

ARGONAUTA

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CONTENTS

Editorials	1
From the President's Desk	2
Argonauta Mailbag	3
Research Query: Halifax's WWII Anti-Submarine Net (A. Ruffman)	4
Articles	
- Conversations with Capt. Ross, Part II	6
Columns	
- Maritime Steam Passenger Vessels	13
Argonauta News	14
Conferences and Calls for Papers	15
Around Maritime Journals	18
Diary	22
Personal News	29
Archives and Museum News	32
News from Maritime Societies and Organizations	34
Research Directory Update	35

EDITORIALS

(I)

For the past six years people concerned with maritime heritage issues, and especially with the recovery of artifacts from underwater sites, have eagerly awaited the report of a special committee of the International Congress of Maritime Museums (ICMM). As one of the principal international societies concerned with the preservation and interpretation of marine artifacts, ICMM might have been expected to adopt guidelines that would offer meaningful protection to endangered sites. Unfortunately, such naivety has been disabused by ICMM's actions at its recent Congress in Barcelona.

There the ICMM General Assembly passed six resolutions recommended by its committee. Three (instructing members to follow recognized international guidelines, requesting them to publish their collections policies, and promising to find ways to involve more students in research) are so non-contentious that it is difficult to understand why they took so long to formulate. The other three, which form the core of ICMM's policy, collectively fall far short of what is required.

The basic flaw in the resolutions is that all pass the buck. Instead of designing policies to meet ethical criteria, ICMM has instead opted for a process which has already been thoroughly discredited by opportunistic politicians. ICMM appears to believe that governments rather than museum professionals are the appropriate actors to set guidelines to regulate the behaviour of its members. That such a position contradicts the very meaning of the term "professional" seems not to have occurred to the delegates.

The problem is especially evident in two of the three remaining resolutions. The first is basically a weak statement previously adopted by the Council of American Maritime Museums (Camm) which specifies that museums should "not knowingly acquire or exhibit artifacts which have been stolen, illegally exported from their country of origin, illegally salvaged, or removed from commercially exploited archaeological or historic sites." Having stated how its members should *not* behave, how does ICMM think they should operate? The implicit answer is that museums are free to act in any way that does not specifically contravene national or international laws. Indeed, ICMM appears to be saying that even this lax guideline is too strict since the resolution applies only to artifacts removed from underwater sites since 1990. In other words, anything salvaged before that date apparently remains fair game for the unscrupulous and amoral, unless governments pass *ex post facto* laws. Just to make it clear how unwilling ICMM was to act responsibly, the Congress also passed a resolution calling on members to notify appropriate officials of illegal activities. Being law-abiding citizens is apparently ICMM's preferred solution to a potentially disastrous problem.

If there is a glimmer of hope it is in resolution five, which calls on institutions to recognize that individual artifacts are integral parts of larger entities, which should be displayed intact. While this statement potentially prevents members from bidding for individual items salvaged from wrecks, ICMM once again fails to set guidelines to assist in determining when such behaviour is inappropriate. Although it remains unspecified, a reasonable assumption based on the other resolutions would be that government is the proper institution to compile such codes. Whatever happened to the notion that a profession is self-regulating?

Since its inception ICMM has occasionally taken courageous stands on controversial issues, in the process playing a major role both in protecting maritime heritage and in raising the standards of museology. Judging by the self-congratulatory noises emanating from Spain, at least some of its members believe that its actions at Barcelona are fully consistent with

such high standards. Yet an examination of what ICMC in fact did regrettably fails to support such a position. Presented with an opportunity to take the lead in protecting underwater heritage sites, ICMC chose instead to defer to politicians. Such a decision confers no honour on either ICMC or its member institutions.

(II)

In every federal budget there are invariably winners and losers, and Paul Martin's maiden effort was no exception. One of the departments hit hardest was National Defence. While it would have been difficult for the Minister to resist the temptation to make defence a primary target – and while, along with most Canadians, we lend qualified support to many of the cuts – we are concerned that he might have gone too far too fast. In particular, we remain unconvinced that it was a good idea to close two of Canada's three military colleges.

To take such a position does not automatically make us bedfellows of the more extreme defenders of the *status quo*. We do not accept, for example, the argument advanced by some of the more extreme military lobby groups that the closures in effect mark an abrogation of self-defence and hence the end of our tenure as a sovereign nation. Nor do we find much merit in the arguments emanating from Québec nationalists that the closure of the sole military college in French Canada is the latest in a long line of affronts to Francophones. Whatever flaws Canada's military may have, there are precious few barriers to promotion based upon linguistic issues.

Yet to disown the more militant critics is not synonymous with a wholehearted endorsement of federal policy. While we accept that the post-Cold War Canadian military will require fewer officers, we remain unconvinced that government planners can predict with any confidence the number or type that will be needed. Nor are we sure that the government has done enough thinking about how to prepare officers effectively to fulfil the roles they are most likely to play in coming years. Moreover, we have some doubts about whether the Royal Military College will in fact become fully bilingual, as the government has promised.

Because our endorsement is qualified, we believe that the government would be well advised to proceed cautiously. Despite an understandable desire to reduce the massive federal deficit by slashing expenses, we think that Ottawa ought to keep Royal Roads and the College St-Jean open, at least until it has had time to assess more fully Canada's future military requirements. To avoid duplication, their missions can be altered. Both could easily be transformed, for example, into command schools to assist existing officers to develop new

skills. At the same time, DND can engage in some more serious planning on how to change RMC into the kind of institution it seems to be promising.

By following such a policy government can allay many of the legitimate fears enunciated by critics. It can also reassure sceptics on one other ground. The loyal and dedicated staffs at Royal Roads and College St-Jean comprise a pool of highly-skilled military men and women. As long as the future tasks of the Canadian Forces are unclear and the state of advance planning so incomplete, a slower transition would ensure that we do not dissipate a nucleus of skills that we may well find extremely difficult to replace in the future.

FROM THE PRESIDENT'S DESK

By Faye Kert
Ottawa, Ontario

As a society dedicated to the pursuit and promotion of our nautical past, we all share an interest in events and anniversaries with a maritime flavour. I would like to take this opportunity to bring members up to date on a variety of items that involve the CNRS.

First and foremost is our annual meeting, scheduled this year for 25-29 May in Vancouver. This will be a joint meeting with the North American Society for Oceanic History (NASOH) and promises fascinating papers on the theme "The Pacific Coast and Wider Seas." Those who remember the last CNRS-NASOH joint meeting in Kingston in 1987 will look forward to excellent papers, lively discussions and good company. Jim Delgado, Director of the Vancouver Maritime Museum and a member of both societies has put together an excellent local arrangements package which should tempt many out to the West Coast (as if this past winter weren't enough to send every member in eastern Canada stampeding for the Sunshine Coast!). Hope to see you there.

As a result of last year's meeting, and interest expressed in reaching new members, I contacted several Canadian museums with strong maritime collections to ask if they would be willing to carry our brochures. So far, eight museums have ordered brochures and I believe more will respond as the 1994 tourist season approaches. I urge all museum-affiliated individuals, as well as institutional members, to consider displaying CNRS brochures where people who share our passion for nautical research will see them. The more our membership grows, the more articles will be drawn to *ARGONAUTA* and *The Northern Mariner/Le Marin du nord* for us all to enjoy.

Members, especially those whose memories reach back fifty years, will surely approve the federal government's latest

The second example occurred when I was working on the excavation of the *Mary Rose*, sunk off Portsmouth, England in 1545. According to the historical record, shipboard gun carriages of the Tudor period were set on solid wooden truck wheels, and sure enough, the first examples excavated from the upper deck bore out this fact. However, as Margaret Rule was virtually writing the chapter on guns and armament, we began to excavate the main deck area and uncovered not one, but several gun carriages with spoked wheels — and more stored in the bow hold. And thus history was rewritten by archaeology.

The point I make is not that one sort of research is better or more accurate than another, but that all research is interdependent and, as a consequence, more valuable when shared. Yet this raises the question — shared by whom? Should only "professional" historians have access to certain archival information, and not others? What constitutes a "professional"? Who decides?

As I look around the room, I see a variety of professionals — not just historians, archaeologists and curators, but engineers, naval architects and people whose careers in other fields have drawn them to the study of our maritime past. The seaman's feel for ship behaviour at sea, the surveyor's knowledge of ship structure and the conservator's response to ship destruction form an invaluable resource upon which to call. While I do not believe that occupation entitles any one group to lay claim to the past, I do think that those who have deliberately sought out training in history, archaeology, etc., have a responsibility to lead by their example and their expertise when the survival of the historical record is threatened.

I recently attended a colloquium on "The Challenge of Underwater Heritage" sponsored by the Canadian Museum of Civilization and the Department of Canadian Heritage. At issue was the question of access to submerged cultural sites, such as shipwrecks, by marine archaeologists, sport divers, tourists, salvors, resource explorers, and/or treasure hunters. After two days of presentations and workshops, we came up with a number of suggestions and recommendations which will, I hope, result in the development of a stronger protection policy for our historic and prehistoric underwater sites.

That being said, those of you who read the editorial in the last issue of *ARGONAUTA* will know that the maritime museums of the world seem reluctant to lead the charge. By refusing to provide strong direction on the issue of acquiring material from sites that have not been properly excavated, maritime museums have left the decision of what a museum should acquire or display to a management or Board of Directors that is increasingly under pressure to enhance attendance at any cost.

As I see it, this situation has many pitfalls. Primarily, if gate receipts and boutique sales are the main objectives of a museum, there is no incentive to ensure that the material displayed has been properly excavated, or researched. There is no denying that grave robbers and treasure hunters come up with the same material as archaeologists — which when labelled and displayed in a glass case, looks pretty much like artifacts properly raised and identified in relation to their historical context. What is missing is the link between the object and the people who used it.

Returning briefly to my original point, one of the obligations of history is to communicate the past to the present for the future. By presenting museum displays of material from historic shipwrecks or other sites that has been removed from its original context, the voice of history is silenced. Not only has the museum visitor been denied valuable information, but by failing to uphold proper research standards, museums have contributed to an overall loss of knowledge, which is contrary to their express institutional responsibility as educators and communicators.

Anyone who has ever priced a fine piece of antique furniture knows that the past does not come cheap. This is particularly true in the case of archaeological excavations, and more so when the site is under water. In order to defray some of the expenses associated with the professional excavation of such sites, it is often suggested that some of the duplicate material excavated be sold. Imagine suggesting that one or two pages of a manuscript be sold in order to pay for the cost of preserving the rest. And what if, once sold, you realize that the very information you require is on those pages?

At a Society for Historical Archaeology Conference in Tucson, Arizona in 1990, George Bass, a well-known underwater archaeologist, discussed this issue in the context of one of his own sites. In the early 1960s, his team excavated a seventh-century amphora wreck at Yassi Ada, Turkey. They found nearly 900 bulbous clay storage jars which looked to be of roughly two basic shapes. Instead of raising a representative sample and selling off some to pay their expenses, Bass left about 700 amphora on the seabed and began to study the rest. As new analytical techniques were developed over the years, the amphora were eventually made to yield up their secrets. Because the collection remained intact, all the amphora could be re-examined at a later date. One of the first things observed was faint graffiti markings that had been missed originally. Then a paleobiologist was able to analyze the contents of the jars and reveal not only what they had contained but where the cargo had probably originated. Thirty years after the amphora were found, the newly-developed technique of neutron activation was used on the pottery to analyze the composition of the clay. By identifying the types of clay body used in the produc-

Davis, RCNVR & RCN; LCdr. John J. Hodgkinson, RCNR; LCdr. Wilfred "Red" McIsaac, RCNVR. Thank you.

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

Sirs:

The enquiry in January's *ARGONAUTA* about the SS *Corner Brook* brings up an interesting ship (along with her sister ship *Humber Arm*). I say this because both the mill and the ships were built by the same company. Armstrong Whitworth & Co. Ltd. (predecessors to Vickers-Armstrong) built the Corner Brook mill in 1923-1925 and the ships came from their shipyard in 1925.

The Clarke Steamship Company actually started their Newfoundland service in 1923, at first to Port aux Basques until a pier was built at Corner Brook. The *Gaspesia* made the first Newfoundland voyage but a regular service was soon started using the *Nayarit*. On 25 August, 1925, Desmond Clarke hosted a reception on board the *Nayarit* at Corner Brook, to which some 600 guests were invited to celebrate the opening of the mill. The ship then did a harbour cruise.

The later *Northland* was introduced in 1926 (re-named *New Northland* in 1927) and her order was placed by Clarke with Swan Hunter through Tatham Bromage & Co. Ltd., London shipbrokers. Tatham Bromage had been Anglo-Newfoundland charterers and are still Abitibi's brokers for the Botwood mill. They obtained the contract to charter in the ships required during the construction of the Corner Brook mill.

Although these events all took place some sixty years ago, there are still a *Corner Brook* and *Humber Arm* sailing out of Corner Brook today. The Clarke Steamship Company has evolved into Oceanex, who still call at Corner Brook, and Tatham Bromage are still heavily involved in chartering tonnage in for Newfoundland newsprint exporters.

Kevin Griffin
106 Seymour Place
London W1H 5DG
England

Sirs:

With reference to Olaf Janzen's letter, asking for information about the SS *Corner Brook*, I am enclosing a Shipsearch data sheet giving her basic details. These were taken from *Lloyd's Register of Ships, 1941-42*, although she is still listed in my

1951-52 edition. *Lloyd's Register* is the "bible" for basic facts about ships and is the backbone of any nautical research library, though it has its limitations, because you can only find a ship by its name in the year of issue of any particular *Register*. Until recently there was no index of former names (I got around this problem for the 1941-42 edition by making my own index of former names, after getting a copyright license from Lloyd's). Nor do they list casualties, demolitions and other changes. I hope this has been of some use to you and to the person in whose behalf you were seeking the information.

Captain H.G. Hall
SHIPSEARCH
P.O. Box 9020, RR 3
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Olaf Janzen replies...

My thanks to all who responded to my original query, and especially to Kevin Griffin and Captain Hall, who were so generous with material.

Olaf Janzen
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Research Query: Halifax's WW II Anti-Submarine Net and Barriers

by Alan Ruffman

I have found a geological signature of the World War II anti-submarine (double) net in the topography of the floor of Halifax Harbour. This led me to seek maps, photos and technical data on the World Wars I and II Halifax anti-submarine nets and booms from official sources such as D-Hist in Ottawa and the National Archives of Canada. I have come up nearly blank but for six photos and one schedule of installation to date. Can readers of *Argonauta* help me? I am aware of G.N. Tucker's material in *The Naval Service of Canada*, Vol. II and I have seen the wonderful photo of the nets in *Faded Memories* recently produced by the Atlantic Chiefs and Petty Officers Association. However, I would like to get direction to any other charts, photos, technical specifications or manuals that readers are aware of. Roger Sarty of D-Hist has found a schedule¹ which notes that in December 1939 the Halifax net was *Two lines 3" R.U., 8'-0" mesh A/S Net*. Does anyone know what "R.U." means? In March 1943 the net was upgraded to *1st line of 1½" R.U., 2'-8" mesh A/S Net with Curtain Net, carried ashore. Close Ship Protection 12" Grommet A/T Nets sufficient for one capital ship*. Can readers help me

understand what 12" Grommet A/T[Anti/Torpedo] Nets were? What do "close ship protection" and "one capital ship" mean in this particular context? Does this note mean that the outside (southernmost) "curtain net" that went right down to the sea floor was not installed till March 1943? Or was the 8'-0" mesh net right down to the sea floor from its completion in December 1939 onwards? I believe it was. Did both side-by-side nets of the double net descend right to the sea floor? Or does it mean that a "pen" of the anti/torpedo close mesh net was made to protect one of the larger capital ships in March 1943? Where was it located in the harbour? Was the outer net mined? How/where were the contact mines attached to the net?

I am particularly interested in the type, size and shape of the large anchors put down to hold the net. I am curious as to whether there was actual excavation of the harbour floor before the anchors were set. I think I can "see" the anchors on my oceanographic data but I am puzzled by significant apparent "scour" around the anchors and wonder if some of this was WW II dredging of almost a trench prior to setting the anchors? Foundation Maritime Company of Canada built the net in late 1939 on a cost-plus contract; they also maintained the net. The same firm built the concrete gate vessels for the Shelburne net in 1941-42.

