, disarticulated hogging truss verify the description.

Using powerful underwater lights, students laid out a mapping grid on the deck to document the bow, windlass, hatches, and hogging truss. At the end of each day accumulated information was plotted on the site map and examined for errors. Limited visibility often made work slow and tedious, but persistence paid off, and fifty feet of the deck were uncovered and mapped. Team members also helped document artifacts recovered by SJAIE in previous years. Much of the *Maple Leaf's* cargo space is packed with boxes containing the personal effects of Union soldiers. The original owner can often be identified, and even the owner's economic and social standing. The small sample analyzed so far is beginning to yield new information on the material culture of the Civil War and the mid-nineteenth century.

The Maritime Program will continue research in 1993 and 1994 under a cooperative agreement with SJAIE. The site has tremendous research potential for students of ship construction, artifact conservation, and material culture. Many parties have helped to make the investigation possible, including many companies and private citizens in Jacksonville and the state and federal governments. Funding is provided by the Jacksonville Historical Society with a Special Category Grant from the State of Florida, Division of Historical Resources. The US Army Center for Military History provides expertise in documenting artifacts and adding to the military history of the vessel and the people involved with her. In addition, Kevin Foster, Maritime Historian for the

National Park Service and ECU alumnus is preparing a National Landmark nomination for the site.

MARITIME ARCHAEOLOGY IN UNIVERSITIES

At a recent meeting of the International Symposia on Boat and Ship Archaeology (ISBSA) it was decided to form an association for those involved in the teaching of maritime archaeology in universities and related institutions. Those interested in joining such a group should send details of the courses they teach, including curricula if possible, and a description of the framework/programme/faculty within which the courses are given, to either Professor Elisha Linder, Centre for Maritime Studies, University of Haifa, Mount Carmel, Haifa, Israel 31905 or Professor Sean McGrail, Institute of Archaeology, University of Oxford, 36 Beaumont Street, Oxford OX1 2PG, England.

VIIIth INTERNATIONAL CONGRESS OF MARITIME MUSEUMS

The Maritime Museum of Barcelona in Spain will host the triennial meeting of the International Congress of Maritime Museums 6-10 September, 1993. Most sessions will take place at the *Drassanes Reials de Barcelon* (the Royal Dockyards of Barcelona), a magnificent medieval building. One session will also be held in the fishing village of L'Escala, near the ancient greco-roman colony of Empúries. There will also be an opportunity to encounter the distinctive maritime history and tradition of Spain's Atlantic coast; the Maritime Museum of Barcelona is organizing a tour September 10-14 (after the Congress ends) along the northern coast of Iberia, with visits to el País Vasco and Cantabria. For information, contact Maite Roma, Congress Secretary, Maritime Museum of Barcelona, Porta de la Pau 1, 08001 Barcelona, Spain (tel: 34-3-301-18-31 or 34-3-301-64-25; FAX: 34-3-301-18-710 or 34-3-318-78-76). Please note that the First Call for Papers passed on 15 March.

CALL FOR PAPERS: ASSOCIATION FOR THE HISTORY OF THE NORTHERN SEAS

The seventh conference of the Association for the History of the Northern Seas will be held in Akureyri, Iceland on 15-20 August, 1994. The conference theme is "Fishing, Shipping and Trading in the Northern Regions." All members of the AHNS are invited to submit proposals for papers (including the title and a brief description of the issues dealt with and the sources used) to: Jón Th. Thór, President, Midvangur 77, IS-220 Hafnarfjörður, Iceland (tel: +354 1 654 625; FAX: +354 1 688 142) by 1 December, 1993.

The conference will be hosted by the University of Akureyri

and will include, apart from the scholarly programme, sight-seeing tours in the vicinity. Because the total costs of attending the conference may be substantial, it would help in planning the financial side if members would let the Board of officers know by 1 October if they intend to participate.

CALL FOR PAPERS: INTERNATIONAL CONFERENCE ON "SHIPPING, FACTORIES AND COLONIZATION"

Shipping, factories and colonization were inter-related phenomena in the history of European expansion. Together they form the backbone of three consecutive stages: long distance trade (shipping); acquisition of trading posts in overseas territories not under European control (factories); and penetration, exploration and exploitation of colonial territories (colonization). These stages sometimes ran simultaneously, and more commonly were the consequences of each other, yet their relationship has not often been the topic of research. The Scientific Committee for Maritime History of the Royal Academy of Sciences, Letters and Fine Arts of Belgium and the Royal Academy of Overseas Sciences of Belgium have therefore announced a conference to investigate these themes and how they were related; the linkage between shipping and factories, or factories and colonization, will be the major topics of this meeting.

The conference will meet at the Royal Academy of Sciences, Letters and Fine Arts of Belgium in Brussels, 24-26 November, 1994. Through case studies or more general papers, individual contributions will be expected to expose the connection and/or interaction with *at least two of these phenomena*. Contributions will cover the period from the fifteenth century until the late nineteenth century. Interested persons should contact the organizing committee before 1 July 1993, indicating their interest in presenting a paper or oral presentation, or their intent to register for the conference, or their wish to receive more information. Participation in the conference is free but participants will be expected to look after their accommodation expenses themselves. Proceedings will be published in 1995 at US\$30 and will include all papers and possibly oral presentations. Papers should not exceed 2,000 words of text or six printed pages. However, invited papers will be printed in full, providing they do not exceed 6,000 words or eighteen printed pages. For information, please contact the Organizing Committee, "Shipping, Factories and Colonization Conference," Royal Academy of Overseas Sciences, Rue Defacqz, 1 bte 3, B-1050 Brussels, Belgium (Tel: 32-2-538-0211; FAX: 32-2-539-2353).

EXHIBITION: MODELS OF CHINESE JUNKS

Belgium's National Maritime Museum in Antwerp will display, for the first time, its entire collection of models of

Chinese junks. The exhibition gives a general view of Chinese shipbuilding at the end of the nineteenth century, with emphasis on both the rich variety of types and on technical innovations developed in China centuries before they became common in the West (such as a fifth-century paddle wheel craft or sixteenth-century vessels equipped with watertight bulkheads). The geographical spread of different vessel types will be explained, and the many functions of Chinese vessels will be identified (such as fishing, commerce, dwellings, ferries, and police boats). There will be a reconstruction of a Chinese junk with a battened lugsail that can be handled by the public, with a rudder and a *yuloh*; a real junk will be displayed in front of the museum during the opening week. An extensive catalogue, in Dutch and English, will be published. For those who desire something more "hands-on," a simple construction plan of a small sampan will be available.

The history of the collection is itself a fascinating one. The models were probably built in China at the end of the last century to illustrate abroad the richness of Chinese shipbuilding. The models were shown at the World's Fairs in St. Louis (1904) and Liège (1905). They then disappeared until they were discovered in the storage rooms of the Brussels Municipal Maritime Museum in 1925. Two years later the collection was transferred to the Antwerp museum; portions of the collection were subsequently displayed in Rotterdam, Kiel, and Brussels. But the entire collection has never before been shown publicly until now.

For further information, contact: Mr. W. Johnson, Asst. Director or Mrs. R. Jalon, Scientific Asst., National Maritime Museum, Steenplain 1, B-2000 Antwerp (tel: 03/232 09-50; FAX: 03/232 38-67).

VIDEO REVIEW: Royal Naval Videos

From time to time Captain Dick Steele RCN (Rtd), a rhododendron expert, is interviewed on CBC's *Morningside*. These interesting and often amusing discussions result in phone calls and letters to Dick from friends all across Canada. A former shipmate, Doug Meredith of Westbank, BC, sent Dick a video tape, "Perilous Waters," a collection of Royal Naval film clips of the Battle of the Atlantic, including shots of Halifax in 1941, a tribute to the RCN and the takeover of the ex-USN "Four Stacker" destroyers. The hour-long tape also examines U-boats from their commissioning to destruction together with Captain Walker and his famous hunter-killer sloops. "Perilous Waters" is the sixth of a series of videos covering aspects of the Royal Navy in World War II. On the death of an old shipmate, Dr. Neil Chapman, who served in HM Ships *Sackville*, *Niagara* (with me), *Longbranch* and *Algonquin* (with both of us), Captain Steele and I, in his memory, presented a complete set of these videos to

the Maritime Museum of the Atlantic in Halifax.

