

ARGONAUTA

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ARGONAUTA

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ARGONAUTA EDITORIALS

(I)

It was an historic occasion in Toronto last May. After three years of yeoman service and considerable accomplishment, Alec Douglas stepped down as President of the CNRS. As our newest Past President, he will continue to provide us all with guidance, advice and involvement, while Faye Kert assumes the mantle of leadership of our organization. Hers is a challenging task as we seek new members and steer our course into greater financial security. Our annual meeting was also the occasion to honour Gerry Panting, himself a past president, for the enormous contribution that he has made to the CNRS generally and to our publications in particular; the members bestowed upon him the status of Honorary Editor. This is recognition that is overdue for a man who, at great personal sacrifice and unstinting effort, has played a key role in making the CNRS and its publications the success they are today.

Yet, without diminishing the importance of what Alec,

Gerry, and others have accomplished, in the final analysis the success of the CNRS is largely due to the members themselves. They can be proud of what has been achieved in just over ten years. From a small core of dedicated nautical researchers the CNRS has grown into a substantial organization extending to almost every continent. They support not one but two very fine publications, while our annual general meetings provide a venue for some excellent papers, as the abstracts of this year's papers, found elsewhere in this issue, will attest.

Such achievements did not come without a price; membership dues increased two or three times, and at this year's annual general meeting, they increased again. Was such an increase necessary? Apparently yes, for the increase was approved unanimously. Everyone present apparently recognized the obvious: despite past increases, our costs continue to exceed our income – just take a good look at the Treasurer's Report in this issue. Even with the generous support and assistance of Memorial University of Newfoundland, the cost of producing our publications is substantial. A dues increase was therefore necessary if we are going to continue to deliver the high quality services that our members receive. Moreover, compared with the cost of other maritime organizations and their journals, ours remains a true bargain. Finally, until the end of 1993, you can still renew for up to three years at the old rate!

What will you get for these higher dues? *ARGONAUTA* will still be a newsletter of substance, both in quality and in heft. Indeed, it is arguably the best maritime newsletter in the world today. *The Northern Mariner* also improves with every issue. The number of articles will increase per issue and, beginning with the July 1994 issue, all articles will be refereed. This will *not* make the journal inaccessible, but will fulfil our mandate, to promote nautical research, by giving each article (yours, mine, and everyone's) a rigorous but constructive critique, so that we can all become better researchers. Finally, we shall reserve a couple of pages for correspondence. This issue of *ARGONAUTA* carries a letter from an author who felt that his book had not been fairly reviewed in our journal; in addition to his remarks about the review, he complained that his letter should have appeared in *The Northern Mariner*. We agree. While we could not carry his letter in the journal this time, henceforth there will be space reserved in *The Northern Mariner* for such letters. In short, the extra \$5 per year will allow our publications, like our organization, to continue to grow, to improve, to find new ways to promote nautical research. Is this not why we all joined the CNRS in the first place?

PRESIDENT'S CORNER

By Faye Kert
Ottawa, Ontario

As I sat down to write my first "corner" as President of the CNRS, I could not help but think about what membership in this society over the past ten years has meant to me, and to reflect on what CNRS continues to offer us all. Among our more than three hundred individual and institutional members are men and women with a vast wealth of knowledge and experience in things maritime. Some have spent large portions of their lives at sea in the navy, merchant, or other service, while others have done their seafaring in archives, classrooms or museums. There are naval architects and those who design their vessels to a smaller, but just as exacting a scale. We have members who are interested in a wide range of nautical subjects from dinghies to dockyards, and virtually every historical period. The scope of nautical research embraced by members of this society touches the coasts and inland waters of this country and reaches around the globe. In short, the CNRS links members to an international network of people who are as richly diverse and interesting as their research.

Through the medium of *ARGONAUTA* and *The Northern Mariner/Le Marin du nord*, we can share our ideas, exchange information and expand our knowledge. Over the years, I have met or corresponded with numerous kindred spirits whose valuable gifts of information and observation have saved me many hours of research time.

Membership in an organization such as CNRS involves certain obligations on both the society and the members. Establishing CNRS as a national organization with an academically respectable journal on a solid financial footing has been a ten-year task. Lest we begin to rest on our laurels, we must continue to secure the society over the next decade. For this reason, when the subject of dues increase for 1994 came up at the Annual General Meeting this year, the executive were reluctant to add to the cost of membership, but recognized the need to avoid a deficit situation. Their solution, approved unanimously by the members, was a compromise of true fiscal diplomacy. The bad news is that on 1 January, 1994, dues for both individual and institutional members will increase by \$5 to \$30 and \$55 respectively. The good news is that those renewing their memberships before 31 December, 1993 may do so for up to three years at the current rate of \$25 per individual or \$50 per institution.

For those of us who would be lost without the newsletter, the excellent articles and book reviews in our journal, and who wait patiently for the Maritime Bibliography and the

annual conference, this is a wonderful opportunity to fight inflation and avoid several years' worth of reminder notices!

During this year's superb annual meeting in Toronto, members taking a tour of Toronto Harbour were instrumental in saving a homeless woman who accidentally fell into the still-icy waters of the harbour within sight of our boat. The harbour police arrived just as several members were helping the captain pull the woman to safety, and two policemen then completed the rescue while we continued our tour. It was a sobering moment, and a lucky one that we happened to be there at the right time. Watching my fellow members move from researchers to rescuers calmly and professionally made me doubly proud to be part of such a group. While I cannot claim that being a member of CNRS will save your life, I can assure you that it will make a difference.

LIAISON COMMITTEE REPORT

By Fraser M. McKee
Markdale, Ontario

1992-1993 was a singularly quiet one for this Committee. While some memos were sent out exhorting action and correspondence from the regional representatives, little came back, at least to the Chairman! It is hoped, though, that some return notes or articles went directly to the respective editors of the newsletter and *The Northern Mariner*, as I suspect happens. [No, Fraser, unfortunately, it happens neither often enough nor regularly enough! The Eds.] I know of several direct contacts with the editorial staff and the members of this Committee, particularly at the Coasts.

The main success has been in gaining a useful contact and liaison in the Northwest Territories. Richard Valpy of the Prince of Wales Heritage Centre in Yellowknife has already submitted a commentary on maritime research in his region, forwarded to the editors, which is a very good example.

It might help the Liaison Committee if gains and losses of members, by region, or even in bulk, could be forwarded to the Chairman. From this he could congratulate the successful (*sic*) Liaison region reps., and exhort further the "losers"!

MINUTES OF THE ANNUAL GENERAL MEETING
The Marine Museum of the Great Lakes,
Toronto, 29 May 1993

Present: W.A.B. Douglas (President); Olaf U. Janzen (First Vice-President); M. Stephen Salmon (Second Vice-President); G. Edward Reed (Treasurer); Faye Kert (Assistant Treasurer); Lewis R. Fischer (Secretary); Marven Moore (Councillor); John Summers (Councillor); Garth S. Wilson

(Councillor); G.T. John Barrett; N. Roger Cole; James P. Delgado; Peter B. Edwards; David Fry; John D. Harbron; C.B. Koester; Eileen R. Marcil; David J. McDougall; Michael Moir; Gerald E. Panting; Alan Ruffman; Maurice D. Smith; David A. Walker; Paul C. Webb; Roland Webb; Donald Withrow.

Call to Order: The meeting was called to order at 1145 by Dr. W.A.B. Douglas, President of the Canadian Nautical Research Society. He expressed his thanks on behalf of the Society to the organizers of the conference and Annual General Meeting, and especially to the staff of the Marine Museum of the Great Lakes. He also thanked the Toronto Harbour Commissioners for making facilities available for Thursday and Friday.

1. Agenda

AGREED (1993/01) to approve the agenda as circulated, with the addition of the Report of the Archives Committee as item 10. (Janzen, Salmon)

2. Minutes of the 1993 AGM

AGREED (1993/02) to adopt the minutes as circulated and printed in the July 1992 *ARGONAUTA*. (Wilson, Janzen)

3. Business Arising

None.

4. President's Report

The President discussed the activities of the Maritime Awards Society of Canada, with which the membership had approved an affiliation at the 1992 AGM. He praised the organization's "vision statement" and urged members to support the effort of MASC.

The President also indicated that he had written to federal and provincial officials regarding wrecks legislation. To ensure that our efforts were most effective, he had asked Robert Grenier of Parks Canada to comment on a draft of the letter.

5. Treasurer's Report

The Treasurer reviewed the financial reports and the 1993-94 budget (summaries appear separately below). As of 30 April, the Society had 245 members (208 individuals and 37 institutions), while at the same time last year the membership was 237 (203 individuals and 34 institutions). He pointed out that these increases, while modest, were considerably greater than

the growth of the economy as a whole. He added, however, that at the end of 1992 CNRS had 266 members, thirty of whom had not yet renewed. The Treasurer also discussed the proposed budget through 30 June 1994 and expressed concern about the possibility of a deficit.

AGREED (1993/03) to accept the financial statements and to approve a budget for the fiscal year ending 31 December 1993 providing for total operating expenditures by the Society of \$11,900 and a budget for the six months ending 30 June 1994 providing for total operating expenditures by the Society of \$8850. (Reed, Delgado)

AGREED (1993/04) that effective in 1994 the subscription be increased by \$5 per annum for both individual and institutional memberships, with the option to renew at 1993 rates for up to three years, subject to prepayment by 31 December 1993. (Reed, Delgado)

AGREED (1993/05) that J.W. Bigelow be reappointed as auditor at a stipend not to exceed \$100. (Reed, Ruffman)

6. Secretary's Report

The Secretary reported that the 1994 Conference and Annual General meeting will be held in conjunction with the North American Society for Oceanic History in Vancouver and Victoria, 25-28 May 1994. He also reported that the Executive had appointed Thomas Beasley and James Delgado to handle local arrangements, with the power to draft a representative from Victoria. Garth Wilson and Barry Gough have been named to the program committee, along with two representatives from NASOH; this committee will select the theme of the conference, which will be announced in *ARGONAUTA* as soon as possible.

The Secretary also reported on the planning for the 1995 AGM, which will be held in Montréal in conjunction with the International Commission for Maritime History's quinquennial congress. The theme of the conference will be "Ports, Port Cities and Maritime Communities." He reported that the Executive had agreed to sponsor the attendance of a Young Researcher, who will present a paper in a special session of the congress. A special Trust Fund is being established to hold donations for this purpose. Fischer also reminded members that paper proposals had to be submitted no later than 31 October 1993.

7. Report of the Editorial Board

Steve Salmon reported that the Executive had approved the Board's terms of reference. He also informed members that the Society had provided half the funding for a new laser

printer for the production of the Society's publications and that beginning in 1994 complete publishing information would be provided on the spine of *The Northern Mariner/Le Marin du nord*.

The Chair also reported that the Board had appointed Gerald Panting as Honorary Editor of the Society's publications in recognition of his seminal role in their production. The Board had also approved a special issue of *The Northern Mariner/Le Marin du nord* in Gerry's honour; this will appear in July 1993.

AGREED (1993/06) to thank the editors and managing editor of *The Northern Mariner/Le Marin du nord* and *ARGONAUTA* for their efforts during the past year. (Salmon, Kert)

8. Report of the Liaison Committee

In the absence of the Chair, the President read the report submitted by Fraser McKee. He reported that the committee's work is continuing but that progress for the year has been slow. He reminded Council, however, that the recruitment of a liaison member for the Arctic (Richard Valpy) was an important achievement.

AGREED (1993/07) to accept the report of the liaison committee. (Salmon, Smith)

9. Report of the Nominating Committee

Garth Wilson reported that although the committee had solicited nominations, there were in fact no contests for any positions this year. For this reason, the committee had decided not to conduct a mail ballot. He lamented this state of affairs and hoped that it would not be repeated next year.

The Nominating Committee recommended the following officers for 1993-94:

Past President:	W.A.B. Douglas
President:	Faye Kert
First Vice-President:	Olaf U. Janzen
Second Vice-President:	M. Stephen Salmon
Secretary:	Lewis R. Fischer
Treasurer:	G. Edward Reed
Councillors:	Fraser M. McKee
	Marven Moore
	John Summers
	Garth S. Wilson

AGREED (1993/08) to accept the report of the Nominating Committee. (Reed, Summers)

[At this point Faye Kert took the chair.]

AGREED ENTHUSIASTICALLY (1993/09) to thank W.A.B. Douglas for his contributions to the Society, not only during his three years as President but also since the inception of CNRS. (Wilson, Salmon)

10. Report of the Archives Committee

Steve Salmon reported that he has begun to recruit members for the committee. Thus far, Heather Wareham, Walter Lewis, Peter Robertson and Ken Mackenzie had agreed to serve, and other members are being sought.

11. Any Other Business

AGREED (1993/10) to instruct the Secretary to send a letter to Dr. Michael Staveley, whose term as Dean of Arts at Memorial University of Newfoundland will end this summer, thanking him for his support of CNRS and its publications. (Janzen, Salmon)

AGREED (1993/11) that winners of the Matthews Awards be given as a prize a one-year membership in the Society or a one-year extension if already a member. (Janzen, Salmon)

AGREED (1993/12) to instruct the Secretary to thank the conference organizers and their staffs. (Ruffman, Douglas)

AGREED (1993/13) to instruct the Executive Council to consider the establishment of an Underwater Archaeology Committee. (Delgado, Janzen)

AGREED (1993/14) that the Editorial Board be instructed actively to encourage submissions related to replica vessels. (Smith, Delgado)

AGREED (1993/15) that encouragement be given to a column in *ARGONAUTA* on the issue of the preservation of historic ships. (Delgado, Summers)

12. Adjournment

AGREED (1993/16) to adjourn. (Delgado, Wilson).

The meeting was formally adjourned at 1305.

Respectfully submitted
Lewis R. Fischer, Secretary

CNRS FINANCIAL STATEMENTS

CNRS Statement of Operations for the Nine Months

Ended 31 December 1992

REVENUE

Membership Fees (including some prior year)	\$7512
Donations	99
1992 Conference	3265
<i>The Northern Mariner</i> (sale of single copies)	20
Interest	187
Foreign Exchange	18
GST Rebates	<u>139</u>
	11240

EXPENDITURES

<i>The Northern Mariner</i> (including reprints)	\$4680
ARGONAUTA	932
1992 Conference	3994
Administrative Expenses	196
Audit	100
Bank Charges	<u>68</u>
	9970

Excess of Revenue over Expenditures 1270

CNRS Budget for the Fiscal Year Ending 31 December 1993

REVENUE

Dues--Individual	\$5500
Dues--Institutional	2000
Donations	300
Conference	3250
Interest	565
Foreign Exchange Gains	60
GST Rebates	<u>415</u>
Total Revenue	12090

EXPENDITURES

ARGONAUTA	\$1500
<i>The Northern Mariner</i>	6300
Conference	3250
Keith Matthews Awards	175
ICMH Dues	300
Other Administrative Expenses	<u>375</u>
Total Expenditures	11900

Projected Surplus for the Year \$190

ARGONAUTA MAILBAG

Sirs:

I am probably not the only member who has answered Richard Pennell's letter in the October 1992 ARGONAUTA and enlightened him on the subject of hermaphrodite brigs. His query is interesting in that it raises the question of the development of the two-masted vessel with square sails, and perhaps some readers might be interested in the short article appearing elsewhere in this issue, regarding English and French terms (I have confined myself to the different types of rig: the names of the sails and the components of the standing and running rigging would be a much larger matter). I would be grateful to anyone who might add to it by giving the Dutch, German and Scandinavian terms for these rigs during the period of their development in the seventeenth and early eighteenth centuries. Thank you.

Douglas Maginley

Box 328

Mahone Bay, Nova Scotia

B0J 2E0

Sirs:

In their work on, or in reading about, maritime history, have any members come across anyone who has done significant work analyzing the marine arrivals/departures at various ports? I have a sampling of years for the ports of Kingston and Buffalo that I gathered to support my doctoral research, and I have a few, fairly specific questions about the data, but I am interested in what other people have done.

Walter Lewis

151 Churchill Road South

Acton, Ontario

L7J 2J5

Sirs:

Here are a few more additions to my barge inventory (see *Ex-sailing Vessel Barges* in the January ARGONAUTA and the letter to the editors in the April issue):

1. Ship: Iron ship *Waikato*
Barge: CPR coal barge *Coronado*
Fate: sank Georgia Strait, 1913
2. Ship: ship? *Donald D.*
Barge: *Donald D.*
Fate: unknown

3. Ship: wood barque *John C. Potter*
Barge: *John C. Potter*
Fate: beached on Cunningham Island, 1929
4. Ship: wood ship? *Pazuta*
Barge: *Pazuta*
Fate: wrecked Tlell River, Queen Charlotte Islands, 1928
5. Ship: Wood five-masted auxiliary schooner, *S.F. Tolmie*
(a sister ship to *Laurel Whalen* and *Malahat*, built in 1920-21)
Barge: *S.F. Tolmie*
Fate: wrecked near Victoria harbour, B.C., 1944.

A correction concerning the ship/barge *Balasore* that was listed in the January, 1993 *ARGONAUTA*—I now find that her barge name was *Monongahela*.

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

Sirs:

I am interested in locating crew lists for a number of English whaleships which sailed from London between 1829 and the late 1840s. If anyone can help me or pass my request on to someone who can, I would be most grateful. I am quite willing to pay costs for any copying, etc. which may need to be undertaken. The ships in question are:

SHIP	VOYAGE	SAILING DATE
<i>Matilda</i>	1st	6 Sept., 1829
	2nd	6 July, 1832
	3rd	21 October, 1836
	4th	4 June, 1841
<i>Harpooner</i>	1st	19 November, 1830
	2nd	24 Sept., 1833
	3rd	25 April, 1837
	4th	5 April, 1842
<i>Vigilant</i>	1st	18 October, 1831
	2nd	30 October, 1835
	3rd	6 March, 1839
<i>Narwhal</i>	1st	22 December, 1835
	2nd	15 May, 1839
	3rd	28 December, 1841
	4th	14 February, 1845

	5th	9 May, 1849
<i>Eleanor</i>	1st	2 August, 1833 (left London late July)
	2nd	16 November, 1836
	3rd	11 October, 1840
<i>Active</i>	1st	29 May, 1838
<i>Rifleman</i>	1st	23 October, 1837
	2nd	13 October, 1841

With thanks in advance,

Dale Chatwin
GPO Box 2165
Canberra ACT 2601
Australia

Sirs:

My current research project involves the career of Frederick William Wallace (1886-1958) of *Wooden Ships and Iron Men* fame. His father was a captain in the Allan Line based in Glasgow. One of the areas of particular interest to me is the kind of life that young Fred would have had growing up in Govan, Ibrox, and Langside (all now suburbs of Glasgow) at the turn of the century. My angle is that Fred was raised to admire men who made their way up the hard way at sea — and was frustrated because by the time he reached adolescence that way of life was largely past. I think he went out with the Banks fishermen in part in order to prove himself in the way he had been raised to respect. Is there anyone who specializes, or knows someone who specializes, in the shipping and passenger trade out of Glasgow or in the seafaring community there? With thanks in advance,

M. Brook Taylor
831 King Street
Bridgewater, Nova Scotia
B4V 1B7

Sirs:

I am seeking pertinent information concerning a ship that was wrecked in 1828 on the sand dunes of the French islands of St. Pierre and Miquelon. Several local sources revealed that this ship, the *Fulwood*, left Halifax on All-Saints Day in 1828 under the command of Captain Morrison and intended to reach Great Britain. Unfortunately the ship ran aground between the Miquelon islands after the crew mutinied. It seems that the mutiny had something to do with the gold

shipment it was carrying. All else that is known is that the mutineers were later returned by French authorities to an English vessel that left for England via St. John's in December of that year, and that they may have been executed in Portsmouth. Any information regarding this event, or information leading towards the subject would be most welcome. Thank you in advance.

Marc Cormier
77 St. Clair Avenue East, #1006
Toronto, Ontario
M4T 1M5

Sirs:

Does any out there know of any sources covering the conversion of merchant ships for commerce raiding by the Italian navy in World War II? I came by some information in passing, in a volume on German raiders, but have not been able to gather any details as to how these vessels were converted, tonnage, armament, tactics, successes (if any), narratives, maps, detailed ship drawings, photos etc. Thanks

Joe Bialek
1/53 Neilson Library
Smith College
Northampton, MA 01063

e-mail: Jbialek@smith.smith.edu

Sirs:

Not long ago one of your reviewers did some mischief to a book I wrote and I'd like to respond to that and to the way books are reviewed in *The Northern Mariner*. My book, *River's Edge: Reprobates, Rum-runners and Other Folk of the Thousand Islands*, was soundly trounced in the January 1993 issue of the *Mariner*. The reviewer said, among other things, that the book was poorly indexed and had historically inaccurate information. The review appeared at the same time as an editorial in *ARGONAUTA* which said that it is the job of *The Northern Mariner* to expose poorly written popular books. According to the editorial, the bad, popular books "aimed at an uncritical general public"—which I take my book to be—are driving good books out of the market.

I don't know if anything I have written has driven a scholarly book out of the market, but, if it has, I think the fault lies in the scholarly book for not being able to appeal to readers in general. As a writer, my first concern is winning an audience and after I have won an audience, I know that whatever I have to say has a chance of being heard. I therefore make no secret of writing popular books as opposed to scholarly ones.