I have also found some dated photographs of the WW II net showing the two gate vessels. These vessels are never identified. Does anyone have the full list of gate vessels used in WW II and their approximate periods of service? *Festubert* and *Ypres* began the job about December 1939. On May 12, 1940 the RN R class battleship *HMS Revenge* ran down the starboard gate vessel (possibly the *Ypres*?). It sank, but I can't see it in my geophysical data lying on the ocean floor, and so I wonder if it floated off before it sank or was later removed. By mid-1940 and through to at least 1944 the *Arleux* was on duty probably as the port gate vessel (painted green) closest to McNabs Island (easternmost). I suspect that there were several other gate vessels involved up to the close of hostilities in 1945. On which side of the gate was the "port gate vessel"? Were the gate vessels always anchored so that the bows pointed seaward (I have found some photos that are probably printed in reverse)? I know nothing of the 1915-18 gate vessels at this moment.

I have found a small building on the steep bank close to the ocean in the southern part of Sleepy Cove beneath Fort York Redoubt south of the post-WW II married quarters and south of the York Shore Battery. This concrete structure has a reticulate latticework of circular holes in its base facing seaward; down on the beach there is a metre-square linear piece of concrete with a similar reticulate set of conduits. I suspect this was some sort of an electronic adjunct to the anti-submarine net, probably related to the magnetic loops and

asdic detectors (HDAs), but to date it remains a bit of a puzzle. Originally I thought this point was the western terminus of the double net but I now know that this terminus was to the north of the triple searchlight battery installed in c. mid-1942 just north of the York Shore Battery in Sleepy Cove. Perhaps readers have some knowledge or documentation with respect to purpose of the building with all the conduits, or know if charts exist showing the seabed locations of the magnetic loops and asdic detectors etc.

As well, I have never seen a map of the line of wooden pilings that were installed in May 1941 from McNabs Island to Lawlor's Island across Drake Passage and the line that ran across Eastern Passage. Right now I have no idea where they were located or the piling spacing. Can readers help here with information, photos, etc.? There were also barriers in WW I that are presently quite undocumented.

I found a map² and a description of the location of the WW I anti-submarine nets and boom in Halifax Harbour – and one, possibly two, photographs. Are there more photographs or other documentation of the WW I nets out there? Again, I would welcome and carefully credit input of readers.

This interest in the floor of Halifax Harbour comes from a career of twenty-five years of mapping the ocean floor for the oil industry, mapping for salvage searches and in doing geological research. I also live in the Wallace R. MacAskill house that was built c. 1940 on the shore of Halifax Harbour just north of Fort York Redoubt and bordering on the Stella Maris Catholic Church (built in 1846). The western terminus of the net would have been seen from this house perhaps only 200 m to the south and I have heard that MacAskill took some photos, though as yet, I have not run these to ground. Nor am I quite sure when in 1939-1941 the MacAskill house was built to afford W.R. MacAskill such a fine view of the harbour entrance.

Anyone with information, photos, suggestions, etc. concerning these several questions is asked to contact me at: Alan Ruffman, President of Geomarine Associates Limited, 5112 Prince Street, P.O. Box 41, Station M, Halifax B3J 2L4. My thanks in advance to all who respond.

Notes

1. Superintendent of Boom Defence. 1942 revised 1943. Schedule Showing Existing and Projected Boom Defences, Boom Defence Directorate, N.S.H.Q. (Naval Services Headquarters), Ottawa. October 31, 1942, revised February 5, 1943 and further revised post May 1, 1943, noted as first forwarded by the Superintendent of Boom Defence to the Director of Plans on October 31, 1942 indicating that the

schedules were for a "Proposed Staff Monograph on Naval Defences, Canadian Defended Ports" [not ever found], National Archives of Canada, Record Group 24, Volume 3810, File NS 1010-11-1, part 2, 1 p., 33x39.5 cm.

2. Anonymous, circa 1919. Annotated copy of Capt. H.W. Bayfield's 1853 chart of Halifax Harbour modified to show the two 1917-18 Halifax Harbour anti-submarine nets and their single gate vessel on each and the one anti submarine boom. Probably one of the files compiled for the Lord John Jellicoe mission in 1919. Canada, National Defence Headquarters, Ottawa, Director General History, Docket Series (??), document number 340.003(D4), soundings in fathoms, natural scale 1:24,300 (1 in = 225 ft).

ARGONAUTA ARTICLES

CONVERSATIONS WITH

CAPT. ANTHONY MACPHERSON ROSS, F.R.G.S., M.I.N.

Part II

by Jay White

[This is the second of a four-part series of recollections by Captain Anthony MacPherson Ross, who served in cable-laying and repair ships all over the world in a career spanning some forty years.]

JW: Now at this time [1942] would the *John W. Mackay* have been working for Western Union or Commercial Cable?

AR: Commercial Cable. She was still Commercial Cable and she was their station ship in Halifax for the east coast.

JW: Now Commercial Cable was a British company and the Western Union was an American company?

AR: Yeah, well actually Commercial Cable is a hybrid or was a hybrid company in those days. The head office was actually in New York, but the three ships, one, that's the *Marie Louise Mackay*, she was based in Plymouth, the *All America* was based in the West Indies and the *John W. Mackay* was based in Halifax, principally because you need a somewhat bigger ship there to work the North Atlantic. The *Lord Kelvin* did some wonderful work, she really did. She was only half the size of the *John W. Mackay*, but she did a lot of terrific work. The *Cyrus Field* wasn't much bigger than a bloody bathtub, a very small ship. I was in both of them for a brief period.

I joined the *John W. Mackay* there [Halifax] and about the time that I joined, the ship was taken over by the British Admiralty. They had decided not to man the ship by a navy crew, because of the specialist nature of the work. As soon as that became known to the people who were already in the ship

when I joined – the Chief Officer, a British chap called Denny, the navigator, a Newfoundlander whose name was Butt and the third mate – the three of them quit, which put Dillon in a hell of a spot because that left him as virtually the only man on board in the deck department who knew anything about cable work.

JW: What was it that they didn't like about the new arrangements?

AR: I don't know, they may have heard something about what we were going to do. Denny joined the navy and eventually became a Commander and got a DSC. It wasn't wasted, he did go and do something pretty fancy. Butt joined the Air Force and I think he was in a crash boat, rescue boat, which is totally not apropos for a man of his background. I liked Butt in many ways, but I thought that was a pretty sneaky sort of thing to do, to quit, just because the ship was going away for a while. That's when Hunter was brought over from the *Marie Louise Mackay* to take the Chief Officer's job. That was a real improvement because Hunter was a real gentleman. He's still a real gentleman. He's tough, a disciplinarian, but it was never overdone. He was a good man.

JW: So he was brought over from the *Mary Louise Mackay*, she was a smaller cables ship?

AR: Yes, she was very small, she was only about 1400 tons. She's long since gone to the scrappers.

JW: He was brought in because Dillon decided to leave when the officers left or did that happen before the officers decided to leave?

AR: The officers left and Hunter was brought in to take Denny's place. They hired another fellow in Halifax, a navigator. A chap called Critchlow, but he was a Britisher, he came from the pool too, like me. So then I got married and shortly after that.

JW: In Halifax?

AR: No, I went to Montreal to get married. After getting married, the ship sailed from Halifax with a crew most of them as green as grass. It must have been, Dillon and Hunter must have been worried out of their minds. They knew not one of us knew a damn thing about cable work. We were going to do something a little tricky anyway. We went to recover most of a cable, an enemy cable between Saint Vincent [in the] Cape Verde Islands and Fernando de Noronha. In 1942, it would still have been in pretty good condition.

JW: The cable was laid in 1926?

AR: In 1926, it was enemy cable anyway. We recovered the best part of 500 miles of that.

JW: You pulled the whole thing up?

AR: Yeah, we just fished for it. Once we got the end on board we just kept on going, coiling it in our tanks.

JW: What would happen, they would discover this immediately. Their communications were broken and they would know that something was up. So would they send up a boat out to....

AR: It was done in rather a crafty fashion. I think German intelligence knew anyway that we were going to do something around that area. We learned afterwards that they did concentrate a couple of submarines in that area for a while, but we picked it up starting from there [indicates on map] going in that direction. We did it deliberately, because we rather suspected that might happen. We had a British Corvette with us called *Fritillary*, it's a plant of some sort.

JW: A Flower class Corvette. The British ones were all named after flowers.

AR: Nobody bothered to tell them what we were doing. They just said go to sea and escort this damn thing, make sure she doesn't get sunk. That's your job, make sure she doesn't get sunk. At the time we were far and away the largest cableship afloat.

JW: So had you been lost, that would have been a serious blow to the allies?

AR: That would have been a serious matter, particularly if the cable would have been lost as well. There was a great shortage of cable at the time and it would have been a very serious matter indeed. We'd been picking up cable for four or five days and we got a signal by lamp from this Corvette. She'd been going round and round us clockwise for all this time. She just said, "I'm going to reverse course and go the other way round - I'm getting dizzy." Then they said "Can you send a message for us to London on the cable?" Nobody bothered to tell them that the cable wasn't secured to anything at either end. We were just picking it up, this long piece of cable. So we couldn't tell them, we just said "Impossible, equipment not available" or something like that. We couldn't tell them until some later date, when we were at a party a long time after that, then we told them that there wasn't any end to the cable, both ends had been cut. We had a lot of fun with those boys, they were quite a crowd.

We went into West Africa for fuel after that, Freetown. I got

malaria, boy, I was sick for weeks and weeks with it. I didn't finally get rid of it, until nearly ten years later. I got the recurrent variety. From Freetown, we went round the Cape calling at various places. We did a couple of small cable jobs on the way. Then, we were ordered to Addu Atoll, southwest of Colombo [Ceylon], to cut into the Mombasa-Colombo cable in the vicinity of Addu and divert it into Addu Atoll. The reason being that, there was grave danger of the Japanese being able to sweep into India and take over Ceylon. Addu Atoll is a magnificent anchorage, once you get through the reef. They were hoping to use it as a fleet anchorage. They needed communication there.

But they forgot what these damn coral reefs are like. A little drop into the lagoon itself and the other side of the reef is just as bad, like a razor. So get on with it we did, and of course the bloody thing broke in a matter of weeks, and we had to go back there and try again. Of course, each time that happens, it breaks on the razor edge of the reef and it sort of plops down to the bottom on the outside of the reef in a great big heap of knitting. So you got to grapnel clear of that, otherwise you can't get a good end at all. You've got to use a cutting grapnel, a Lucas grapnel which cuts cable and picks up one end only. There were a couple of shearing bolts. What happens is, when there's enough strain comes on the grappling rope, the shearing bolts carry away and you will already have set the knives to cut on one side and the grapnel picks up the bitter end. The more weight the better. You want some weight then, otherwise it's liable to pull right out of the grapnel altogether. So the real art in using a Lucas grapnel, all the grapples and all the equipment used on a cableship, every single thing was invented by people in the business, as and when the need arose in the first place. It was Lucas, he was a cable engineer on some ship, and he designed this thing. It was the most beautiful thing that I ever came across. I've used it dozens of times myself. We had to use the Lucas each time to hook this beastly thing on the outside of the reef.

JW: So, you had to hang around this area for awhile until the cable was working?

AR: We went back there three or four times, to put it back for them, but every time within a week or two, it would be gone again. Of course, that would leave Colombo without communication from Mombasa, which was a damn nuisance! In the long run, they realized that the Japanese were going to be beaten back, so we were asked to re-lay the thing as it was, put it in repair and just join Mombasa up to Colombo again as before, which we did. From Colombo, we did a few odds and ends around there, repairs for various people, back up to Bombay.

To backtrack a little bit to Addu Atoll, for a minute, we got

to know the people ashore there pretty well. There was a heavy gun battery ashore there, a whole bunch of marines, British marines. There was a colonel in charge who was a bit of a dugout. He was a dear old boy, it was the ideal place for him, off the map and out of the way. Nothing much was going on. This fellow Dillon, we'd been invited to dinner in their mess, the marines officers' mess, Dillon said "How do you like this place, Addu Atoll, Colonel, you've been here a couple of years now. How do you like it?" He was a very far back Englishman with a monocle. He said "Well, Captain, I like it rather well, quite frankly," but, he said, "Every morning, when I get up and walk into the sea for my pee, the bloody Sikh sentry insists on presenting arms, very embarrassing, very embarrassing!" He was a bloody character. I wish I could remember his name.

"Colonel," Dillon said, "I was a quasi-military officer in the First World War." So the old Colonel looked at him over his monocle, "In my day, Captain, the word was pronounced 'kway-zi,' and it means sort of." What a put down, but you couldn't squash Dillon. In spite of the fact that I despised the man, I learned a lot from him. He was a damn good cable man. Because I was prepared to learn, I think that I was the only one of the newcomers he would tolerate.

So from there to Colombo and then to Bombay. In Colombo, there had been some Japanese bombings, just before we got there. There was a destroyer, a British destroyer *Tenedos*, one of the old two pipers, they had one tall funnel and one short one. A funny little ship. She had taken a whole stick of bombs down the fore and aft line. She just sank at her anchorage. There was a big salvage tug secured over the wreck. You could see the bridge and mast, but everything else was well under the water. This big salvage tug was sitting there and I met the chief officer of the tug at a "do" ashore. I said "What are you fellows doing, trying to raise the *Tenedos*?" "Oh, no," he said, "Why would we want to do that, we got a nice job for the rest of the war." He said "We're pumping Colombo harbour through that bloody thing, every couple of days." He was quite unabashed, he was going to sit there for the rest of the war.

[From there, we went] up to Bombay, and they didn't know what to do with us. The war was beginning to turn around a little bit. It was well into 1943, by this time. It seemed likely that Rommel could eventually be stopped, but they were having trouble with him. The British had relieved yet another General and it was before the time Montgomery actually went there. The British troops in the Middle East and North African area were more than a little pee'd off with the whole business. We were told to do something in connection with that. Which involved the use of all this enemy cable we'd picked up, or most of it. We were asked to go and lay a cable across the

Persian Gulf from Bushehr to Bahrain. Bushehr in those days was not much more than two or three huts, there was a cable station there. Bahrain was a rather bigger place. [SESSION ENDS]

[INTERVIEW RESUMES]

JW: How detailed was your knowledge of the bottom, when you were laying these cables in the 40's and 50's?

AR: Not nearly as good as it is today. Really deep soundings in those days had to be made with a wire and a weight. Piano wire and a weight [that] would have some kind of arming near the bottom, capable of picking up stuff that would adhere to it. So you've got very spotty samples along the route.

JW: How would you know that there was some kind of obstruction on the bottom, where you would have to lay out more cable to get around it?

AR: In those days you wouldn't know. Today that's very different. Sounding equipment today is very detailed and very efficient. It still doesn't tell you exactly where the bottom is, but it would give you a darn good idea. Those who can interpret a tape, much like sonar operators in the Navy, when they're listening to a submarine. They've got a pretty good idea even who made the main engines, by the sound of it. The same applies to people who carry out surveys with a little spare cable.

JW: [EXAMINING SPECIMEN OF POWER CABLE] So that would be about 4 1/2 inches?

AR: Yes, now that stuff was very heavy. That was a gas filled cable.

JW: [READING] "...138,000 volt, .35 square inch, single core, gas filled, manufactured for the British Columbia Electric Company Ltd. Vancouver, by British Insulated Callenders. Submarine cables, Trafford Park, England, 1956."

AR: We laid that in the *Ocean Layer*. That's when I first ran across problems with the press. We had a party, it was late in 1956. We had a party a couple of days before we were actually going to begin. This was supposed to be off the record and nothing to be printed. It was for the press this party, on the ship. Somebody said to me, "How do you feel about this cable, laying this cable?" It was the first time we had tried to lay a really heavy thing like this. It's so heavy that a ten foot length of it, is virtually a rigid bar. It's horrible stuff to handle for that reason. We did fault one cable, we got caught by a change in the tide. We put a kink in it and we had to cut it out and put a joint in. It was a rigid, tubular steel joint with watertight glands at each end. There was no way in

the world that was going to pull.

JW: Was that the standard method of repair when you got a kink?