The videos consist of seven parts, or programmes. The first examines "Battleships at War 1941/42," including HM Ships *Howe*, *Anson*, *Hood*, *Rodney*, *Prince of Wales* and so on. The film also covers Churchill's meeting with Roosevelt in Placentia Bay, Newfoundland, as well as the loss of *Prince of Wales* and *Repulse* off Singapore. The second programme, entitled "Britannia Goes to War," includes the Spithead Reviews, Chatham Barracks, Battle of the River Plate, HMS *Cossack* freeing prisoners from the *Altmark* and an array of British warships of all classes in every part of the world. "Close Up for Action Stations" is the title of the third programme, and covers the Boys' Training Establishment *Ganges*, Minesweeping Forces, Hunt Class destroyers, the Dakar affair, and Mediterranean battles. As its title suggests, the fourth programme, "Colour Camera at Sea," carries private films aboard HMS *Nelson* and *Kent*, the loss of *Ark Royal* and *Eagle*, and "Crossing the Line" ceremonies—a most interesting miscellanea. "Tragedy and Triumph," the fifth programme, depicts pre-war exercises in the Mediterranean, the Norwegian Campaign, the Battle of the North Cape, landing the *Scharnhorst* survivors in Scapa Flow, and icing-up in the Arctic. The sixth programme, already described, is "Perilous Waters." The seventh deals with "Hazards of Russian Convoys." Here, one of the first shots is the reviewer's old ship *Algonquin* in Scapa. The main subject of the programme is convoy PQ18 and air attacks, views of Russia and the Soviet navy, Arctic gales, the German navy in Altenfiord and in action off North Cape. None of these descriptions is adequate to cover all of the various events shown in the complete hour's running time per programme.

These remarkable videos have been put together by a one-man operation, Roland Smith, an ex-Hostilities Only Telegraphist, now living in Yorkshire. With the sanction of the Imperial War Museum, this gentleman, examined the Royal Navy film archives and found them in a state of disarray. Most of the films had never before been shown publicly. Smith took it upon himself to sort through this material and after many months, using highly complex production equipment, has produced each part or programme. No effort is spared to convey a true-life context with all the truly nostalgic Royal Navy sounds. Bugle and piping calls, seagulls, gunfire, the howl of the wind, the splash of the waves and the sound of machinery are so real that closing one's eyes takes one back in a flash to a pitching, rolling deck fifty years ago.

This video series will undoubtedly remain the only fully documented film study of the Royal Navy in World War II. Smith has received letters of gratitude from such persons as Prince Philip, an Admiral of the Fleet and ex-Leading Hands. Tears of emotion have been mentioned. This review-

er was familiar with many of the ships shown and can only express pleasure at seeing the real thing again instead of some modern re-creation. It would be hoped that if Canadian archives hold any similar films, they will be made available in video forms similar to these.

Smith lived in Hamilton, Ontario for about ten years and has a daughter living near Toronto. He is now working on Part Eight which will feature epic convoys of World War II. Part Nine, coming next year, appropriately will feature the invasion of Normandy, 1944. The videos may be ordered from NVTC, Beck House, Escrick, North Yorks, England YO4 6JH (tel. 0904 728239). In Canada or the USA, each programme costs £24.95; this includes airmail postage. Those who purchase any five programmes can deduct 10% off the total cost or buy six and have the seventh one for free.

These videos are most highly recommended for museums, libraries, students of naval history, service clubs and the armed forces.

L.B. Jenson
Queensland, Nova Scotia

AROUND THE MARITIME JOURNALS

In addition to the contents of the maritime journals noted below, members should note the following articles which appeared in journals that are not specifically dedicated to maritime themes. The *Journal of Pacific History*, Vol. 27, No. 2 (December 1992) carried an intriguing article by David Chappell on "Shipboard Relations between Pacific Island Women and Euroamerican Men 1767-1887," pp. 131-149. An article in *The Journal of Economic History*, Vol. 53, No. 1 (March 1993) by Lee Craig and Robert Fearn looked at "Wage Discrimination and Occupational Crowding in a Competitive Industry: Evidence from the American Whaling Industry." An essay by Steven R. Milquet entitled "Wisconsin Fights the U-Boats: The Subchaser Saga" appeared in *Anchor News*, the newsletter of the Manitowoc Maritime Museum, Vol. 23, No. 4 (July/August/September 1992), pp. 76-82. An essay by Fred Neuschel on the late nineteenth century logging and small vessel-building port of Ahnapee, Wisconsin, entitled "Life on the Ahnapee River," appeared in *Anchor News*, Vol. 23, No. 5 (October/November/December 1992), pp. 92-100.

AMERICAN NEPTUNE (LIII, NO. 1, WINTER 1993)

Frederick S. Harrod, "New Technology in the Old Navy: The United States Navy during the 1870s," 5-19
James E. Valle, "United States Merchant Marine Casualties in World War II," 20-29

Gene A. Smith, "For The Purposes of Defense': Thomas Jefferson's Naval Militia," 30-38
John Lindow, "Sailing and Interpreting the Ships on the Gotland Stones," 39-50
W.G.M.H. Canisius, "Notes & Documents: An American Gun in the Netherlands," 51-56

AUSTRALIAN ECONOMIC HISTORY REVIEW (XXXII, NO. 2, 1992)

Special Issue: Land and Sea--The Role of Shipping in Australasian Economic Development

Frank Broeze, "Private enterprise and public policy: merchant shipping in Australia and New Zealand, 1788-1992," 8-32
M.T. Hull, "Shipping, ports and the marketing of Australia's wheat, 1900-1970," 33-59
Simon P. Ville, "The growth of foreign trade and shipping at New Zealand's major seaports during the nineteenth century," 60-89
Keith Trace, "A most vexatious business': Union Shipping and the trans-Tasman liner trade," 90-111
G.R. Henning, "The demise of the Tasmanian Steam Navigation Company, 1888-1891," 112-136

THE GREAT CIRCLE (XIV, NO. 1, 1992)

W.A.R. Richardson, "Cartographical Clues to Three Sixteenth-Century Shipwrecks in the Indian Ocean," 1-20
Steve Mullins, "The Torres Strait Beche-de-Mer Fishery: A Question of Timing?," 21-30
Bruce Beslin, "The Queen of the Thames--Technology on Trial?," 31-48
Malcolm Cook *et al.*, "Note. Maritime History Sources in the Goldsmiths' Library [University of London]: 1400 to 1700," 49-57

HISTORICAL ARCHAEOLOGY (XXVI, NO. 4, 1992) Special Issue: Advances in Underwater Archaeology, ed. J. Barto Arnold III

Replication and Experimental Archaeology: The Last Step
Donald H. Keith, "Introduction," 2-3
Toni L. Carrell, "Replication and Experimental Archaeology," 4-13
Joe J. Simmons III, "Replicating Fifteenth- and Sixteenth-Century Ordnance," 14-20
Donald H. Keith, "Replicating a Caravel," 21-26
Denise C. Lakey, "Replicating a Voyage of Discovery," 27-33
Donald H. Keith, "Replication and Experimental Archaeology: The Last Step--Conclusion," 34-35
John D. Broadwater, "Shipwreck in a Swimming Pool: An Assessment of the Methodology and Technology

Utilized on the Yorktown Shipwreck Archaeological Project," 36-46

J. Barto Arnold III, G. Michael Fleshman, Curtiss E. Peterson, W. Kenneth Stewart, Gordon P. Watts, Jr., Clark P. Weldon, "USS *Monitor*: Results from the 1987 Season," 47-57

Kevin J. Foster, "Threatened James River Shipwreck and Historical Sites," 58-68

James P. Delgado, "Recovering the Past of USS *Arizona*: Symbolism, Myth and Reality," 69-80