However, I don't expect, as a popular writer, to be criticized on my ability to meet the demands of scholars who are not my primary readers. Popular books and scholarly books are two different types of writing which should be weighed by their ability to deliver inside their class. Otherwise, by definition, a popular book will be a poor work of scholarship, and a scholarly book will not measure up to the standards of popular literature. That doesn't mean that you can't criticize a popular book—mine included—for being based on unsound principles. It just means that you shouldn't confuse it with other types of literature when making a judgement about it.

And that brings me to the review of my book. The premise of the review was that, as an author, I didn't step in often enough to challenge the people being profiled and correct their faulty scholarship. The reviewer chose as an example a person who claimed his French ancestors were in the Thousand Islands in the 1600s. It is plausible that they were in the area, since the records of the Jesuits show that the family was in Port Royal in 1610 and that they were traders in furs. However, the reviewer's point was that the family couldn't have been in Kingston a few years after 1610 because Kingston didn't exist. He made the point by saying that Kingston wasn't founded until 1673. Of course, he was out by a hundred years, since the site wasn't actually settled by United Empire Loyalists until 1784 and the name Kingston didn't come into use until about 1788. What the reviewer didn't realize is that the fellow I interviewed used a common habit of speech to identify the place he was talking about. He used "Kingston" the same way that someone might refer to the historical site of York as Toronto. Because I was writing a popular book for a general audience, there was no point in footnoting this reference. What preoccupied me as an author was maintaining the integrity of the flow of the story.

Setting all this aside, the main point of the reviewer was that I should have refereed more stringently the people I was interviewing. What he didn't tell your readers was that in the example he chose I interceded in the narrative several times to say that some of the stories sounded as though they'd been told at a bar too many times and that I found them hard to believe myself. The same man in the book also claimed, among other things, to have drowned, heard angels singing at the bottom of the river, and been brought back to life again. Common sense would tell you that this man is a good story teller and that he stretches things a mite. The reviewer then sets his sights on a wild and hilarious story about a river contractor. This fellow fell overboard and almost drowned, blew a hole in a man's house with some poorly placed dynamite, and was shot in the leg by a jealous husband. The reviewer recounted none of that, but was upset because the man thought that a historic gunboat which he raised in the river for the government was nothing but a worthless barge. The reviewer wanted an end-note to

humiliate the man for his poor scholarship. I think, however, that it is clear to the reader that this man, who is a real river person, has a different sense of values from people who approach the river academically.

And that was the whole point of the book. I was trying to capture the sense of values and point of view of people along the river without making academic judgements about them. For that reason the book is listed in the Canadian cataloguing system as biography, not history, and it gives each of the subjects some latitude in telling their stories. What they say amounts to folklore and it is valuable as that, because it allows the reader to understand how they see their own world. If your reviewer is trying to say that folklore makes bad history, well, I'd have to agree with him, but then history makes poor anthropology and economics doesn't tell us anything about butterflies. The reviewer also had problems with the index, the end-notes and the gaps, but, a good story teller in his own right, he exaggerated the difficulties to make them fit his own sense of discomfort. I haven't had many readers who tried to find their way through the narrative by the index. Of course, the occasional error in the index or the end-notes does bother me, too, in spite of the impression left by your reviewer. The book was laid out and ready to go to press before I discovered by accident that the publisher's people had cut out all the end-notes and that it was too late to follow my original wishes. When I insisted we have some kind of end-notes put back into the text, they goofed again with a few that they didn't number correctly. This is part of the problem of an author working with a small press. And yet, it's only fair to say that my publisher persevered through a difficult time without government grants to see him through the recession. He made some mistakes, but he also deserves credit for what he achieved against the odds. The reviewer, apparently, is willing to consider none of these difficulties, although he himself makes factual errors about the book, getting the name of the publisher wrong and the titles of the chapters.

What your reviewer has done is to take a 328-page book, skip the content of the work and the ground-breaking effort of trying to get into the heart and soul of the river people, and go straight to the end-notes and appendices, which account for about fifteen pages in total. That is like judging a painting of Van Gogh by the quality of the frame. It is applying narrow academic standards to a book which is not academic and did not claim to be.

I wrote what I intended to write, a popular book which for the first time delivered information on the maritime culture of the Thousand Islands. Nothing was said about how the book gave new insights into the way people think in the islands. The reviewer, as you would say, judged the book by its cover, and saw a book written without adequate end-

notes. He took a work of modern folklore and found it didn't measure up to another discipline, namely academic history. And he also didn't deal with the practical compromises which an author has to make in trying to reach a popular audience through a small publishing company. I would say he failed, as a reviewer, to be discriminating and to judge the book objectively.

Considering all this, what then is the goal of the journal of the Canadian Nautical Research Society? Is it promoting nautical research for the benefit of the general public, as the editorial in *ARGONAUTA* says? And how will it accomplish that? What kind of basis will it be using for value judgements? I think that success in finding a wider audience is just as important as scholarship. If no one hears your message, then you don't have any message at all.

In my own case, your reviewer clearly wanted a different kind of book than the one he got and he went about making that point in a devilish way. A little more common sense would show that this rather modest work, written in spare moments and published without any grants or university support, accomplishes what it sets out to do, which is to give a popular audience a taste of real life on a river. The people I interviewed may have stretched the truth, but at least their hearts were in the right place.

Shawn Thompson
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[Ed. note: The reviewer, who, incidentally, like many of our members, is not an academic, was invited to respond.]

Sirs:

I have been asked to submit a response to the concerns raised by Mr. Thompson concerning the review of his book *River's Edge*. My review appeared in the January 1993 issue of *The Northern Mariner*.

One of the author's points, in his rebuttal, dealt with my alleged distortions and misrepresentation of the content of his book. The author claims his book to be folklore. There were several interviews in the book with environmentalists, a psychologist, border guards, an ecologist, an orthopaedic surgeon, a priest and a chaplain. For example, the last interviewee, a psychologist, commented on her research into the behaviour of rats that have been fed contaminated salmon out of Lake Ontario. The author chose to back up this interview with footnotes. In his rebuttal, the author stated that I have applied narrow academic standards to a book that is clearly folklore. Do factual reminiscences by all

of the above professionals qualify as folklore? On the other hand, many of the interviews dealt with the common river folk. These interviews were presented in an entertaining fashion and I treated them as such in my comments.

Oral history can and should play an integral part in our understanding of Canadian culture. For that reason the author is to be commended for his efforts to produce such a work. However, my quarrel was that there were erroneous statements made that clearly create the wrong impression for readers who have never had exposure to the St. Lawrence River environment. I cited as an example the raising of an historic vessel and another example taken directly from the book that Kingston has been populated in 1621 ("by 1621 they were livin' in Kingston," p. 119). In his rebuttal the author goes on at length to demonstrate that I am not aware that present day Kingston was originally the site of Frontenac. I am well-acquainted with the fact. I was simply reporting it the way it appeared in his book. The salvage of artifacts (as reported by several interviewees) from the river-bed was presented in a fashion that might lead the reader to believe that this is permissible. In fact, the unauthorized retrieval of such artifacts is illegal and is covered by provincial statute. The impression created by the book, intended or otherwise, was one of open season on any sunken articles.

Further reference is made by the author to my belabouring the point of his poor maps and index. The maps abound with errors and there are several mistakes with his index. Navigating on the river can be hazardous at the best of times. New readers might wish to visit one of the interviewees. By following the author's maps one could very well end up on the wrong island.

The author claimed I skipped over the content of his book. In fact, genealogical societies will welcome it, however poorly indexed. I cited the wealth of information in my review.

I fully understand the importance of oral history in creating a better understanding of our unique culture. When properly presented there can be no equal. It is within recent memory that a chance conversation with a fisherman led to one of the most important archaeological finds in the New World (the Norse site at L'Anse aux Meadows, Newfoundland). All oral history has the potential of such great finds, whether they be archaic sites or more recent history. I echo the author's sentiments regarding the need to have more comprehensive coverage of oral history/folklore. My main argument with the book was its poor proofreading.

If the book were entirely folklore then I would accept it at face value. The inclusion of several highly educated interviewees places it on a different footing and I do not believe the book to be just folklore. The author claims that I

thoroughly trounced the book. I think I was very fair and reasonable.

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1993 CNRS CONFERENCE ABSTRACTS

We opresent here the abstracts of the several papers presented at this year's conference on the theme "Working Waterfronts: Challenges, Conflict and Change." We hope to present some of the papers in their entirety in forthcoming issues of *The Northern Mariner*.

*Waterfront Recreation in Toronto:
Walter Dean and Sunnyside, 1888-1931
by Diane Beasley*

Walter Dean and his sons designed, built and rented various canoes on Toronto Harbour from 1888 to 1931. In the early years Dean's business was moved around the western part of the harbour as the Toronto Harbour Commission worked to develop and lakefill the area. Waterfront recreation, including boating, was extremely popular in this period, when a number of boat builders managed a brisk business on the waterfront. Among the vessel types Dean invented were the very popular Sunnyside Cruiser and Sunnyside Torpedo. By 1922, when Sunnyside Amusement Park officially opened, Dean's "Sunnyside Pleasure Boats Ltd." was established in what later became the Palais Royale. This canoe livery business became one of the many attractions of the park until 1931 when "Dean's Pleasure Boats" was forced to declare bankruptcy. Through Dean's business, this paper will investigate the popularity and early decline of small craft boating in Toronto, and how this decline reflected both changes in Toronto's society and canoeing as a sport.

*Toronto as a Naval Base, 1793-1870
by Carl Benn*

The founding of Toronto in 1793 was a military event made preparatory to establishing a secure British naval base on Lake Ontario. The move was controversial, pitting the provincial lieutenant-governor, John Graves Simcoe, against the governor-in-chief, Baron Dorchester. Simcoe favoured Toronto because of its potential both for controlling Lake Ontario and as the "anchor" of a water and portage route to Georgian Bay which would give British forces secure access to the upper Great Lakes in time of war. Dorchester, however, rejected Simcoe's strategy: he thought Toronto was too

isolated to meet the supply needs of a naval base, and he wanted to concentrate naval resources near Kingston to guard the St. Lawrence River lifeline between Upper and Lower Canada. Dorchester's view won out in the 1790s. However, defence planners reconsidered Toronto's naval potential in the nineteenth century in light of Toronto's growing importance in the Great Lakes region. As a result, naval activity occurred at Toronto throughout the British era, particularly during the crises of the War of 1812, the 1837 Rebellion, and the US Civil War.

The Port District: Toronto's Backyard
by Bill Munson

This paper examines how Toronto's port area acts as the city's backyard; it is where we store what we need to keep the whole property in order, even if it is the sort of stuff we don't care to put on display for the neighbours, and wouldn't dream of keeping in the house.

A Bridge Across the Water: The Contribution of Shipbrokers to the Development of Canadian Shipbuilding, 1855-1880
by L.R. Fischer

The greatest comparative advantage possessed by Atlantic Canadian shipowners in the late nineteenth century was the availability of inexpensive sailing vessels built in the region. Yet the entire benefit did not accrue to Canadians: well over half of all tonnage built during Atlantic Canada's "golden age" found its way into the hands of non-Canadians, primarily (but not exclusively) in Britain. This feature of Canadian shipbuilding is well-known. But what is less completely understood is the process by which these vessels made their way onto non-Canadian registers. The key actors in these transfers were shipbrokers in the United Kingdom and other markets where Canadian ships were sold. Based upon my current research project on the development of international shipbroking, this paper will focus on the role of brokers in Britain, and later in Norway, in assisting this transfer.

The Rise and Demise of Vancouver's Biggest Shipyard
by Roland Webb

The story of Burrard Dry Dock Company Limited, the name by which Vancouver's biggest shipyard was best known, followed all the twists and turns of a major shipyard and manufacturing site in a large Canadian city. Starting as a family-owned shipyard in False Creek in 1894, this company outgrew its birthplace before its tenth birthday and relocated to the north shore of Burrard Inlet. In the next eight decades the site was expanded and/or modernized at least six times to meet the demands of the marketplace. Throughout its history the company built almost 400 new vessels and

repaired thousands more of all sizes and shapes. This paper includes reviews of the change of ownership over the years and its effect; the reasons for development of the site to meet market demands; the importance of the company to the local economy; the ships built and repaired; the impact of the unions, local government and other third parties; and finally the pressures that led to its demise in 1992. The presentation included slides of aerial photographs of the yard since World War I and it concluded with a short video of the last launching at the shipyard.

Preserving Our Naval Heritage: A Case Study
by Cdr. Bob Wilson

The presentation briefly reviewed the history of HMCS *Haida* from her commissioning in 1943 to her disposal in 1963. The organization and mandate of Haida Incorporated, the corporation that saved the ship from the scrap yard, was described, as was her arrival in Toronto. Faced with alarming preservation costs, the group sold the ship to the Province in 1970. She was moved to Ontario Place and set up as a Sea Cadet camp and tourist attraction, with particular appeal to the substantial community of naval veterans that existed at that time. Operating under a very loose mandate, with conflicting objectives and lack of funding, the ship led a precarious existence during the 1970s and early 1980s. During a brief period of prosperity between 1986 and 1991, *Haida* was recognized by the Historic Sites and Monuments Board of Canada, and embarked on a programme to gain recognition as a legitimate museum, and an irreplaceable historic artifact in her own right. The presentation discussed problems of maintenance, repair, renovation and restoration, and challenged listeners to consider the opportunities for historical research offered by this unique resource.

German and Milne, Naval Architects: Ships and Policy for Canadian Waters
by Maurice Smith

The author reviewed the output of this firm and their influence on merchant shipping in Canada, making use of the extensive collections that are in the holdings of the Marine Museum of the Great Lakes at Kingston. The relationship between the ship as an object and the achievement of corporate goals was also explored.

Brain Over Brawn: The Patent Slip or Marine Railway in Canada From 1820 On
by Eileen Marcil

The paper covers origin and early history; description and method of working; chronology and history of distribution in Canada; efficiency and work load; and prospects.

*Mrs. J.J. Brown's Visit to Halifax on the Quinneseco:
A Titanic Remembrance Forgotten
by Alan Ruffman*

The United States Shipping Boat *Quinneseco* sailed 17 July, 1920 from Sydney, Nova Scotia with a load of 3,000 tons of coal and three passengers headed for the Olympics in Antwerp. Mrs. James J. Brown (née Margaret Tobin) was unaware that she was to have another brush with marine disaster. Maggie Brown or, as she came to be known in the 1960 Broadway play, "Molly," had survived the sinking of the *Titanic* in 1912. On 20 July, 1920, "the unsinkable Molly Brown" found herself on the *Quinneseco* six hundred miles out of the port with a fire in the cargo. The fire burned two days before it was controlled and Captain Knutson turned to Halifax for repairs. Maggie Brown spent two weeks in Halifax with her two nieces before she got passage on to Europe on the *Brian* on 7 August, 1920. During that time she caused a small social splash in Halifax, and on Friday, 6 August she placed wreaths on all 150 of the gravesites of *Titanic* victims in three graveyards in Halifax. This unknown incident in the career of "Molly" Brown further justifies her later nickname on Broadway and in film as "unsinkable." As for the *Quinneseco*, it spent five weeks in Halifax and Dartmouth unloading, in repairs, and reloading before it finally left for Europe. *Quinneseco* disappears from the record in 1926 while Maggie died in 1932.

ARGONAUTA ARTICLES

*PRESIDENT'S ADDRESS 1993
by W.A.B. Douglas*

In the years following the Napoleonic wars some two hundred or so half pay officers of the Royal Navy came to live in what was then called Upper Canada and, after 1841, Canada West. Sixteen years ago I described who and what they were, in an essay called "The Blessings of the Land."¹

Enjoying the blessings of the land with the fruits of your labours, as the beautiful cadences of the British naval prayer tell all sailors, was much more than a pious sentiment. If prize money could not buy a nice piece of land, or a mansion, or a Public House, the poor seaman cast ashore by retrenchment far more draconian than anything we have seen in our own times might avoid having to hang around on hedges, or in gutters, by accepting a grant of land in British North America, or South Africa, or Australasia. It generally meant giving up chances of promotion, and offered sweat toil and tears in place of the dangerous but exciting seafaring life that could bring them untold riches, but in the absence of a bloody war and a sickly season it offered a measure of security. The Admiralty thus anticipated Canada's Veterans' Land

Act by almost two hundred years.

One of these days, no doubt, Patrick O'Brian, the C.S. Forester of our times, will find the documents in which these regulations are set out, if he has not already done so, and let his hero Jack Aubrey take up a grant of land in some distant Dominion, where he can undergo adventures like the cutting out of the *Caroline* in 1837.

I anticipate myself. By way of explanation however, and to refresh your memories, Captain Andrew Drew, who took up his grant in 1832 and paved the way for Vice-Admiral Henry Vansittart in the Woodstock region--Drew founded St Paul's Anglican Church, which still stands in Woodstock--not only played a key part in organising half-pay naval officers to man the provincial marine against William Lyon Mackenzie's rebels in 1837, but in later years suffered such annoyances from recalcitrant locals who sympathised with Mackenzie, and who took pot shots at him as he worked his fields that Drew gave up his Upper Canadian grant and took another in South Africa. He wrote nostalgic letters to his naval associates in the Canadas about the great affection he had developed for Upper Canada. Henry Vansittart, for whom he had done so much, remained as an eccentric ornament on the Upper Canadian landscape. Anna Jameson, in her *Winter Studies and Summer Rambles*, preserved a vivid portrait of the man and his possessions. His first wife having died, Vansittart, like Jack Aubrey's dreadful father (Patrick O'Brian readers will recognise the allusion) married his maid. "How sensible," commented my mother when I told her this some years ago. The local gentry in Vansittart's time thought differently.

The faintly disreputable triumph of the *Caroline* episode notwithstanding (Sir Francis Bond Head, the Lieutenant Governor of Upper Canada who had what an American diplomat once described in reference to Prime Minister Brian Mulroney as the "reverse teflon factor," boasted of the first naval victory in Queen Victoria's reign, thereby giving her an early opportunity not to be amused) there was much to be said for British policy in Upper Canada. Immigration and settlement, even if they brought somewhat headstrong young sailors to the region, were still the lifeblood of British North America. They are the lifeblood of Canada today, for that matter, and are subject to just as many blunders today as they were then. Whatever their shortcomings in the early nineteenth century they stemmed from a coherent body of British political theory. We see the material manifestation of this, for example, in Goderich, where the town jail, now a historic site and designed on Benthamite principles, is a monument to Jeremy Bentham, the utilitarians and by association all the radical philosophers of that age.

Underlying and complementing political theories were the long-standing and pragmatic policies of the military and naval establishments in Britain. Early military settlements were not very successful, but it is interesting that the grants of land in the Canadian backwoods attracted the largest number of naval settlers (and, so far as I know, soldiers as well) after a series of colonial administrators started applying settlement schemes devised by visionaries working to an agenda. Edward Gibbon Wakefield, despite his unsavoury personality, gave imperial purpose to immigration. There were occasional Utopian communities—Henry Jones, for example, a naval purser on half pay, set up an Owenite settlement on Walpole Island, near Sarnia, which eventually fell upon hard times and had to be abandoned. And there was the Huron Tract, which did not bring its sponsors like John Galt and "Tiger" Dunlop (whose brother was a naval officer in Upper Canada) quite the returns they had hoped for but opened up an important part of what is now Ontario.

The old naval and military granting schemes were dovetailed into some of these visionary proposals, so that naval and military settlers of the officer class would enjoy a distinct advantage. Evidently the payoff was to be the injection of "respectable" people into the local population. Whether the policy succeeded depends on how you measure respectability. A forthright descendant of one of Mackenzie's sympathisers, when I interviewed her in Woodstock some years ago, said these settlers were simply puffed up folk who had brought their airs and graces with them across the Atlantic. She called them "Codfish Gentry."

There is something to what she says. Yet if you consult Canadian biographical dictionaries you will find descendants of the so-called "Codfish Gentry" who speak well for these early immigration schemes. John Harris, a retired Master who married Amelia Ryerse of Long Point, the niece of Egerton Ryerson, became treasurer of the Western District and built Eldon House in London, founded a famous Canadian family. E.W. Harris was an original director of the London Life Assurance Company; another descendant was Robin S. Harris, a distinguished academic, the first principal of Innis College in the University of Toronto and the historian of higher education in Ontario. John Elmsley was the controversial son of the Chief Justice of that name who although not an immigrant took up the land to which he was entitled as a half pay officer in the Royal Navy. One of his descendants was Major-General J.H. Elmsley who, after serving in South Africa and commanding a brigade on the Western Front in World War I, commanded the Canadian expeditionary force that went to Siberia in 1918. Captain Elmes Steele founded the Canadian family that produced Sam Steele, he of the North West Mounted Police and a Sam Hughes protégé in the Canadian army overseas in the World War I. The Vidal family, three brothers who served

in the Canadas during and after the War of 1812, themselves made important contributions to Canadian hydrography. A.T.E. and R.E. Vidal took up land near Sarnia; although the former left to continue his surveying work on the west coast of Africa (taking his own coffin with him wherever he travelled) the descendants of R.E. Vidal included General Henry Beaufort Vidal, adjutant general of the Canadian militia from 1904-1908 and Alexander Vidal, who followed in his father's footsteps and became a land surveyor, then a Liberal senator when Alexander Mackenzie was Prime Minister. Walter Moberley, a famous explorer and surveyor for the CPR, was the son of Captain John Moberley of Penetanguishene.