AR: For this cable, yes. This cable, I don't think that we ever made any more than that one series in Vancouver. It goes from Vancouver to Vancouver Island. Each length is about twenty-six miles. It jumps islands, all the way, small islands in one or two places where the crossing is very short, we had pylons and overhead wires, but very few. Anyway, I said to this press man "Oh, my ulcers are jumping." That's all I said, and he went away to talk to somebody else. The S.O.B. printed that word for word in the *Vancouver Sun* the next day! I could have shot him! So I never talk to the press, if I can possibly avoid it, now.

[SHOWING PIECE OF CABLE] This is also a power cable. No, I beg your pardon that's a telephone cable, but it's an early one. You see the return tapes there, the cord and then the return tapes, that's the copper wire. That's a solid copper conductor. It's the purest copper we could produce. It's made heavy like that because it crosses over Active Pass, which is on the ferry route to Vancouver Island from Vancouver. Also it's the main route for shipping coming into Vancouver. There is always some bloody idiot dropping his anchor, when he gets hold of that he is sorry – believe me, it's hard to get rid of.

JW: Now, would they bury a cable in a location like that now?

AR: We did bury these. We used a queer sledge thing that had powerful jets on both sides, water jets. We just slide this over the cables and they're now way out of sight and have been for years. Both cables have been in circuit for a long time. They still are. There has only been one failure, apart from the one we kinked. There was a seven-year guarantee on the whole system. Nine years after it was opened, one of the pot heads cracked ashore, not the cable, the pot head. So we freed the cable of gas and they wired us in Manchester, we were getting ready to lay the Cook Strait cable, which was much bigger than this, nearly twice as big. For advice, and our help, they knew it was out of guarantee and we didn't owe them anything. When we learned what it was, that it was just a pot head. These things weighed about four tons, complete with holding down bolts and everything. We had one of these things on a plane complete with three guys to install it in twenty-four hours. It was in Vancouver, twenty-four hours after that. It was on-site and the cable was gassed up and working, five days from the time we got their wire. We didn't charge them anything. Two or three times they wrote and said "We would like your invoice, we want to clear our books." The president of our company wrote and said "It was a test

case, it worked like a charm, so we will not be charging for it." He didn't even charge labour for the three guys that went out with it. There is a certain amount of old fashioned courtesy left in the cable field. Not much but some. Anyway, where were we?

JW: In 1943, we were in Bahrain.

AR: There was a bit of a hold-up before we could start that. We went to Muscat – that is the entrance to the Persian Gulf. It is at the southwest of entrance to the Persian Gulf. It is a strange place. A long narrow inlet with high land on both sides. At the entrance, a very rocky entrance, on each side there is an old Portuguese fort. These forts must be several hundred years old. One of them is the Sultan's palace. The one on the north side of the entrance is the Sultan's palace. The other one is the local jug.

The Sultan of Muscat and Oman at that time was a very well educated man, he spoke Oxford English, he had a couple of British degrees, he was fabulously wealthy. But his mind, his thinking, in many respects hundreds of years back. It was most peculiar! His wife, one of his wives was sick and we had a doctor, so he asked whether the ship's doctor could attend this lady. When he actually got into the bedroom where this woman was, she was flanked by a couple of guys armed with rifles. He never saw the woman's face. He examined her and found out what was wrong with her and treated her under the eyes of these guys with rifles. She recovered, fortunately for the doctor and for us, as we learned later on. As a result of that, the doctor was given some kind of quite valuable present. I can't remember what it was now. He was a drunken old bugger, too!

We were invited for dinner in the royal palace. We all sat down – all men, no women – around a brass tray, which must have been at least the diameter of the longer axis of this table [INDICATES DINING ROOM TABLE] and yea deep with a sort of foul curry mixture. I like curry, don't mistake me, but this looked absolutely awful. Mostly because it was all higgity piggity lumped in together. I didn't know at that time, but a sheep's eye is a delicacy for these people. It is a great honour to be given a sheep's eye to eat. Dillon was sitting next to the Sultan. After the Sultan rummaged around in this foul mess with his hand for several minutes, he found a sheep's eye and popped [it] in Dillon's mouth! I wish that I had a camera! He swallowed it manfully without chewing it.

Then a couple of days later, we were invited ashore again, up to the town this time which was up in the head of the inlet. There was a little jetty where there were half a dozen dhows loading or discharging. We were allowed to use it to put our boats alongside. Three or four Rolls Royces appeared and all

the ship's officers were there and we were conducted around the other side of the inlet where the jail was, the other Portuguese fort. People were actually shackled to the wall by their legs and by their hands. He thought as an Arab, but he hadn't been educated that way.

JW: Well, I guess in some respects, they still think along traditional lines.

AR: Oh, very much so. One of his wives had been caught looking at somebody else. That's a no, no. She was lucky in a way, normally she would have been taken out and stoned to death. They still do it. Instead of that a little mud hut was built in the middle of the town hall square. It doesn't have a door, at least it didn't then, it had a window that couldn't be much bigger than that, with bars on it. She'd been in there for about six years. No sanitation whatever. Her food was passed through the bars once a day and a thing of water. It's almost impossible to believe this, but it's true and yet talking with us he was a cultured gentleman. We were glad to get out of there.

We went to Bushehr to start the work. There was a little cable station there with three or four European staff. I remember a couple of them had their wives with them. So we invited them, we weren't going to do any work until the next day anyway, we didn't get there until almost sundown. So we invited all these people aboard, as many as could get away for a meal. We knew it was a pretty lonely place. The local Sultan had provided an armed guard for this cable station. This man was armed and on duty all night. I think just about everybody came on board for dinner. It was blowing hard and pretty fresh, there wasn't any way we could use a boat to land them. So they stayed aboard during the night. We gave them all empty cabins to sleep in. The next morning the wind went down, we landed them and they found the armed guard minus his head and his rifle outside the place. It had been just about wrecked inside by some kind of wild bunch that got in there. You're back in several centuries ago.

JW: Where was this? Bushehr in the Persian Gulf? Is it one of these little states or is it a city?

AR: Yeah, I think that it is on the east side of the Gulf. In my time it was pronounced "Bush-ire". In the time I'm speaking of, it was no more than a village. It's on the east side of the Persian Gulf. Bahrain is on the west side. It has been very much in the news recently. We used up almost all that enemy cable on that job. Some other cable to make shore end with. So we were getting close to being empty again. We only had bits and pieces aboard.

JW: Was the primary objective here to just acquire cable that

was scarce? Or was it to interrupt their communications?

AR: To acquire cable that was scarce. The cables ship *Faraday* which had been prior to our getting involved, she had been the biggest cables ship afloat for many years.

JW: That sounds like an American ship.

AR: No, she wasn't, she was British. She was owned by Siemens Brothers of Woolwich. She was very similar to the *John W. Mackay* in some ways, but much bigger. She had practically all the available D type cable on board, when she was sunk. She got a bomb down the funnel and blew the whole ship apart. When she was at sea bound from somewhere to somewhere else. That's why the *John W.* was taken over, to replace the *Faraday*. She was sunk early in the war by bombing. I think off the west coast of England. She went to the bottom carrying with her just about all the available D type cable, available to the British government at the time. [Cables ship *Faraday* sunk 25 March 1941, off Saint Anne's Head, ten miles west of Milford Haven, Wales].

JW: What was the D type cable? That was the highest quality?

AR: D type was the deep water size for a telegraph cable, not telephone. The *John W. Mackay* was chartered in early 1942, in the spring of 1942, from Halifax to pick up the work that the *Faraday* was supposed to do, recovering German cable and using it somewhere else. *Faraday* was off the scene, before I ever got involved in cables ships, some months before.

Most cables ships have a senior petty officer who was known as the cable foreman or something of that nature. He is usually a rather experienced man who had been practically all his life in the cable industry. We had such a man in the *John W. Mackay*. He didn't know anything about navigation, but he did know all about the physical business of grappling for and repairing and whatever laying cable.

He had been a leading seaman in the *Mackay-Bennett* when the [Halifax Harbour] explosion took place [in 1917]. He was up on deck doing something and he heard this appalling bang and the next thing he knew he was flying through the air over the side. Even in the years that I knew him he was very tough, very powerfully built Welshman, a very tall man. Even so he was very shaken up and knocked about. He had to swim for some piling and try to climb out of the harbour. He made it alright. He said the ship was superficially damaged all over the place and she had broken her moorings and all that, and was more than half adrift.

Incidentally, one little story about him. They say he was very

very strong, but a kindly man, like a lot of very big powerful people. A very kind person. Just before we sailed from Halifax to do all this work, we got a whole bunch of crew replacements from England. Some of them were right little dock rats; one of them was a Welshman, and the cable foreman was always addressed as "Mr." like a warrant officer. He said "Mr. Hughes, do you still speak Welsh? You were born in Wales, weren't you?" He said, "Yes, a little bit, but I've more or less forgotten it now." So he called him a bastard in Welsh and Vic said "You have about one second to get to the top of that G.D. mast because I'll be right behind you!" Picture this kid scrambling up the mast with big Hughes right behind him with a belaying pin. He didn't hit him, but nobody ever tried anything like that again!

Now, we were in Bushehr and Bahrain, after that we went the Suez Canal, we did a job immediately outside of the eastern Mediterranean, I can't remember where it was, a repair job of some sort. Then we went to Cyprus and we did quite a bit of work around Cyprus, small odds and ends. It was just as wild a place then as it is now.

JW: The British were there in force?

AR: Yes, oh very much so, they were keeping the place more or less quiet. But the Turks and Greeks, they just cannot seem to avoid annoying each other. So that was a little wild, we were glad to get away from there. Through the Mediterranean...

JW: What type of work would you be doing in that area?

AR: Local telegraph cable repairs. Of course we couldn't do a hell of a lot, because we didn't have much cable. Went to Gibraltar in convoy – by that time most of the air attacks on the Mediterranean convoys were petering out. The western allies were beginning to roll up Rommel back east along the North African shores. Then we returned to Halifax. I got a week's leave, after being away almost two years.

JW: That doesn't sound like very much leave.

AR: It wasn't, well of course the ship was going out again almost at once. From there to Sydney, Cape Breton to join a convoy for Europe. This convoy was only going as far as Horta in the Azores. We were a Commodore ship because the rest of the convoy consisted of dredgers and hoppers and all sorts of things. They had never been outside a harbour in their lives. The escort consisted of four Algerine mine sweepers which were straight out of a shipyard, brand new British crews and they had never been given any chance to work up or anything like that. Half of the equipment wasn't working properly. Frequently, one would break down and one of the

others would have to tow her.

There was one tug that was supposed to do all this towing and whatever. She was an American tug from New York, a coal-burning thing called the *Nancy Moran*. I'll never forget it! They didn't like being in close company overnight or in fog. They were terrified to be close to a lot of dredgers and hoppers. So they used to ease off and get right back behind the convoy. Daylight would come and you would see a cloud of smoke on the horizon – here comes the *Nancy Moran* trying to catch up with the convoy! [laughs]

We had two of these bucket dredgers, you know the kind of thing with a big chain of buckets, up to the top of a great big superstructure. They're flat bottomed, they draw very little water and they are awful in a sea way. We got into some dense fog on the Grand Banks. I was on watch one night and I heard something rattling every once in a while, apparently overhead. I was just trying to find the source of this, and it was one of these damn dredgers; she was so close to us, to make sure that they didn't lose us, that the top hamper was practically on board! I got the loud hailer and I said "Hey, you guys, beat it, you're practically taking the masts out of us!" "Oh, we don't want to lose you." It was like something out of Gilbert and Sullivan. We reached Horta somehow, and there we left them. We were going to do some work in that area. Again, if was a matter of interfering with enemy cable. We were trying to button the Emden-Fayal-German cable into the Western Union system.

JW: Let's get the location of that.

AR: Fayal is the capital town of Horta, in the Azores. The Portuguese government wouldn't let us go into the German cable station. The station was locked and sealed for the war. No way are you going to get in there. We go off to sea out of sight of land. We hook this thing, put a new cable end on and lay it into the Western Union cable. That was the plan. But we got out there and we used the cutting grapnel and it worked. You can always tell when it does because there will be enough depth of water, 2000 fathoms, about six tons weight on it with a bight of cable over it. When the shearing bolts go, you suddenly find yourself with less than half of that, it shows on the dynamometer at once. The easiest way to check it, is to sit on the grappling rope. You can feel it through your back end far better than you can looking at any gauge. The grapnel worked and the strain dropped. Then it starts to pick up again, when you begin to pick up the rope. Two thousand fathoms, I must have picked up about half of that and I just glanced at the dynamometer and I was sitting on the rope anyway. I thought to myself, there is damn little weight here. Something wrong! So Hunter was skipper and I sent for him, and he came up and he says "What's the matter?" I said "Look at the

dynamometer, I've only picked up about half of the rope." "Yeah," he said, "There is not much weight there, is there?" and I said, "No, I think that this is the short end." He said "You're dead right that's exactly what it is." He said, "Continue picking it up, but let's get a fix right now, before we drift away from this position."

JW: So you can pick up the long end later.

AR: We were out of sight of land and there was no Loran or anything like that in those days. We had a mark buoy down so we got a fix on the range and bearing with our Barr and Stroud three-meter base range finder – beautiful thing. There wasn't much swell, [and] we were only about three miles from the buoy. It was easy to get a fix on it. I went back to the bow and took over from the captain. Twenty minutes later the end came in, [and] on the end of it was a thing about the size of a soup can, with a resistance in it. By this time the bitter end was connected up to the test room, and we were getting a test almost all the way to Emden! So [the cable] had been hooked and fixed up with this resistance sometime before. It was down in very deep water, with no light to speak of down there, the bottom was a thin sort of mud. It was protected. It wasn't even corroded at all.

So we knew now, what had been going on. We could have been badly fooled by that. If the Portuguese government had allowed us into the cable station and we had cross-connected to the Western Union station we would never have known until later that it wasn't connected through to Emden at all! That it was cut.

JW: There are a couple of technical aspects of this that go over my head. What do you mean by resistance? What was it that they had cut?

AR: It's just a coil of thin wire.

JW: They had put this on purpose into the cable.

AR: They had brazed it onto the end of the cable after cutting it. It's a real sell. We could have gone to Europe.

JW: So the cable itself was not functioning?

AR: It wasn't even connected at all!

JW: And they had done it on purpose?

AR: It must have been the Germans themselves, because we certainly didn't and I can't imagine anybody else doing it.

JW: They did it in such a way....

AR: If they hadn't put the can on it, we would have known there was a short end there, by testing from the shore.

JW: So they put it there to make you think that if you did go into the...

AR: It was done several times during the war in different places.

JW: But, that's the first time that you realized...

AR: The only time we even came across it, but it was done in other places, we do know, since the war. Anyway, once we had buttoned on new cable to that, we just laid it into the Western Union Station, we didn't say anything to the Portuguese at all. For all they knew, we had just been repairing Western Union cable. They didn't know it was connected to the German cable. The next thing was that once the invasion got started, it was vital to have the use of that cable. We sailed from Plymouth, a couple of days after the invasion started, hooked the German cable in the channel and cut it and spliced on a new shore end and laid it into Cherbourg. So the entire Emden-Fayal cable with the exception of the short length up into the channel into Emden was all in Allied hands, was used throughout the invasion and after that too. Of course, it's a telegraph cable and now it wouldn't be any use to anybody. Too slow and not enough capacity.

JW: Now at that time during the war, the telegraph cables were the original ones, they were still being used. The telephone would have been...

AR: It was radio, such telephone as there was, was radio. Of course, that's not secure! It couldn't be, no matter how you coded or scrambled it. Scrambling is nothing but a coding device. All you have to do with that is slow it down, it's quite easy to break it. A good cryptographer can break those quite easily once he got them slowed down enough.

JW: So Roosevelt and Churchill were...they had a telephone hook up didn't they? Couldn't they talk by telephone?

AR: It was radio, very low frequency radio.

JW: Wasn't it scrambled?