Kenneth J. Vrana & John R. Healey, "Shipwreck Allocation and Management in Michigan: A Review of Theory and Practice," 81-96

Ervan G. Garrison, "Recent Advances in Close Range Photogrammetry for Underwater Historical Archaeology," 97-104

Ricardo J. Elia, "The Ethics of Collaboration: Archaeologists and the *Whydah* Project [=eighteenth century pirate ship]," 105-117

Paul Forsythe Johnston, "Is It Treasure or a Worthless Piece of Ship?" 118-123

INLAND SEAS (XLVIII, NO. 4, WINTER 1992)

Richard F. Palmer, "Shipbuilding at Chaumont Bay," 241-254
"November 26, 1888: Wreck of the Schooner *Oliver Dyer*," 255-257

William Anderson, "I Knew Them When...," 262-273

Walter Havigshurst, "Captain Bundy's Gospel Ship," 281-283

Harvey Strum, "A Gross and Unprovoked Outrage: Niagara Incident," 284-290

John Merrill, "Becoming a Surfman in 1938," 291-296

Edward James McHugh, "The Erie Executions [War of 1812]," 297-304

Samuel A. Jaeger and Elizabeth Lazier, "History of Kingston, Ontario Yacht Club," 305-307

INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XXI, NO. 4, NOVEMBER 1992)

Toni L. Carrell and Donald H. Keith, "Replicating a ship of discovery: *Santa Clara*, a 16th-century Iberian caravel," 281-294

Jonathan M. Nance, "The Columbus Foundation's *Niña*: A report on the rigging and sailing characteristics of the *Santa Clara*," 295-308

Kurt Raveh and Sean A. Kingsley, "The wreck complex at the entrance to Dor harbour, Israel: preliminary details," 309-315

O. Erol and P.A. Pirazzoli, "Seleucia Pieria: an ancient harbour submitted to two successive uplifts," 317-327

Mensun Bound, "A Roman amphora wreck (Pélichet 47) off the island of Montecristo, Italy--preliminary report,"

329-336

Elizabeth le Bon, "The Jonathan's cave boat carving: a question of authenticity?" 337-342

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J. Barto Arnold III, "Shipwreck! The 1554 *flota* exhibit," 343-350

J. Barto Arnold III and Becky Alsup, "A Children's Museum exhibit on the 1554 *flota* wrecks," 350-353

Sean McGrail, "Replicas, reconstructions and floating hypotheses," 353-355

MARINE POLICY (XVI, NO. 5, SEPTEMBER 1992)

Trond Bjørndal, Daniel V. Gordon, Kjell G. Salvanes, "Markets for salmon in Spain and Italy," 338-344

Ralph E. Townshend, "Bankable individual transferable quotas," 345-348

Jesper Raakjær Nielsen, "Structural problems in the Danish fishing industry: institutional and socio-economic factors as barriers to adjustment," 349-359

Bruce E. Marti, "Passenger perceptions of cruise itineraries: A Royal Viking Line case study," 360-370

Paul E. Kent, "Asia's port sector: The need to institutionalize training," 371-378

Anthony T. Charles, "Fishery conflicts: A unified framework," 379-393

Lennox Hinds, "World marine fisheries: Management and development problems," 394-403

MARINE POLICY (XVI, NO. 6, NOVEMBER 1992)

R.G. Halliday, F.G. Peacock, D.L. Burke, "Development of management measures for the groundfish fishery in Atlantic Canada: a case study of the Nova Scotia inshore fleet," 411-426

Donald R. Rothwell, "Coastal State sovereignty and innocent passage: The voyage of the *Lusitania Expresso*," 427-437

Ishak Hj Omar, Kusairi Mohd Noh, Nik Mustapha Raja Abdullah and K. Kuperan, "Malaysian fisheries policy: Search for new grounds," 438-450

James Kevin McElroy and Jacobus C.B. Uktolseja, "Skipjack pole-and-line operations in east Indonesia: a comparative analysis of catch performance," 451-462

Robert Nadelson, "The Exclusive Economic Zone: State claims and the LOS Convention," 463-487

Seamus McElroy, "Report: Failure to resolve marine boundary disputes raises tensions in SE Asia," 488-490

MARINER'S MIRROR (LXXVIII, NO. 4, NOVEMBER 1992)

David Waters, "Columbus's Portuguese Inheritance," 385-405

Helen Wallis, "Cartographic Knowledge of the World in 1492," 407-418

Clinton R. Edwards, "Design and Construction of Fifteenth-Century Iberian Ships: A Review," 419-432

Richard Barker, "Shipshape for Discoveries, and Return," 433-447

David Henige, "Guanahani the Elusive: The Columbus Landfall Debate in Historical Perspective," 449-467

William D. Phillips Jr. and Carla Rahn Phillips, "The Impact of 1992 on Christopher Columbus," 469-483

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H.J.K. Jenkins, "Lord Sanwich and early Fenland yachting," 485-486

K.R. Andrews, "A plea for Maritime History," 486

Alistair Wilson, "The Portsmouth Naval Heritage Project," 486-489

MARINER'S MIRROR (LXXIX, NO. 1, FEBRUARY 1993)

Alessandra Nibbi, "Stone Anchors: The Evidence Re-assessed," 5-26

Derek Howse, "Some Early Tidal Diagrams," 27-43

Peter Fenton, "The Navigator as Natural Historian," 44-57

Conrad Dixon, "To walk the Quarterdeck: The Naval Career of David Ewan Bartholomew," 58-63

William Philpott, "'One Had To Stiffen One's Upper Lip': The Royal Navy and the Battle of Puerto Plata, 1904," 64-70

Ian L. Buxton, "The Development of the Merchant Ship 1880-1990," 71-82

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R.J. Hunter, "Scotland and the Atlantic: The Voyage of the *Jonet* of Leith, December 1611," 83-84

John C. Appleby, "A Guinea Venture, c. 1657: a note on the early English slave trade," 84-87

Sidney Brown and Ray Gambell, "Was James Bartley swallowed by a whale?" 87-88

Betty Nelson Curryer, "From Monte Video to Troy: W.L. Byers, Victorian manufacturer and shipowner," 88-90

K.D. McBride, "1915--Task Forces that never were," 90-91

Austin Farrar, "Devon Seine Net Boats in 1934," 91-92

NAUTICAL RESEARCH JOURNAL (XXXVII, NO. 4, DECEMBER 1992)

Maria Pulsone Woods and Rob Napier, "Ship Models at the Museum of Fine Arts, Boston--A Fresh Look," 196-214

William F. Wiseman, "*Barco Rabelo*--Portuguese Wine Boat, Part III," 215-221

David K. Engen, "The Appearance of The Eighteenth Century Ship, Part II," 222-231

J.W. Collins and D.E. Collins, "Report upon the Operations of the U.S. Fish Commission Schooner *Grampus* from

March 15, 1887, to June 30, 1888. Part I," 232-240

OCEAN DEVELOPMENT AND INTERNATIONAL LAW (XXIII, NO. 4, OCTOBER-DECEMBER 1992)

Jonathan I. Charney, "The United States and the Revision of the 1982 Convention on the Law of the Sea," 279-303

Hongye Zhao, "Recent Developments in the Legal Protection of Historic Shipwrecks in China," 305-333

William E. Schrank, Noel Roy, Rosemary Ommer, Blanca Skoda, "An Inshore Fishery: A Commercially Viable Industry or an Employer of Last Resort," 335-367

Elena N. Nikitina and Peter H. Pearce, "Conservation of Marine Resources in the Former Soviet Union: An Environmental Perspective," 369-381

SEA HISTORY (NO. 64, WINTER 1992-93)

Peter Stanford, "Steam & Speed, Part I: How Steamships Paddled Out of the Shallows Into the Ocean World," 12-19

"Marine Art: Gallery of Steam," 20-22

Charles E. Herdendorf and Judy Conrad, "The Steamship *Central America* and Her Era," 26-30