Besides the great and famous (seldom, among these folk, the rich and famous) were simply the ordinary settlers and their descendants who made the country work, perhaps with rather more emphasis on the British connection (John Harris, like John A. Macdonald, proudly called himself a "true Briton") than would have been the case with settlers from a different class and geographic origin. It was one of these, in fact, who first introduced me to the whole phenomenon of naval settlers and set me to wondering about their part in our society. His name was Otway Hayden, and he was the proprietor of an antique and gift shop in London, Ontario that disappeared after his death some years ago.

Otway had quite a lot to show me about his naval forebear, Commander Robert Otway, RN. First, he directed me to the Huron Country Pioneer Museum at Goderich. Commander Otway's sword, medals and nautical instruments were on display there, in unusual juxtaposition with a collection of ploughs, harrows, binders, milk churns and other such artifacts common to agricultural museums. The effect was almost subliminal; was it trite to see this as giving up swords for ploughshares? The second item Otway Hayden sent me was a copy of Commander Otway's one, but enormously interesting, publication, *An Elementary Treatise on Steam, More Particularly as applicable to the Purposes of Navigation, with a Familiar description of the Engine.*² Thirdly, there was a small but illuminating collection of papers. They consisted of three notebooks, of which more later, some "Memories of the stories related by Mrs Harriet E. (Otway) Richardson to her daughter," Mrs Lily E. (Richardson) Shore, "An account of the Otway family" copied from an old manuscript brought from Knockalton, County Tipperary in 1790 and brought up to date in 1887, and miscellaneous documents including a last will and testament.

The nature of this collection was, to say the least, enough to arouse one's curiosity. Fact and myth side by side, as they tend to be in family lore, and the accessibility of complementary information in naval biographical dictionaries and Navy

Lists, offered an opportunity to form an intimate and multi-dimensional portrait of the man behind the papers. Getting into this collection was fun. It revealed a man typical of those "naval officers of character and experience who," in one of Sir Francis Bond Head's more temperate observations "having been cast ashore by the last peace settled themselves in the backwoods of Upper Canada." To say a naval officer of that age was "typical" is, of course, an anachronism. Otway was no exception to being exceptional.

Certain traits may be taken as common to most of his kind. His wartime naval experience, eventful and distinguished, came with service in the first instance with Lord Cochrane in the *Pallas*. There were hundreds like him. It was a heroic age. Being somewhat older than most boys who found berths in men of war—he was seventeen when he went on board the *Pallas*, and twenty-four before he was confirmed as Lieutenant—it is no surprise that he had no employment when the Napoleonic wars came to an end.

He followed a familiar pattern when he made an evidently fortunate marriage with Miss Jane Seaton, and began his married life as a man of property. A draft letter among his papers written by Otway's father to Mrs. Seaton, Robert's prospective mother-in-law datelined at Cork, 26 February 1817, explains:

[Property owned: two farms] "now in one, 88 acres beautifully lying grounds 4 1/2 miles from Town having a good Carriage Road...[Mr. Otway paid £600 and spent several hundred more in improvement to purchase interest in both]...Robert himself has spent £700 in interest with a lease of 600 years at nearly £3000."

One suspects this estate became a drain on Robert Otway's resources, because no more is heard of it, and in 1826 he took his family to live in Avranches, in France where the cost of living was lower. One is struck by the parallel with Captain Frederick Marryat, the famous novelist, and from internal evidence a friend to the Otway family, who was in constant financial difficulty and only kept his head above water with the royalties he earned from his books.

Otway had some periods of full employment, from 1824 to 1826, and from 1830 to 1836, but his family continued to live in Avranches all this while. Some time before 1843, probably 1842, he took them with him to Canada West. He seems to have been the last person to enjoy the special immigration benefits afforded to naval officers. By this time the old system of land grants had given way to remission of purchase money, a scheme for issuing scrip, with which the recipient could buy property at the upset price without having to attend the auctions at which others purchased their land. So far as these facts suggest, his life was very similar to that of his contemporaries. There were, however, some things which

made him unique.

His book on steam navigation has been described as the best of its kind, and it was based on two commissions in command of men of war with steam propulsion. He had HMS *Echo*, the first steam vessel built for and used by the Royal Navy, from 1830 to 1833, and HMS *Comet*, one of the three vessels which had first been rated as British warships in 1828. He claims in dedicating his book to the Right Honourable Lord John Hay, Captain RN, that he was "the first essayist in the novel and most efficient mode of conducting war on the enemy's coast, through the medium of Steam Vessels." The great service he performed in his view was the rapid transport of troops from one place to another. "In any future war," he wrote, "the vessels must constitute the post of honour."³ One can imagine the reaction of most of his contemporaries, observing that nearly a century later there was still such a heavy prejudice against engineers in the RN.

Be that as it may, in 1836 the Admiralty recognised his services "in the protection of British interests on the coast of Spain and Portugal during the civil war" by promoting him from Lieutenant to Commander.⁴ (Unlike many of the British naval and military personnel in this affair, Otway remained throughout in the service of the British crown).

All this was very fresh in his mind when he arrived in Canada. One might expect him to have applied his special talents to gainful employment—perhaps in relation to steam navigation on the lakes as several other naval immigrants did. Possibly Otway did make some contribution in this business, but I could find no evidence of it. His notebooks and papers speak of past glories more than new undertakings; they produce the picture of an energetic soul with lively curiosity, immense attention to detail, living a life of genteel retirement in a thoroughly genteel society.

The notebooks themselves have a tactile quality. Any upper deck officer who has served in one of the navies of the British Commonwealth during the twentieth century will recognise an allusion to the navigating officer's notebook. In my day it was a handy little affair that fit comfortably in a uniform pocket, opened lengthwise, had ample pages of blank paper on which to record navigational data such as pilotage plans, celestial observations and rough entries for the ship's log, a loop on the side into which a well sharpened pencil could be slipped, and covered in a cheerful yellow cloth binding. Imagine my surprise when I picked up Robert Otway's notebooks from the box in which they were stored, and found them identical in every respect save for the colour of the binding, which was brown. Such points of contact are not without their use for the historian. Here, you say to yourself, is a kindred spirit. On encountering the contents of

these notebooks, however, a small gulf entered between the historian and his subject. He was much more than a conscientious sailor. Robert Otway's notebooks singled him out as an enormously talented man.

Robert Otway had filled virtually every page of his three notebooks, the first mostly with wonderful sketches of harbours and plans of roadsteads in Portugal and Spain, and important navigational data relating to that coast. The other two contained, in part, all his notes on steam navigation, from which he had evidently compiled his book on the subject and which suggested he had prepared them while standing by one or more of his ships, with the help of the designers and builders. Finally there was a compendium of what might be called "useful information," including the routes and distances between Quebec and Sarnia—the evidence suggests he rode, sailed and walked every step of the way more than once—and an entertaining collection of complaints and remedies that demonstrate a nearly morbid fascination with some of the less appetizing ailments common to his day.

He seems first to have purchased land with his remission of purchase money in Ashfield Township, part of the Huron Tract near Goderich, then acquired some building lots in Goderich, but he settled in Yorkville. (Otway Hayden once told me the family lived on Jarvis Street, which was then the most fashionable district in the city). He made no significant contribution to Canadian affairs, so far as one can tell; he simply seems to have invested what means he had in order to establish his family in respectable and peaceful circumstances, in a land of opportunity. He had truly "swallowed the anchor."

Robert Otway, the last naval officer to emigrate to the Canadas under postwar settlement benefits, thus fell into comfortable obscurity. This is not too surprising. It seems regrettable that the young society he entered did not benefit more from his talents, but we should not expect too much of the men and women who make up the fabric of a society. We need rather not to overlook the ordinary and inconsequential. By realising and accepting that most seafaring men came to Canada to leave the sea behind them, we can perhaps better understand why Canadians have been so slow to acknowledge the country's dependence on the sea.

Notes

1. "The Blessings of the Land," in Adrian Preston (ed) *Swords and Covenants: Essays marking the Centenary of the Royal Military College of Canada*, (London, 1977)

2. I saw the 3rd edition (Plymouth, 1837); the first edition came out in 1832.

3. *Treatise on Steam.*

4. *Navy List.*

THE ADEONA IN THE FALKLAND ISLANDS FUR SEAL FISHERY IN THE 1820s AND 1830s

extract of an article by A.G.E. Jones

[Editor's note: This item first appeared as part of an article, entitled "Fur Sealing in the Falkland Islands in the 1820's and 1830's," in *Falkland Island Journal*, 1992, pp. 39-47. The original article pieced together the histories and voyages of several vessels, including the *Adeona*, placing them within the context of the fur sealing industry of the south Atlantic islands. This extract appears here with the kind permission of A.G.E. Jones and J. McAdam for *Falkland Island Journal*.]

Very little is known about the ships and ship owners engaged in the South Seas fur sealing trade, and even less about the masters and seamen associated with these vessels. Except for James Weddell, who had a literary friend, and Captain Robert Fildes, whose log, journal and sailing directions are still in the Public Record Office, with extracts in the *Antarctic Pilot*, no contemporary books were written about the Falkland Islands seal fishery. The log books were destroyed long ago. The story as a whole, and the movements of ships is fragmentary, at the best, and can only be pieced together by patiently finding and assembling disconnected facts....

The early history of fur sealing in the Falkland Islands is not well documented either. Between 1776 and 1780 many British sealers visited the Falkland Islands but there were no Customs *Bills of Entry* to give totals for individual ships. Some details of shipping visits can be gleaned from the archives, however....During the 1820s and '30s there were a number of ships sealing in the waters around the Falkland Islands. Many of these were poorly documented or previously unknown. This article contains an account of a number of voyages which have only recently come to light following research into official documents and archives....

The *Adeona*

The transcripts of the Custom House Registers of Shipping show the *Adeona*, built in Québec as a two-masted brigantine of 141 tons, carvel built, with square stern (but no gallery), standing bowsprit, billet head, and single deck with beams. Her dimensions were length 73'9", beam 22'2" and depth in hold 12'.

That the sealing trade was speculative, and at times working capital may have been short, is well reflected in the changes of ownership and the Bills of Sale noted in the Transcripts for the *Adeona*. The ship, owned by Thomas Brassey, was first registered in England, at Greenock, on the Clyde, on 7

January, 1822. The same day the *Adeona* was sold to Dugal Cowan, John Hunter and James Tasker, merchants of Greenock. On 11 December, 1826, Andrew Low, ship master, became the owner. Three years later, on 30 November, 1829 he sold it to James Henderson, merchant of Liverpool and William Low, master mariner, of Greenock. In 1830 Henderson and Low sold the ship to John Wilson, Mincing Lane in the City of London. She was finally broken up at Montevideo in 1830 or 1831.

The *Registers* of Lloyds and the Society of Merchants showed Andrew Low as master. These were rival registers in the world of marine insurance and did not always agree in detail. However..., the two agreed on [*Adeona's*] rig, tonnage, date and place of building, the E1 classification and the proven iron cable. With regard to the sealing voyage to the Falkland Islands, *Lloyd's Register* showed the destined voyage as from Greenock to the South Seas. *The Society of Merchants* showed it as from Liverpool to the South Seas in 1825-27 and then in 1830-32 as from Greenock to the South Seas.

Subscribers to both *Registers* were asked to send their copies into the office to be amended regularly, and owners were asked to notify changes to the editors, but in those days they seldom troubled to do so. The transcripts of the Custom House Registers were more reliable, and their sequence of masters was as follows:

Dugal Cowan	7 January, 1823
Andrew Low	8 September, 1823
Robert Crawford	30 September, 1824
William Riddell	15 June, 1826
Andrew Low	8 March, 1832

Except for William Riddell, who was appointed in London, all the masters were appointed at Greenock. They were usually appointed only a few days before sailing, and the crew were usually taken on the date of sailing as owners did not like paying for idle labour.

As a general rule, sealing vessels sailed from Britain in the autumn, so as to reach the southern hemisphere in the southern summer. The first sealing voyage of the *Adeona* was in 1822-23, the ship arriving at the Falkland Islands on 5 February, 1823. Captain Low left Buenos Aires on 6 May, 1923 with 3,807 seal skins, arriving in Liverpool on 29 July.

Adeona was in port for only six weeks before sailing for the South Seas fishery on 11 September, 1823, again under Andrew Low. On the return passage, the ship was spoken to on 11 June, 1824 in lat. 25°S., long. 28°W., by the *Eagle* of Nantucket. She finally arrived on the Clyde in August and was surveyed, sheathed with copper and repaired, indicating

that she may have suffered some damage on the return voyage.

Under Robert Crawford, the *Adeona* left the Clyde for the South Seas at the end of September or beginning of October 1824, and returned on 7 June, 1826 with 2,893 sealskins, 60 pups, 280 other skins, and two casks of oil from the South Seas and Falkland Islands. On another bill (B) the import of one ton of train oil for J. Mitchell & Co. was shown. Mitchell, with Strachan, was the owner of James Weddell's ship, the *Jane*, which was also operating in the fishery at this time. Most owners in the South Seas trade employed Boulcott as Customs agent, but Weddell and the Lows were among the few who employed Mitchell.

If William Riddell made a voyage to the fur seal fishery in 1825, or 1827 there are no details of it. It appears as if the ship spent two seasons on the fishery under Robert Crawford and this may have been the case with Riddell. It is recorded that on 14 June, 1826 and 29 May, 1827, J. Mitchell brought in one ton and three tons respectively of train oil from the South Seas.

The *Adeona* sailed from Deal for the South Seas on 10 August, 1827, presumably under William Riddell and probably returned to Greenock in 1828.

William Low was shown as master in 1829 and Andrew Low in 1832, when the ship was broken up at Montevideo. There are no more details of these later three voyages and their take of seal skins. *London Bills of Entry* gave no more than the bare details for the outports, Liverpool, Bristol and later Hull. *Bills of Entry* for Glasgow did not begin until 1841.

EARLY INNER HARBOUR RECYCLING INNOVATOR: ISLAND TUG & BARGE CO.

by Rick James

"Better to be taken care of and wind up their careers in gainful occupations than be transformed into scrap before their days of usefulness are done," Harold Elworthy, manager of Island Tug & Barge Limited, remarked to a *Daily Colonist* reporter in April 1937. Victoria's inner harbour towing firm had just bought the five-masted barquentine *Forest Friend*, which had been lying idle in the Fraser River since 1929, to convert into a barge. The *Forest Friend*, launched in Aberdeen, Washington in 1919, became a part of a fleet of eventually thirteen retired sailing vessels that Island Tug & Barge purchased for their cheap bottoms to haul wood chips, hog fuel, and following World War II, logs.

Advances in the mechanics of steam propulsion in the late

nineteenth century foreshadowed the doom of the wind driven vessel. By the 1930s, a sailing ship seen off the Victoria waterfront was a special occasion as few were left in active service. Old timers recalled when it was a daily occurrence to see ships powered by billowing white canvas coming and going from Victoria's harbour. A few of these vessels however, gained a reprieve from the wreckers. Shorn of their tall spars, with hatchways enlarged, and some with their main deck removed, once graceful wooden schooners and barquentines, along with massive steel Cape Horn square riggers, were converted into utilitarian barges.

Harold Elworthy's Island Tug & Barge Ltd. began operations in 1925 towing a log boom with the small tug *Island Planet* for \$125. From this modest start, the company went on successfully to develop a barge fleet that hauled wood chips and hog fuel throughout British Columbia and Washington state. The local Victoria company wasn't the first on the west coast to introduce

the practice of converting retired sailing ships into barges. An earlier entrepreneur in water transportation, James Griffiths & Sons based in Puget Sound, Washington, had been utilizing the practice since the turn of the century. Deep sea square-riggers bought at low prices and transformed into barges helped build much of Capt. Griffiths' fortune.

One of these ships, the *Melanope*, also known as a "witch of the waves," had taken a fierce beating in a storm off the mouth of the Columbia in the winter of 1906 and had been abandoned. She was later found in calm waters off the Col-

umbia River bar lying on her beam ends. After the salvage was settled Griffiths & Co. bought the iron three-masted ship and cut her down into a barge, subsequently selling her to Canadian Pacific. For years, as a blackened collier, she was a familiar figure in Burrard Inlet rafted to the graceful white ocean liners *Empress of Russia* or *Empress of Asia*. "It was like discovering the armless and legless trunk of a once beautiful statue. The ship's bowsprit had been sawn off flush with the stem, her masts cut down.... She was black with coal dust and crusted with grimy sea salt," William McFee, a mate on a tramp steamer and author of *The Watch Below*, reflected while his ship had filled bunkers from another re-

tired square-rigger now collier.

British Columbia's Gibson Brothers logging outfit earned recognition as the developer of the first self-loading/unloading log barge. The early coastal entrepreneurs purchased the 1,550 ton wood hulled *Malahat* in 1934 and fitted her with two steam donkeys for loading logs. Originally launched as a lumber carrier, the five-



Fig. 1: Five-masted barquentine *Forest Friend* with a load of lumber headed across the Pacific. Photograph courtesy of the San Francisco Maritime National Historic Park, Walter P. Miller Collection/H. Huycke, 17. 8,990.

masted auxiliary schooner had been retired from this role by the mid 1920s. The *Malahat* had then found a more profitable charter as a floating warehouse and mother ship for the rum running fleet off the California coast. Finally, as the Victoria-built schooner hadn't been registered as a freight ship, the vessel also gained the dubious distinction of being the world's first self-powered log barge. Under load, the auxiliary power of the two old Bolinder engines could barely manage in rough weather and the confined waters of the British Columbia coast. After courting disaster once too often the *Malahat* was finally cut down and relegated to the

towline.

The Island Tug & Barge Company exercised more caution with their wood-hulled barges. The former barquentines *Forest Friend* and *Puako* (barge *Drumwall*), along with the schooners *Sir Thomas J. Lipton* and *Betsey Ross*, were used only for carrying wood chips and hog fuel and were restricted to the inside waters of the coast. Many of these ex-sailing vessels were given new names more suited to their drab roles as barges. The four-masted barquentine *Puako*, whose Hawaiian name means "flower of the sugar cane," became the *Drumwall*. The steel barque *Comet* served her barge years with Island Tug & Barge under the utilitarian name of *Island Forester*. The *Mae Dollar*, (or as originally laid down, the *Somali* which, at 3,410 gross tons and 329.9 feet was once the largest commercial sailing ship under the British flag), became the *Island Carrier*.

The steel three-masted ship *Riversdale*, the schooner *Sir Thomas J. Lipton*, the steel ship *Dunsyre*, and the stately barque *Lord Templetown* all retained their original names while in service with the Elworthy fleet. When the old windjammers *Somali*, *Comet*, *Riversdale*, and *Blairmore* were sold by Island Tug & Barge Co. to Crown Zellerbach in the mid-fifties their new names gave no clues to their former careers, their only identification being *Crown Zellerbach* #1, #2, #3, and #4 starkly painted on their sterns.

Most of the old sailing ships whose lives were extended by barge conversion have long since disappeared. Of those who worked under the Island Tug & Barge Co. flag, the *Lord Templetown*, the *Blairmore* (barge *Island Star*) and the *Zemindar* (barge *Homeward Bound*) went to the Capital Iron Co.

breakers. In the winter gales of 1936, the *Dunsyre*, (while under canvas the first sailing ship through the Panama Canal), was lost to a reef off Kain's Island near Quatsino Sound; after parting its towline, the barge *Island Gatherer* vanished into Queen Charlotte Sound. Fortunately in both instances no lives were lost. The *Dunsyre* "barges" (the barge crew, usually three men who were responsible for steering the ship, slipping lines, picking up tow, etc.) got off in a lifeboat. The *Island Gatherer's* crew, along with the master's wife, jumped from the rolling barge onto a canvas held by seaman on the towing tug *Salvage Queen*.