AR: No, it was probably low frequency radio. It was bounced off the Heaviside layer in the upper atmosphere that acts as a kind of a plate and you bounce your signal off that usually by a very long wave. It's slow and it's subject to garbling, and everything else. It's not the best thing in the world. It's not secure. That's the one reason, one of the main reasons, why cables are still in use, because they are much

more secure. Plus the fact that they are not interfered with by sunspot activity, and other things that interfere with radio. The big thing is security. You can make a cable as secure as you want, either technically or by having it operated by an absolutely reliable person at each end. It's absolute garbage to say you can hook a cable and hook on to that in some way, and listen to what's being said. That's hogwash! There are so many technical reasons, against it being possible that, I doubt that anybody has ever been fool enough to try it.

JW: It's not like tapping into a telephone line? Cutting the cable breaks the signal somehow?

AR: Cutting it yes, that's different. The cable company would know immediately whether it had been cut.

JW: But, you can't tap into....?

AR: I don't think that it's possible.

(To be continued)

ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. Arichat

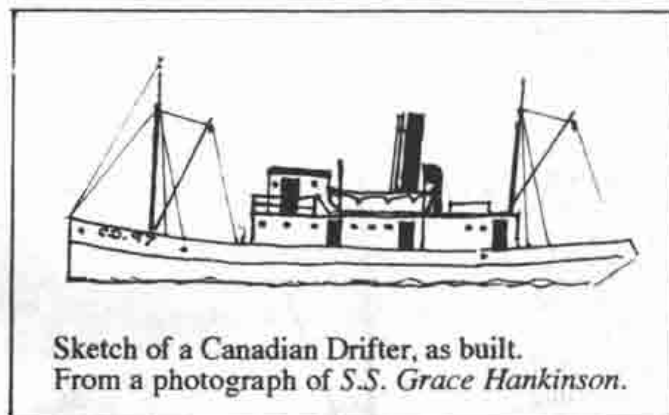
Specifications

Official Number:	150294
Built:	Canadian Government Shipyard, Sorel, Que.
Date Built:	1917
Gross Tonnage:	144
Overall Length:	84.9 Feet
Breadth:	19.3 Feet
Draught:	10.3 Feet
Engine:	2 cyl. 12" & 24" -16" 24 rhp. Built Caledonian Iron Works, Montreal
Propulsion:	Single screw

History

By 1917, war losses had taken a serious toll of Britain's huge North Sea fishing fleets, in particular the steam drifters, whose method of fishing made them particularly vulnerable. With little or no modification, steam drifters also made ideal inshore minesweepers and scores had been requisitioned for that purpose.

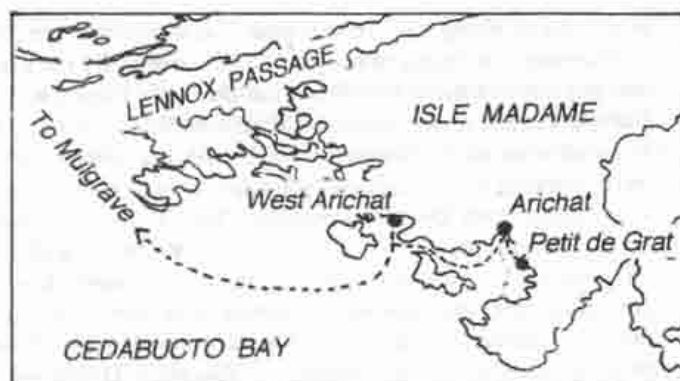
The resulting drop in fish landings, at a time when the government was trying to provide food, not only for the general populace of the British Isles, but also for a huge army in Europe, prompted the Imperial Munitions Board to order a large number of replacement vessels. As the British yards were working to capacity on priority contracts, the orders were placed with Quebec companies. Why those Maritimes yards specializing in the construction of small wooden steamers did not get a share of the orders is a mystery. In any case, by May 1918, twenty-three vessels were under construction at Canadian Vickers in Montreal and others at the Davie yard in Levis and at the brand new Canadian Government Shipyard in Sorel.



Sketch of a Canadian Drifter, as built.
From a photograph of S.S. Grace Hankinson.

In all, about one hundred vessels appear to have been completed by the end of the war, but not all of them had been delivered. Among the latter were a group which were laid up in the St. Peter's Canal basin on Cape Breton Island, all of which apparently had numbers in the nineties. They were handy little vessels, easily adapted to the coastal trade, or, if re-engined, to towing work. Maritime coastal boats had a hard time during the war. Many of those requisitioned for war work had not been maintained and most had to be scrapped. As a result, there was a ready market for the little CD's (Canadian Drifters), when they were put up for sale. At least four found their way into the Maritime Provinces passenger/cargo trade. The SS Arichat was one.

Arichat was one of the CD's built in the Canadian Government Shipyard in Sorel and subsequently laid up at St. Peter's. In 1920, she was purchased by a Sydney group, operating under the name of Arichat S.S. Co., for use on the government-subsidized mail run between Mulgrave and Isle Madame ports. As built, the drifters had minimal accommodation, even for the captain, so a cabin was added to the wheel house and a promenade deck was constructed the full width of the ship, from wheel house to stern. A small passenger saloon was located in a deckhouse aft of the funnel and two lifeboats were mounted on top of it.



The Isle Madame mail route.

The ship remained in daily service for ten years, running from Mulgrave to West Arichat, Arichat and Petit de Grat, and connecting with the day expresses to and from Halifax. When R.B. Bennett's government came to power in 1930, patronage was very much the name of

the game; among the government contracts which changed hands was the Mulgrave to Ile Madame steamship subsidy.

Luckily, in spite of the depression, the company was able to dispose of the vessel to Newfoundland owners, who renamed her *Basque*. Unfortunately, in keeping with the old superstition that it is unlucky to change the name of a ship, she did not last long and foundered off Ile Amaet, off Newfoundland's French Shore, in July, 1931.

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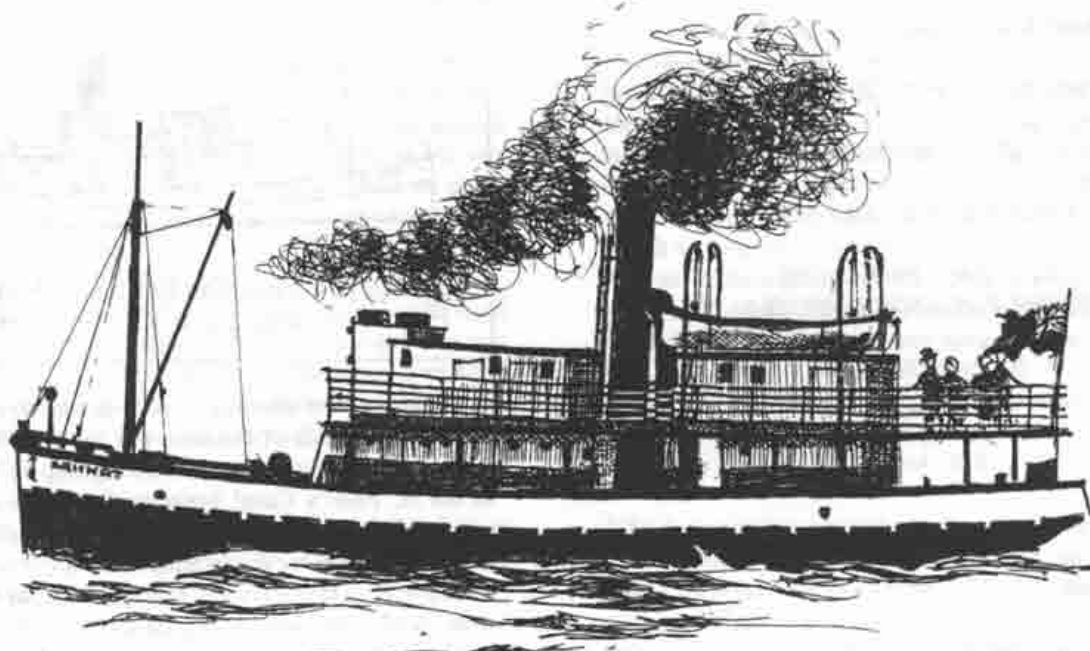
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ARGONAUTA NEWS

INTERNATIONAL NETWORK FOR WHALING RESEARCH

A group of individuals interested in past and present whaling activities from a variety of disciplinary perspectives has created the International Network for Whaling Research (INWR). The principle means by which the network attempts

to link its members is through a quarterly newsletter, *INWR Digest*, which currently is provided free of charge to more than 350 individuals and institutions in twenty-seven nations. The *Digest* is edited by Milton Freeman at the Canadian Circumpolar



SS Arichat, from a photograph in the W.G. Buckley collection

Institute at the University of Alberta.

The six-page January 1994 edition brings together a variety of primary documents about current whaling disputes, particularly concerning the Norwegian decision to resume a limited whale hunt. It also includes information on new publications and news from readers. In the latter section is a lengthy description of CNRS member Joan Goddard's on-going work on Pacific Coast whaling. The INWR also hopes later this year to publish a directory of individuals interested in various aspects of whaling.

CNRS members interested in joining the network and receiv-

ing *INWR Digest* should write to *INWR Digest*, Canadian Circumpolar Institute, University of Alberta, Edmonton, Alberta T6G 2E2. It would also be helpful if interested individuals could provide phone, FAX and e-mail numbers (if applicable) and a general indication of interests (topics, geographic/cultural areas, and time periods).

FAREWELL TO ALEC DOUGLAS

If you are in Ottawa on Wednesday, 22 June, you are invited to a no-host farewell reception (3 pm - 5 pm) for W.A.B. (Alec) Douglas on the occasion of his retirement as the Director General, Directorate of History. It will be in the main bar of HMCS *Bytown*, the naval officers' mess in Ottawa, located at 78 Lisgar Street at the corner of Cartier Street (one block east of Elgin Street). Please note that *Bytown* expects gentlemen to wear a jacket and tie and ladies to dress to a corresponding standard. For further information, please contact Bill Glover at D.Hist (tel: 613-998-7048).

Serendipitously, the April-May issue of *The Beaver* carries an article on the Directorate of History in which Alec features prominently. Christopher Moore's regular column, "Writers of History," focuses this time on "The Legacy of Colonel Stacy" (*The Beaver*, 74, No. 2, pp. 52-55). For a full appreciation of the work done at "DHist" and the distinctive mark left there by Alec, this article is recommended.

MARITIME COMMAND SPEAKERS BUREAU

Maritime Command believes that it is important for Canadians to understand the roles, responsibilities and activities of Canada's navy, and the ongoing need for balanced, combat-capable, general purpose maritime forces. Towards this end, Maritime Command has established a Speakers Bureau programme to provide speakers to address groups and organizations. Presentations can be tailored to meet the interests of the group and may focus on specific areas of interest, such as the future of the navy, technology, environment, peacekeeping, and so forth. Should your group wish to invite a speaker from Maritime Command, contact: Public Affairs, Maritime Command Headquarters, FMO Halifax, N.S. B3K 2X0 (tel: 902-427-2138/6407; FAX: 902-427-6066).

LIFESAVING COMMENDATIONS: FOLLOWUP

In our last issue, we described the rescue of a woman who fell into Toronto Harbour and would have drowned had CNRS members touring the harbour during last year's conference not been there to come to her rescue. Three members of CNRS were honoured with life-saving certificates by the St. John's Ambulance organization for their role in the rescue. It was, however, very much a team effort, and not everyone who

played a central role in the incident received recognition of their efforts. Other CNRS members played key roles in the rescue, as did crewmen of the tour boat. Without diminishing in any way the role played by the three who received certificates, we congratulate *all* who helped prevent an accident from becoming a tragedy. Their quick and unhesitating actions were truly "in the finest traditions of the service."

CENTENARY OF MANCHESTER SHIP CANAL

1994 marks the centenary of the Manchester Ship Canal, an occasion that will be marked by a series of celebrations, according to the December 1993 issue of *Anchor Magazine*. The canal was opened in May 1894 by Queen Victoria and was dubbed the "Big Ditch" during its construction. The canal brought deep-sea shipping into the heart of Manchester, thereby removing the stranglehold of Liverpool and the railway companies.

BOOK CATALOGUE: INDIAN OCEAN AND LITTORAL

Professor Larry W. Bowman of the University of Connecticut is interested in selling books on countries in the Indian Ocean region. To this end, he has just issued Catalogue No. 1, *Indian Ocean and Littoral*, featuring books on the Indian Ocean region, and especially the Indian Ocean islands. This catalogue will be sent free upon request. Bowman will also buy books on the Indian Ocean region and would welcome both hearing from individuals with books to sell and receiving want lists from people seeking to purchase specific titles. Readers of *The Northern Mariner/Le Marin du Nord* may know Bowman as the author of *Mauritius: Democracy and Development in the Indian Ocean* (Westview Press, 1991) and *Competition and Cooperation in the Southwestern Indian Ocean: The View from the Islands*, published as Occasional Paper No. 28 by the Indian Ocean Centre for Peace Studies (Perth, Australia) in 1993. For further information or a copy of the catalogue, contact: Professor Bowman, 458 Middle Turnpike, Storrs, CT 06268, USA (tel.: 203-486-3355; FAX: 203-486-3347; Internet: bowman@uconnvm.uconn.edu).

CONFERENCES AND CALLS FOR PAPERS

1994 CONFERENCE OF ARMY HISTORIANS

The 1994 Conference of Army Historians will be held 13-16 June in Washington, DC. The theme is "The US Army in War against Japan 1943-45," but there will also be many sessions on joint operations as well, with participation by marine, air and navy historians. Most of the conference is open to the public for those who register ahead. Contact Dr. Judith Bellafaire, Rm 320, US Army Center of Military History, 1099 14th St NW Washington DC 20005 (tel: 202-504-5368).

CONFERENCE: THE SHIPBUILDING INDUSTRY AND THE CONTRIBUTION OF THE NORTH-EAST OF ENGLAND

The Department of Marine Technology at the University of Newcastle upon Tyne is hosting a one-day conference on September 3, 1994 on the history of the shipbuilding industry and the contribution of the northeast of England, a region that produced around one-third of British output. With the decline of British, and indeed all European, shipbuilding since the 1970s, determined efforts have been made to record the history of the industry. The Department is a major contributor to the British Shipbuilding History Project, whose aim is to write the history of the industry from the eighteenth century to date. A significant amount of research has been undertaken since 1990, including the development of a database of ships built in the British Isles. As well as ship construction, particular attention has been given to the associated marine engineering and ship-repairing industries, both prominent in the northeast.

The conference offers an opportunity both for those who have researched specific areas of the industry, or who have first-hand experience of the industry, to present their views. The programme is being finalized but likely speakers include Mr. Joe Clarke on the shipbuilding industry in the northeast, Dr. Ian Buxton on ship-repairing in the northeast, and Mr. Brian Newman on the Wallsend Slipway and Engineering Company. For further information, contact Dr. Ian Buxton, Department of Marine Technology, University of Newcastle upon Tyne, Newcastle upon Tyne NE1 7RU, England (tel.: +44 91 222-6712; FAX: +44 91 261-1182).

CONFERENCE: THE PARAMETERS OF NAVAL POWER IN THE TWENTIETH CENTURY

Exeter, England will be the location of a major international conference on "The Parameters of Naval Power in the Twentieth Century" from 4 to 7 July, 1994. Historians, naval officers and policy makers from Australia, France, Germany, the Netherlands, the United States, Canada and the United Kingdom will present papers on the strategic objectives and practical efficacy of naval power this century. For more information, contact Dr. L.P. Morris, Department of History & Archaeology, University of Exeter, Queens Building, Queens Drive, Exeter EX4 4QH, England.

CALL FOR PAPERS: DE-CENTRING THE RENAISSANCE: CANADA AND EUROPE IN MULTI-DISCIPLINARY PERSPECTIVE 1350-1700

On March 7-10, 1996, the Centre for Reformation and Renaissance Studies, Victoria University in the University of Toronto, will host an innovative conference bringing together the fields of Early Modern and Canadian Studies. The con-

ference will be sponsored by: the Centre for Reformation and Renaissance Studies, Victoria University in the University of Toronto, the Canadian Studies Programme, University College, University of Toronto, Rupert's Land Research Centre, University of Winnipeg, and the Canadian Society for Renaissance Studies/Société Canadienne d'Etudes de la Renaissance.