Daniel C. Krummes, "Ship Portraits: 150 Years of Ship's China," 32-33

Olaf T. Engvig, "*Verdalen*: A Living Legend of the Fjords," 46-47

SEAWAYS' SHIPS IN SCALE (IV, NO. 2, MARCH/APRIL 1993)

Ship Modeling

Jack Kitzerow, "The *Gokstad Faering*: A Viking Four-Oared Row Boat," 8-11

Scottie Dayton, "What's New for Model Shipbuilders in 1993," 20-22

Paul E. Fontenoy, "A Morris Canal Barge of 1895," 28-30

Roger A. Hambidge, "Modeling the *L.A. Dunton*: Part 1," 32-96

Robert L. Evans, "Manually Shaping Spar Ends," 38-39

John L. Magno, "*Dallas*: Part 4," 46-53

"A Shop-Made Planking Clamp," 54-55

Russ Aller, "USS *Wasp* 1806: Part 2," 56-59

Rev. William Romero, "South Model Shipwright Society," 60-61

Nautical Research

David F. Marley, "The Philippine Galleon *Santisima Trinidad*," 12-19

Jack Horner, "Computer Drafting for Model Builders: Part 3," 24-26

Donald H. Dyal, "*Moshulu*: A Capsule History," 40-42

"Marine Artist: Jack E. Wentworth," 43
Charles A. Hand, Jr., "The Saga of Gunner Joe," 66-68

WARSHIP INTERNATIONAL (XXIX, NO. 1, 1992)

Hartmut Ehlers, "Volksmarine der DDR: The Other German Navy," 5-42, 62, 106
Evan Mawdsley, "The World's First Guided-Missile Ship? [Soviet guided missile destroyer *Bedovyi*]," 48-53
C.C. Wright (comp.), "Yet Another 'Mystery Ship'--USS *Pelican* (AVP-6)," 54-62

WARSHIP INTERNATIONAL (XXIX, NO. 2, 1992)

Robert Erwin Johnson, "The Tacoma-class Frigates of World War II," 120-138
Warship International Staff, "Re: 'The Fate of Stalin's Naval Program'," 143-148
Jean Guiglini & Albert Moreau, "The First [French] Light Cruisers of the 1922 Program: The Minelaying Cruiser *Pluton*, Part I," 152-173
P.M. Baggaley, "Making Miniature Warships," 174-180

WARSHIP INTERNATIONAL (XXIX, NO. 3, 1992)

Jean Guiglini & Albert Moreau, "The First [French] Light Cruisers of the 1922 Program: The Minelaying Cruiser *Pluton*, Part II," 225-243
INRO Staff, "The Loss of the Project 61 Class Large Antisubmarine Warfare Ship *Otvashnyi* [1974]," 256-266
E.R. Lewis & D.P. Kirchner, "The Oahu Turrets [World War II coastal defence at Oahu]," 273-301

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

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

Oct. 30, 1992 - Oct. 24, 1993 Exhibit on "Scrimshaw Art" at the Maine Maritime Museum (Information: Melinda Lake, Maine Maritime Museum, Bath, ME)

04530 [tel: 207-443-1316]

1993

Feb. 15-Nov. 15 Exhibition reopens in larger format: "The Honourable Company's *Beaver*," Vancouver Maritime Museum, Vancouver, BC

Feb. 27-Dec. 31, 1994 Exhibit, "United for Victory: At Home and Under the Sea," Manitowoc Maritime Museum, Manitowoc, WI 54220

through Oct. 1 Exhibition: "Modelmania: Ships to Scale," Vancouver Maritime Museum, Vancouver, BC

through Oct. 1 Exhibition: "Vancouver's Mariners," Vancouver Maritime Museum, Vancouver, BC

Apr. 6-Oct. 1 Exhibition: "*Titanic*: Then and Now," Vancouver Maritime Museum, Vancouver, BC

April 30 Oral History Conference, "The Battle of the Atlantic: We Were There," Halifax, Nova Scotia; sponsored by the Atlantic Chief and Petty Officers Association

April 30-May 2 21st Annual Maritime History Symposium, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Library Director, Maine Maritime Museum, 243 Washington Street, Bath, Maine, USA 04350)

May 2 Battle of the Atlantic 50th Anniversary ceremony, Sailors Memorial, Point Pleasant Park, Halifax

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

May 3-6 "Offshore Technology Conference," Houston, Texas (Information: Offshore Technology Conference, PO Box 833868, Richardson, TX 75083-3868, USA [tel: +1 214-669-0072; FAX: +1 214-669-0135])

May 6-7 US Naval Institute-Naval Aviation Museum Foundation Co-sponsorship, Pensacola

Civic Center, NAS Pensacola/Naval Aviation Museum, Pensacola, Florida

May 8-Dec. 31 "Scheve schepen: The Richness of Chinese Shipbuilding," first public exhibition of a collection of ship's models of Chinese junks at the National Maritime Museum, Antwerp, Belgium (Information: Nationaal Scheepvaartmuseum, Steenplain 1, B-2000 Antwerpen [tel: 03-232-08-50; FAX: 03-226-25-16])

May 13 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Evan Davies (Britannia Royal Naval College, Dartmouth), "Admiral Fisher, Naval Officer Education and the Origins of the Selborne Scheme" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

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

May 19-23 19th Annual Meeting of the French Colonial Historical Society, John Carter Brown Library, Providence, RI (Information: Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA)

May 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)

May 22 "Lake Michigan Conference" of the Great Lakes Lighthouse Keepers Association, Escanaba, Michigan (Information: GLLKA, P.O. Box 580, Allen Park, MI 48101, USA)

May 24-29 International Symposium on Hydrological Chemical and Biological Processes of Transformation & Transport of Contaminants in Aquatic Environments, Rostov-on-Don, CIS (Information: Hydrochemistry 1993, Hydrochemical Institute,

198 Stachki, pr. Rostov-on-Don 344104, SFSR)

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)

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])

June 3-4 Multidisciplinary conference on the theme "World War II: A Fifty Year Perspective," Siena College, Loudonville, New York (Information: Thomas O. Kelly II, Department of History, Siena College, 515 Loudon Road, Loudonville, NY 12211-1462) Deadline for submissions: Dec. 1, 1992.

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

June 6-11 ISOPE 93: 3rd International Offshore and Polar Engineering Conference, Singapore (Information: Technical Program Committee [attn. Prof. Jin S. Chung], ISOPE, P.O. Box 1107, Golden, CO 90402-1107, USA [tel: 303-273-3673; FAX: 303-420-3760])

June 8-11 NOR-SHIPPING 93: The 14th International Shipping and Maritime Offshore exhibition and conference (Information: NOR-SHIPPING 93, Norwegian Trade Fair Foundation, PO Box 130 Skøyen, N-0212 Oslo, Norway [tel: 011+47 22 43 91 00; FAX: 011+47 22 43 19 14])