A few hulls did avoid disaster along the coast or the cutting torch. The weathered remains of five exist as part of an old

breakwater built by the Comox Logging & Railway Co. to protect their log dump and booming grounds at Royston, just south of Courtenay on Vancouver Island. The prominent bow of the *Riversdale* is lodged in the rock ballast with the bow of the *Comet* standing off to seaward. There too, rest the *Forest*

Friend and the *Laurel Whalen*, a sister ship to the *Malahat*, built in Victoria in 1917. The oldest member of the graveyard, having been launched in Liverpool in 1876, is the collier *Melanope*. Resting nearby are two of her towboats, the CPR steam tugs *Nanoose* and *Qualicum*. Ships' bells, wheels, figureheads, and brass fittings salvaged from these vessels are scattered throughout museums and private homes along the west coast. The large wooden wheel of the *Melanope* is displayed in the Maritime Museum of British Columbia in Victoria; her brass bell hangs in the Comox Legion. Several tons of gear were rescued from the *Lord Templetown* before she was scrapped in Portland, Oregon and sent to the San Francisco Maritime Museum. To help restore the *Wavertree*, another

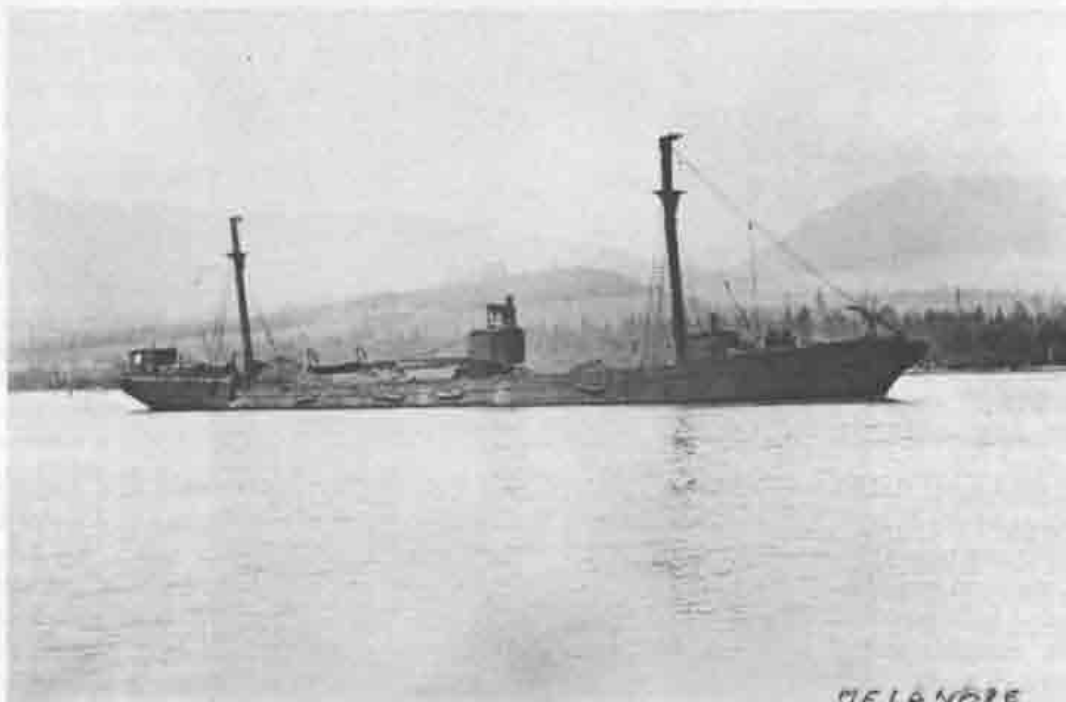


Fig. 2: Former ship *Melanope* showing her loading crane and a load of coal. Photo #21529, courtesy of the B.C. Archives and Records Service; reproduced with permission.

Cape Horn square-rigger, Capital Iron sent a crew to Royston in 1970 and stripped the *Riversdale* of its bollards, fairleads, windlass, and capstan. Some enterprising and historically minded Americans had retrieved the *Wavertree* from South America; the vessel is now open to the public at the South Street Seaport Museum in New York City.



Fig. 3: Former four-masted barque Comet as chip and hog fuel barge Island Forester in Victoria Harbour. At 323 feet and 2,874 tons, Comet was one of the largest barques ever built. Photograph courtesy of the Maritime Museum of British

Although a few of the former steel Cape Horn square riggers were still afloat as barges in British Columbia as late as the 1960s, none were saved to remind us of their varied roles they served in our maritime heritage. All that remains are a few broken and rusted hulks now resting at Royston, slowly succumbing to the elements and disappearing into the Courtenay River estuary mud.

ARGONAUTA COLUMNS

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

By C.B. Koester
Kingston, Ontario

Unnecessary risks

The last piece of advice my father gave me as I boarded the train in Regina on the first leg of my journey which would take me eventually to HMS *Devonshire* and the war was that I should not take any "unnecessary" risks. Like most fatherly advice, this bit went in one ear and out the other — almost.

I cannot recall that I was ever a great risk-taker, but an episode some time later brought the advice to the forefront of my mind, and thinking about it since I have come to admire my father's real wisdom. The whole adventure of going off to war was, of course, a risk, and there was no avoiding that, but my father had stressed those risks which

were unnecessary.

I took what my father would have considered to be an unnecessary risk as midshipman of a motor boat in Colombo, Ceylon, or as it is now called, Sri Lanka. As I recall, Colombo is quite a large harbour, and when we were there it was filled with several large merchantmen secured to head-and-stern buoys in long, parallel rows. These great ropes of ships were particularly inconvenient to us as boat-runners, for we were forced to go up and down the lanes between the ships to reach our destination, present seamanship forbidding us to take the shorter route and cut through the line. However, it was always a temptation, and to those of us who could see ourselves one day as dashing destroyer captains, a challenge.

Thus it was that late one afternoon, coming back from a run into the Passenger Jetty, I decided to shorten the journey by cutting between the stem of a freighter and the buoy to which she was secured. I warned the crew, judged the distance and altered course in time to make any adjustments in course and speed which might be required. And they were! I had calculated without taking the tide into account, and I soon found out that I was being borne down on the buoy faster than I was moving ahead. Yet that was a problem which could be solved by a simple increase in speed, and as I cranked on the revolutions we shot through the gap and

emerged into the other lane. Again, however, I had failed to take into account the possibility of traffic in that lane, and sure enough, right off my port bow, concealed up to the last moment, was a small, native craft laden to the gunwales with female passengers, some in saris and some in the uniform of Wren officers. I reacted instantly—hard astarboard—and collision was avoided, but the wake created by my thirty-five foot motor boat now travelling at about eight knots caused some discomfort and not a little wetting to the passengers in the other craft. While they shook their fists at me, I waved back merrily, thanked my stars that my boat was not wearing any identification marks and pressed on.

Back at the ship we were signalled by the Officer of the Watch to secure to the boom, our duties over for the time being. I think my crew was happy to be back about half-an-hour earlier than we might otherwise have been, but I think they were even happier to be back in one piece. For myself, I rationalized the episode by thinking that a destroyer captain who took a comparable risk with his ship when in action would win either a Distinguished Service Order or a court martial, and I was sure that in my case it would have been the former. It was only later that I allowed myself to accept the conclusion that this escapade was just what my father had meant when he had warned me not to take any unnecessary risks.

A Recipe For Nostalgia

Take a block of unsweetened chocolate, a quantity of demerara sugar, a tin of condensed milk, a kettle of boiling water, a pusser's drink, a well-read newspaper, and an enamel jug. Spread the newspaper on some suitable flat surface, preferably well away from the Deck Log or any current charts, and with the pusser's dirk shave the block of unsweetened chocolate into a pile on the newspaper. Form an equal pile of sugar. Mix these two ingredients, and with the newspaper, funnel the mixture into the jug. Add an appropriate quantity of condensed milk and boiling water. Stir. Serve in mugs. Sailors the world over

refer to the resultant beverage not as hot chocolate or even as cocoa, but as "kai," variously spelled "k-i" or "k-y-e."

Kai was a standard item in every sailor's diet. As cadets, kai and ship's biscuits were available in the Gunroom every morning before the early-morning routine, and while this steaming jug could provide a welcome eye-opener, it was unwise to partake too deeply on these mornings when one was due for physical training—it was just too much for the stomach. Aboard ship, kai was issued once during each of the three night watches, and the recipe described above was

the standard method of preparation in harbour when the quantities required were small and each group of watchkeepers looked after themselves. At sea, because something like at least a third of the ship's company would be on watch at any one time, the kai was made in the galley in much larger quantities, and one hand was detailed off from each group of watchkeepers to fetch the ration. As might be expected, in HMS *Devonshire* and probably in every other capital ship in the fleet, it was the Midshipman of the Watch who fetched the kai for the officers on watch on the bridge and the nearby offices and positions. Like most things that midshipmen had to do, fetching the kai was easier said than done.

It was a simple matter to go down to the galley where the Duty Cook would ladle out a jug of the thick, hot, sweet mixture. It was always a bit of a problem to carry enough mugs on one's person to provide for

all the personnel to be served, and it sometimes took a bit of dexterity to negotiate two or three ladders and to avoid various upper-deck obstacles in the dark while carrying the precious refreshment and the accompanying utensils. The real test came when one had to deliver it to the Air Defence Position some two levels above the bridge itself, since the last ladder to be negotiated was vertical. Even on a flat calm night, this could be a bit of a challenge, but the north Atlantic usually turned the challenge into an ordeal. It was not a matter of one hand for the king and one for oneself,



Figure 1: The author as a midshipman in 1944 (from the author's collection).

as the old sailors put it, but of one hand for the kai, one for Koester and the other for the king.

The other problem, of course, was actually pouring from jug to mug while struggling for footing and balance on a heaving deck. While a good nature usually overlooks such problems, good nature was not always a characteristic one could count on if the kai were spilled on any official document such as the Deck Log or the chart. Still, the kai ration was such an important part of the routine of the night watches that as long as there was plenty for everyone and it arrived hot, much was forgiven. Still, it was a wise midshipman who, if he happened to be short of clean cups, would offer the dirty ones to the watchkeepers in the exposed positions where the black-out would prevent a fastidious examination of the vessel.

Later on, as we became more familiar with the ways of ship-board life, some of us were able to scrounge extra delicacies, particularly during the Morning Watch when the first batch of breakfast rolls was coming out of the bakery and the aroma of frying bacon issuing from the galley. The most fastidious could hardly bring himself to decline a hot bun-and-bacon sandwich, even when it emerged from the depths of a midshipman's duffel-coat pocket.

There is, of course, something a bit nostalgic about all this for me. Some might recall with pleasure the daily tot of rum served from the brass-bound barrel labelled in brass letters, "The King God Bless Him." Others might remember the pink gin in the Wardroom at lunchtime as the happy times. I became nostalgic from the smell of oil fuel, steam and saltwater, and if that unique aroma could ever again be blended for me with the smell of kai, hot rolls and bacon, I would be back once more as Midshipman of the Morning Watch in HMS *Devonshire* as she made her gentle passage through the Indian Ocean.

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

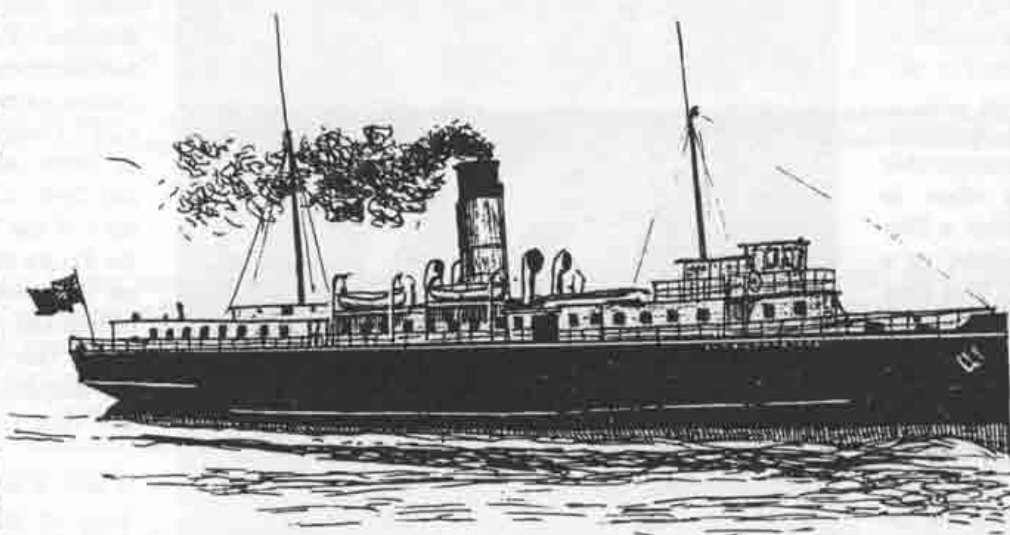
S.S. Northumberland

Specifications:

Official Number:	96937
Builder:	Wiggam Richardson, Newcastle-upon-Tyne
Date Built:	1891
Gross Tonnage:	1255
Overall Length:	220.0 Feet
Breadth:	33.1 Feet
Draught:	20.4 Feet
Engine:	Triple expansion 2,500 hp
Propulsion:	Twin screw

History

The steel screw steamer *Northumberland* was built in 1891 for the Charlottetown Steam Navigation Company Ltd. and registered in the name of Lemuel C. Owen of Charlottetown. In appearance the vessel resembled the British cross-channel steamers of the period. She had a main cargo deck enclosed in the hull and accommodations for five hundred passengers



S.S. NORTHUMBERLAND

ROBIN H. WYLLIE - 1993

Figure 1: SS Northumberland from a post card in the author's collection.

on the promenade deck which ran the length of the vessel. This was surmounted by the bridge, forward, and four life boats were carried, two on either side of the single funnel. The vessel was designed for regular seasonal service between the Prince Edward Island port of Summerside and the Intercolonial Railway at Pointe du Chene (Shediac), New Brunswick. The company's other steamer, the paddler *St. Lawrence*, ran between Charlottetown and Pictou, Nova Scotia where she connected with the ICR trains to Halifax and other Nova Scotia destinations.

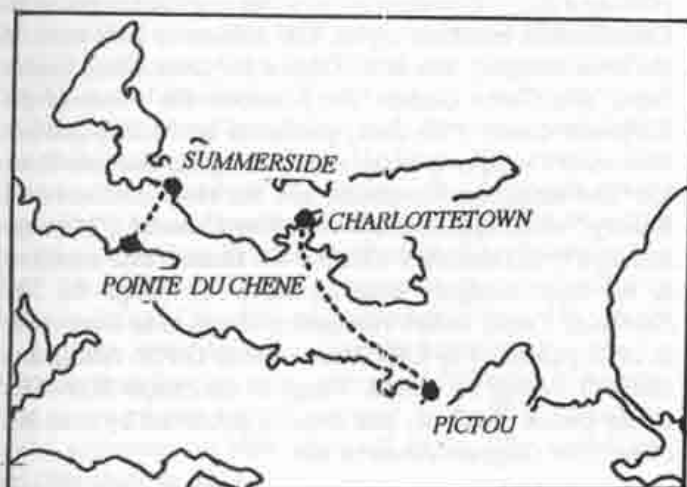


Fig. 2: Charlottetown Steam Navigation Co. Ltd. routes; not to scale.

Prince • Edward • Island.

THE MAIL STEAMERS OF THE Charlottetown Steam Navigation Co. LIMITED.

MAKE DAILY TRIPS, (SUNDAY EXCEPTED).

To and from Summerside and Point du Chene, N. B. and Charlottetown and Pictou, N. S., as under :

THE very fast and splendidly fitted New Twin Screw Steel Steamer "NORTHUMBERLAND," leaves POINT DU CHENE on arrival of day train from St. John for SUMMERSIDE, connecting there with train for CHARLOTTETOWN and all Stations on P. E. I.

Returning leaves SUMMERSIDE on arrival of morning train from CHARLOTTETOWN for POINT DU CHENE, connecting there with trains for all Stations on Intercolonial Railway and Canadian Railways north of Moncton and St. John, with Canada Pacific Railway and American Railways and Steam Ship Lines for all places in United States and Canada.

The well known and commodious Paddlewheel Steamer "ST. LAWRENCE" leaves CHARLOTTETOWN every morning for PICTOU, connecting there with day train for Halifax and all places in Nova Scotia, and by Steamer "EGERTON" for New Glasgow and train for Cape Breton.

Returning every day from PICTOU to CHARLOTTETOWN on arrival of day train from Halifax.

Further particulars apply to

H. CHUBB & CO., St. John. I. C. MACKINTOSH, Halifax.
NOONAN & DAVIES, Pictou. E. GORDON, Summerside.

F. W. HALES, Sec.
CHARLOTTETOWN

Fig. 3: Schedule of the Charlottetown Steam Navigation Company from McAlpine's Gazetteer and Guide to the Maritime Provinces (Saint John & Halifax, 1892).

In 1896 the company ordered the *SS Princess* to replace the

old *St. Lawrence*. However, *Northumberland* appears to have remained on the Shediac to Summerside run until 1905 or 1906, when *Princess* was sold to the Department of Marine and Fisheries. During this period she spent at least one winter, 1896, on charter to the Florida-Bahamas Steamship Line, for their Palm Beach to Nassau service, and there is some evidence that the vessel operated a reduced service on both C.S.N. Company runs until 1911, when the *Empress* was chartered. From this point she spent most of her time on the Point du Chene run until 1917, when the train ferry *Prince Edward Island* went into service. *Northumberland* was chartered by the Department of Railways and Canals and kept on the seasonal Point du Chene run until 1918, when the service was terminated. In the following year, she was chartered by the Niagara, St. Catharines and Toronto Navigation Company, which later purchased her as a replacement for their old paddler, the *Garden City*.

Northumberland was converted for lake excursion service by the Toronto Dry Dock Company. The work appears to have consisted mainly of the construction of a full length sheltered observation deck on top of the saloon, which increased the passenger carrying capacity from 500 to 1,050. The N.S. & T. placed her alongside *Dalhousie City* on their popular freight, passenger and excursion service between Port Dalhousie and Toronto. Although this trade fell off during 1939 and 1940, it picked up during the later war years. With the increasing availability of alternative means of transportation after the war, the company went into a final decline. *Northumberland* remained in service until 1949, when she caught fire at her Port Dalhousie dock. No one was injured, but the damage was estimated at \$250,000. Given the economical state of the situation, the company decided to scrap her and the hulk was towed to Port Weller to be broken up.

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ARGONAUTA COMMENTARY

A PLEA FOR MARITIME HISTORY

by Kenneth R. Andrews

[Ed. note: Prof. Andrews' comments first appeared in the November 1992 issue of *The Mariner's Mirror* and appear here with permission.]

The interdependence of the Royal Navy and the merchant marine is a fact of modern British history so often observed as to have become a cliché, but that relationship is seldom investigated in sufficient depth to reveal its complexity. This is partly the fault of economic historians who show little or no interest in naval affairs, and partly that of naval historians who pay little or no attention to commercial shipping. Their joint failure accounts for much of the inadequacy of early-modern maritime history and especially the neglect and misunderstanding of its early Stuart phase. The first half of the seventeenth century saw crisis and change in the merchant marine and in the Royal Navy, which were then more closely related than at any later period. Detailed analysis of the expansion of merchant shipping and of shipowning serves not only to illuminate the problems of the navy in the era of ship money, but also to reveal the origins of the shipowning merchants and masters who took over the navy for Parliament in 1642. Moreover the continuing interest of those parliamentary officers in private shipping puts the management of naval affairs during the civil wars in an unfamiliar light. The merchant and royal services employed and competed for the same rank and file of seamen, which explains the strong upward trend of wages and the marked increase in the incidence of mutiny in both.¹ Is it too late for such a wide-angled approach to overcome the divergence we now see in maritime history between narrow navalists on the one hand and commercial shipping economists on the other?

References

1. See K.R. Andrews, *Ships, Money and Politics: Seafaring and Naval Enterprise in the Reign of Charles I* (Cambridge, 1991). This set of studies is based on a wide range of manuscript and printed sources. It includes several statistical appendixes and studies of privateering, the transatlantic servants trade, ship money, and the expedition of 1637 against the pirate base of Salé in Morocco.

ARGONAUTA NEWS

1992 KEITH MATTHEWS AWARDS WINNERS

Every year, the Canadian Nautical Research Society gives recognition to excellence in nautical research, while honouring the memory of one of the Society's founders, by giving the Keith Matthews Awards to the best books and articles

published that year either on Canadian maritime topics or by Canadians on maritime topics. The winners in 1992 were: in the book category, James R. Gibson for *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785-1841*, published by McGill-Queen's University Press; and, in the article category, Shannon Ryan for "The Industrial Revolution and the Newfoundland Seal Fishery," which appeared in *International Journal of Maritime History* IV: 2(December 1992): 1-43. Honourable mentions in the book category went to Barry M. Gough for *The Northwest Coast: British Navigation, Trade, and Discoveries to 1812*, published by UBC Press, and to G.P.V. Akrigg and Helen B. Akrigg for *H.M.S. Virago in the Pacific 1851-1855: To the Queen Charlottes and Beyond*, published by Sono Nis Press. Our congratulations to all!

CSS ACADIA MARKS EIGHTIETH ANNIVERSARY

The museum ship *CSS Acadia* celebrates her 80th birthday this year. *Acadia* was launched in 1913 from the shipyard of Swan, Hunter, Wigam, Richardson, Ltd., of Newcastle-on-Tyne, England. Designed and built as a hydrographic vessel, she spent most of her career charting Canada's Atlantic coast and Hudson Bay. During both world wars *CSS Acadia* served the Navy as a patrol and training vessel. She remained in service until 1969. Because of her accomplishments, especially her hydrographic service, *Acadia* was declared of national historic significance in 1980.

Maintaining a vessel of this age and size is a full-time commitment. Throughout the year a shipkeeper and other staff are involved in the maintenance, restoration, and repair of the vessel. During the past winter *CSS Acadia* was slipped and had her hull cleaned, inspected, and provided with new cathodic protection against corrosion. This summer regular maintenance will be carried out, including scraping and painting and repairs to woodwork.