The conference marks the 500th anniversary of Henry VII's grant of letters patent to the Italian explorer John Cabot on March 5, 1496. Cabot was given "full and free authority...to set up our aforesaid banners and ensigns in any town, city, castle, island or mainland whatsoever, newly found by them." Intellectually, those banners have flown for a long time. But the transformation in our concepts of discovery and exploration during the past decade has shown how unfruitful it is to confine the study of the "newly found" lands within traditional conceptual boundaries. The conference will challenge such boundaries even further by addressing the extent to which Canada, in the period roughly 1350-1700, was not just an arena of European operations – whether Renaissance, Reformation, or Early Modern – but an authentic historical sphere interacting with forces and events from within and without.

To do this will involve bringing together specialists from a variety of fields: students of Italian Humanism with those in Native North American studies, investigators of the Bristol trade with those studying Jesuit learning, economists working on French financial policy with students of Mohawk culture, of the lives of women and working people, of English courts from Henry VII to Charles II, of Huron land-use, and juxtaposing the work of researchers working on Basque and Portuguese fishing practices with those studying the life of aboriginal nations living far in the interior and in the north.

Towards this end, the Organizing Committee invites papers based in on-going research and framed in interdisciplinary ways which reflect this broad representation of fields. The conference programme will include invited plenary sessions, sessions for which the papers will be circulated ahead of time, and "Work-in-Progress" sessions structured around a problem rather than presenting formal papers. Confirmed acceptances will be issued by January 1995.

Proposals for papers should be 300 words maximum, accompanied by a one-page CV, and submitted by October 1, 1994 to the address below. Papers may be in English or in French. The Organizing Committee may ask to see completed papers before confirming acceptance. Note that papers will be circulated ahead of time and the Committee must therefore receive them in finished form by December 1, 1995. Proposals for sessions should be no more than 500 words in length, outlining the purpose of the session, and accompanied by the CVs of chair and participants. Sessions may be in English or

French, or in both languages. For information or submission of proposals, contact: Germaine Warkentin, Victoria College, University of Toronto, Toronto, Ont. M5S 1K7 (E-mail: warkent@epas.utoronto.ca; Fax: 416-585-4584).

CONFERENCE REPORT:
1993 "SHIP TO SHORE" CONFERENCE

by Mark Tripp

The Pacific Rim Cruise Association held its third annual "Ship to Shore Conference" in Vancouver last 14-19 September. While aimed primarily at the travel agents who comprise the majority of the delegates, the conference also provides shipping enthusiasts with the opportunity to get a closer look at the changing face of passenger shipping in the world today.

Nine cruise ships were available for inspection by the delegates. These ranged from Regency Cruises' ageing *Regent Sea*, built in 1957, to Princess Cruises' new *Regal Princess*, which was completed in 1991. The ships in attendance therefore spanned a broad period of development. The older *Regent Sea*, *Rotterdam* (1959), *Nordic Prince* (1971) and *Golden Princess* (1973) provided a marked contrast to newer ships like *Nieuw Amsterdam* (1983), *Noordam* (1984), *Westerdam* (1986), *Crown Princess* (1990) and the *Regal Princess*. Many maritime enthusiasts would agree that, externally, the older "classic" liners are more pleasing to the eye than some of the newer ships. Indeed, if Captain Ahab were to see either of the new Princess ships, he would surely have given chase, with the *Pequod's* masts straining to every inch of canvas that could be set.

While four cruise lines had vessels attending the conference, this event was primarily a showcase for two well-known companies with long and distinguished histories: the Holland America Line, with its roots dating back to 1873, and Princess Cruises, part of the venerable P. & O. group which dates back to 1835. In these two companies we see two very different aspects of cruising. Holland America goes to great lengths to preserve the traditions that made the line famous, while Princess almost completely abandons them.

On boarding a Holland America ship, one is struck by a feeling of warmth and the sense of pride that the company has in its history. The decor is understated yet elegant, and one need not travel far to find a reminder of the long Dutch seafaring tradition. The contrast between the antiques and the modern furnishings however, can lead to a somewhat eclectic appearance. At a time when many other lines have adopted white hulls, the line has retained the traditional dark hull colouring of the transatlantic age. In regard to service, many of the "little things" have remained. Fresh flowers are flown

in from Holland. Passengers are called to dinner by a steward who parades through the ship playing a glockenspiel. Mid-morning bouillon is still served. These reminders of a by-gone age add a degree of quaintness and quality, to the voyage. Thus the Holland America Line has retained much of their "old-world charm" while also presenting all of the modern amenities one would expect to find on a modern cruise ship.

The Princess ships, on the other hand, present a starker, more sterile atmosphere. The interior decor is spartan and, as is the case aboard their newer ships, somewhat futuristic, as the ribbed ceilings of the *Crown* and *Regal Princesses'* domed casinos leave one with an idea of how Jonah might have felt. Other than an occasional model ship, or the odd painting in a stairwell, there is very little reference to the company's history, or to history in general for that matter. This is a shame, as the history of P. & O. is long and varied, as is also the case with the routes that this line once served. One notable exception to this "lack of history" might be the "Bengal Bar" and "Kipling's" on the *Crown Princess* and *Regal Princess* respectively. These lounges have a style which is reminiscent of colonial India. Though small, these lounges do serve as a tip of the hat to the company's past. The amenities that modern cruise passengers have come to expect are all present, but the personality is missing. Princess Cruises attempts to sell the Princess "experience" rather than promoting an individual ship. This will become increasingly difficult for Princess to do as their fleet becomes more disparate, with smaller, older ships not being able to measure up to their larger, newer counterparts. Clearly, if one was expecting to have the same experience on the *Golden Princess* as was had on the *Regal Princess* previously, one would be quite disappointed. While the level of service may be comparable, the ships themselves are very different. As the older, smaller ships in the fleet are replaced, this will become less of a problem.

Sadly, one of the most notable things at this conference was that it is becoming increasingly difficult for the older ships to measure up to their more youthful competitors. While some ships such as Regency Cruises' *Regent Sea* have not been maintained as well as they could be (though it should be pointed out, in her defence, that she was being prepared for a refit when the tour took place), even immaculately maintained ships like Holland America's *Rotterdam* are having difficulty competing. *Rotterdam* is truly a work of art. She is filled with inlaid panelling and intricate wood-work. Her "Ritz Carlton Lounge" is one of the most famous rooms afloat today. She is a reminder of a by-gone era, which will ultimately be her downfall. She does not possess the same modern amenities that her newer fleet-mates provide. In some cases they have been added, but seem out of place. New SOLAS regulations will also have an effect on the ships of this generation, forcing companies either to refurbish their older vessels extensively or

simply to get rid of them, which will most likely be the more economic alternative. As cruise passengers become more demanding, the operators of ships such as the *Rotterdam*, *Regent Sea*, and even considerably newer vessels such as the *Nordic Prince* and *Golden Princess*, are being forced either to charge lower rates to fill them, or to place them on longer, more exotic routes in order to make them more attractive to potential customers. As newer and, perhaps more importantly, larger ships enter service, these aging liners will soon be relegated to performing bargain rate "no frills" cruises.

The 1993 "Ship to Shore Conference" provided a glimpse at the rapidly changing face of cruising. While there are several companies which take great pride in their histories, there are many others which are making concerted efforts to leave the past behind and create new traditions. We also see that the "grand old ladies" that once laboured on the trans-oceanic liner services are having increased difficulty in fitting into today's cruise market, due to the current onslaught of huge floating apartment blocks that are being churned out of the world's shipyards. We must all accept that, as time passes, maritime architecture changes, and that the once great ships of the past will be withdrawn from service and left to the history books. For the next few years however, I am going to join Captain Ahab, and chase the Great White Whale.

AROUND THE MARITIME JOURNALS

Many articles on maritime topics appear in journals that are themselves not specifically dedicated to maritime themes. For instance, a reasoned and balanced discussion of the collapse of Atlantic Canada's cod stocks appeared in "The Decline and Fall of the Northern Cod" by Yva Momatiuk and John Eastcott; the article appeared in *Nature Canada* 23, No. 1 (Winter 1994), 16-25. The nineteenth-century history of state intervention in the Newfoundland fishery is examined by Keith Hewitt in "The Newfoundland Fishery and State Intervention in the Nineteenth Century: The Fisheries Commission, 1888-1893," *Newfoundland Studies* 9, No. 1 (Spring 1993), 58-80. "Victoria's Inner Harbour, 1967-1992: The Transformation of a Deindustrialized Waterfront" is the subject of an article by William G. Hamilton and Bruce Simard which appeared in *The Canadian Geographer* 37, 4 (Winter 1993), 365-371. Robert Ballard, whose explorations of the *Titanic*, the *Bismarck*, and the ships of Ironbottom Sound off Guadalcanal are well-known, has turned his attention to the *Lusitania*. An article entitled "Riddle of the *Lusitania*" appears in *National Geographic* 185, 4 (April 1994), 68-85. To judge by past experience, a book is sure to follow very soon.

With the fiftieth anniversary of World War II in full swing, a number of journals are carrying articles on the war. *Journal of the West* 32, 4 (October 1993) carried two articles by CNRS

members. W.A.B. Douglas wrote on "The Seaward Flank: British Columbia — Defending the Indefensible," 19-29; William Glover provided background to British Columbia's wartime experience with an article entitled "The Politics of Nation Building and the Defense of British Columbia, 1871-1939," 31-37. A third article by R.H. Roy in that same issue, entitled "Western Canada During the Second World War," 54-61, includes considerable material on the navy's role. Another member of CNRS, Robert Fisher, wrote "Action in the Atlantic: Motor Torpedo Boats to the Rescue" for *The Beaver* 74, 2 (April-May 1994), 24-5 while F.J. McEvoy examined one of the war's more bizarre proposals, the idea of building aircraft carriers and other ships out of icebergs, in "'Professor' Pyke's Secret Weapon: Operation Habbakuk," also in *The Beaver* 74, 2 (April-May 1994), 32-39. E. Oxford is the author of "Battle for the Atlantic: World War II Naval Warfare," appearing in *American History Illustrated* 28, 5 (November-December 1993), 32-43. Paolo Coletta's "Launching the Doolittle Raid on Japan, April 18, 1942" looks at the US Navy's side of that famous operation; the article appeared in *Pacific Historical Review* 62, 1 (February 1993), 73-86. The war-time impact of the US Navy on Micronesian cultures is the focus of an article by Hal Friedman, entitled "The Beast in Paradise: The United States Navy in Micronesia, 1943-1947," which appeared in *Pacific Historical Review* 62, 4 (May 1993), 173-195.

David Richardson is the author of an article which examines "Cape Verde, Madeira and Britain's Trade to Africa, 1698-1740." The article appears in *The Journal of Imperial and Commonwealth History* 22, No. 1 (January 1994), 1-15. Also in that same issue of *JICH* is an article by C.R. Pennell entitled "Dealing with Pirates: British, French and Moroccans, 1834-56," 54-83. *The Map Collector* No. 65 (Winter 1993) carried two articles of interest to maritime researchers. "The Grand Samuel Thornton Sea-Atlas: a monument to the Thames School of Chartmakers," pp. 2-6, by Alice Hudson, was written to commemorate the publication in colour microfiche of the New York Public Library's copy of Thornton's *Sea-Atlas*, first published around 1710; "Portolan fragments found in Portugal," 42-44, by Alfredo Pinheiro Marques, describes fragments of several recently discovered Portolan charts dating from the late fifteenth and sixteenth centuries that had been cut up and used as book bindings during the seventeenth and eighteenth centuries. *History Today* 44, No. 1 (January 1994) carried an article by Richard Pfloderer entitled "Dutch Maps and English Ships in the Eastern seas," pp. 35-41. Pfloderer examines the connections between the translation into English of Jan Huygen van Linschoten's *Itinerario* in 1598 and the beginnings of English maritime penetration and trade in the Far East. An article by Jonathan Betts, entitled "John Harrison: inventor of the precision timekeeper," appeared in the journal *Endeavour*, new ser., 17, No. 4 (1993), 160-167; the article is one of several over the past few months to observe

the 300th anniversary of the birth of the man whose chronometer made possible the measurement of longitude. John Appleby contributed "Thomas Mun's West Indies Venture, 1602-5" to the "Notes & Documents" feature of *Historical Research* 67, No. 162 (February 1994), 101-110. Dagny Hansen takes another look at James Cook's visit to Nootka Sound in 1778, in "Captain James Cook's First Stop on the Northwest Coast - By Chance or By Chart?," *Pacific Historical Review* 62, 4 (November 1993), 475-484. David W. McFadden is the author of "John Quincy Adams, American Commercial Diplomacy, and Russia, 1809-1825," *New England Quarterly* 66, No. 4 (December 1993), 613-629. McFadden places his topic firmly within the context of American maritime trade in the late eighteenth, early nineteenth centuries. In "The Sydney merchants and the economic downturn of 1827-30," D.E. Fifer argues that merchants engaged in seaborne trade were largely unaffected by the so-called depression in New South Wales between 1827 and 1830. The article appeared in *Australian Economic History Review* 33, No. 1 (March 1993), 73-84. Dan O'Connell is the author of "The Lobos Islands: American Imperialism in Peruvian Waters in 1825," which appeared in *The Australian Journal of Politics & History* 39, No. 1 (1993). O'Connell argues that the diplomatic and naval pressure exerted by the United States to secure control of the guano trade was an unambiguous form of imperialism that pre-dates the imperialism at the end of that century by several decades. A first-hand glimpse at migration in the age of sail is provided by Carol Bennett McCuaig in "The Voyage of the *John Barry*." The article, which includes numerous extracts from a journal kept by emigrants making their passage from Cork to Canada in 1825, appeared in *The Beaver* 74, No. 1 (February/March 1994), 22-27. By studying regulations governing non-white seamen in the British merchant marine, Laura Tabili provided an intriguing assessment of the development of racial discrimination in Great Britain; her article, "The Construction of Racial Difference in Twentieth-Century Britain: The Special Restriction (Coloured Alien Seamen) Order, 1925," appeared in the *Journal of British Studies* 33, 1 (January 1994), 54-98. D.W. Summers looked at "Differences in the Response of Two Aberdeenshire Fishing Villages to Large Scale Changes Within the Herring Fishery, 1880-1914," in *Northern Scotland* 11 (1991), 45-64.