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])
- June 21-25 XV International Conference on the History of Cartography, Chicago and Milwaukee (Information: the Herman Dunlop Center for the History of Cartography, The Newberry Library, 60 West Walton Street, Chicago, IL 60610)
- June 24-26 "Maritime Security and Conflict Resolution," a colloquium hosted by the Centre for Foreign Policy Studies, Dalhousie University, Halifax
- June 24-27 "Oceans in World History," Second Annual International Conference of the World History Association, Ilikai Resort, Honolulu, Hawaii (Information: Prof. Jerry H. Bentley, Dept. of History, University of Hawaii, 2530 Dole St., Honolulu, HI 46822 [tel: 808-956-8505 or 8486; FAX: 808-956-4600])
- June 25-27 Meeting of the Steamship Historical Society of America, Lake George, New York
- June 26-July 1 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, Newfoundland (Information: Mike Paulin, conference secretary, C-Core, Memorial University of Newfoundland, St. John's, Nfld A1B 3X5 [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, Ontario M5B 1A2)
- July 7-8 3rd International Conference on "Maritime Communications and Control," London, England (Information: Rhian Bufton, Conference Organizer, The Institute of Marine Engineers, The Memorial Building, 76 Mark Lane, London EC3R 7JN [tel: 0(11 + 44) 71 481 8493; FAX: 0(11 + 44) 71 488 1854])
- July 10-11 12th Annual Classic Boat Rendezvous, Grand Haven, Michigan (Information: Project Lakewell, P.O. Box 80066, Lansing, MI 48908-0066)
- July 13-16 27th Annual "Law of the Sea Conference," Seoul, Korea (Information: Law of the Sea Institute, William S. Richardson School of Law, University of Hawaii, 2515 Dole Street, Honolulu, HI 96822 [tel: 808-956-3300; FAX: 808-956-6402; Telex: 743-1895 SEALAW])
- July 25-28 Coastal Zone 93: 8th Multidisciplinary Conference on Comprehensive Coastal and Ocean Planning and Management, New Orleans, LA (Information: Orville Magoon or Gail Oakley, PO Box 279, 21000 Butts Canyon Rd., Middleton CA 95461, USA [tel: 707-987-0114])
- August 7-8 Third Annual New York Ship and Boat Model Festival, South Street Seaport Museum, New York (Information: Kathleen Condon, South Street Seaport Museum, 207 Front Street, New York, NY 10038 [tel: 212-669-9400])
- 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 24-27 Environment North Seas. International Conference and Exhibition: International Forum for Environmental Solutions, Sta-

vanger, Norway (Information: ENS Secretariat, PO Box 410, N-4001 Stavanger, Norway [tel: 0(11 + 47) 4 55 81 00; FAX: 0(11 + 47) 4 55 10 15])

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])

Aug. 30-Sept. 1 Reunion of the 28 Manitowoc-built submarines, Manitowoc, WI; Annual Submariners Memorial Service on USS *Cobia*, 1 Sept.

Aug. 30-Sept. 3 123rd Annual Meeting of the American Fisheries Society, Portland, OR (Information: American Fisheries Society, 5410 Grosvenor Lane, Suite 110, Bethesda MD 20814, USA)

Sept. 2-4 "Technical Change and the Emergence of Modern Shipping 1850-1914," Third British-Dutch Maritime Seminar, Glasgow (Information: Dr. Gordon Jackson, Department of History, University of Strathclyde, 16 Richmond Street, Glasgow G1 1XQ, Scotland)

Sept. 6-10 VIIIth Triennial Conference of the International Congress of Maritime Museums, Barcelona, Spain (Information: Dr. Boye Meyer-Friese, Secretary-General, ICM, Altonauer Museum, Museumstrasse 23, D-2000 Hamburg, Germany or Maite Roma, Congress Secretary, Maritime Museum of Barcelona, Porta de la Pau 1, 08001 Barcelona, Spain [tel: 34-3-301-18-31 or 34-3-301-64-25; FAX: 34-3-301-18-710])

Sept. 10-12 "Royal Navy 1813 Squadron on Lake Erie" for the Battle of Put-In-Bay Commemoration, organized by the Canadian War Museum with the Canadian Sail Training Association; a reenactment of Commodore Robert Barclay's engagement with an American naval force (Information: Victor Suthren, Squadron Commodore, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0M8 [tel: 613-996-4306; FAX: 613-954-1016])

Sept. 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, England [tel: +44 81 948-9800; FAX: +44 81 948-9870])

Sept. 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])

Sept. 23-26 "Strategies for Change in Atlantic Canada," Atlantic Canada Workshop, Cheticamp, Nova Scotia (Information: Margaret E. McCallum, Faculty of Law, University of New Brunswick, P.O. Box 4400, Fredericton, New Brunswick E3B 5A3 [tel: 506-453-4821; FAX: 506-453-4604])

Sept. 26-29 Annual meeting of the Historic Naval Ships Association of North America, Toronto, Ont. (Information: Channing M. Zucker, Executive Director, HINAS, 4640 Hoylake Drive, Virginia Beach, VA 23462 USA)

Sept. 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 8-9 "In Quest of a Canadian Naval Identity," the second Naval Historical Conference, Halifax, Nova Scotia. Deadline for proposals, 4 May 1993 (Information: Major F.G. Bigelow, CD, Programme Co-ordinator, Canadian Forces Maritime Warfare Centre, FMO Halifax, Nova Scotia B3K 2X0 [tel: 202-427-6540/8211; FAX: 902-427-8293])

October 8-10 Nautical Research Guild Conference, Marine Museum of the Great Lakes at Kingston (Information: Maurice D. Smith at the Museum, 55 Ontario Street, Kingston,

Ontario K7L 2Y2 [tel: 613-542-2261])

420-3760))

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| October 21-23 | Eleventh Naval History Symposium, United States Naval Academy, Annapolis, Maryland. Deadline for proposals: 1 April (Information: 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]) | April 14-17 | Annual meeting of the Organization of American Historians, Atlanta, Georgia |
| | | May | Commonwealth Maritime History Conference, Victoria, British Columbia |
| | | May | Joint Canadian Nautical Research Society-North American Society for Oceanic Research Conference, Vancouver & Victoria, British Columbia |
| Nov. 12-14 | HMCS <i>Wallaceburg</i> Reunion, Wallaceburg, Ontario (Information: Jim McAllister, 147 Laverock Avenue, Richmond Hill, Ont. L4C 4K1) | May | Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, New Brunswick |
| Nov. 23-26 | Maritime Technology 21st Century Exhibition Conference, in conjunction with "Offshore Australia," the Australian International Oil & Gas conference and exhibition, Royal Exhibition Building, Melbourne, Australia | 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 |
| December 6-10 | "New Directions in Maritime History," Conference to be held in Perth/Fremantle and sponsored by the Australian Association for Maritime History, University of Western Australia, Nedlands, Australia (Organizer: Dr. F.J.A. Broeze, Department of History, University of Western Australia, Nedlands, W.A. 6009) | August 15-20 | "Fishing, Shipping and Trading in the Northern Regions," Seventh Conference of the Association for the History of the Northern Seas, University of Akureyri, Akureyri, Iceland. Deadline for proposals: 1 Dec. 1993 (Information: Jón Th. Thor, Njardargata 31, 101 Reykjavik, Iceland) |
| <i>1994</i> | | | |
| January 6-8 | 1994 Annual Meeting, Society for Historical Archaeology and Conference of Underwater Archaeology, Vancouver, BC; to coincide with the meeting of the ICOMOS International Committee on the Underwater Cultural Heritage and the Advisory Council on Underwater Archaeology; the Vancouver Maritime Museum, Vancouver, BC (Information: SHA-94, Dept. of Archaeology, Simon Fraser University, Burnaby, B.C. V5A 1S6) | Aug./Sept. | "Management, Finance and Industrial Relations in Maritime Industries," Session of the Eleventh International Congress of Economic History (Sponsored by the International Maritime Economic History Association), Milan, Italy (Organizers: David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England; and Dr. Simon Ville, Department of Economic History, Australian National University, GPO Box 4, Canberra, ACT 2601, Australia) |
| April 10-15 | ISOPE 94/PACOMS 94: 4th International Offshore and Polar Engineering Conference, combined with the 3rd Pacific/Asia Offshore Mechanics Symposium, Osaka/Kobe Japan (Information: Technical Program Committee [attn. Prof. Jin S. Chung], ISOPE, P.O. Box 1107, Golden, CO 90402-1107, USA [tel: 303-273-3673; FAX: 303- | October | "European Sailors, 1570-1870," Amsterdam (Information: Dr. P.C. van Royen, Afdeling Maritieme Historie, Ministrie van Defensie, Postbus 20702, 2500 ES s'Gravenhage, Netherlands) |
| | | Nov. 24-26 | Conference on "Shipping, Factories and Colonization," Royal Academy of Sciences, |

Brussels, Belgium. *Deadline for proposals is 1 July 1993* (Information: Organizing Committee, Shipping, Factories and Colonization Conference, Royal Academy of Overseas Sciences, Rue Defacqz, 1 bte 3, B-1050 Brussels, Belgium [tel: 32-2-538-0211; FAX: 32-2-539-2353])