CSS Acadia is open to the public from 1 June to 15 October at the Maritime Museum of the Atlantic in Halifax during regular Museum hours. She can be explored from stem to stern, including where the crew lived and worked, the elegant panelled hydrographer's quarters, the triple-expansion steam engine, and the chartroom where the first modern charts of Atlantic Canada's coastline were prepared. Interpreters are present to explain the ship, her crew, and her memorable years charting our seacoast and serving in the Navy.

LOG BOOK OF 1891 FISHERIES PATROL VESSEL

The Fisheries Museum of the Atlantic in Lunenburg, Nova Scotia recently acquired a log book from the Fisheries patrol schooner *Agnes McDonald* for the period June-September

1891. The schooner had an illustrious, albeit short, career. She was launched in May 1891 from the Joseph McGill shipyard in Shelburne, Nova Scotia and was chartered by the Department of Marine and Fisheries to cruise the waters of the Northumberland Strait, Gulf of St. Lawrence, and Canso and vicinity. Captain William H. Hunt was master. The schooner was involved in seizing illegal lobster traps, inspecting lobster factories along the coast, and boarding American and Canadian "bankers" and seiners fishing in the Gulf. After her work for the government, the vessel sailed to Victoria, British Columbia where she was engaged in pelagic sealing. The *Agnes McDonald* was the fastest schooner in the Victoria fleet, logging a record run of 307 miles in twenty-four hours on one trip. It was one of the first Canadian-based schooners to hunt seals off Japan. The vessel was wrecked there in 1897.

OHIO-BUILT MARINE ENGINE ON DISPLAY IN NOVA SCOTIA

A recent addition to the engine exhibit at the Fisheries Museum of the Atlantic is a restored 10 hp stationary engine manufactured for the Amherst Motor Company of Nova Scotia by the Ohio Motor Co., Sandusky, Ohio. The engine, with its large 105-cm flywheels, was used on Tancook Island, N.S. to haul up fishing boats. It was also used to haul ashore the first Tancook ferry (1935) and the 40-ton schooner *Gerald L.C. Bernard Heisler* of Halifax, formerly of Tancook, donated the engine to the Museum in memory of his father Morris Heisler and uncles Howard and Avery Heisler, who used the engine for hauling their fishing craft ashore.

NEW EXHIBIT TO RUM RUNNERS EXHIBIT

A collection of photos, papers and correspondence that belonged to Captain Charles W. H. Heather was recently donated to the Fisheries Museum of the Atlantic by his niece, Mrs. Wendy Greenwood of Dartmouth. Captain Heather was a Special Constable with the RCMP Marine Division during the 1930s. He was master of the cruiser *Chaleur* which was engaged in preventing the illegal importation of liquor into Maritime Canada. The photos and documents will be displayed in the law enforcement section of the Museum's Rum Runners exhibit.

NOVA SCOTIA SMALL CRAFT SURVEY REPORT

The fieldwork on the Nova Scotia Small Craft Survey Report, a two-year project of the Nova Scotia Museum, should be concluded by the end of May. Forty sections of the province will then be completed. During this past winter the transcription of interview tapes was completed. Sixteen volumes of the Survey Report are currently being checked

and edited. They contain data about all the mainland survey sections except those in the immediate vicinity of Halifax. To date, 130 boatbuilders have been identified; 152 of the boatbuilders have been interviewed and the tapes transcribed; extensive information about a similar number of deceased boatbuilders has been collected; fifty-four different boat types have been identified; over 1,000 contemporary inshore fishing craft have been noted and quantified according to type, size, and material; a glossary of 125 boatbuilding words or terms has been compiled; and over 1,400 slides have been completely indexed as to subject, location, date, and/or boat type. The final portion of the Survey Report will review and analyze the collected material and make recommendations to help guide the Museum in interpreting and preserving Nova Scotia's small craft heritage.

NEW TANKER REGULATIONS OPPORTUNITY FOR SHIPBUILDERS?

A recent article in *From the Bridge*, the Journal of the Company of Master Mariners of Canada, suggests that stiff new rules banning old and single-hulled tankers could be good news for Atlantic Canada's shipbuilding industry. An epidemic of major tanker disasters on the cusp of 1992-93 brought the urgency of tougher tanker regulations into sharp focus. According to a report released by Shell International Petroleum Co. Ltd. in January, about 20 percent of the world's tanker fleet is substandard and should be taken out of service. In Europe, where three of the four most recent tanker catastrophes occurred, public outrage has spurred the European Parliament into action. A meeting was hastily convened in Brussels in late January to discuss tougher tanker regulations, and as a spokesman put it, for the E.C. to "use its muscle" and "to force changes through."

A European crackdown on the tanker industry will likely include: an outright ban on tankers more than fifteen years old in E.C. waters (this would affect more than half the tanker fleet worldwide); accelerating the schedule for phasing out single-hulled tankers in favour of double hulls; an integrated traffic management system for tankers in E.C. waters, including exclusion zones in environmentally sensitive areas, and "air traffic control"-style radar tracking, surveillance and guidance for vessels.

Other tanker-related issues under study in Europe are the significance of vessels registered under "flags of convenience" (crewed by often poorly trained third-world sailors) as a means of circumventing safety regulations, and a proposal that all tankers carrying oil or hazardous materials be accompanied by tugs while in coastal waters. It can be expected that Canada will be urged to implement similar reforms. Thirty million tonnes of oil move through Eastern

Canadian ports annually, and volume is expected to increase substantially in the near future with the opening of a supertanker trans-shipment terminus in Canso Strait and production from the offshore fields off Nova Scotia and Newfoundland. By comparison with the new E.C. measures, Canada's current tanker regulation regime is pretty lenient. Tankers bound for Canadian ports must register with the Coast Guard, and ship's records are checked against computer databases. The Coast Guard has authority to bar ships from entering coastal waters, demand that they proceed under escort, or detain them if safety violations are detected.

The Nova Scotia Nautical Institute in Port Hawkesbury is one of two locations in Canada where petroleum tanker safety courses are conducted. The present one week course is scheduled for expansion to two weeks, to accommodate more material on pollution prevention and marine emergencies. But while a couple of weeks training for tanker officers can only be to the good, it is no substitute for the type of controls the Europeans will be introducing. While there will be inevitable expenditures involved in tightening up tanker regulations, environmentalists and other critics of the status quo argue that these pale by comparison with the economic and ecological costs of a major oil spill. For one thing, tanker traffic in eastern Canada travels through our once and (hopefully) future rich northwest Atlantic fishing grounds. And there will certainly be potentially positive economic spinoffs associated with upgrading tanker fleets. Shell's report suggests that higher freight rates resulting from a cull of old and substandard tankers would permit replacement with new, safer vessels and investment in better maintenance and crew training. Saint John Shipbuilding Ltd. is currently marketing a new 40,000 tonne double-hulled tanker design here and abroad, and is also pursuing business retro-fitting older single-hulled tankers to double-hulled specs. Other Atlantic Canadian shipyards may also benefit from a boom in new tanker construction if requirements for double-hulled vessels are widely adopted.

BETTER RADAR NAVIGATION SYSTEMS

Radar technology is performing new tricks, thanks to Professor Simon Haykin of McMaster University. Radar systems have been crucial to marine navigation for decades. But in narrow waterways like the St. Lawrence Seaway, heavily industrialized areas interfere with radar signals. Now Dr. Haykin's Polarimetric Radar offers a solution. The horizontal-plane signal sent by a ship is converted to the vertical plane by a special shoreline retro-reflector, and sent back to the ship. Knowing only this special reflector is able to convert its signal, the ship can navigate the narrow lanes in confidence. Dr. Haykin has also been developing IPIX (Intelligent PIXel processing radar), a system aimed at making

cold water navigation safer. Ice floes are impossible to detect by conventional radar, due to high waves, currents, and their size. Ice floes can inflict devastating damage to ships. "They're like snakes in the grass," says Professor Haykin. Now IPIX has proven itself; using Doppler techniques, it can see these floes long before any danger can occur. "We can finally spot the snake!" Dr. Haykin exclaims. Through support from NSERC with Transport Canada and Offshore Systems Ltd., the professor is changing the face of radar.

NAVY LEAGUE POSTAGE STAMP

A news item in a recent issue of *From the Bridge*, the Journal of the Company of Master Mariners of Canada, carried an appeal which Canadian members of the CNRS should all support. The Navy League of Canada, a national volunteer organization with branches in 235 communities across Canada, will celebrate its centennial anniversary in 1995. Since 1895 the Navy League has fostered interest in Canada's maritime affairs through support for formation of the Royal Canadian Navy in 1910, the Canadian Coast Guard in 1950, the Merchant Marine and in particular the training and development of Canada's youth. The Navy League of Canada is the primary sponsor of the Royal Canadian Sea Cadets and the Navy League Cadets. Throughout its history the League has been concerned with the welfare of seamen and their dependents. During World War II and the crucial Battle of the Atlantic the League used its national organization and dedicated volunteers to provide amenities, benefits and comfort to thousands of Allied naval and merchant seamen. The League operated twenty-four hostels, clubs and welfare centres where, at a minor charge, and sometimes free, seamen were provided with meals, clothing, reading and writing materials and other comforts. Emergency supplies and accommodations were available at no charge for seamen and passenger survivors arriving in Canada. In addition, countless numbers of Navy League volunteers across the country provided clothing and comforts for the famous "ditty bags," hundreds of thousands of which were sent to the naval and merchant fleets during the war years. At the same time the League continued to sponsor Sea Cadet Corps. Their numbers grew rapidly from twenty-two Corps in 1939 to over ninety by the middle of 1944 to 220 Corps today. The League's efforts today are concentrated on the support of the Sea Cadet Corps and Navy League Cadet Corps, and on information programs to keep its membership aware of the many maritime issues facing Canada.

To honour the hundred years of service to Canadians, the Navy League has requested that the Stamp Advisory Committee at Canada Post consider the selection of a commemorative issue featuring the Navy League of Canada on its hundredth anniversary. The chances of success in this

endeavour increase in direct proportion to the number of people who write to the committee in support of our request. Friends of the Navy League are encouraged to write immediately to: Chairman, Stamp Advisory Committee, Canada Post Corporation, Ottawa, Ontario K1A 0B1.

LIGHTHOUSE EXHIBITION ON WEST COAST

Resolution, the journal of the Maritime Museum of British Columbia, reports that after several years of planning, the Canadian Coast Guard has formed a heritage group that will work closely with the Museum to create a collection that will be an expression of the activities and work of Coast Guard personnel on the West Coast. The first major project will be an exhibition of lights and beacons and other aids to navigation. The exhibition is expected to open in two galleries on the second floor and will remain there for about a year. Gathering the artifacts and illustrations, and creating the labels for the Lighthouse Exhibition, is Lynn Wright who has been appointed a Museum Intern through the Cultural Resources program of the University of Victoria.

OLD PORT OF MONTRÉAL CORPORATION RECEIVES AWARD

The Old Port of Montréal Corporation and the architectural firm of Cardinal Hardy and Associates received an Honor Award in the Historic and Maritime Preservation category in the 6th annual "Excellence on the Waterfront" competition presented by the Waterfront Center in Washington. The \$65 million project opened in May 1992 in time for the celebrations of the 350th anniversary of Montréal. The Old Port of Montréal Corporation was one of twelve winners selected from ninety-four entries submitted. The Waterfront Center is an independent, non-profit organization whose aim is to help communities make the best choices in developing their waterfronts. The criteria used by the jury in making its selection are the plan's sensitivity to the waterfront and the water resource, the quality and harmony of the design, civic contribution, environmental awareness and the enhancement of the site's heritage. The Old Port of Montréal's development work in the west sector, which is now the Parc des Ecluses, included the restoration of the mouth of the Lachine Canal, its locks and basins. Initially conceived as a pedestrian area and observation point, the Parc des Ecluses offers an unimpeded view of the port, its giant silos and the city. In the east sector, at the foot of Place Jacques-Cartier and Bonsecours Market, the development highlights the industrial and port features of the wharves, while providing a vast waterfront area for the city's population and tourists. (Source: International Congress of Maritime Museum News, 15, 1, Spring 1993, pp. 8-9.)

PÉLICAN ARRIVES IN MONTRÉAL

On 17 May, the Old Port of Montréal Corporation warmly welcomed the arrival of the *Pélican* in her berth alongside Jacques-Cartier pier, directly below Place Jacques-Cartier, where the ship will be a major new element in the Vieux-Port. The arrival date is symbolic as it coincides with the official birthday of Montréal 351 years ago and with the launching of the original *Pélican* in France three hundred years ago in May, 1693. The original *Pélican*, a 500-ton three masted fifty-gun warship built in Bayonne, France, was under the command of Pierre Le Moyne D'Iberville when, on 5 September, 1697, she attacked British defences in Hudson Bay. In the early 1960s, the late David M. Stewart began searching for the original plans of the *Pélican* with the intent of reconstructing D'Iberville's ship. The project was postponed during the building of the replica of Jacques Cartier's famous *Grande Hermine* for Expo 67, but in 1983 the project was reactivated with the founding of the Société Historique de la famille Le Moyne. The Société subsequently received assistance from the federal and Québec governments, as well as private-sector support, for the work of constructing and developing the *Pélican* reconstruction. The *Pélican* is now the only existing reconstruction of a late seventeenth-century French warship.

A shipyard was set up for the project at La Malbaie, under the direction of François Cordeau, and workers and craftsmen spent many months reconstructing the ship. The project was rendered more difficult by virtue of the fact that seventeenth-century shipyards did not keep plans for the vessels they built. It was thus impossible to create an exact replica of the *Pélican*. In order to resolve certain technical problems, the completion of the *Pélican* was confided to Chantiers AML Inc. in late 1991. One of their specific tasks was to strengthen the hull in order to minimize on-going maintenance. The *Pélican* was finally launched on August 24, 1992, and spent the winter at Chantiers AML Inc. at Ile-aux-Coudres, where work was completed on the masts and rigging. Acting as a consultant to the project to ensure historical authenticity was the Belgian authority on shipbuilding at the time of Louis XIV, Jean-Claude Lemineur.

During the first season at the Old Port, emphasis will be on the structure of the ship, along with her masts, detailed rigging and fine ornamental woodwork. As the exhibition evolves, capstans, the helm and furnishings of the living quarters will be completed; subsequently, she will be armed and final ornamental work will be installed. An informative preliminary exhibition will enable visitors to enjoy their visit to the fullest. Thematic exhibits will recall the history of New France and the important role played by the members of the renowned family of Charles Le Moyne and Catherine

Thierry. An introduction to the complex world of seventeenth-century shipbuilding is also planned. Over the coming years, the site of which the *Pélican* is the centrepiece will become an increasingly elaborate exhibition devoted to the history of New France. Aboard the *Pélican* itself, visitors will relive the daily routines, the good times and the hard times of crew members; they will see the captain's cabin and experience a vivid recreation of the most exciting moments of the battle of Hudson Bay. By 1997, the 300th anniversary of the battle, the entire site will be fully developed. Throughout, it is intended that the evolution of the site and exhibits will be based on carefully documented historical research, motivated by the desire to make this a valuable educational experience and also one which will stimulate return visits. Visitors will also be encouraged to take advantage of its proximity and continue their historical adventure by taking the short trip by ferry for a tour of the David M. Stewart Museum and the magnificent Parc des Îles on Saint-Hélène's Island which was once part of the Le Moyne family lands.

The ship will be open to the public from May to September. Hours during the week are from 11 am to 6 pm and on weekends from 10 am to 8 pm. Admission is \$2.50 for young people (under 18), \$5.00 for adults, and \$4.50 for seniors. For further information, contact Fannie L. Charron, Gervais Gagnon and Associates Inc., Public and Government Relations (tel: 514-393-9500).

CANADIAN SHIP WRECKS NETWORK

In the April 1993 issue of *ARGONAUTA* we carried a news item about a Ship Information Database which was being developed by the Archaeological Resource Management Directorate of Canada's Department of Communications; its primary focus was on ships which are known or presumed to have sunk in Canadian waters. We now have learned that a similar but quite separate computerized database, called the *Canadian Ship Wrecks Network* (CSN) has been developed. This is a completely menu-driven computer system providing researchers, historians and other interested parties with an easy method of searching or researching basic information on vessels lost in Canadian waters, and without the need to be computer literate.

CSN databases (Eastern, Central and Western) offer details on over 17,500 vessels. Each database can be searched by the name of the vessel, date of loss, region of loss, plus latitude and longitude. Each vessel record contains thirty-two data fields. Searching does not require a complete name or date; "FEV" would be sufficient to search for a vessel named *Feversham*, while "184" would suffice for all vessels wrecked in the 1840s.

As a network, CSN is designed to further improve communications among researchers and institutions. Each using institution forwards completed "logs" of updates and corrections to CSN, so that all users will subsequently benefit from regular system updates. Thus, for instance, CSN is presently set up and actively used at the Maritime History Archives at Memorial University of Newfoundland, and undoubtedly there are numerous other institutions participating. For additional information, contact: C.S.N., Box 8216, St. John's, Newfoundland, A1B 3N4.

LISTS OF CANADA'S NAVAL OFFICERS ON SALE

An item in *Resolution* also reports that the first two printings of "Canada's Admirals and Commodores" have been sold out. A third printing is currently in progress. This is one of a series of Maritime Museum Notes that are published from time to time. Another Maritime Museum Note, "Royal Naval Canadian Volunteer Reserve," relating to the earliest reserve unit has been a popular seller. A new publication — "Canada's Naval Officers 1910-39" — listing the more than 800 naval officers who began their careers prior to 1939 in the Royal Canadian Navy will be released shortly. This is the first time that such a comprehensive list has been compiled and made available to researchers and buffs. All Museum Notes are available through the Museum gift shop.

ANTIQUE BOATS AND DISPLAYS HELP OBSERVE SIMCOE COUNTY ANNIVERSARY

A regatta featuring antique boats and displays that showed the history of recreational boat building and using in the Georgian Bay area were all part of the celebrations as Simcoe County recently observed its 150th anniversary.

VIKING REPLICA SHIPS SINK

Many members may already have heard that the two Norwegian replica Viking ships *Oseberg* and *Saga Siglar* were overturned in a sudden squall off the coast of Spain in May. The replicas were making their way to the World's Fair in Seville when they were struck by high winds and forty-foot waves. The crew of the *Oseberg* were pitched into the sea by a large wave which struck their vessel from astern, while the *Saga Siglar* crew were forced to take to life rafts, in which they drifted for eleven hours, before all were rescued.

The replicas had toured the Atlantic seaboard during late 1991 as part of the joint Norwegian/Icelandic Vinland Revisited project commemorating the thousand-year anniversary of Leif Eriksson's voyage to the New World (see *ARGONAUTA*, July 1991). In October they had parted with the replica fleet's flagship *Gaia* which travelled on to

participate in the Earth Summit in Rio de Janeiro. The *Oseberg* was a replica of a ninth-century longship and not suited to open water sailing. However, the *Saga Siglar* was a replica of an eleventh-century *knarr* which had successfully circumnavigated the globe.

The *Saga Siglar* was later salvaged, as were parts of the *Oseberg* that drifted ashore. The wreckage was taken to the World's Fair for display before being returned to Norway.

AMERICAN NEPTUNE ANNOUNCES WINNING ARTICLES

Timothy Runyon, the editor of *The American Neptune*, has announced the recipients of the Francis B. Lothrop, Jr. Award for 1992. The Lothrop Award recognizes the two best articles published in the *Neptune* during the previous calendar year. First prize went to Daniel A. Baugh for his article "The Politics of British Naval Failure, 1775-1777," which appeared in the Fall 1992 issue of *The American Neptune*. Second prize went to Dana M. Wegner for his article "An Apple and an Orange: Two Constellations at Gosport, 1853-1855," which appeared in the Spring 1992 issue of the journal. Mr. Wegner's article was also awarded the 1992 Harold L. Peterson Award by the Eastern National Park and Monument Association. The Peterson Award, which carries with it an honorarium of \$1,000, is given each year to the best scholarly, footnoted article on any facet of American military history, including naval and air, and honours the prolific military author who was chief curator of the National Park Service and chairman of the board of Eastern National. Wegner is Curator of Ship Models at the David Taylor Model Basin in Bethesda, MD.

MYSTERIOUS U-BOAT WRECK OFF NEW JERSEY

The Spring 1993 issue of *Military History Quarterly* carried an article by Barbara Benton on a U-boat wreck recently discovered some sixty-five miles off Point Pleasant, New Jersey. US Navy and German historians are mystified as to its identity. The silt-covered wreck, complete with torpedoes, lies upright and essentially intact about 230 feet below the surface. Its conning tower is broken off and lies to the side of the U-boat, with a gaping hole amidship as well. The hull itself is still in one piece. The mysterious wreck lures explorers of varying expertise, but diving is hazardous because of depth and low visibility, and because the wreck is filled with debris and hanging cables. Thus far, three divers have died.