THE AMERICAN NEPTUNE (LIII, NO. 4, FALL 1993)

- Carla Rahn Phillips, "The Evolution of Spanish Ship Design from the Fifteenth to the Eighteenth Century," 229-238
 Eugene Lyon, "The *Niña*, the *Santa Cruz*, and Other Caravels as Described in the *Libro de Armadas* and Other Spanish Records," 239-246
 Richard W. Unger, "Northern Ships and the Late Medieval Economy," 247-253

- Donald J. Kagay, "Columbus as Standardbearer and Mirror of the Spanish Reconquest," 254-259
 William D. Phillips, Jr., "Columbus and European Views of the World," 260-267
 Ralph W. Brauer, "Dynamics of Change in the Magnitude of Geographical Coordinates in Ancient, Islamic, and Western Civilization," 268-279
 Gregory C. McIntosh, "Christopher Columbus and the Piri Reis Map of 1513," 280-294

FRESHWATER (VIII, NO. 1&2, 1993)

- Donald A. Page, "The Construction of the S.S. *Mathewston* in 1922 at the Port Arthur Shipbuilding Company, Port Arthur, Ontario, Canada: Notes on Progress Photographs," 3-65
 M. Stephen Salmon, "The *Mathewston*: Success is an Un-eventful Career," 66

INLAND SEAS (XLIX, NO. 4, WINTER 1993)

- Anna S. Moore, "Some Notes on the *Argo*: Detroit's First Steamboat," 242-245
 Kathy S. Mason, "The Gem of the Straits: Mackinac 1875-1895," 246-258
 Arthur B. Strough; intro. Richard Palmer, "Crews on Early Great Lakes Vessels," 259-262
 Dave Swayze (submitted by), "Ye Ancient Mariner," 263 [from *Detroit Free Press*, Sept. 4, 1869]
 Roger M. Jones, "Mr. Mather Buys a Boat - or Two," 264-272 [formation of the Bessemer Fleet in 1896]
 Kenneth & Bonnie Dickson, "From the S.S. *Lee A. Tregurtha*," 273-283
 Edward J. Dowling, "The Ships That Made Milwaukee Famous," 284-295 [previously published in *Inland Seas* IV, No. 2]
 James Elliott, "The Dearly Beloved Attends the Funeral," 296-299 [from the *Hamilton Spectator*, following the Great 1913 Storm]
 Richard Gebhart, "The Last Six Months of the *Wells Burt*," 308-313 [three-masted Great Lakes grain carrier, 1882-83]
 Harry T. Crump, "The Lightkeeper, Caribou Island," 314-315 [Lake Superior]

INTERNATIONAL JOURNAL OF MARITIME HISTORY (V, NO. 2, DECEMBER 1993)

- Jesús M. Valdaliso, "Spanish Shipowners in the British Mirror: Patterns of Investment, Ownership and Finance in the Bilbao Shipping Industry, 1879-1913," 1-30
 M. William Steele and John G. Caiger, "On Ignorant Whalers and Japan's 'Shell and Repel' Edict of 1825," 31-56

- Douglas McLean, "Tilting on a Level Playing Field: The Japanese Penetration of India's Coastal Shipping, 1911-1915," 57-74
- Jan Parmentier, "The Private East India Ventures from Ostend: The Maritime and Commercial Aspects, 1715-1722," 75-102
- Alston Kennerley, "Merchant Marine Education in Liverpool and the Nautical College of 1892," 103-134
- Joan Goddard, "The Rissmüller Factor in North American Shore Whaling, 1900-1912: The Atlantic Years," 135-155
- G.R. Henning, "Competition in the Australian Coastal Shipping Industry during the 1880s," 157-173
- Anthony B. Dickinson, "Some Interrelationships between Twentieth-Century Sealing and Whaling at South Georgia," 175-188
- Hans Vandersmissen, "Conference Report: European Common Maritime Heritage Congress," 189-209
- Sanjay Subrahmanyam, "The Portuguese Empire in Asia, 1500-1700: Its Historiographical Context," 239-253

*INTERNATIONAL JOURNAL OF NAUTICAL
ARCHAEOLOGY (XXII, NO. 3, AUGUST 1993)*

- D.M. Goodburn, "Some further thoughts on reconstructions, replicas and simulations of ancient boats and ships," 199-203

Notes

- Christer Westerdahl, "The trireme – an experimental form?" 205-6
- Peter Marsden, "Replica versus Reconstruction," 206-7
- Alison Gale, "Hydroarchaeology: a subject framework," 209-17
- Paul F. Johnston and David S. Robinson, "The wreck of the 1848 propeller *Indiana*: interim report," 219-235
- B.E.J.S. Werz, "Shipwrecks of Robben Island, South Africa: an exercise in cultural resource management in the underwater environment," 245-56
- C. Preece and S. Burton, "Church Rocks, 1975-83: a reassessment," 257-65
- Alexander V. Okorokov, "Development of underwater archaeological investigations in Russia and the former Soviet Union," 267-73
- Sophia Papageorgiou, Maurice Arnold, Jacques Laborel and Stathis C. Stiros, "Seismic uplift of the harbour of ancient Aigeira, Central Greece," 275-81
- Th.J. Maarleveld and P. Stassen, "An exceptionally huge rider-mast-step from the Brouwershavensche Gat," 283-85

Note

- L.V. Mott, "Identification of the words 'singla' and 'albaola',

their relations to timbers found on 15th-century Spanish shipwrecks," 287-9

*MARINE POLICY (XVII, NO. 5, SEPTEMBER 1993)
Special Issue: Managing the Marine Environment
Shetland and the Sea*

Part 1: Sea fisheries management

- Ragnar Arnason, "Ocean fisheries management: recent international developments," 334-9
- Ian Clark, "Individual transferable quotas: the New Zealand experience," 340-1
- L.D.M. Mackenzie, "Sea fisheries management: the EC position," 342-6
- Godfrey Robson, "Sea fisheries management: the UK position," 347-9
- John Goodlad, "Sea fisheries management: the Shetland position," 350-1
- Lord Mackay of Ardbrecknish, "Sea fisheries management: workshop presentation," 352-3
- J. Side, M. Baine and K. Hayes, "Current controls for abandonment and disposal of offshore installations at sea," 354-62

Part 2: Port and shipping management and control standards

- O.H.J. Dijkhoorn, "Port and shipping management: the role of IMO," 363-6
- Douglas Bell, "Port State control v flag state control: UK government position," 367-70
- George Sutherland, "Management and control of shipping around Shetland," 371-9
- Eberhard Noelke, "The harbour authority approach to the environment: role of the European Harbour Masters Association," 380-6
- Steve Holliday, "Port and shipping management practice: role of the oil industry and charterers," 387-90
- C.J. Parker, "Port and shipping management: workshop presentation," 391-3

Part 3: Control of pollution of the sea

- A.D. McIntyre, "Control of pollution of the sea," 394-8
- Rick Steiner, "Government, industry and public management of the seas in the 21st century," 399-403
- Patty Ginsburg, Scott Sterling and Sheila Gotteherer, "The Citizens' Advisory Council as a means of mitigating environmental impacts of terminal and tanker operations," 404-11
- Dan Lawn, "The Alaskan experience of environmental management: need history be a path to the future?" 412-17
- M.R. Hall, "Problems of pollution and litter in the seas around the Scottish Isles: the Shetland perspective," 418-21
- David W. Mackay, "Water pollution control: the case of local

control and accountability," 422-5

George M. Dunnet, "Control of pollution of the sea: workshop presentation," 426-9

Part 4: The Braer Incident

Preben S. Stamp, "European cooperation to combat marine oil pollution," 430-3

William Ritchie, "Environmental impacts of the Braer oil spill and development of a strategy for the monitoring of change and recovery," 434-40

Marine Laboratory, Aberdeen, "Interim Report of the Marine Monitoring Programme on the Braer Oil-Spill," 441-8

David Okill, "Environmental impacts on wildlife, land, food and soil," 449-52

Derek Cox, "Marine-terrestrial interface: the public health dimension," 453-6

Paul Leinster, "Assessing human exposures to environmental pollution arising from the Braer incident," 457-67

James Moncrieff and Charles H. Simpson, "Economics and social impacts," 469-72

James F. Wall, "Intergovernmental oil pollution liability and compensation: theory and practice," 473-8

Alastair Cooper and Ian Kinniburgh, "After effects and the way forward: community impact assessment," 479-82

F.G. Larminie, "The Braer incident: workshop presentation," 483-5

MARINE POLICY (XVII, NO. 6, NOVEMBER 1993)

Lee A. Kimball, "UNCED and the oceans agenda: The process forward," 491-500

Patricia Birnie, "UNCED and marine mammals," 501-14

Joan E. Donoghue, "EC participation in protection of the marine environment: Legal and institutional aspects," 515-18

William T. Burke, "UNCED and the oceans," 519-33

Robert J. Hofman, "Convention for the Conservation of Antarctic Marine Living Resources," 534-36

André Nollkaemper, "Agenda 21 and prevention of sea-based marine pollution: a spurious relationship?" 537-56

Thomas L. Laughlin, "Chapter 17 of Agenda 21: Implementing data and information aspects," 557-60

Arthur Lyon Dahl, "Land-based pollution and integrated coastal management," 561-72

THE MARINER'S MIRROR (LXXX, NO. 1, FEBRUARY 1994)

Colin Tipping, "Cargo Handling and the Medieval Cog," 3-15

Richard Barker, "A Manuscript on Shipbuilding, Circa 1600, Copied by Newton," 16-29

Christian Buchet, "The Royal Navy and the Caribbean, 1689-1763," 30-44

Tony Gutridge, "Aspects of Naval Prize Agency 1793-1815,"

45-53

Martin Bellamy, "P.S. Caledonia: Denmark's First Steamship," 54-65

Greg C. Kennedy, "Great Britain's Maritime Strength and the British Merchant Marine, 1922-1935," 66-76

Notes

W.N. Gunson, "Who Was Sir Richard Hawkins?" 77-79

Alan Russett, Peter Monamy's Marine Paintings for Vauxhall Gardens," 79-84

Austin Farrar, "The First H.M.S. Victory Replica Cutter," 84-87

David Page, "H.M.S. Victory's Cutter at Cowes Classics Festival," 87-89

Kenneth Breen, "The Third British-Dutch Maritime History Conference," 89-91

NAUTICAL RESEARCH JOURNAL

(XXVIII, NO. 4, DECEMBER 1993)

John M. Bobbitt, "Construction of Chesapeake Bay Pungies and Centerboard Schooners," 205-16

Arnold and Henry Kriegstein, "The Kriegstein Collection of British Navy Board Ship Models," 217-34

Erik A.R. Ronnberg, Jr., "Hesper of Boston, 1884: Recent Research, New Plans, and a Model, Part One," 235-52

Edward P. Von der Porten, Eugene L. Larson, and Rob Napier, "Museum Quality, Scratch or Otherwise: Contemporary Commentary on Qualities of Ship Model Building," 253-56

PEABODY ESSEX MUSEUM COLLECTIONS

Special Issue: "George Curtis - Coming to Light"

(CXXIX, NO. 4, OCTOBER 1993)

John Wilmerding, "George Curtis: A Rediscovery in the New England Marine Tradition," 367-393

Karl Gabosh, "George Curtis and His Work: A Chronology," 394-415

"Chronological Listing of Illustrations," 416-

RESOLUTION (NO. 30, WINTER 1994)

John MacFarlane and Lynn Wright, "Lighthouses on our coast," 5-11

John Longman, "Captain Edwards' cat," 12-17 [ship's cat, HMS Pandora]

Ken Faris, "Renowned marine artist wooed to Museum cause," 12-17 [John Stobart & painting of *Thermopylae* in Victoria Harbour]

Guy Mathias, "Unlocking our troves with a few simple keystrokes," 22-3

SEA HISTORY (NO. 68, WINTER 1993-94)

- Peter Stamford, "The Battle of the Atlantic: A Critical Supply Line," 8-9
- James R. Reedy, Jr., "The Battle of the Atlantic: The Destroyer's Poor Relation," 10-12 [British trawlers in US service, 1942]
- Kevin Haydon, "Marine Archaeology: Going Beyond the Abandoned Shipwreck Act," 14, 16
- Donald A. Frey, "Treasures of the Sponge Divers," 18-22 [Turkish sponge divers & ancient wrecks]
- William P. Dunne, "Marine Art: Tommaso & Antonio De Simone: A Neopolitan Niche in Americana," 24-27
- Anthony Piccolo, "Women of the Deep: A Light History of the Mermaid," 44-46

STEAMBOAT BILL (NO. 207, FALL 1993)

- Edward C. March, "The Harriman-Type Cargo Ships of World War I," 173-188
- Harlan Soeten, "Dredgeboating on the Delaware," 192-195
- David Henrickson, "Art in the Manhattan and Washington," 196-210 [decorative art on two American liners]

STEAMBOAT BILL (NO. 207, FALL 1993)

- Rodney H. Mills, "The Transatlantic Bridge to Spain, Part I," 256-73
- Francis J. Duffy, "USCGC *Sorrell*, WLB 296," 274-6
- Lynn H. Bottum, "*Adirondack*, Lady of Lake Champlain, 1913-1993," 277-83
- Harry Hyder, "My First Ship," 284-9 [SS *Norfolk*]
- Kay Stevens, "Lake George Meeting of SSHSA," 290-2 [Steamship Historical Society of America]

WARSHIP INTERNATIONAL (XXX, NO. 3, 1993)

- Francis J. Allen, "'Old Hoodoo': The Story of the U.S.S. *Texas*," 226-257 [battleship *Texas* of 1892-1911]
- INRO Staff (comp.), "Preliminary Checklist of Major Soviet Warships 1946-1991 (Part II: Submarines)," 274-291
- Christopher C. Wright (comp.), "Pearl Harbor, Fifty Years Later (Notes on Five Photographs)," 292-299

VIDEO NEWS

A video programme entitled "Battle of the Atlantic - A Personal Retrospective" was released a few months ago and has generated sales of several hundred units across Canada. It is a documentary which captures the individual personality of the Battle of the Atlantic, taking its shape and colour from over twenty on-camera interviews with veterans of the Royal Canadian Navy, the Merchant Navy, the Air Force and the

Wrens, supported by numerous candid shots taken throughout the 1993 Battle of the Atlantic weekend. Archival wartime footage is linked skilfully with today's sailors and veterans. The result is a fascinating series of flashbacks linking past and present and developing the theme that young men and women, who were no more heroic than the next person, left their everyday lives and did a job that had to be done. It is a personal snapshot of the men and women who fought World War II's longest battle. The film is a sequel to the educational video entitled "The Battle of the Atlantic, the Legacy," and was produced by John deWitt (Executive Producer) and Robert Kroll (Director) of Video-Tech, Halifax. The thirty-minute film may be ordered from Video-Tech, P.O. Box 3175, Halifax, NS B3J 3H5 (\$49.95, taxes and postage included).

ARGONAUTA DIARY

1994

- To April "Nautical Treasures: Silverware with a Maritime Orientation," Exhibit, Vancouver Maritime Museum, Vancouver, BC (Information: Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel: 613-737-2211; FAX: 613-737-2621])
- To May "Model Ships, Boats and Machines," Exhibit, Marine Museum of the Great Lakes at Kingston, Kingston, ON (Information: Marine Museum of the Great Lakes, 55 Ontario St., Kingston, ON K7L 2Y2 [tel: 613-542-2261])
- To May 23 "Hans Peter Jürgens, Seemann und Maler," Exhibit, German National Maritime Museum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49 471-482-0749; FAX: +49 471-482-0755])
- To June 15 "A la recontre de Sindbad, La route maritime de la soie," Exhibit, Musée de la Marine, Paris France (Information: Sylvie David Rivéroux, Musée de la Marine, Palais de Chaillot, 17 Place du Trocadéro, 75116 Paris, France [tel.: +33 1-47278370])
- To Summer "A Certain Slant of Light: Marines and Seascapes by George Emerick Essig," Exhibit, Philadelphia Maritime Museum, Philadelphia, PA, USA (Information: Philadelphia Maritime Museum, 321 Chestnut

- Street, Philadelphia PA 19106-2779 [tel.: 215-925-5439; FAX: 215-625-9635])
- To Summer "Coming to Light: The Luminist Marine Paintings of George Curtis," Exhibit, Peabody Museum, Salem, Massachusetts (Information: Peabody Museum of Salem, East India Square, Salem, MA 01970 [tel.: 617-745-1876])
- To Summer HMS Worcester Collection, Exhibit, Historic Dockyard, Chatham, UK (Information: Chatham Historic Dockyard, Chatham ME4 4TQ, UK [tel.: +44 634-812551])
- To October "Transport by Sea: The Movement of Hazardous Cargoes," Exhibit, Musée Maritime Bernier de L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55 Rue des Pionniers Est, L'Islet-sur-Mer, PQ G0R 2B0 [tel: 418-247-5001; FAX: 418-247-5002])
- April 8-10 Underwater Canada '94, Regal Constellation Hotel, Toronto, ON (Information: Ontario Underwater Council, 1220 Sheppard Ave., Willowdale, ON M2J 1W8 [tel.: 416-495-4245; FAX: 416-495-4326])
- April 9-12 "History of the Western Mediterranean" Conference, University of Exeter, UK (Information: Dr. Ann Williams, Centre for Mediterranean Studies, Dept. of History and Archaeology, Queen's Building, University of Exeter, Exeter EX4 4QH, UK [tel.: +44 392-264297; FAX: +44 392-264377])
- 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, Att. Prof. Jin S. Chung, ISOPE, PO 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, GA (Information: Arnita S. Jones, Executive Secretary, Organization of American Historians, 112 North Bryan St., Bloomington, IN 47408-4199, USA [tel: 812-855-7311; FAX: 812-855-0696])
- April 18-22 "The Planning and Conduct of Peacekeeping Operations," Workshop, Sydney, NS (Information: Canadian Peacekeeping Centre, 76 St. Clair Ave. W., Suite 502, Toronto, ON M4V 1N2 [FAX: 416-964-5833])
- Apr. 22-Oct. 30 "Nautical Folk Art," Exhibit, Crooker Gallery, Maine Maritime Museum, Bath, Maine (Information: Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 USA [tel: 207-443-1316])
- April 27-30 "East Coast Shipping," Annual Conference of the Maritime Information Association, Ipswich, UK (Information: MIA, c/o Marine Society, 202 Lambeth Rd., London SE1 7JW, UK)
- April 28 First Annual Peter Davies Lecture in Maritime Business History, Merseyside Maritime Museum, Liverpool; Speaker: Lewis R. Fischer (Memorial University of Newfoundland), "Liverpool Shipbrokers and Maritime Business History" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool, Merseyside L3 4AA, England [tel: +44 51-207-0001; FAX: +44 51-709-3003])
- May 46th Annual Meeting of the International Whaling Commission, Puerto Vallarta, Mexico
- May 3-8 Canoe Festival, Peterborough, ON (Information: Friends of the Trent-Severn Waterway, PO Box 572, Peterborough, ON K9J 6Z6 [tel.: 705-742-2251])
- May 4-7 "Fleets of the India Companies, 17th, 18th and 19th Centuries," Joint conference of the Service historique de la Marine, Society for Nautical Research, National Maritime Museum (Greenwich), and Laboratoire d'histoire maritime, Lorient, France (Information: René Estienne, conservateur du Service historique de la Marine à Lorient, BP 4, 56998 Lorient Naval, France; or Prof. Philippe Haudrière, l'UFR de Lettres de l'université d'Angers, 11 boulevard Lavoisier, 49045 Angers Cedex 01, France)
- May 5 British Commission for Maritime History,

- Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; 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, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel: +44 533-522582; FAX: +44 533-525081])
- May 5-7 "Reconstructing History in Atlantic Canada," Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, NB (Information: Beckey Daniels, Atlantic Canada Studies Conference, Campus House, University of New Brunswick, Fredericton, NB E3B 5A3)
- May 6-8 22nd Annual Maritime History Conference, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel: 207-443-1316])
- May 12 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; 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, UK [tel: +44 533-522582; FAX: +44 533-525081])
- May 12-16 "Public Policy and Ocean Development," Conference, Dalhousie University, Halifax, NS (Information: Dr. Douglas Day or Dr. Robert J. McCalla, Dept. of Geography, Dalhousie University, Halifax, NS B3H 3C3 [tel.: 902-420-5737; FAX: 902-420-3760])
- May 18-21 20th Annual Meeting of the French Colonial Historical Society, Cleveland State University, Cleveland, Ohio
- May 21 "Lake Michigan Conference," Traverse City, MI (Information: Great Lakes Light-house Keepers Association, PO Box 580, Allen Park, MI 48101, USA [tel.: 414-731-5305])
- May 26-29 "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, BC (Information: James Delgado, Executive Director, Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel: 613-737-2211; FAX: 613-737-2621])
- May 29-June 2 Meeting of the International Conference on the Conservation of Industrial Heritage, Montréal, PQ and Ottawa, ON (Information: Louise Trottier, National Museum of Science and Technology, PO 9274, Stn. T, Ottawa, ON K1G 5A3 [tel.: 613-991-6705 or 613-991-3081; FAX: 613-990-3636])
- May 30-June 24 Summer Institute in Coastal Management, University of Rhode Island (Information: Training Coordinator, Coastal Resources Center, University of Rhode Island, Narragansett Bay Campus, Narragansett, RI 02882, USA [tel.: 401-792-6224; FAX: 401-789-4670])
- June to September Georgian Bay '94 Marine Heritage Festival, Observed in many communities from Tobermory around Georgian Bay to Sault Ste. Marie, ON
- June to 7 December "Shipwreck: The Real Treasure," Exhibit, National Museum of American History, Washington, DC, USA
- June 1-Sept. 30 Exhibition on the Normandy Invasion, Archives départementales du Calvados, Caen, France (Information: Archives départementales du Calvados, 61 rue de Lion-sur-Mer, Caen)
- June 2-6 "From Fur Trade to Free Trade," Conference Sponsored by the Society for Industrial Archaeology, Toronto, ON (Information: Louise Trottier, National Museum of Science and Technology, PO 9274, Stn. T, Ottawa, ON K1G 5A3 [tel.: 613-991-6705 or 613-991-3081; FAX: 613-990-3636])

- June 3-5 Save Ontario Shipwrecks Forum '94, Parry Sound, ON (Information: SOS, 2175 Sheppard Ave., Willowdale, ON M2J 1W8 [tel.: 416-491-2373; FAX: 416-491-1670])
- June 3-6 "D-Day, 1944-94: 50th Anniversary of the Normandy Invasion," Canadian War Museum, Ottawa, ON (Information: D-Day Organizing Committee, Canadian War Museum, 330 Sussex Drive, Ottawa, ON K1A 0M8 [tel.: 613-996-1420 or 819-776-8627; FAX: 613-954-1016 or 819-776-8623])
- June 9-12 "Oceans Policy in the 1990s: A Pacific Perspective," Naval Officers Association of Canada Conference, Vancouver, BC (Information: Rear Admiral Fred Crickard, Centre for Foreign Policy Studies, Dalhousie University, Halifax, NS B3H 4H6 [tel.: 902-494-3769; FAX: 902-494-3825])
- June 11-Sept. 18 "Flüsse im Herzen Europas," Exhibit, German National Maritime Museum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49 471-482-0749; FAX: +49 471-482-0755])
- June 12-14 Annual Meeting, Canadian Historical Association, University of Calgary, Calgary, AB (Information: Dr. Linda Kealey, Learned's Programme Committee for History, Dept. of History, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: 709-737-8442; FAX: 709-737-2164])
- June 15 "How We Raised the *Titanic*," Lecture by Dr. Joseph MacInnis, London Museum of Archaeology, London, ON (Information: London Museum of Archaeology, 1600 Attawandaron Rd., London, ON N6G 3M6 [tel.: 519-473-1360])
- June 17-19 Colloquium on the Normandy Invasion, Caen, France
- June 22-Sept. 5 "Picture This: Toronto Harbour in Art," 5th Annual Juried Art Show and Sale, Marine Museum of Upper Canada, Toronto, ON (Information and Entry Forms: Wendy Cooper, Exhibits Coordinator, Toronto Historical Board, 205 Yonge Street, Toronto, ON M5B 1N2)
- June 29-July 2 "From Coast to Coast '94," Conference, Hobart, TAS, Australia (Information: Ms. Penelope Archer, Conference Design Pty Ltd., GPO Box 844, Hobart, TAS 7001, Australia [tel.: +61 02-313223; FAX: +61 02-313224])
- July 4-7 "Parameters of Naval Power in the Twentieth Century," Conference, University of Exeter, Exeter, UK (Information: Dr. L.P. Morris, Dept. of History and Archaeology, University of Exeter, Queens Building, Queens Dr., Exeter EX 4QH, UK [tel.: +44 392-264297; FAX: +44 392-264377])
- July 4-8 6th Pacific Congress on Marine Science and Technology, Townsville, QLD, Australia (Information: PACON '94, Local Organising Committee, Conference and Events Management, Townsville, QLD 4810, Australia [tel.: +61 7-721-2377; FAX: +61 7-721-4936])
- July 18-24 "Shifting Cultures: The Expansion of Europe and Its Cultural Impact," Course for PhD and Post-Doctoral students sponsored by the European Science Foundation, Sant Feliu de Guixols, Spain (Information: Secretariat, Research School CNWS, Leiden University, PO Box 9515, 2300 RA Leiden, Netherlands [tel.: +31 71-272171/272768; FAX: +31 71-272615])
- July 19-22 Seventh International Symposium on Boat and Ship Archaeology, Musée Maritime de l'Île Tatihou, France (Information: Secrétariat Scientifique ISBBA 7, Musée de la Marine, Palais de Chaillot, 17 Place du Trocadéro, 75116 Paris, France [tel.: +33 1-47278370])
- August 10-12 "World War II in the Pacific" Conference, Hyatt Regency Crystal City, Arlington, VA (Information: 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 "Development and Operation of Harbours," 10th International Baltic Seminar, Kotka,

Finland (Information: Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, 48100 Kotka, Finland [tel.: +358 52-274430; FAX: +358 52-274277])

August 14-19 Captain Juan Francisco de la Bodega y Quadra Symposium, Instituto de Estudios Histórico-Marítimos, Lima, Peru (Information: Capt. Jorge Ortíz, Instituto de Estudios Histórico-Marítimos, Avenida Salaverry 2487, Lima 27, Peru [FAX: 632030])

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. (Information: Jón Th. Thór, Midvangur 77, IS-220 Hafnarfjörður, Iceland [tel.: +354 1-654625; FAX: +354 1-688-142])

August 18-29 "Paris Celebration," Tour to Various Historical Sites in France to Commemorate the 50th Anniversary of the Normandy Landings, Sponsored by the International Naval Research Organization (Information: Paul Silverstone or Gerry McDonnell, Seasoned Travellers, New York [tel.: 212-687-0040; FAX: 212-370-9284])

August 21-25 124th Annual Meeting of the American Fisheries Society, Halifax, NS (Information: American Fisheries Society, 5410 Grosvenor Lane, Suite 110, Bethesda, MD 20814-2199)

Aug. 31-Sept. 2 "INEC '94: Cost Effective Maritime Defence," Second International Naval Engineering Conference, Plymouth, UK (Information: Ms. Rhian Bufton, Conference Organizer, Institute of Marine Engineers, 76 Mark Place, London EC3R 7JN [tel.: +44 71-481-8493; FAX: +44 71-488-1854])

September 3 Conference, "The Shipbuilding Industry and the Contribution of the North-East of England," Dept. of Marine Technology, Armstrong Building, University of Newcastle upon Tyne (Information: Dr. Ian Buxton, Dept. of Marine Technology, University of Newcastle upon Tyne, Newcastle upon Tyne NE1 7RU, England [tel.: +44 91-222-6712; FAX: +44 91-261-1182])

Sept. 5-10 20th Colloquium of the International Com-

mission of Military History, Warsaw, Poland, hosted by the Polish Commission of Military History (Information: Dr. Serge Bernier, Chairman, Canadian Commission of Military History, National Defence Headquarters, Director General History, MGen George R. Pearkes Building, Ottawa, ON K1A 0K2 [tel.: 613-998-7064; FAX: 613-990-8579])

Sept. 7-9 "Challenges and Opportunities in the Marine Environment," Marine Technology Society Annual Conference, Washington, DC (Information: MTS 94, c/o J. Spargo and Associates, 4400 Fair Lakes Court, Fairfax, VA 22033, USA [tel.: 703-631-6200; FAX: 703-818-9177])

Sept. 8-10 Annual Meeting of the Association for Great Lakes Maritime History, Traverse City, Michigan

Sept. 11-16 Eleventh International Congress of Economic History, Milan, Italy, including sessions on "Management, Finance and Industrial Relations in Maritime Industries," sponsored by the International Maritime Economic History Association (Organizers: David M. Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081]); and Dr. Simon Ville, Dept. of Economic History, Australian National University, Canberra, ACT 0200, Australia [tel.: +61 6-2493581; FAX: +61 6-2495792; E-mail: Simon.Ville@anu.edu.au]; and "The Market for Sailors in the Age of Sail" (Organizer: Prof. Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7, Canada [tel.: 709-737-8424; FAX: 709-7374569; E-mail: lfischer@leif.ucs.mun.ca])

Sept. 12-16 Interim Meeting, International Congress of Maritime Museums, Vancouver Maritime Museum, Vancouver, BC (Information: James Delgado, Executive Director, Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621])

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.: +44 703 293223; FAX: +44 703-292853; E-mail: CMI@ib.rl.ac.uk.]

Sept. 20-23 "Coastal Zone Canada '94," Halifax, NS (Information: CZC '94 Conference Secretariat, Bedford Institute of Technology, PO Box 1006, Dartmouth, NS B2Y 4A2 [tel.: 902-429-9497; FAX: 902-429-9491])

Sept. 20-24 28th Annual Meeting of the Historic Naval Ships Association of North America, Bremerton, WA, USA (Information: Channing Zucker, 4640 Hoylake Dr., Virginia Beach, VA 23462 [tel.: 804-499-6919])

Sept. 23-25 21st Annual Nautical Research Guild Conference, Manitowoc Maritime Museum, Manitowoc, Wisconsin (Information: Manitowoc Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220 [tel.: 414-684-0218; FAX: 414-684-0219])

October "Cities of the Sea," Second Symposium of the Cyprus-American Archaeological Research Institute, Nicosia, Cyprus (Information: Dr. Stuart Swiny, Director, Cyprus-American Archaeological Research Institute, 11 Andreas Demetriou, Nicosia 136, Cyprus [Fax: +357 246-1147])

Oct. 8-Jan. 8 "Die Flensburger Förde, eine maritime Kulturlandschaft," Exhibit, German National Maritime Museum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49 471-482-0749; FAX: +49 471-482-0755])

October 13-15 Urban Waterfronts Conference, New Orleans, LA, USA (Information: Waterfront Center, 1536 44th St. NW, Washington, DC 20007 [tel.: 202-337-0356; FAX: 202-625-1654])

October 14-15 Symposium on "Exploration in the North Pacific 1741-1805," Cook Inlet Historical Society, Anchorage, Alaska (Information: Anchorage Museum of History and Art, 121 West 7th Ave., Anchorage, AL 99501,

USA)

October 17-21 "Discovery, Migration, Acculturation, Exploration, or...? Reinterpreting Seafaring Activity within the Pacific Rim," 13th Annual Conference of the Australian Institute for Maritime Archaeology, Brisbane, Australia (Information: Peter Geisner, Curator of Maritime Archaeology, Queensland Museum, PO Box 3300, South Brisbane 4101, Queensland, Australia)

Oct. 20-22 "European Sailors, 1570-1870" Conference, Amsterdam, Netherlands (Information: Dr. P.C. van Royen, Instituut voor Maritieme Historie, Jan van Nassastraat 112, 2596 BW Den Haag, Netherlands [tel.: +31 70-316-2853])

Oct. 22-23 Annual Exeter Maritime History Conference, Exeter, UK (Information: Dr. H.E.S. Fisher, Dept. of Economic and Social History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ, UK [tel.: +44 392-263290; FAX: +44 392-263305])

Oct. 24-25 Conference on Business History, Dutch Centre of Business History, Rotterdam, Netherlands (Information: Centre of Business History, Faculty of History and Arts, Erasmus University Rotterdam, PO Box 1738, 3000 DR Rotterdam, Netherlands [tel.: +31 10-4082475; FAX: +31 10-4532922])

Nov. 19-22 First International Congress of Underwater Archaeology, Palais Neptune, Toulon, France (Information: Professor Elisha Linder, University of Haifa, Haifa, Israel)

Nov. 22-24 Ausmarine 94, Fremantle, WA, Australia (Information: Baird Publications Pty Ltd., PO Box 460, South Yarra, VIC 3141, Australia [tel.: +61 3-826-8741; FAX: +61 3-827-0704])

Nov. 23-27 26th Annual International Festival of Maritime and Exploration Films, Toulon, France (Information: La Nouvelle Espérance, Ch. de la Batterie Basse du Cap Brun, 83000 Toulon, France)

Nov. 24-26 Conference on "Shipping, Factories and Colonization," Royal Academy of Sciences,

Brussels, Belgium (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 "Le Pêche en Manche et l'Histoire Maritime, XVIIIe-XXe Siècles," Conference, Boulogne-sur-Mer, France (Information: Guy Marchand, 85 Avenue de St. Cloud, 78000 Versailles, France)

March 30 - April 2 Annual Meeting of the Organization of American Historians, Atlanta, Georgia

April 3-5 West Jutland and World II, Conference on West Denmark and the North Sea Rim, Lemvig, Denmark

April 24-27 Third International Conference of the International Association for the Study of Maritime Mission, York, UK (Proposals and Information: Stephen Friend, Dept. of Religious Studies, University College of Ripon and York St. John, College Road, Ripon, HG4 2QX, UK)

June 1-2 "World War II: A Fifty Year Perspective," 9th Annual World War II Conference, Siena College, Loudonville, NY (Paper Proposals [deadline: 1 December 1994] and Information: Dr. Thomas O. Kelly II, Dept. of History, Siena College, Loudonville, NY 12211-1462, USA [tel.: 518-783-2595; FAX: 518-783-4293])

June 7-10 World Fishing Exhibition, Copenhagen (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, England [tel.: +44 81-948-9800; FAX: +44 81-948-9870])

June 9-11 Annual Meeting of the Naval Officers Association of Canada, Windsor, Ontario