1995

- March 30 - April 2 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- May World Fishing Exhibition
- June 11-16 ISOPE 95: 5th International Offshore and Polar Engineering Conference, The Hague, The Netherlands (Information: Technical Program Committee [attn. Prof. Jin S. Chung], ISOPE, P.O. Box 1107, Golden, CO 90402-1107, USA [tel: 303-273-3673; FAX: 303-420-3760])
- Aug. 27-3 Sept. International Congress of Historical Sciences, Montréal, P.Q., including the Congress of the International Commission for Maritime History on the theme "Ports, Port Cities and Maritime Communities." *Deadline for proposals is 31 October 1993* (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

1997

- August Eighth Conference of the Association for the History of the Northern Seas, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark

PERSONAL NEWS

LOUIS AUDETTE informs us that his "Naval Recollections" are now in the hands of a possible publisher. Their speedy appearance is something that we all look forward to. J.F. BOSHER looks at seventeenth-century French government efforts to establish a mercantilistic framework for French overseas trade in "The Imperial Environment of French

Trade with Canada, 1660-1685," an article which appeared in the January 1993 issue of the *English Historical Review*. An article by FRANK BROEZE on "Private enterprise and public policy: merchant shipping in Australia and New Zealand, 1788-1992" appeared in the *Australian Economic History Review*, XXXII, No. 2(1992); this was a special issue devoted entirely to the role of shipping in Australasian economic development. Frank also contributed an essay on "Naval History in Universities" to the Australian journal *Maritime Studies*, No. 66 (September/October 1992), 8-12. The name N. ROGER COLE will be a familiar one to many of our members who are ship model builders and who may therefore be regular readers of journals like *Ships in Scale* (now incorporated into *Seaways*) and *Nautical Research Journal*. Roger has been a ship model builder for a good part of his life, entering his work--and winning recognition--in international competitions, appearing on radio and television to discuss ship model building, and working under contract for several years in the Ship Model Shop of the Ontario Science Centre in Toronto. Roger recently joined the CNRS, and we therefore extend him a hearty welcome. Roger is currently writing a book on the building of his model of the *Lizzie J. Cox*, a Chesapeake Bay Bugeye, which was awarded a Certificate of Commendation for Excellence in Craftsmanship in the 1985 Ship Model Craftsman's Competition held in the Mariner's Museum, Newport News, Virginia. His most recent articles appeared in the January/February issue of *Seaways-Ships in Scale*; one examines "Marine Archaeology and the Model Builder," the other is entitled "Airbrushing--Time to Get Serious." He is also researching *Flower*-class corvettes of World War II and their US Navy counterparts, the *Temptress*-class gunboats. He is also interested in traditional working craft, their work and construction. At the moment he is working on a full-framed model of the current reconstruction/replica of the *Santa Maria*, based on plans and research by José Martinez Hidalgo and material prepared by Xavier Pastor. The model is in Colombian boxwood. Those who would like to meet Roger and discuss his work will have an opportunity later this year; he will be a speaker at the Nautical Research Guild Conference which will be held 8-10 October at the Marine Museum of the Great Lakes at Kingston. The CNRS also welcomes another new member, MARC CORMIER. Marc is interested in the late fifteenth-century voyages of John Cabot and the history of the islands of St. Pierre and Miquelon from that period on. He is also interested in the cartography of this region. FRED CRICKARD informs us that the fourth volume of *Niobe Papers* was published late in 1992 by Nautica Books; its focus is *Oceans Policy in the 1990s: An Atlantic Perspective*. Fred also indicates that the Centre for Foreign Policy Studies at Dalhousie University has just published *Canadian Marine Policy and Strategy: National Requirements*; Fred is the Project Manager for the

Canadian Marine Policy and Strategy Project. An article by **JAMES P. DELGADO** on "Recovering the Past of USS *Arizona*: Symbolism, Myth and Reality" appeared in *Historical Archaeology*, XXVI, No. 2(Fall 1992). Jim's book, *Dauntless St. Roch: The Mounties' Arctic Schooner*, has also been released recently; it was published by Horsdal & Schubart. Jim is now working on a book on SS *Beaver*, the Hudson's Bay Company steamer of 1835. It will also be published by Horsdal & Schubart; look for it in bookstores this summer. Jim is also in the final stages of an earlier project to write a technical and operational history of the midget submarine and manned torpedo programme of the Imperial Japanese Navy. **JAN DRENT**, together with John Hannigan and Oleg Shakov, is co-author of *Commercializing the Northern Sea Route: Implications for Future Development of Shipping Along the Mackenzie River*. The study was published by the Research Centre for Canada and the Soviet Successor States at Carleton University in Ottawa last December. **LEWIS "SKIP" FISCHER** is the Editor of a new series of books on maritime history which Routledge is publishing. The volume, *A History of Finnish Shipping* by Yrjö Kaukiainen, has just been released. Skip will also be one of those presenting a paper at this year's annual meeting of the CNRS in Toronto; Skip will speak on the theme "A Bridge Across the Water: The Contribution of Shipbrokers to the Development of Canadian Shipbuilding, 1855-1880." Congratulations to **BARRY GOUGH**, whose book, *The Northwest Coast: British Navigation, Trade, and Discoveries to 1812*, published last year by UBC Press and reviewed this month in *The Northern Mariner*, has been selected by both the History Book Club and the Book of the Month Club. Barry's article, "The End of Pax Britannica and the Origins of the Royal Canadian Navy: Shifting Strategic Demands of an Empire at Sea," is one of those included in *Canada's Defence: Perspectives on Policy in the Twentieth Century*, edited by R.G. Haycock and the late Barry Hunt. Though he has just turned 81, **NORMAN HACKING** tells us that he doesn't feel the years; he writes a monthly column for *Harbour and Shipping*, though he took time out last fall to visit London for two months. His articles on "Captain William Moore: British Columbia's Amazing Frontiersman," which appeared in the September and December issues of *The Sea Chest: Journal of the Puget Sound Maritime Historical Society*, will soon be published in book form by Heritage House Publishing of Surrey, British Columbia. Another article, entitled "Competition Between Princesses and Princes on the B.C. Coast," appeared in the Winter 1992-93 issue of *British Columbia Historical News*. An article on "The RCN and the Cuban Missile Crisis" by **PETER HAYDON** appears in Marc Milner (ed.), *Canadian Military History: Selected Readings*. **G.R. HENNING** participated in the recent issue of the *Australian Economic History Review*, XXXII, No. 2(1992) that was devoted to the role of shipping in Australasian economic development; his article