A ten-man commercial diving team based in Point Pleasant has recovered numerous intriguing items, including pieces of china imprinted with the Nazi eagle and swastika, engraved flatware, gauge housings, other hardware, and some human

remains, but so far nothing to positively identify the submarine. Members of the diving team also combed some 10,000 antisubmarine-warfare reports from the National Archives and Navy Historical Center and corresponded with a decorated former U-boat commander in Germany who has conducted research from that side, but because the voluminous records are incomplete and sometimes inaccurate, conclusions are limited. At best, they are able to speculate that the mystery sub is U-851, the only unaccounted-for vessel in the formidable German fleet that terrorized Allied shipping throughout World War II. It left Kiel, Germany, in February 1944, carrying seventy-five tons of mercury, twenty-nine tons of lead, spare motor parts, and radio equipment for the German embassy in Tokyo. By April it had disappeared, probably torpedoed. The question remains as to what it would have been doing off-course on the New Jersey coast.

CALL FOR PAPERS: LAKE MICHIGAN MARITIME HISTORY

The Historical Society of Michigan will meet on 1-3 October 1993 in Grand Haven and seeks presentations on Lake Michigan maritime history. Contact Dr. William Anderson, President, West Shore Community College, PO Box 277, Scottville, MI 49454-0277.

FIFTH NATIONAL MARITIME HERITAGE CONFERENCE

Boston, Massachusetts will be the site of the Fifth National Maritime Heritage Conference, scheduled for September 15-18, 1993. Jointly sponsored by the National Trust for Historic Preservation, the National Maritime Alliance, and the National Maritime Initiative (a programme of the National Park Service), the Conference will bring together representatives and interested individuals from every facet of maritime heritage activity in North America.

The theme of the Conference will be, "Developing a National Policy on Maritime Heritage." Based on reports from the field, participants will review the progress towards achieving the goals established at the Fourth National Conference, held in Baltimore in 1991. Policy makers from Washington will assess the climate for heritage legislation under the Clinton Administration and suggest how support can be built on Capitol Hill for maritime issues.

The Conference will bring together individuals from the fields of maritime museums, historic vessel and lighthouse preservation, nautical archaeology, naval history, traditional small craft, skills preservation and education, as well as government and the maritime industry. Emphasis will be on actions that participants, as organizations, as individuals, and

as a community of interests, can take to increase public participation in maritime heritage activity at the local level and nationally. Through presentations and working groups, practical ways will be considered to foster and improve communication and education. Existing funding opportunities that are available to maritime heritage programs will be explored, as well as possibilities for new and effective partnerships.

The Conference will be held at the Thompson Island Outward Bound Education Center, located a mile offshore in Boston Harbor. Dormitory-type accommodations and family-style meals will help to keep costs low. Camping is an available alternative, as are Boston's many hotels. The schedule calls for an opening reception on Wednesday evening, September 25th, followed by two full days of sessions on the 16th and 17th, with tours and other activities on Saturday the 18th. There will be ample free time for socializing, small group meetings, etc. For information on the Fifth National Maritime Heritage Conference, contact: Maritime Office, National Trust, 1785 Massachusetts Ave. NW, Washington, DC 20036 (telephone 202-673-4212). Registration materials will be mailed soon.

1993 SUMMER INSTITUTE: "THE CRAFT OF SHIPBUILDING: THE NEW ENGLAND TRADITION"

The Department of History and the Division of Graduate and Continuing Education, Salem State College will offer the eleventh Summer Institute of Local History (His 709 and His 410), August 9 to August 13, 1993. This year's theme is "The Craft of Shipbuilding: The New England Tradition." The institute is open to educators, museum personnel, librarians, graduate and undergraduate students and all others who are working in the field of local/community history, serving as a volunteer, or who have an interest in the field. Three graduate or undergraduate credits may be earned by participants who are qualified and who attend all sessions and submit a museum exhibit project proposal, develops a curriculum unit, or completes a research paper by 2 November. Enrolment is limited to thirty participants. The goal of the institute is to introduce participants to the interrelationship between local and national history.

Sessions will be held at Salem State College, and the Peabody and Essex Museum. Site visits will be made to the Charlestown Navy Yard, the USS *Constitution* in dry dock, Cape Ann Historical Society, the Essex Shipbuilding Museum and the Lowell Boat Yard. There will also be a tour of the schooner *The Adventure*. Sessions include: "Shipbuilding in New England: An Overview," "Small Boat Tradition," "A Tradition of Schooner Building on Cape Ann: A Craftsman's Story," "The Shipyards of Boston," "The

Fishermen's World," "To the Sea: Journeys of New England Ships," and "Voices of the Craftsmen: Oral History As a Research Tool." The institute's faculty will be composed of both craftsmen and scholars. Diana Stockton, director of the Essex Shipbuilding Museum, will give a talk "Axes, Adzes and Lunch-pails: The Daily Work of the Shipbuilders of Essex," following Monday night's reception and banquet at Coting Smith Assembly House, Salem.

All sessions will be held on 9, 10, and 11 August with visits to historical societies, museums, libraries and other appropriate sites on 12 and 13 August. It is expected that participants will use these visits to develop ideas and resource materials which will aid them in developing and implementing their proposal, curriculum unit or research papers.

The registration fee of \$395 (for both in-state and out-of-state participants) is inclusive of tuition, materials, site fees, refreshments, Monday evening banquet, three luncheon and all other costs for scheduled sessions. Participants may enrol for three graduate or undergraduate credit hours. Those not seeking credit may audit the institute. All participants who enrol for credit will have to complete a curriculum unit, a project proposal or a research paper by November 1, 1993.

For those who have not been to the North Shore of Massachusetts, the institute provides an opportunity to explore one of the most diverse and historically rich areas of the United States. Located in this region are historical museums and sites which relates to the history of the nation from its colonial period to the present. The region also has some of the finest beaches in the United States. While August is the hottest time of the year for the region, the prevailing sea breeze keeps the temperature moderate. Dormitory space is available for a charge of \$20-\$25 p/p double occupancy.

For information or to register, contact The Division of Graduate and Continuing Education and Special Programs, Room 102, Sullivan Building, Salem State College, Salem, MA 01970 (tel: 508-741-6300; FAX: 508-741-6336). Payment may be made by cheque, money order, Master Card or Visa. You may also contact the institute's director, Professor John J. Fox at LHI, Department of History, Salem State College, Salem, MA 01970 (tel: 508-741-6399 or 508-774-8031; FAX: 508-777-4754; e-mail: jfox@rcnvmc.Rcn.Mass.Edu).

LONGITUDE SYMPOSIUM TO COMMEMORATE 300TH ANNIVERSARY OF BIRTH OF JOHN HARRISON

A major international event for those interested in the history of navigation, scientific instruments, clockmaking, geography, map making and the history of technology will take place at Harvard University on 4-6 November. The

Longitude Symposium, organized by Harvard's Collection of Historical Scientific Instruments in conjunction with the National Association of Watch and Clock Collectors, will commemorate the 300th anniversary of the birth of John Harrison, inventor of the marine chronometer. Harrison's timekeepers, for which he eventually won a £20,000 prize offered by Britain's Parliament in 1713, made possible the first absolute determination of longitude at sea. Thirteen noted authorities from five countries will lecture on the context, history and impact of Harrison's invention, its predecessor methodologies and its successor instruments. Associated events include an exhibition of clocks, watches and other instruments, a reception at Harvard's Fogg Art Museum, and a banquet with guest speaker Alistair Cooke. For information about registration and accommodations, contact: The Longitude Symposium, Harvard University, Science Center B6, Cambridge, MA 02138, USA (tel: 617-495-2779; FAX: 617-495-3344).

CALL FOR PAPERS: WORLD WAR II IN THE PACIFIC

A conference on "World War II in the Pacific" will be held at the Hyatt Regency Crystal City in Arlington, Virginia, 10-12 August 1994. It will be sponsored by several organizations, including the American Society of US Naval Engineers, Marine Corps Historical Center, Naval Historical Foundation, Naval Order of the United States, and US Naval Institute.

The conference will examine the momentous Allied offensive campaign against the Empire of Japan from August 1942 to August 1945. The analysis of well-known military and naval historians, the remembrances of veterans of the war, contemporary film, artifact displays, and book exhibits will focus on this dramatic clash of arms that so influenced the late 20th century.

The World War II in the Pacific Conference Program Committee welcomes single papers or entire sessions on such aspects of the war as grand strategy and policy, Allied coalition politics, the South, Southwest, and Central Pacific campaigns, the battles of Leyte Gulf, Okinawa, and Iwo Jima, combat leadership, military medicine, intelligence and code-breaking, the evolution of naval air and amphibious warfare doctrine, combat art and photography, technological development of ships, aircraft, and weapons, Marine Raider and Navy UDT operations, and logistics. Please send one-paragraph abstracts of paper or session proposals, curriculum vitae, and related correspondence to: Dr. Edward J. Marolda, Chair, Program Committee, World War II in the Pacific Conference, Naval Historical Center, Bldg 57 WNY, Washington, DC 20374-0571. Deadline for submission of proposals is 30 November, 1993.

STEAMBOAT TICONDEROGA BEING RESTORED

The 220-foot sidewheel steamboat *Ticonderoga*, built in Shelburne Shipyard in Shelburne, Vermont in 1906, and now an impressive on-shore exhibit at the Shelburne Museum, is undergoing restoration thanks to a recent million-dollar gift. According to a news item in a recent issue of *Sea History*, the *Ticonderoga* is one of only two vessels left in the United States with a walking beam steam engine. After service on Lake Champlain for nearly 50 years, she was moved in 1955 two miles overland from the lake to the Shelburne Museum. Job captain for the restoration, which started this past fall and is expected to take two years, is veteran Great Lakes custom boatbuilder Frank "Chip" Stulen. Restoration work includes replacing decks, sheathing and panelling in the superstructure, and painting. A large portion of the donated funds will be put aside for an endowment to support regular maintenance of the vessel.

PHILADELPHIA MARITIME MUSEUM TO MOVE

Inaugurating a new era in the redevelopment of Philadelphia's waterfront, the Philadelphia Maritime Museum has entered into a long-term agreement with Penn's Landing Corporation to manage and develop the building known as the Port of History Museum and the parcel of land on which it stands. Located for the past thirty-three years in the city's downtown, the museum will more than double in size and refocus its exhibits, thanks to the new facilities. According to museum President John S. Carter, the museum will provide a direct thematic link with the historic vessels berthed at Penn's Landing, including the barquentine *Gazela Primeiro*, the Barnegat Lightship, the tug *Jupiter*, the World War II submarine *Becuna*, and Admiral Dewey's flagship during the 1898 Battle of Manila Bay, USS *Olympia*. The new location is also just across the Delaware River from the New Jersey State Aquarium, and will thus serve as a cultural anchor for a dynamic maritime learning centre uniting the disparate cultural attractions on both sides of the Delaware waterfront.

The new building has 14,000 square feet of exhibition space (compared to 6,000 in the old building), a 360-degree cinema, a 550-seat auditorium and enough space to increase the library and collection storage areas. The initial stage of the phased construction project will take between one year and eighteen months, with a tentative opening scheduled for early spring, 1995, and will cost between \$6.5 and \$12 million; \$4 million will go towards repairs and construction at the building, \$2.5 million towards new exhibits, and the rest will pay for a new two-storey addition to serve as an education centre, library and collections and storage area, as well as a museum workshop which is now housed in a barge moored in the river.

STEAMBOAT ENGINE TO BE SALVAGED

Army Corps of Engineers divers will soon attempt to raise what is thought to be the only surviving specimen of a marine cross-head engine. The massive ten-ton iron and copper engine is from the Baltimore-built sidewheeler *Columbus*, which caught fire and sank near the mouth of the Potomac River on November 27, 1850. The cross-head engine was the simple but inefficient and unreliable predecessor to the more advanced and widely used "walking beam" engine. The recovered engine will provide a rare glimpse into the evolution of steam technology. In the words of Paul Hindley, underwater archaeologist with the Maryland Historical Trust, "If you can get little snapshots of changes like the *Columbus* engine, you can break what look like vast leaps of technology into small steps." The restored engine will likely become an exhibit at the Christopher Columbus Centre of Marine Research and Exploration, due to open in Baltimore's Inner Harbor in 1994. (Source: *Sea History* No. 64, Winter 1992-93.)

TWO SIXTEENTH-CENTURY WRECKS DISCOVERED

An early sixteenth-century wreck was discovered by Florida businessman and salvage hunter John Browning while prospecting along a coral reef in the Bahamas in the summer of 1991. Browning and an associate found the wreck inside the reef under six feet of sand and coral. According to one expert, the find should significantly increase the archaeological record of ships of that period, and described the find as "the largest early sixteenth-century site" he had ever seen on this side of the Atlantic. The dating of the wreck is still tentative, and is based on artillery discovered on the vessel.

Archaeologists and divers working for Browning's St. John's Expeditions and Mel Fisher's Maritime Heritage Society, a non-profit organization formed by Fisher after his controversial commercial salvage of the Spanish treasure galleon *Atocha*, began excavation of the site in 1992. About 25 percent of the site has been excavated so far, uncovering a large number of fragments of plates, pitchers, olive jars and every class of period weapon, including a large section of a soldier's helmet and a rare crossbow complete with cranking mechanism. According to site archaeologist David Moore, the site is not being commercially salvaged. Because the Bahamas lacks any conservation facilities, artifacts are being conserved at the Maritime Heritage Society's facilities in Key West, Florida.

Cuban archaeologists have been excavating another sixteenth-century wreck on a reef in Cuba. The wreck has been taken for conservation and display to El Morro, the castle in Havana harbour. The wreck is well preserved; the bow

section is missing but the entire hull below the waterline from above the main mast back to the rudder is present. Dated to 1590, the wreck is that of the *Rosario*, a vessel known to have been attacked and sunk by English voyagers on route to the English settlement at Roanoke, Virginia. (Source: *Sea History* No. 64, Winter 1992-93.)

IRON BARQUE TO SAIL AGAIN

The 130-year-old iron barque *Star of India* will soon sail the waters of San Diego Bay once again. The San Diego Maritime Museum announced August 14 and 22, 1993 as her sailing dates. Built in 1863, the ship sailed around the world twenty-one times in her sixty-year career. She last sailed the bay in 1989. (Source: *Sea History* No. 64, Winter 1992-93.)

CONFERENCE ON "AUSTRALIA'S MARITIME BRIDGE INTO ASIA"

An international conference will be held at the Novotel Brighton Beach in Sydney, Australia 17-19 November, 1993 on the theme "Australia's Maritime Bridge into Asia." The conference will have a three-fold aim: to promote Australia as a maritime nation; to explore Australia's strategic, economic and political links with Asia; and to address issues in industries related to shipping, defence, offshore resources, education and training, marine safety, shipbuilding and marine science and technology. The conference is sponsored by the Royal Australian Navy Maritime Studies Programme. For information, contact Lt. Cmdr. Bob Hodge, RAN Maritime Studies Program (tel: 011+61 266 6114/6503; FAX: 011+61 266 6754).

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

Just a final reminder that the International Commission of Maritime History and the Australian Association for Maritime History will observe Western Australia's "Maritime Year 1993" at a conference on "New Directions in Maritime History" in Perth/Fremantle in December 1993. The conference is intended to provide a full coverage of all major aspects of maritime history. The main purpose of the conference is to evaluate the current state of maritime history and to map pathways for the future. The programme is built around a number of aspects of, and approaches to, maritime history, including themes like naval history, merchant shipping and trade, seafaring and maritime trade *unions, ports and port cities, fisheries, maritime art and literature, regional studies dealing with the Indian and Pacific Oceans, Mediterranean, and the North Atlantic, developments in the historiography of individual countries, and the position of maritime history in the community

through maritime museums, heritage and education programmes, and maritime archaeology. For further information, contact: "New Directions in Maritime History," c/o Department of History, University of Western Australia, Nedlands, WA 6009, Australia (tel: 61-9-380.2139; Fax: 61-9-380.1069).

RESEARCH FELLOWSHIP IN NAVAL AND MARITIME HISTORY

The National Maritime Museum in Greenwich, England aims to promote the understanding of the history and the future of the sea by preserving, interpreting and developing its collections, premises and expertise. Towards these ends, the Caird Junior Research Fellowship is offered annually by the Trustees of the Museum. It is normally granted in the field of British naval and maritime history, but a Fellow may be appointed in the following fields: history of the navigational sciences (astronomy, navigation, hydrography, cartography,) maritime art, nautical archaeology or museum conservation. Applicants may be of any nationality and will be judged on the quality of their proposals. The Fellowship is intended for recent graduates or for those working towards a higher degree. Equivalent projects, not to be submitted to a university, will also be considered.

The grant for a Fellowship is £8,500; exceptionally this grant may be renewed for one year. There will not normally be more than one Fellowship at any one time. Any publication arising from the tenure of the Fellowship would receive printed acknowledgement in the publication. A Fellow may be expected to attend conferences or symposia on behalf of the Museum and to participate in informal seminars with staff; he or she will also be expected to report regularly on research progress. The Fellowship will be tenable for a year from September 1994. Application forms can be obtained from the Secretary of the Caird Fund National Maritime Museum, Greenwich, London SE10 9NF, England. Completed forms must be received by 30 November 1993 and shortlisted candidates will be interviewed in early February 1994. Only travel expenses for interview for full-time students in the United Kingdom will be paid.

THE ANDERSON PRIZE 1994

The Society For Nautical Research was founded in 1910 to encourage research into matters related to seafaring and shipbuilding in all ages and among all nations, into the language and customs of the sea, and into other subjects of nautical interest. To mark the Society's 75th anniversary in 1985, the Anderson Prize was established and named in honour of the late distinguished historian and founder member of the Society, Dr. Roger Charles Anderson. The

prize will be awarded next in 1994 for the best essay comprising original research on any aspect of maritime history (naval, technical, commercial, economic, and social) submitted to the Honorary Secretary by 31 December 1993. The winner will receive £250 and a medal.

Contributions must be submitted in English, typewritten, double spaced and not exceeding 10,000 words, to the Hon. Secretary of the Society to arrive not later than 31 December 1993 (address: The Honorary Secretary, The Society for Nautical Research, c/o National Maritime Museum, Greenwich, London SE10 9NF). Full references and a bibliography must be included. Contributions must not be extracts from work submitted for any other purpose. Contributions must not have been published or accepted for publication elsewhere. Winning contributions, and the runners-up, will be submitted to the Hon. Editor of *The Mariner's Mirror* for possible future publication in whole or in part in the Society's journal. Publication will be entirely at the Hon. Editor's discretion. The judges will take into account historical content, style of presentation, and the ability of the author to hold the attention of a reader unfamiliar with the subject in question. If at any competition no award is made, the Society may, on the recommendation of the Anderson Prize Committee, add the amount of the award to the capital value of the fund or apply it to one of the following purposes: increasing the value of a future prize or awarding a second prize to a deserving candidate. The judge's decision shall be final. The winner will be notified by 30 June 1994 and an announcement will be published in *The Mariner's Mirror*. Contributors who wish their manuscript to be returned must enclose sufficient return postage (or international postal reply coupons) with their entries.

CALL FOR PAPERS: FOURTH INTERNATIONAL CONFERENCE ON ICE TECHNOLOGY

The Fourth International Conference on Ice Technology will be held 19-21 September, 1994 at the Robinson College in Cambridge, England; the conference will be organized and sponsored by the Wessex Institute of Technology, Portsmouth University, Southampton and the Scott Polar Research Institute, Cambridge. The aim of the conference is to demonstrate how industry and national agencies can profit by advances in ice technology and other ice-related research by oil companies, universities and by government and private establishments. Oil companies, naval architects, glaciologists, geophysicists, oceanographers, marine civil engineers, shipbuilders, designers of offshore platforms, and research scientists in government, industry and universities will meet for discussion and exchange of views. A broad range of topics may therefore be suitable for presentation and discussion, such as ice navigation, design and instrumentation

of polar vessels and icebreakers, arctic marine transportation, aspects for the safe operation of ships in polar regions, to name but a few. Abstracts of 300 words are invited to be submitted as soon as possible. To receive the full Call for Papers, contact Sue Owen, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO4 2AA, UK (tel: 011+44 703 293223; fax: 011+44 703-292853; e-mail: CMI@ib.rl.ac.uk.).

AROUND THE MARITIME JOURNALS

In addition to the contents of the maritime journals noted below, a number of articles appeared in journals that are not specifically dedicated to maritime themes. Recently, J.F. Edwards and B.P. Hindle examined "The transportation system of medieval England and Wales" in *The Journal of Historical Geography* 17, (1991), pp. 123-134. Their claim that the inland water transport system was extensive was subsequently challenged by John Langdon in a subsequent issue of the same journal (vol. 19, 1[January 1993], pp. 1-11) in an article entitled "Inland water transport in medieval England," which was followed (pp. 12-14) by a rejoinder entitled "Comment: inland water transportation in medieval England" by Edwards and Hindle. Coincidentally, an article by James Masschaele in the *Economic History Review*, 42, 2 (May 1993), pp. 266-279 entitled "Transport costs in medieval England," uses data extracted from Sheriffs' accounts to quantify the cost of land and river transport in the thirteenth and fourteenth centuries. A little closer to the present, Simon Ville examined "The Coastal Trade of New Zealand Prior to World War I" in *The New Zealand Journal of History*, 27, 1 (April 1993), 75-89. Jonathan Wylie contrasts the responses of two maritime communities to unexpected local gluts of marine resources, in "Too Much of a Good Thing: Crises of Glut in the Faroe Islands and Dominica," *Comparative Studies in Society & History*, 35, 2 (April 1993), 352-389. And naval historians will be interested in an article by D. Macgregor, "Former Naval Cheapskate: Winston Churchill and the Royal Navy, 1924-1929," *Armed Forces & Society*, 19, 3 (Spring 1993), 319-334.