examined "The demise of the Tasmanian Steam Navigation Company, 1888-1891." The late **BARRY HUNT**, together with R.G. Haycock, his colleague at the Royal Military College, edited a collection of essays entitled *Canada's Defence: Perspectives on Policy in the Twentieth Century* which has now been released by Copp Clark Pitman. **TOM IRVINE** is a member of the Working Group on "Arctic Tanker Operations," sponsored by the Canadian Coast Guard. He is investigating, with its American inventor, the development, of an oil/water separation vessel for oil pollution clean-ups. Very successful tests have already been carried out by the US Coast Guard; Canada has no test facilities. The book by **WALTER LEWIS** and Rick Neilson of Kingston about the steamer *Kingston* should be available in bookstores by the time you read this. *Kingston* was launched in Montreal in 1854, burned in 1872, rebuilt as *Bavarian*, burned in 1873, rebuilt as *Algerian*, renamed *Cornwall* in 1904, rebuilt for salvage work in 1912, and eventually scuttled about 1930-1931 about ten miles outside Kingston. Rick found the wreck a couple of years ago, and Walter took up diving just to do the book. **EILEEN MARCIL**'s paper, "Brain over Brawn: The Patent Slip or Marine Railway in Canada from 1820 On," will be one of those presented in May at the CNRS annual meeting. After four years at the Directorate of History, DND, **ANN MARTIN** is making the transition from naval to maritime history in her new position as Archivist, Economic & Transportation Unit, State Military & Transportation Section, Government Archives Division, National Archives of Canada. Ann will be responsible for the records of Transport Canada, the Marine Branch and the Department of Railways and Canals. She can be reached at (613) 996-1076. **MARC MILNER** is the editor of a new collection of readings on *Canadian Military History* published by Copp Clark Pitman; the collection includes one of Marc's own essays, "The Implications of Technological Backwardness: The Royal Canadian Navy 1939-1945." **ERIC RUFF** is working on an article or possible talk based on a collection of charter parties from the *Southern Belle* which are held by the archives of the Yarmouth County Museum and Historical Research Library. This was before the vessel was sold to the Russians/Finns and before Gustav Ericson became her owner. Eric will also be contributing to the journal of the San Francisco Maritime Museum; the journal may devote an entire issue to materials about the *Balclutha* and one of her masters that were recently uncovered in the archives in Yarmouth. Joining other CNRS members at the annual meeting in Toronto next month will be **ALAN RUFFMAN**, who will present a paper with the intriguing title "Mrs. J.P. Brown's Visit to Halifax on the *Quinneseco*: A Titanic Remembrance Forgotten." **ERIC SAGER**'s new book, *Ships and Memories: Merchant Seafarers in Canada's Age of Steam*, is being released in April by UBC Press. The book draws on extensive interviews with the men who worked aboard

steamships between the 1920s and 1940s. An essay by **ROGER SARTY** entitled "Hard Luck Flotilla: The RCN's Atlantic Coast Patrol, 1914-1918," appeared in *Canadian Military History: Selected Readings*, edited by Marc Milner. **MAURICE SMITH** will speak on "German and Milne, Naval Architects: Ships and Policies for Canadian Waters" at the annual CNRS meeting in Toronto. **JOHN STANTON** writes to say that there is "every reasonable possibility" that his latest book, *My Past Is Now*, will be published this year. An article by **JOHN SUMMERS** entitled "Wooden Ships and Iron Magazines: The Remarkable Rise of *Wooden Boat*" appeared in the Fall 1992 issue of *Material History Review*. In February 1993, John participated in a workshop sponsored by the Canadian Canoe Museum in Peterborough, Ontario. The workshop, which was attended by museologists, boat-builders and small craft specialists, provided information to the board and directors of the Canoe Museum as they begin their planning process for developing the museum. Summers delivered a short presentation on the benefits of membership in the CNRS. In May, **ROLAND H. WEBB** will present a paper on "The Rise and Demise of Vancouver's Biggest Shipyard" at the CNRS annual meeting in Toronto.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

CANADIAN WAR MUSEUM (Ottawa, Ontario)

Further to information provided in our last issue, the Canadian War Museum presented the full Colours for the Australian reconstruction of the Bark *Endeavour*, Captain Cook's vessel at a pleasant ceremony at the museum on 17 February, with the Australian High Commissioner, Mr. David Spencer, accepting the gift, consisting of a 1768-era Red Ensign, Commissioning Pennant, and Union Jack. The High Commissioner mentioned at length Cook's "coming of age" in Canadian waters and the special links he represents between the two countries.

JOYNER LIBRARY, SPECIAL COLLECTIONS DIVISION, EAST CAROLINA UNIVERSITY (Greenville, North Carolina)

A recent issue of *Stem to Stem*, the newsletter of the East Carolina University Maritime History Program, described the holdings of particular interest to naval and maritime historians in the Special Collections Division of the university's Joyner Library. The Special Collections Division brings under one administrative roof an extensive manuscript and archival collection. A principal focus of this collection is military history, with an emphasis upon naval history. In fact, ECU's maritime collection is one of the top repositories of its kind outside of Washington, DC. Chronologically, most of

the naval papers date from the twentieth century, though some go back to the 1820s. There are extensive data on the war-time navy, especially for World War II, in the form of letters, diaries, oral history memoirs, and photographs. As well, there is a large amount of information on naval policy and actions during the interwar years. Several recently acquired collections that concern naval history include:

--**George Leland Dyer Papers.** Dyer, a graduate of the US Naval Academy at the end of the Civil War, served the navy from the 1870s until the early 1900s. He was stationed in the Caribbean in the 1870s, was naval attaché to Spain at the outbreak of the Spanish-American War, commanded a ship in the blockade of Havana Harbour, and held the rank of Governor-General of Guam. His papers include over two thousand hand-written letters to his wife.

--**S.W. William Ruschenberger Papers.** Ruschenberger was a naval surgeon from the 1820s until the Civil War. His correspondence and journals reflect not only the policy of the US Navy in South America and China, but also the customs and cultures of that period.

--**Dallas Longe Collection.** Recently obtained and currently unprocessed, these files deal with the USS *Ticonderoga*, an aircraft carrier stationed in the Pacific during World War II; she survived two direct hits by Japanese kamikazes, thanks to the heroic efforts of her captain and crew, many of whom died in the process.

In addition to maintaining personal collections such as those described, Special Collections is also the official repository for several professional naval organizations. It is the official repository for the **US Naval Academy Class of 1941**, the last graduating class before the outbreak of World War II. Available to researchers are the papers and oral histories of approximately one-quarter of the Class of 1941. Special Collections also maintains the files for the **Destroyer-Escort Commanding Officer's Association**. This group is unique among naval associations, for its members are primarily civilian seafarers who entered the navy in World War II for destroyer-escort duty. Finally, the US Coast Guard Auxiliary has designated Special Collections as one of its official depositories. Currently, the collection boasts over one hundred cubic feet of records from all fifty states, dating from the Auxiliary's inception in 1941. These records are primarily in the form of minutes and newsletters.

For maritime historians, the Manuscript Collection maintains the papers of a number of traders and travellers, including **William Sheppard** and **Samuel Fowle**; much of these data concern coastal shipping, fishing, and commerce in coastal North Carolina. The **Baron William Henry Von Ebenstein Papers** discuss international travel, whaling, sealing, and shipwrecks in the 1840s. Finally, the Manuscript Collection has several logbooks in its holdings, including one from the

ship *Thetis*, which dates from the late eighteenth-century.

In addition to the Manuscript Collection, the Rare Books Room and North Carolina Collection contain some information for the naval and maritime historian as well. The Rare Books Room boasts numerous maritime travel accounts and books on the pre-twentieth-century navy. Included in its holdings are a magnificent set of *Cook's Voyages*, and naval books such as *Naval Temple* and *Sailor Life on Man of War & Merchant Vessel*. The North Carolina Collection, which became part of Special Collections last year, is concentrating on building a strong base of Eastern North Carolina history. Its expanding collection will undoubtedly include information on maritime affairs, fishing, and commerce in the region.

The future will bring even greater prestige and resources to Special Collections. The Joyner Library hopes to expand soon, and to move Special Collections into new quarters. Its new facilities will feature greatly enlarged stack space, an enlarged, circular search room with closed-circuit security cameras, a full conservation lab, and increased staff.

MAINE MARITIME MUSEUM (Bath, Maine)

The museum hosts the twenty-first annual Maritime History Symposium 30 April to 2 May, at which a number of very interesting papers are being presented. On the first full day of sessions, Oswald Brett will speak on the marine artist Charles Robert Patterson. David Walker, who is Research Associate at the Maritime Museum of the Atlantic in Halifax, will speak on "Building Rum-Running Vessels in Nova Scotia, 1927-1933." David MacGregor will be present from London to provide "A Comparison of British and American Clippers Built in the Years 1850-1855." Roger Duncan will speak on "Maine Fisheries in the Twentieth Century," while James Harvie will describe emergency repairs to the liner *Queen Elizabeth II* following her grounding. On the final day of the symposium, Paul Burlin will present a paper on the politics of Arthur and Harold Sewall, followed by a paper by Ralph Linwood Snow entitled "Oh *Shenandoah*: Captain James F. Murphy, the 'Daughter of the Stars,' and the End of the Age of Deepwater Sail."