AMERICAN NEPTUNE (LIII, 2, Spring 1993)

W.M.P. Dunne, "The Frigate *Constellation* Clearly Was No More: Or Was She?" 77-97
 Donald A. Petrie, "The Ransoming of *Eliza Swan*," 98-108
 Andrew M. Williams, "The Just Debts of the Republic: French Spoliation Claims and the Ketch *John* of Salem," 109-129

FRESHWATER (VII, NO. 1, 1992)

Walter Lewis & Rick Neilson, "Life and Death on the *Ocean*

Wave," 3-20 (steamer, sunk 1853)

C.S. McWatters, "New Ship on The Stocks," 21-31 [the Calvin Company, Kingston]

INLAND SEAS (XLIX, NO. 1, SPRING 1993)

Donald S. Bowman, "Wings Over Lake Erie," 4-7 [floatplane service, Cleveland-Detroit, 1922-23]

Skip Gillham, "Great Lakes Vessels Lost on the Caribbean," 8-14 [World War II]

Gary S. Dewar, "The U.S. Maritime Commission L6-Type Ore Carriers," 15-43

Don Naish, "Rags of the Greene Line," 44-46 [Ohio River steamers, late 1930s]

Arthur B. Strough, "Maritime History of Clayton," 47-66 [Clayton, NY]

INTERNATIONAL JOURNAL OF MARITIME HISTORY (V, NO. 1, JUNE 1993)

Gelina Harlaftis and Costas Chlomoudis, "Greek Shipping Offices in London in the Interwar Period," 1-40

William D. Wray, "The NYK and World War I: Patterns of Discrimination in Freight Rates and Cargo Space Allocation," 41-63

John McDonald and Ralph Shlomowitz, "Contract Prices for the Bulk Shipping of Passengers in Sailing Vessels, 1816-1904: An Overview," 65-93

Malcolm Tull, "The Development of the Australian Fishing Industry: A Preliminary Survey," 95-126

Anthony B. Dickinson and Chesley W. Sanger, "Modern Shore-Station Whaling in Newfoundland and Labrador: The Peak Season, 1904," 127-154

Research Notes

Giuseppe Conti, "Financial Distress and Industrial Conflict in Italian Shipbuilding between the Two World Wars," 155-177

K. Dharmasena, "The Decline of Galle and the Rise of Colombo in the Nineteenth Century," 179-192

Constantine Papathanassopoulos, "The Creation of New Maritime Centres in Greece with the Emergence of Steam, 1850-1870," 193-202

Review Essay

Laurence Evans, "Transport, Economics and Economists: Adam Smith, George Stigler, et al.," 203-219

Roundtable

Lewis R. Fischer, Jonas Ljungberg, Kent Olsson, and A. Slaven on Edward H. Lorenz, *Economic Decline in Britain: The Shipbuilding Industry 1890-1970*, 221-237

Edward H. Lorenz, "Crafting a Reply: British Shipbuilding Decline Revisited," 239-248

*INTERNATIONAL JOURNAL OF NAUTICAL
ARCHAEOLOGY (XXII, NO. 1, FEBRUARY 1993)*

Ian Friel, "Henry V's *Grace Dieu* and the wreck in the R. Hamble near Bursledon, Hampshire," 3-19

Richard Clarke, Martin Deane, Gillian Hutchinson, Sean McGrail, Jane Squirrel, "Recent work on the R. Hamble wreck near Bursledon, Hampshire," 21-44

Sean McGrail, "The future of the Designated wreck near Bursledon, Hampshire," 45-51

Paul Forsythe Johnston, "Treasure salvage, archaeological ethics and maritime museums," 53-60

Ehud Galili, Uzi Dahari and Jacob Sharvit, "Underwater surveys and rescue excavations along the Israeli coast," 61-77

J. Barto Arnold III, "Technical Communications: Matagorda Bay surveys: applications of inexpensive satellite navigation," 79-87

MARINE POLICY (XVII, NO. 1, JANUARY 1993)

Igor K. Kolosovskiy, "Prospects for universality of the UN Convention on the Law of the Sea," 4-10

Barbara Kwiatkowska, "Ocean Affairs and the law of the sea in Africa: towards the 21st century," 11-43

R.R. Churchill, "Fisheries issues in maritime boundary delimitation," 44-57

Ernest G. Frankel, "Total quality management in liner shipping," 58-63

*NAUTICAL RESEARCH JOURNAL
(XXXVIII, NO. 1, MARCH 1993)*

Erik A.R. Ronnberg, Jr., "Stranger in Truth than in Fiction: the American Seven-Masted Schooners," 5-41

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 II," 42-48

*OCEAN DEVELOPMENT AND INTERNATIONAL LAW
(XXIV, NO. 1, JANUARY-MARCH 1993)*

Jeffrey Lee Canfield, "The Independent Baltic States: Maritime Law and Resource Management Implications," 1-39

Robert J. Wilder, "Cooperative Governance, Environmental Policy, and Management of Offshore Oil and Gas in the United States," 41-62

Douglas M. Johnston, "Vulnerable Coastal and Marine Areas: A Framework for the Planning of Environ-

mental Security Zones in the Ocean," 63-79

Francisco Oriego Vicuña, "Toward an Effective Management of High Seas Fisheries and the Settlement of the Pending Issues of the Law of the Sea," 81-92

Thomas A. Clingan, Jr., "*Mar Presencial* (The Presential Sea): *Deja Vu* All Over Again? - A Response to Francisco Oriego Vicuña," 93-97

Christopher C. Joyner and Peter N. de Coila, "Chile's Presential Sea Proposal: Implications for Straddling Stocks and the International Law of Fisheries," 99-121

*RESEARCH IN MARITIME HISTORY NO. 4.
SHIPBUILDING IN THE UNITED KINGDOM IN THE
NINETEENTH CENTURY: A REGIONAL APPROACH
ed. Simon Ville*

Simon Ville, "Shipbuilding in the Northeast of England in the Nineteenth Century," 1-43

Sarah Palmer, "Shipbuilding in Southeast England, 1800-1913," 45-74

David J. Starkey, "The Shipbuilding Industry of Southwest England, 1790-1913," 75-110

Frank Neal, "Shipbuilding in the Northwest of England in the Nineteenth Century," 111-152

Anthony Slaven, "Shipbuilding in Nineteenth-Century Scotland," 153-176

Michael S. Moss, "Shipbuilding in Ireland in the Nineteenth Century," 177-195

RESOLUTION (NO. 28, SPRING 1993)

Ian Pope, "New life for an old warship," 4-9 [HMCS *Chaudiere* as artificial reef]

John MacFarlane, "Treasure Island," 10-13 [Cocos Island]

Anonymous, "Piracy today!," 14-19 [in Indonesian waters]

*SEAWAYS' SHIPS IN SCALE
(IV, NO. 3, MAY/JUNE 1993)*

Ship Modeling

Roger A. Hambridge, "Modeling the *L.A. Dunton* with Plank-on-Frame: Part 2," 8-12

Allan Miller, "HMS *Skirmisher*: A Dean's Marine Kit," 14-17

Dan Smith, "Modeling the Ocklawaha River Steamboat *Okeehumkee*," 26-30

Craig D. Pays, "The Cajun Clipper: Louisiana Lafitte Skiff Shrimp Trawler," 38-43

Bob Crawford, "Building a Wooden Hull," 44-48

John J. Magno, "*Dallas*: Part 5," 50-57

Robert L. Evans, "Chesapeake Bay Skipjack - A Midwest Products Kit," 58-61

Russ Aller, "USS *Wasp* 1806: Part 3," 62-67

Nautical Research

- Edward A. Mueller, "Ocklawaha River Steamboats," 18-25
 Paul Forsythe Johnston, "Escape by Water: The Smithsonian Institution's Ship Plans Catalogs," 32-35

SEAWAYS' SHIPS IN SCALE
 (IV, NO. 4, JULY/AUGUST 1993)

Ship Modeling

- George R. Bullitt, "Cape Cod Catboat," 8-15
 Glynn Guest, "Destroyer Duo," 16-20 [HMS *Ivanhoe* and *Lagos*]
 Ben Lankford, "Scale Considerations for Ship Models," 22-25
 M.E. Pierson, "Building the *Bonhomme Richard*," 26-27
 Bob Crawford, "Splinter Shields and Other Bulwarks," 35
 Gus Agustin, "Fair American: 18th-Century War Brig," 36-43
 David Cowell, "Accurize Your Table Saw," 44-47
 Robert L. Evans, "Types of Glue and Their Application in Model Shipbuilding," 49
 Russ Aller, "USS *Wasp*, Part 4," 50-54
 Ben Lankford, "Rigging Tips and Techniques," 62-65

Nautical Research

- Edward A. Mueller, "Ocklawaha River Steamboats, Part 2" 28-34
 Kimble Hill, "Port Isabel Scow Sloops of the Texas Laguna Madre, Part 1," 56-60

STEAMBOAT BILL (NO. 204, WINTER 1992)

- Martin J. Butler, "Working the Port: New Bedford Towboat-
 ing - The First Century," 257-274
 Charles O.L. Lawesson, "Ocean Voyage - 1842 Style: Trans-
 Atlantic on *Britannia*," 275-280
 William M. Rau, "Reviewing the Columbus Quincentenary
 Celebration," 291-298 [New York City]

WARSHIP INTERNATIONAL
 (XXIX, NO. 4, DECEMBER 1992)

- J. Caruana, "Ohio Must Get Through," 334-338 [Operation
 Pedestal in the Mediterranean, August 1942]
 V.B. Arbuzov, "The Battleship *Dvenadtsat Apostolov*," 368-
 388 [Imperial Russian warship, 1888-1911]

ARGONAUTA DIARY

1992/93

- May-Sept.1993 "Explorers & Natives," a British Columbia
 Historical Geography Project and University
 of British Columbia Museum of Anthro-
 pology Travelling Exhibit. Maps, photo-

graphs, drawings, and charts describe
 events on the Pacific northwest coast in
 1792.

- Oct.30, 1992 - Exhibit on "Scrimshaw Art" at the Maine
 Oct. 24, 1993 Maritime Museum (Information: Melinda
 Lake, Maine Maritime Museum, Bath, ME
 04530 [tel: 207-443-1316])

1993

- to Jan. 30, 1994 "Shipwreck!" exhibit at Maine Maritime
 Museum, Bath, ME 04530 (tel: 443-1316)
 Feb. 15-Nov. 15 Exhibition reopens in larger format: "The
 Honourable Company's *Beaver*," Vancouver
 Maritime Museum, Vancouver, BC
 Feb. 27-Dec.31, Exhibit, "United for Victory: At Home and
 1994 Under the Sea," Manitowoc Maritime Mus-
 eum, Manitowoc, WI 54220
 through Oct. 1 Exhibition: "Modelmania: Ships to Scale,"
 Vancouver Maritime Museum, Vancouver,
 BC
 through Oct. 1 Exhibition: "Vancouver's Mariner's,"
 Vancouver Maritime Museum, Vancouver,
 BC
 through Oct. 24 "Scrimshaw Art," exhibit at Maine Maritime
 Museum, Bath, ME 04530 (tel: 443-1316)
 Mar. 31-Jul.27 "Framing a Launching: Maritime Photogra-
 phy of J.C. Higgins & Son," exhibit at
 Maine Maritime Museum, Bath, ME 04530
 (tel: 443-1316)
 Apr. 6-Oct. 1 Exhibition: "Titanic: The Triumph and the
 Tragedy," Vancouver Maritime Museum,
 Vancouver, BC
 Apr.30-Sep.19 "Patterson in Maine," an exhibit on marine
 painter Charles Robert Patterson, Maine
 Maritime Museum, Bath, ME 04530 (tel:
 443-1316)

- 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, Ant-
 werp, Belgium (Information: Nationaal
 Scheepvaartmuseum, Steenplain 1, B-2000)

- Antwerpen [tel: 03-232-08-50; FAX: 03-226-25-16])
- May 15-Sept. 30 Exhibition on "Transport par Mer," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.
- June 1993 - May 1994 "Model Ships, Boats and Machines," exhibition at the Marine Museum of the Great Lakes at Kingston, Kingston, Ontario
- 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)
- June 30-Sept. 7 "Toronto's Historic Harbour," juried art show and sale, illustrating harbour life in the 1900s, Marine Museum of Upper Canada, Exhibition Place, Toronto, Ontario (tel: 416-392-6827)
- 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: 011+44 71 481 8493; FAX: 011+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 St., Honolulu, HA 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])
- July 30-Nov.14 "Fenwick Williams, Naval Architect," exhibit at Maine Maritime Museum, Bath, ME 04530 (tel: 443-1316)
- August 7 Re-enactment of the Simcoe Landing at Toronto in 1793, in observance of the 200th anniversary of the founding of Toronto, Toronto Harbourfront (Information: Toronto Historical Board [tel: 416-392-1993])
- 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 Montréal
- 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, Stavanger, Norway (Information: ENS Secretariat, PO Box 410, N-4001 Stavanger, Norway [tel: 011+47 4 55 81 00; FAX: 011+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])
- August 27-30 50th anniversary celebrations, commissioning of HMCS *Haida*, Toronto, Ontario

(Information, tel: 416-314-9755)

- Aug.30-Sept.3 123rd Annual Meeting of the American Fisheries Society, Portland, Oregon (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," 3rd British-Dutch Maritime Seminar, Glasgow (Information: Dr. Gordon Jackson, Dept. 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, ICMM, 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," 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, Canadian War Museum, 330 Promenade 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 25, Lakeside, Ohio 43440 [tel: 419-798-4661])
- 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. 25-26 15th Maritime Film Competition, "Fish from Water to Pan," Deutsches Schifffahrtsmuseum, Bremerhaven, Germany (Information: Hans-Walter Keweloh, Deutsches Schifffahrtsmuseum, Van-Ronzelen Str., D-27568 Bremerhaven, Germany)
- Sept. 26-29 Annual Meeting of the Historic Naval Ships Association of North America, Toronto (Information: Channing Zucker, HINAS, 4640 Hoylelake 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 1-3 Meeting of the Historical Society of Michigan, Grand Haven, Michigan, with presentations on Lake Michigan maritime history (Information: Dr. William Anderson, President, West Shore Community College, PO Box 277, Scottville, MI 49454-0277)
- October 1-4 Maritime Museum Librarians' Conference, San Francisco Maritime Museum (Information: The Library, Attn: CONF, San Francisco Maritime National Historic Park, Fort Mason, San Francisco, CA 94123 USA [FAX: 415-556-1624])
- 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])
- October 14 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Tony Lane (University of Liverpool), "Flags of Convenience and the Global Labour Market for seafarers 1970-1993" (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; FAX: 44-533-525081])
- 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])
- October 21-23 "Urban Waterfronts 11 – Learning From Each Other: Bays, Lakes and Rivers," The Waterfront Centre, Washington, DC (Information: The Waterfront Centre, 1536 44th Street, Washington, DC 20007 [tel: 202-337-0356; FAX: 202-625-1654])
- October 28 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Philip Pugh (Ministry of Defence), "Betwixt cost and budget: British naval policy 1683-1983" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, U.K. [tel: 44-533-522582; FAX: 44-533-525081])
- November 4-6 "The Longitude Symposium," Harvard University, Cambridge Massachusetts; organized by Harvard's Collection of Historical Scientific Instruments in conjunction with the National Association of Watch and Clock Collectors (Information: The Longitude Symposium, Harvard University, Science Centre B6, Cambridge, MA 02138, USA [tel: 617-495-2779; FAX: 617-495-3344])
- November 11 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Dr. Wendy Childes (University of Leeds), "The Icelandic trade in the 15th century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582; FAX: 44-533-525081])
- Nov. 12-14 HMCS *Wallaceburg* Reunion, Wallaceburg, Ontario (Information: Jim McAllister, 147 Laverock Avenue, Richmond Hill, Ontario L4C 4K1)
- Nov. 13-14 Annual General Meeting of the Company of Master Mariners of Canada, Ottawa
- Nov. 17-19 "Australia's Maritime Bridge into Asia" conference, Novotel Brighton Beach, Sydney, Australia. Sponsored by the Royal Australian Navy Maritime Studies Programme (Information: Lt. Cmdr. Bob Hodge, RAN Maritime Studies Program [tel: 011+61 266 6114/6503; FAX: 011+61 266 6754])
- 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
- November 25 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Dr. Paul van Royen (Director, Historical Department, Royal Netherlands Navy), "Manning the Dutch Mercantile Marine in the 18th century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582; FAX: 44-533-525081])
- 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)

December 16

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: David J. Lyon (National Maritime Museum), "The Royal Navy 1688-1850: Ship Types and Patterns of Ordering" (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; FAX: 44-533-525081])

1994

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)

January 20

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Dr. Poul Holm (Fiskeri-og Søfartsmuseet, Esbjerg Denmark), "Seining versus Steam Trawling in the North Sea c.1850-1914: the Danish experience in international perspective" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, U.K. [tel: 44-533-522582; FAX: 44-533-525081])

February 3

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Jane Samson (Sir Robert Menzies Centre for Australian Studies), "Protective Supremacy: The Royal Navy in the South Pacific in the 19th

February 17

century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, U.K. [tel: 44-533-522582; FAX: 44-533-525081])

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Adrian Jarvis (National Museums and Galleries on Merseyside), "Port History: Technical and Aesthetic Aspects" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, U.K. [tel: 44-533-522582; FAX: 44-533-525081])

March 3

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Dr. Chris Howard Bailey and Campbell McMurray (Royal Naval Museum, Portsmouth), "The Oral History of the Royal Navy in the 20th century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, U.K. [tel: 44-533-522582; FAX: 44-533-525081])

March 17

British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Dr. David Jenkins (Welsh Industrial and Maritime Museum, Cardiff), "Cardiff Welsh Shipowners 1860-1960" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582; FAX: 44-533-525081])

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: 303-420-3760])

- April 14-17 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- April 28 First annual Peter Davies Lecture in Maritime Business History, Merseyside Maritime Museum, Liverpool. Speaker: Lewis R. Fischer, "Liverpool Shipbrokers and Maritime Business History" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool, Merseyside L3 4AA, England)
- May Commonwealth Maritime History Conference, Victoria, British Columbia
- May 25-28 "The Pacific Coast and Wider Seas," joint conference of the Canadian Nautical Research Society and the North American Society for Oceanic History, Vancouver Maritime Museum, Vancouver, British Columbia (Information & Proposals: Prof. Barry Gough, Dept. of History, Wilfrid Laurier University, Waterloo, Ontario N2L 3C5 [tel: 519-884-1970, ext. 2260; FAX: 519-578-9164; e-mail: bgough@mach1.lu.ca])
- May Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, New Brunswick
- May 20th Annual Meeting of the French Colonial Historical Society, Cleveland, Ohio
- May 5 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Prof. Philip Cottrell (University of Leicester), "English Corporate Finance and Organisation in Shipping; the Emergence of the Single Ship Company" (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; FAX: 44-533-525081])
- May 12 British Commission for Maritime History, Seminar, King's College, The Strand, London WC2, England; Speaker: Prof. Richard H. Warner (Mary Washington College, Virginia, USA), "Ships for the Tsar: The Origins of the Russian Baltic Fleet in the Era of Peter the Great" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582; FAX: 44-533-525081])
- June "Canada's Pacific Maritime Interests," Naval Officers Association of Canada conference, Vancouver, BC
- August 10-12 "World War II in the Pacific" conference, Hyatt Regency Crystal City, Arlington, Virginia. Deadline for proposals: 30 November, 1993 (Information and proposals: Dr. Edward J. Marolda, Chair, Program Committee, World War II in the Pacific Conference, Naval Historical Centre, Bldg 57 WNY, Washington, DC 20374-0571)
- August 10-13 10th International Baltic Seminar, Kotka, Finland, on the theme of development and work of harbours (Information: Eira Karpinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, 48100 Kotka, Finland [tel: 358-52-274430])
- 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)
- 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)
- Sept. 19-21 Fourth International Conference on Ice Technology, Robinson College, Cambridge, UK (Information: Sue Owen, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO4 2AA, UK [tel: 011+44 703 293223; FAX: 011+44 703-292853; e-mail: CMI@ib.rl.ac.uk.]

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

In Paris last March **PIERRE CAMU** attended a two-day seminar as *Rapporteur* on the use and future of the St. Lawrence Seaway; the seminar was organized by the Secrétariat de la mise en valeur du Saint-Laurent, an agency of the Québec government. In May, Pierre attended a group discussion in Montréal on the review of the Canadian Transportation Accident Investigation and Safety Board Act. **FRED DRAKE** will be in Annapolis in October to participate in the Eleventh Naval History Symposium at the US Naval Academy there; Fred will present a paper on "The Sinclair-Croghan Expedition to the Upper Lakes, 1814." **GERALD GORDAN** will also participate at the Eleventh Naval History Symposium in Annapolis this October; Gerry will serve as commentator for a session on "The Royal Navy in the Age of Sail." **CRIS KOHL** has been appointed as Regional Coordinator of the Board of Directors of the Ontario Underwater Council. An article by **JAMES P. DELGADO** on "operation Crossroads" appeared in *American History Illustrated*, XXVIII, 2 (May/June 1993), 50-59. Jim is also the author of *Beaver: Pioneer Steamship of the Pacific Northwest*, published recently in Victoria by Horsdal & Schubart. Jim and his former colleagues in the US National Park Service were also featured in "Bikini: Forbidden Paradise," a television programme which aired in April on ABC-TV's "World of Discovery." The programme focused on the wrecks of the ships sunk at Bikini during the A-bomb tests of 1946. Jim narrated the underwater action sequences. **BARRY GOUGH** provided a Canadian perspective of the commemorations and controversy of the Columbus quincenary in "Goodbye Columbus? Canada's Chains of History," an essay in *History Today*, 43 (March 1993). Captain H.G. **HALL** continues to add to his database of ships; towards this end he recently acquired forty years' back issues of *Sea Breezes*. He has also compiled and printed for distribution a list of hundreds of ship photos from his own negatives, which is available for sale. One recent acquisition is an excellent sequence concerning the building and launching of *War Wasp* in 1917 at Trenton, Nova Scotia, as well as photos of *War Halifax* fitting out at Liverpool, Nova Scotia and *War Bee* fitting out. Captain Hall has also been making accurate scale models of Nova Scotia Grand Banks dories. **ROBERT GRENIER** was nominated and accepted to the newly formed International Committee of Underwater Archaeology, which operates under the auspices of ICOMOS. Specifically, he will be involved in developing guideline criteria for shipwreck nominations to the World Heritage List and for the protection of deep water historic wrecks in international waters. The Canadian Institute of Strategic Studies has published **PETER HAYDON's** book, *The 1962 Cuban Missile Crisis: Canadian Involvement Reconsidered*. **POUL HOLM** is co-editor with John Edwards of *North Sea Ports and Harbours-*

Adaptations to Change; the volume is a collection of papers presented at the Second North Sea Conference in Esbjerg, Denmark in 1991, and was published by the Fishery and Seafaring Museum located there. Poul is also the author of *Hjerting et maritimt lokalsamfund midt i verden ca. 1550-1930*; the book examines Hjerting, a suburb today of Esbjerg, which is Denmark's main North Sea fishing harbour, but which in earlier times was the centre of an extensive trade in cattle and fish to Holland and Hamburg, and later became home port for Danish whaling ships. Next January Poul will be speaker at one of the British Commission for Maritime History King's College Seminars; Poul will speak on "Seining versus Steam Trawling in the North Sea c.1850-1914: the Danish experience in international perspective." In an article entitled "Treasure Island" that appeared in the Spring 1993 issue of *Resolution*, JOHN MACFARLANE looks at the stories of pirate treasure reportedly buried on Cocos Island off the Pacific coast of Costa Rica. ARTHUR MEARS has prepared ship histories for two philatelic publications: *Watercraft Philately* and *The Canadian Connection*. He also continues to gather material on figureheads, and reports that he has added several items to his shelf on Jutland, 1916. Arthur continues his recovery, though the "metalwork" will remain in his legs; he has been returned to the care of a local doctor. The CNRS welcomes new member PETER P. MORAN, archivist of Simcoe County. As archivist, Peter has been involved in researching Great Lakes shipping as well as local recreational boat builders like Grew and Gielley. Peter is also interested in local contributions to naval matters in both world wars. We extend a hearty welcome to another new member, Captain GEORGE Q. PARNELL, Master Mariner. George saw active service at sea during World War I in submarines, destroyers and merchant ships, and subsequently became shipmaster and ice pilot, Arctic and Eastern Canadian Seaboard, from which he recently retired. George has involved himself in private research projects based on his own seagoing experience as well as the *Titanic* disaster and others. He is interested in ship safety matters and navigation, and has been involved in ice research and the preparation of training manuals, including *Ice Seaman-ship* (London, 1986; second edition in preparation), *Pilotage and Berthing in Ice* (the Nautical Institute on Pilotage and Shiphandling, 1990), and *Panoramic Views of the Arctic for the Mariner* (Montréal, 1982), as well as miscellaneous articles on nautical matters in the *Nautical Magazine*. He is past president of G.Q. Parnell Marine Surveyors, Inc. George also brings his experience and specialized knowledge to conferences, most recently the Third International Conference on Ice Technology at M.I.T. in Cambridge, Massachusetts last year. Last March, Lancelot Press launched a new book by GREGORY PRITCHARD at the Fisheries Museum of the Atlantic in Lunenburg, Nova Scotia. *Collision at Sea: The Little-Known Marine Tragedy*

Felt on Both Sides of the Atlantic tells the story of the collision between a Lunenburg fishing schooner and a British merchant ship during World War II. The book launch was held fifty years to the day of the collision described. Greg says that there was a fairly large crowd in attendance — many were relatives of the victims. A National Film Board film of the *Flora Alberta*, taken shortly before the sinking, was also shown; the film has recently been made available to the museum on video tape. The book will be reviewed in a forthcoming issue of *The Northern Mariner*. JIM PRITCHARD chaired a session on "Eighteenth-Century French Perceptions of the New World" at the Annual Meeting of the French Colonial Historical Society in May, sponsored this year by the John Carter Brown Library in Providence, Rhode Island. SHANNON RYAN is to be congratulated upon receiving this year's Keith Matthews Award in the article category for his essay, "The Industrial Revolution and the Newfoundland Seal Fishery;" the article appeared in the *International Journal of Maritime History*, IV, 2(December 1992), 1-44. ALAN RUFFMAN is now engaged in co-editing (with Colin Howell) the papers from the "Explosion 1917" conference held in Halifax last November. The volume should be out by the end of the year. The new book by ERIC SAGER, entitled *Ships and Memories: Merchant Seafarers in Canada's Age of Steam*, has been released by its publisher, UBC Press. Next February JANE SAMSON will speak at one of the British Commission for Maritime History King's College Seminars on the topic "Protective Supremacy: The Royal Navy in the South Pacific in the 19th century." LARS SCHOLL contributed an essay on "The Container Terminals in Bremerhaven and Bremen" to *North Sea Ports and Harbours—Adaptations to Change*, edited by Poul Holm and John Edwards. Using the example of the 1932 steam tug *Ned Hanlan*, JOHN SUMMERS examines the various challenges of ship preservation in an essay entitled "Preserving a Ship," which appeared in the June 1993 issue of *Explore Historic Toronto*, the newsletter of the Toronto Historical Board. In an essay entitled "Beyond Jack Tar," DANNY VICKERS made a strong argument for treating maritime history as a separate field of study; the essay appeared as part of a Forum on "The Future of Early American History" in *The William & Mary Quarterly*, 3rd ser., 50, 2(April 1993), 418-424. An article by DAVID WILLIAMS on "History of Ports and Harbours—Adaptations to Change" is included in the collection *North Sea Ports and Harbours—Adaptations to Change*, edited by Poul Holm and John Edwards.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

DEUTSCHES SCHIFFFAHRTSMUSEUM (Bremerhaven, Germany)

The museum will be opening a new exhibit this fall, "125

Years of German Polar Research," which will focus on the history and modern developments of arctic and antarctic research. The museum will also host the 15th Maritime Film Competition, "Fish from Water to Pan," September 25-26. For more information, contact Hans-Walter Keweloh, Deutsches Schiffahrtsmuseum, Van-Ronzelen Str., D-27568 Bremerhaven, Germany.

FISHERIES MUSEUM OF THE ATLANTIC (Lunenburg, Nova Scotia)

Recent acquisitions at The Fisheries Museum of the Atlantic include a log book from the Fisheries patrol schooner *Agnes McDonald* for the period June-September 1891 and a collection of photos, papers and correspondence that belonged to Captain Charles W. H. Heather, who was a Special Constable with the RCMP Marine Division during the 1930s, engaged in preventing the illegal importation of liquor into Maritime Canada. The Museum also added to its engine exhibit a restored 10 hp stationary engine manufactured for the Amherst Motor Company of Nova Scotia by the Ohio Motor Co., Sandusky, Ohio. The engine was used on Tan-cook Island, Nova Scotia, to haul up fishing boats. These acquisitions are described in greater detail elsewhere in this issue under "Argonauta News." Finally, the museum has a display of photo albums of the unique fishing community of East Ironbound Island, Mahone Bay. The photos illustrate the fishing activities and boats of the island from the early part of the century to the present day.

August 26-29 are the dates of the Nova Scotia Fisheries Exhibition and Fishermen's Reunion. Visitors will also have the opportunity to watch the Canadian and International Double Dory Races on 27-28 August. For years these races have been a highlight of the Exhibition, particularly when the local crews are in competition with ones from away.

MAINE MARITIME MUSEUM (Bath, Maine)

The Maine Maritime Museum offers several exhibits this summer. "Patterson in Maine" runs from 30 April through until 19 September, and features the work of Charles Robert Patterson (1878-1958), who was often called "the sailor's painter" because he claimed that he painted "to please sailors rather than anyone else." Born in Southampton, England, Patterson went to sea at the age of thirteen as an apprentice aboard the four-masted barque *Kentmere*. He worked in sail and steam for nearly twenty years, and his art reflects this experience. The exhibit focuses on his visits to Maine and to Bath, and includes oil paintings and sketches of famous Maine-built sailing ships. Featured is a series of the ship *Henry B. Hyde*, painted in 1933 on commission from the

grandson of the founder of Bath Iron Works.

"Shipwreck!" is the dramatic title of a major exhibit which is now running through January 30, 1994; it explores vanished ships, daring rescues at sea, booty and plunder, ethics of salvage and the role of underwater archaeology in solving mysteries of maritime history. The exhibit highlights two important Maine "shipwrecks" — the clipper ship *Snow Squall* and the two Wiscasset schooners, *Hesper* and *Luther Little*.

An exhibit which began in March and continues through to July 27 is "Framing a Launching: Maritime Photography of J.C. Higgins & Son." This exhibit provides an overview of the work of J.C. Higgins (1846-1895) and his son Charles (1868-1930), famous photographers of ship launchings on the Kennebec River.

An exhibit which opens 30 July and continues to 14 November will examine Fenwick C. Williams (1901-92), a naval architect whose influence on boat design in the Gulf of Maine has been distinctive and comprehensive. Paintings, plans, models and photographs describe his career: he designed everything from catboats to Concordias and an *America's Cup* defender. As well, he successfully adapted Maine workboat designs for pleasure use.

As its title suggests, "Scrimshaw Art" will display examples of nineteenth and twentieth-century folk and professional art which show the wide variety of objects fashioned by the scrimshander from the by-products of the whale, seal, and walrus fisheries. The objects on display are from the Edmund P. Skillin and H. Sewall Williams Collections.

In addition to these special exhibits, the Museum offers several ongoing exhibitions. "A Maritime History of Maine" brings more than 400 years of regional history to life. Early settlement, fishing, trade, shipbuilding from wooden ships to modern vessels and the 100-year history of Bath Iron Works are portrayed. In the museum theatre, "Between Sea and Sky," a nine-minute award-winning video, depicts life at sea. For children of all ages, there are the hands-on exhibits — "Rope Work," "The Capstan," "World Trade Game" and "Maine History Touch-Time Line." Prominent shipbuilder and shipowner families of nineteenth-century mid-coast Maine are the subject of "Family Fleets," an exhibit of ship portraiture, ship models, dioramas and other artifacts. An E.B. White film on the lives of lobstermen and historic lobsterboats highlight "Lobstering and the Maine Coast;" this exhibition is located in the L.L. Bean Building, open May 1 through Thanksgiving weekend. Also featured is a collection of historic lobster boats. Finally, five original shipyard buildings are preserved as part of the "Percy & Small Shipyard" exhibition. Four of the buildings — the Mold Loft,

Mill & Joiners' Shop, Paint & Treenail Shop, and Caulker's Shed, house exhibitions on wooden shipbuilding and are open seasonally, 1 May through Thanksgiving Weekend.

The Maine Maritime Museum is open daily, 9:30 to 5 pm and is located at 243 Washington Street, Bath ME 04530.

**MARINE ARCHAEOLOGY SECTION
CANADIAN PARKS SERVICES
(Ottawa, Ontario)**

The 1992 field season was very busy for the Marine Archaeology Section of the Canadian Parks Services. The season began with a four week project to evaluate a native prehistoric fishweir at Atherley Narrows, Ontario. 1992 also marked the first monitoring visit on the reburial of the sixteenth century Red Bay Basque whaler. The reburial was found in good condition, and water and wood samples were taken for analysis. The MAS initiated the inventory of submerged cultural resources in the newly created Saguenay Marine Park (Québec) with a four week survey. The inventory of resources will continue in the fall of 1993 with a second project of similar length. In the fall of 1992, the MAS visited for a second time the submerged town site of Lake Minnewanka, Banff National Park. The inventory of the small leisure town submerged after the construction of a dam in 1941 is now completed, and the assessment and management recommendations are now being worked upon. During this survey, members of the MAS worked in cooperation with a local dive group. During the course of the season, a member of the section had the chance to participate in an excavation of a medieval fishweir in western France.

The MAS plans for the 1993 season include projects at Fathom Five National Marine Park and Navy Island NHS, Ontario, as well as at the Saguenay Marine Park, Québec. Aside from these projects, research on the Basque whaler excavated at Red Bay, Labrador, is continuing.

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

The Victoria shipbuilding firm of Yarrows Ltd. recently donated its corporate records to the Maritime Museum of British Columbia. According to Guy Mathias, the museum's Collections Manager, who described the acquisition in the Spring 1993 issue of the museum journal, *Resolution*, this extraordinary collection includes the company's legal documents, financial statements, labour agreements, ship's plans (some 30,000 of them), clipping files (1893 to 1970), photographs (3,000 prints and negatives), a dozen half-hull models, and a wide variety of drawing room artifacts. The most

exciting items are the photographs. These never-before-published images document the work at the shipyard during its formative years and beyond. In precise detail, each construction project and major repair undertaking was beautifully recorded by professional photographers. Vessel launchings, with their sponsors, are recorded and most of the prints are meticulously documented with the pertinent details of the events. Equal in significance are the corporate records. Copious amounts of information are contained in such documents as income tax returns, audit reports, lease agreements, and accounts payable and receivable. There are even lists of the company's investments – which range from shares of Canadian National to those of Victoria's paramount Theatres. Also included in the donation is an unpublished manuscript, "The History of Yarrows Ltd.," compiled on commission by J. S. Marshall. Producing this document involved an exhaustive examination of the corporate records as well as interviews with company personnel. Mr. Marshall meticulously surveyed and assembled a wide range of material. The collection of clippings documenting Bullen's shipbuilding activities in Esquimalt back to the very beginnings in 1893 has been thoroughly indexed and beautifully bound. With the assistance of a two-phase UIC-funded project, the museum has been sorting, arranging and cataloguing this extraordinarily rich and wide-ranging acquisition, which will become one of the centrepieces of their overall collection.

The museum library re-opened on schedule March 1. Renovations and painting included improvements to the old courtroom where ships plans are stored. The results are very pleasing and have considerably improved working efficiency.

**MARITIME MUSEUM OF THE ATLANTIC
(Halifax, Nova Scotia)**

1993 marks the 25th running of the Marblehead-to-Halifax Ocean Race, a biennial event organized by the Boston Yacht Club and the Royal Nova Scotia Yacht Squadron. It is open to any yacht that is more than nine metres at the waterline. To mark the occasion, the museum has a display which highlights the history of this important race using photographs, artifacts, and mementos collected over the years.

Visiting vessels expected at the Museum Wharf this summer include the privately-owned sail training vessel *George Stage*, which trains young people for the Danish merchant marine. It has the distinction of being the world's smallest full-rigged training ship and is run by the world's oldest sail training institution, founded in 1882. The vessel is expected 29 July to 2 August and will be open to the public. Also expected at the Museum Wharf on these dates is the *Gazela*, an American-registered restored 1860s Portuguese fishing schooner used as a sail training vessel.

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

Plans are now well advanced to move the museum's book database to Queen's University at Kingston. Over eight thousand titles will be available to local students while others in North America and Europe will have access to reference materials through their own computerized library search systems. Anyone with a computer and modem can dial up Queen's or, where access to other university libraries on the system is available, their local university. The museum also has a Collections Data Base that has 19,000 records giving access to another 80,000 items. This database contains information about photographs, archive holdings and artifacts. This information will also be placed at Queen's.

The museum has been looking for models for a special exhibition, "Model Ships, Boats and Machines" which will run from June 1993 to May 1994. For more information, contact curator Maurice Smith.

On her way home from this year's annual general meeting of the CNRS in Toronto, Eileen Marcil stopped in at the museum where she learned about the recent acquisition of a new batch of papers and photos from Canada Steamship Lines, many of which relate to its subsidiary shipyards and other companies. Eileen writes that, "Together with the extensive German & Milne collection about which Maurice Smith spoke at the meeting, they undoubtedly hold the backbone research material for not one but many PhDs, and for anyone whose interests lie in this direction, a visit to the Museum has become essential." Eileen added that "As usual, we researchers were made to feel very much at home at the Museum, the staff being more than responsive to our needs."

**QUEEN ELIZABETH II LIBRARY,
MEMORIAL UNIVERSITY OF NEWFOUNDLAND
(St. John's, Newfoundland)**

Recent acquisitions at the library include 188 reels of manuscript censuses for Atlantic Canada to 1891, 84 reels of manuscript censuses for the coastal counties of Massachusetts, New Hampshire and Maine for 1850 and 1860, and manuscript censuses for Southampton (1891) and South Shields (1871, 1891).

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

Two new exhibits have opened at the Vancouver Maritime Museum. "Titanic: The Triumph and the Tragedy" documents the tragic sinking and offers new insights into why the

reputedly "unsinkable" ship failed. As well, the exhibit traces the discovery of the wreck on the ocean floor. "On the Waterfront" is a hands-on in-depth look at all the business, industries, and personnel pertinent to the working of Vancouver's harbour.

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

This summer the museum will again open for exhibit the former Killam Brothers shipping office. The museum and archives is also lending a portrait of the ship *Balclutha* to the San Francisco Maritime Museum, which owns the actual ship. The portrait will be part of a special exhibit honouring the hundredth anniversary of the ship. Also on loan will be archival material on the ship and on Capt. Joseph W. Morrell, one of her three Yarmouth masters, including the complete seagoing records of his account book while master of several vessels, and a hand-copied account of the specifications and outfit of the *Balclutha*. The material was previously unknown to the SFMM.

AROUND CANADA'S MARITIME ORGANIZATIONS

**H.M.S. DETROIT
(Amherstburg, Ontario)**

Fund-raising efforts continue towards the goal of the Project to build a reconstruction of HMS *Detroit*. In the short term, however, with the bleak economic picture and the unlikelihood that governments will be forthcoming with funds for the main project, the Project Directors have decided to proceed with the construction of a twenty-foot replica ship's boat for the HMS *Detroit*. The move is a sensible and constructive one, for sooner or later a tender will be needed for *Detroit*, and an historically accurate ship's boat will make an excellent advertising piece for the society.

Gil Bibby, a Hamilton boat builder, was authorized by the Project Directors to begin construction of the boat. The design is based on an actual boat now lying on the bottom of Lake Ontario next to a sunken 1812 warship. The boat will require a crew of six, with four rowers each handling an eighteen-foot oar. The boat will also be equipped for sailing with two spritsails set on double masts. The boat should be ready by July, in time to participate in historical events like the major tall ship gathering for the reenactment of the Battle of Lake Erie in Put-In Bay this summer.

The Project is also proceeding with the renovation of the 195-year old Gordon House which, when completed by mid-1996, will serve the *Detroit* project as a headquarters and interpretation centre.

**CANADIAN NAUTICAL RESEARCH SOCIETY/
NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY**

1994 JOINT CONFERENCE AND GENERAL MEETINGS

**VANCOUVER/VICTORIA, BRITISH COLUMBIA
25-28 MAY 1994**

ON

"THE PACIFIC COAST AND WIDER SEAS"

CALL FOR PAPERS

**THE ORGANIZING COMMITTEE FOR THE 1994 CNRS/NASOH JOINT
CONFERENCE INVITES PROPOSALS FOR INDIVIDUAL PAPERS OR COMPLETE
SESSIONS ON THE GENERAL TOPIC "THE PACIFIC COAST AND WIDER SEAS."**

**CNRS MEMBERS INTERESTED IN PRESENTING A PAPER SHOULD SEND A BRIEF
1-2 PAGE PROPOSAL AS SOON AS POSSIBLE BUT NO LATER THAN 15 JANUARY
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**GARTH S. WILSON
NATIONAL MUSEUM OF SCIENCE & TECHNOLOGY
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OTTAWA TERMINAL
OTTAWA, ONTARIO
K1G 5A3**

**FOR MORE INFORMATION, GARTH MAY ALSO BE REACHED BY PHONE AT 613-
991-3087 OR BY FAX AT 613-990-3636.**

**MORE COMPLETE DETAILS ON THE CONFERENCE WILL BE PUBLISHED IN
SUBSEQUENT ISSUES OF ARGONAUTA.**