MANITOWOC MARITIME MUSEUM (Manitowoc, Wisconsin)

The museum's new special exhibit, "United for Victory: At Home and Under the Sea," opened in February and continues through until 31 December, 1994. This World War II exhibit focuses both on the homefront and on submarines at war, giving recognition to the more than one hundred vessels built for the war by the Manitowoc Shipbuilding Company

and Burger Boat Company, including twenty-eight submarines. A centrepiece for the exhibit is the periscope from USS *Tautog*, which was credited with sinking twenty-six ships during the war, more than any other vessel in the US Navy. The museum has also received a \$175,000 grant from the National Endowment for the Humanities which will be used for a special exhibit on Great Lakes commercial fishing that is planned to open in February 1995. Entitled "Great Lakes Commercial Fishing: Harvesting the Inland Seas," the exhibit will travel to other museums, beginning a three-year tour in 1997 once it is taken off display in Manitowoc.

MARINE MUSEUM OF UPPER CANADA (Toronto, Ontario)

Marine Museum Assistant Curator John Summers has been conducting research on yachting on Lake Ontario from 1850 to 1890, with a particular emphasis on the cutters of the Scottish designer G.L. Watson and their effect on Great Lakes yacht design. He has been presenting a slide lecture based on this research at local yacht clubs since January.

In July Canada's second new Patrol Frigate, HMCS *Toronto*, will be commissioned in her namesake city. The Marine Museum will participate in this ceremony by returning to the vessel the ship's bell from HMCS *Toronto* (I), which was commissioned in 1944 and transferred to the Norwegian Navy in 1959. Accompanying the bell will be a plaque which reads: "The ship's bell of HMCS *Toronto* presented to the City of Toronto on behalf of the Department of National Defence as a memento of gratitude for comforts supplied the ship's company by the citizens of Toronto during the Second World War."

In September 1992, CNRS Council members Garth Wilson and John Summers taught a course entitled "Preserving Maritime Heritage" under the auspices of the Cultural Resource Management programme at the University of Victoria. The course, which Wilson and Summers developed, covered all aspects of maritime heritage preservation, from museums to historic ships to underwater archaeology.

Plans are underway for an exhibit to be installed in the fall which will demonstrate the lines-taking process for historic watercraft. Entitled "Understanding a Boat," the exhibit will feature, in succession, different small craft from the museum's collection and provide both a display and workspace in which staff and volunteers can carry out documentation.

Recent acquisitions include 1930s engineering drawings for the museum's tug *Ned Hanlan* and other Toronto tugs, five works of contemporary marine art from the museum's summer 1992 art show, artifacts from the CSL passenger steamer

Noronic which burned in Toronto in 1949, and a model Toronto Harbour iceboat.

On 7 August, 1993, the City of Toronto's bicentennial will be commemorated by the landing of Lieutenant-Governor John Graves Simcoe and his party in Toronto Harbour. The Simcoes will be portrayed by descendants of John and Elizabeth Simcoe and will be greeted on shore by the Hon. Hal Jackman, present Lieutenant-Governor of Ontario and historical reenactment troops uniformed as Napoleonic-era soldiers. This is one of several events planned throughout the summer to commemorate the 200th anniversary of the City's founding as the Town of York in 1793. More information about *Toronto 200* events is available from the Toronto Historical Board, Exhibition Place, Toronto, Ontario, M6K 3C3.

VANCOUVER MARITIME MUSEUM (Vancouver, British Columbia)

A new slate of officers was elected for 1993-94; they are Robyn Woodward (President), David Bond (Vice-President), Hector Williams (Secretary), and John Stonier (Treasurer). As well, construction of the new W.B. and M.H. Chung Library has been completed. Work is now progressing on the cataloguing of the collection and the creation of a new photographic archives. The collection is being reevaluated for insurance purposes. The major initiative for 1993 is the revamping of the curatorial area, including modern storage systems and the development of off-site storage.

In April the museum hosted a gala West Coast exclusive premier of the IMAX film *Titanica*. Next January, the museum will host the 1994 meeting of the ICOMOS International Committee on the Underwater Cultural Heritage, to coincide with the annual conference of the Society of Historical Archaeology and the Advisory Council on Underwater Archaeology.

YARMOUTH COUNTY MUSEUM and HISTORICAL RESEARCH LIBRARY (Yarmouth, Nova Scotia)

The archives recently uncovered some hidden treasures in its holdings. While checking on one of the masters of the *Balclutha* for that vessel's current owners, the San Francisco Maritime Museum, the archives discovered that they had that particular captain's discharge certificates for each vessel in which he served as well as his personal account book for expenses incurred by vessels that he commanded, including *Balclutha*. This book also contained the full specifications and outfit of the *Balclutha* which Captain Morrell had copied by hand. The museum also had a portrait of Captain Morrell as well as one of the vessel (indeed, the Yarmouth County

Museum and Archives believes that it has the second largest ship portrait collection in the country and certainly the largest number on display). Except the portrait, all this was new material to the San Francisco Maritime Museum, and has led to much interaction between the two institutions.

AROUND CANADA'S MARITIME ORGANIZATIONS

CANADIAN CANAL SOCIETY (St. Catharines, Ontario)

The annual meeting of the CCS will be held 28 May at the St. Catharines Museum, complete with programme, museum tour, and reception. The next day, there will be a full-day tour of the Grand River Canal, a project of the Grand River Navigation Company (1832-1861) which undertook to canalize parts of the Grand River as part of the developing canal network of the time. The tour will cover canal-related communities and points of interest between Port Maitland and Caledonia on the Grand River, including the lock and harbour at Port Maitland, Stromness, Dunnville, the Feeder, Gypsum Mines, Cayuga, the lock at Indiana, York, Sim's Lock, Seneca, and Caledonia. The tour is being coordinated by CCS Past President John Burtiak and Colin Duquemin.

BACK-ISSUES FOR SALE

Are there particular issues of *The Northern Mariner/Le Marin du Nord* or *ARGONAUTA* that you would like to buy, perhaps to complete a broken run or to give as a gift? Perhaps you would like to encourage a friend to become a member of CNRS? If so, you might be interested to learn that a limited number of back issues of our journal as well as of our newsletter are available for purchase; the cost is \$10 each for *The Northern Mariner* and \$1 each for *ARGONAUTA*. However, please note that not all issues are available. You should therefore write first to the Editors to identify the issue in which you are interested. We shall then let you know how to proceed further.

CANADIAN NAUTICAL RESEARCH SOCIETY
1993 ANNUAL CONFERENCE AND GENERAL MEETING

TORONTO, ONTARIO
27-29 MAY 1993

On

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

THURSDAY, 27 MAY

Time	Event	Location
2-8 PM	Registration	Toronto Harbour Commission (THC), 3rd Floor
2 PM	Editorial Board	THC, 2nd Floor, Boardroom
3 PM	CNRS Executive	THC, 2nd Floor, Boardroom
7:30 PM	Reception	Hotel Victoria

FRIDAY, 28 MAY

8 AM-Noon	Registration	THC, 3rd Floor
9-11:45 AM	Papers	THC, 3rd Floor
11:45-1:45 PM	Lunch and Tour	Aboard the schooner <u>Chippewa</u>
2-5:15 PM	Papers	THC, 3rd Floor
7:30 PM	Awards Banquet	THC, World Trade Centre Restaurant

SATURDAY, 29 MAY

9-11:30 AM	Papers	Marine Museum of Upper Canada
11:30-12:30 PM	CNRS AGM	Marine Museum of Upper Canada
12:45-2:15 PM	Lunch & President's Address	Marine Museum of Upper Canada
2:30-4:30 PM	Tour of <u>Haida</u>	<u>Haida</u>
4:30 PM	Conference Concludes	

Further details and registration information is available from John Summers, CNRS Conference Organizer, Marine Museum of Upper Canada, Exhibition Place, Toronto, Ontario M6K 3C3 (Telephone: 416-392-1765; FAX: 416-392-1767).