June 11-16 ISOPE 95: 5th International Offshore and Polar Engineering Conference, Den Haag, Netherlands (Information: Technical Program Committee, Att. Prof. Jin S. Chung,

ISOPE, PO Box 1107, Golden, CO 90402-1107, USA [tel.: 303-273-3673; FAX: 303-420-3760])

August 18-20 "Maritime Industries and Public Intervention," Fourth Conference of the North Sea Society, Antwerp, Belgium (Information: Ms. Randi Skotheim, Stavanger Museum, Muségt. 16, N-4000 Stavanger, Norway [tel.: +47 4-526035])

Aug. 27-Sept. 3 International Congress of Historical Sciences, Montréal, PQ, including the Congress of the International Commission for Maritime History on the theme "Ports, Port Cities and Maritime Communities," 28 August-1 September (ICMH Organizer: Prof. Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: 709-737-8424; FAX: 709-737-4569; E-mail: lfischer@leif.ucs.mun.ca])

September Interim Meeting of the International Congress of Maritime Museums, Stavanger Maritime Museum, Stavanger, Norway (Information: Mr. Harald Hamre, Director, Stavanger Museum, Muségt. 16, N-4000 Stavanger, Norway [tel.: +47 4-526035])

1996

March 7-10 "De-Centring the Renaissance: Canada and Europe in Multi-Disciplinary Perspective, 1350-1700," Conference, University of Toronto, Toronto, ON (Proposals by 1 October 1994 and Information: Dr. Germain Warkentin, Dept. of English, Victoria College, University of Toronto, Toronto, ON M5S 1K7 [FAX: 416-585-4584; E-mail: warkent@epas.utoronto.ca])

June 5-8 Second International Congress of Maritime History, Amsterdam (Information: Dr. Els van Eyck van Heslinga, Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam, Netherlands [tel.: +31 20-523-2311; FAX: +31 20-523-2213])

September Ninth General Assembly of the International Congress of Maritime Museums, Merseyside Maritime Museum, Liverpool, UK (Information: Dr. Boye Meyer-Friese, Secretary-

General, ICM, Altonaer Museum, PB 50.01.25, Museumstrasse 23, D-2000 Hamburg 50, Germany)

Sept. 15-18 Icelandic Fisheries Exhibition, Reykjavik (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, UK [tel.: +44 81-948-9800; FAX: +44 81-948-9870])

1997

August Eighth Conference of the Association for the History of the Northern Seas, Fiskeri -og Søfartsmuseum, Esbjerg, Denmark (Information: Dr. Poul Holm, Fiskeri -og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057])

PERSONAL NEWS

On Trafalgar Day, LOUIS AUDETTE spoke on "Naval Recollections" to the Naval Officers' Association of Canada at the Royal Canadian History Institute in Toronto. TOM BEASLEY was one of several CNRS members to participate in the "Challenge of Underwater Heritage: Protection v. Public Access" colloquium, held in Ottawa in February and co-sponsored by the Department of Canadian Heritage and the Canadian Museum of Civilization. Tom spoke on "Sonar Mapping of Vancouver Harbour: A Cooperative and Educational Approach." PIET BOON is the new compiler of the on-going maritime bibliography that appears in the *Tijdschrift voor Zeegechiedenis*. For those unfamiliar with this bibliography, it is by far the most thorough and international maritime bibliography current available. Piet's most recent publication is "Dutch Connections to Scandinavia: The Case of the Westfrisian Seaman Abroad and at Home," in Mette Guldberg, Poul Holm and Per Kristian Madsen (eds.), *Facing the North Sea. West Jutland and the World* (Esbjerg, 1993), 86-101. A research note by J.F. BOSHER on "The Lyon and Bordeaux Connections of Emmanuel Le Borgne (c. 1605-1681)" appeared in *Acadiensis*, 23, No. 1 (Autumn 1993), 128-45. We are pleased that JIM BOUTILIER has agreed to lend his expertise to *The Northern Mariner/Le Marin du nord (TNM/LMN)* as a member of the Editorial Board. In addition to his work as National Secretary of the Company of Master Mariners, DAVID J. BREMNER continues his involvement with the Canadian Coast Guard Advisory Council. MARTIN BUTLER is currently working on a data set of commercial shipping contacts between the port of New Bedford and the Maritimes, culled from shipping news reports between 1793 and 1818. He will expand the file to include post-1818 contacts in the future. Congratulations to EMILY CAIN, who

was presented with the 1994 Recognition Award by the Hamilton-Wentworth Heritage Association, an umbrella organization representing more than fifty museums, societies and libraries in the region. Given the work that Emily has done over the years to conserve and promote maritime preservation both regionally and nationally, this award is long overdue! One of our busiest members in recent months has without question been N. ROGER COLE. He is the author of a two-part series in *Seaways* on "Building a Beetle Whaleboat" (4, No. 5 [September/October 1993], 42-49; and 4, No. 6 [November/ December 1993], 22-28) and gave a presentation on his model of the *Santa Maria* at the meeting of the Nautical Research Guild in Kingston in October. Now that the *Santa Maria* has been shipped to Puerto Rico, he is beginning work on a model of the *Nina*. FRED CRICKARD maintains his normal frenetic pace! He is editing a volume tentatively entitled "In Quest of a Canadian Naval Identity with Mike Hadley and one on "The Sea and Security Policy" with Rob Huebery. His research is currently focused on Canadian oceans strategies and comparative integrated maritime enforcement. "The 1791 *Eliza* Expedition" will be JOHN CROSSE's topic at May's joint CNRS/NASOH Conference in Vancouver. Between his many other duties, PETER N. DAVIES has somehow found time to pen the introduction to Gelina Harlatis' new book, *Greek Shipowners and Greece 1945-1975: From Separate Development to Mutual Interdependence* (Athlone Press, 1993). Peter also edited a new edition of *The Diary of John Holt*, published recently as "Research in Maritime History No. 5" by the International Maritime Economic History Association (St. John's, 1993). In addition to chairing the Local Arrangements Committee for this spring's joint CNRS/NASOH conference, JIM DELGADO will host an interim meeting of the International Congress of Maritime Museums at the Vancouver Maritime Museum in September. Jim also presented a paper on "Titanic Explorations: Issues from the Deep" and a stimulating account of "Bikini Atoll," one of his higher profile projects, at sessions of the Challenge of Underwater Heritage Colloquium in Ottawa in February. The prolific ANTHONY DICKINSON has published a new essay on sealing and whaling in the South Atlantic. "Some Interrelationships between Twentieth-Century Sealing and Whaling at South Georgia" appeared in the *International Journal of Maritime History*, 5, No. 2 (December 1993), 175-88. For those who may not know Tony, in the 1960s he served as a sealing inspector on South Georgia. DON DIGOUT writes to recommend Eric Grove's new book, *Sea Battles in Close-Up: World War 2, Vol. 2*, published last year by the Naval Institute Press. Don says that it "is an excellent follow-up" to the first volume of this set. Don is also helping some of his father's ex-shipmates on HMCS *Iroquois* to collect information about the ship. He tells us that a book may emerge from this research. ALEC DOUGLAS, who will be retiring in June from DND, is showing no sign of slowing

down! He recently published "The Seaward Flank: British Columbia - Defending the Indefensible," *Journal of the West*, 32, No. 4(October 1993), 19-30. As well, the paper he presented at the Tenth Naval History Symposium at the US Naval Academy in 1991, entitled "Preparing for Different Wars: Canadian Naval and Air Force Relationships, 1918-1939," has been published by the Naval Institute Press in Jack Sweetman (ed.), *New Interpretations in Naval History*. Alec will present a paper at the "Parameters of Naval Power in the Twentieth Century" Conference in Exeter, England in July and has a host of other projects on the stocks. Alec, whose contributions to the Society are unmatched, has also been named to the Editorial Board of *TNM/LMN*. **PETER EDWARDS** tell us that the Friends of the Trent-Severn Waterway will sponsor a canoe festival in Peterborough, 3-8 May, to celebrate canoeing in Canada; Peterborough is the birthplace of the modern-day canoe. **PETER ENGELBERT** will lead a session on "Tall Ships" this month at Underwater Canada '94 in Toronto. We take great pleasure in welcoming **JUDITH FINGARD** to the Editorial Board of *TNM/LMN*. CNRS Secretary, **SKIP FISCHER**, gave the first annual Peter Davies Lecture in Maritime Business History this month in Liverpool. Next month Skip will speak on Liverpool shipbrokers and the Canadian tonnage glut at the joint CNRS/NASOH Conference in Vancouver. Later this summer he will present papers on Norwegian investments in motor tankers at the Seventh Conference of the Association for the History of the Northern Seas in Akureyri, Iceland, and on maritime business history and seafaring labour markets at the Eleventh International Congress of Economic History in Milan, Italy. **DAVID FLEMING** participated in the Challenge of Underwater Heritage colloquium (see above, TOM BEASLEY) with a presentation on "Museums: Key to Public Access or Accessory to Looting?" **GERALD B. FORRETTE**, one of our American members, continues to collect maritime books. He is especially interested at present in volumes dealing with the naval history of WWII and code-breaking. Our heartiest congratulations go out to **RICHARD FOSTER**, Director of the National Museum and Galleries on Merseyside, who was elected President of the International Congress of Maritime Museums at its recent conference in Barcelona. We wish Richard and all his team every success during the next three years. We also extend best wishes to **STUART M. FRANK**, Director of the Kendall Whaling Museum in Sharon, Massachusetts, on being elected to the Executive Council of the International Congress of Maritime Museums. Stuart also contributed an article on "Scrimshaw: An Introduction and Overview, A.D. 800-1960," to a collection of papers on *Whaling and History: Perspectives on the Evolution of the Industry* (Sandefjord, Norway, 1993), edited by Bjørn Basberg, Jan Erik Ringstad and Einar Wexelsen. Last year, **BILL GLOVER** was one of two Canadians to present papers at the conference celebrating the "50th Anniversary of the Battle of the Atlantic" in Liverpool; his paper,

"The Battle of the Atlantic: Manning and Training the Allied Navies," will appear in the forthcoming conference proceedings, edited by Stephen Howarth. Bill is also the author of "The Politics of Nation Building and the Defense of British Columbia, 1871-1939," *Journal of the West*, 32, No. 4(October 1993), 31-37. **JOAN GODDARD** has written a fascinating account of the exploits of whaling pioneer Ludwig Rissmüller in Newfoundland during the first decade of this century. Entitled "The Rissmüller Factor in North American Shore Whaling, 1900-1912: The Atlantic Years," the essay appeared in the *International Journal of Maritime History*, 5, No. 2(December 1993), 135-55. We understand that Joan is now working on a sequel which examines Rissmüller's later contributions to whaling in British Columbia. Congratulations to CNRS' immediate Past President, **BARRY GOUGH**, who has been named University Research Professor at Wilfrid Laurier University! Barry will speak on "British Naval Intelligence and the Oregon Question" at the CNRS/NASOH Conference next month in Vancouver. In addition to contributing an article to this month's special museums issue of *TNM/LMN*, **ROBERT GRENIER** presented a paper entitled "Louisbourg, the *Machault*, Red Bay: Three Ways of Doing It" at the Challenge of Underwater Heritage Colloquium in Ottawa. Robert will also give a paper on "Marine Archaeology on Canada's Pacific Coast" at next month's joint CNRS/NASOH Conference. **NORMAN HACKING** reports that his new book, *The Princes of British Columbia: Coastal Steamers of the Grand Trunk Pacific and Canadian National* is now in the hands of his publisher. **CAPT. H.G. HALL** continues his research on wooden steam and motor vessels of the east coast, particularly the "double-enders," Splinter fleet and the fleet of W.L. Sweeney. *Mariner's Mirror* later this year will publish **DAN HARRIS'** essay, "Henrik Gerner and the Danish 1776 Defence Ship Programme." He has also completed an essay on the Monitors that J. Ericson designed for the Norwegian and Swedish navies; this will appear in a collection by Conway Press. **JOHN HARBRON's** new book, *The Longest Battle: The RCN in the Atlantic 1939-1945*, was published in November by Vanwell Press in St. Catharines. **LESLIE HARRIS** delivered a lecture on "Some Reflections on Newfoundland History and Technology" to the Newfoundland Historical Society in February. One of our Australian members, **GRAYDON HENNING**, tells us that news reports of the recent bush fires in New South Wales were by no means exaggerated. Indeed, his travel over the holidays was seriously disrupted by these conflagrations. Graydon's most recent publication is "Competition in the Australian Coastal Shipping Industry during the 1880s," *International Journal of Maritime History*, 5, No. 2(December 1993), 157-73. **POUL HOLM** is co-editor with Mette Guldberg and Per Kristian Madsen of *Facing the North Sea. West Jutland and the World* (Esbjerg, 1993), a collection of essays on the regional history of West Jutland and its contacts with the North Sea region.

Poul's own essay deals with the fish trade from the sixteenth to the eighteenth centuries. **RICHARD INGLIS** of the Royal British Columbia Museum will be presenting a paper on "Northwest Coast Aboriginal Maritime Culture" at the joint CNRS/NASOH Conference in Vancouver in May. **TOM IRVINE**, who recently returned from a trip to Barbados "to get warm," is busily organizing a voyage through the Northwest Passage on behalf of the German firm, Hanseatic Tours. The plan is to take up to 180 passengers on a voyage this August from Greenland to Alaska. Tom will also serve as Ice Navigator for the 9000-ton vessel. His most recent writing is *Guidelines for Passenger Vessels Cruising in Canadian Arctic Waters North of Sixty Degrees North Latitude*. Prepared for the Canadian Coast Guard, publication is currently pending. **TREVOR KENCHINGTON** is in Bangladesh until September on a fisheries consultancy for the United Nations' Food and Agriculture Organization. Trevor has also begun writing a regular column for the *Atlantic Fisherman*, in which he examines the nature of science and its relevance to the fisheries. He is also co-author (with R.G. Halliday and G.D. Harrison) of a paper, "Fishing Grounds Exploited in 1990 by Groundfish Longliners based in Canada's Scotia-Fundy Region," which has been accepted for publication in the *NAFO Scientific Council Studies* series. Finally, Trevor writes to say that the last student finished the course he taught at St. Mary's on underwater archaeology on a day when the air temperature was minus 10° and there were bits of ice floating on the water's surface. Conditions posed no problems for Trevor, who wore a drysuit, but the student only had a wetsuit and, sitting on the bottom, got so cold after half an hour that he could not hold the tape measure or a pencil! They were on a 1750s fishing schooner in Terence Bay that Trevor and others had partly excavated ten years ago. **JOHN KENDRICK**, who will have an essay in the July issue of *TNM/LMN*, will speak on "Legends of the Inland Seas" at the joint CNRS/NASOH Conference in Vancouver in May. **GREG KENNEDY**, currently a Sessional Lecturer at Royal Military College, is completing a PhD thesis at the University of Alberta on Anglo-American and Canadian naval relations in the Far East, 1933-1941. He is the author of "Great Britain's Maritime Strength and the British Merchant Marine, 1922-1935," *Mariner's Mirror*, 80, No. 1 (February 1994), 66-76. CNRS President **FAYE KERT** recently returned from attending the joint conference of the Society for Underwater Archaeology and the Society for Historical Archaeology in Vancouver. At Underwater Canada '94, **CRIS KOHL** will be leading a session entitled "In Search of Great Lakes Shipwrecks." **ERIC LAWSON** has returned from a three-week research trip to the Falkland Islands, where he, along with a team that included Bob Elliot and Harold Wright from the New Brunswick Museum and Alex Barbour and John Bell of Parks Canada, completed documentation on the 1859 New Brunswick-built sailing ship *Egeria*, undertook photogrammetry of the America

packet *Charles Cooper*, and inspected the Nova Scotia-built minesweeper, *Protector III (MS 251)*. Eric will present a paper incorporating some of his findings at the CNRS/NASOH Conference next month in Vancouver. **WALTER LEWIS** has completed the major part of the database building for his dissertation. This includes 4700 American enrolments from three major ports, including 917 steam enrolments, and 17043 (!) individual linkages of over 5000 people as owners/masters/shipwrights. Walter adds that "Now comes the next fun part - making sense of it!" He took off for a week after Easter, "trolling archives," as he put it. He hoped that life would then be back to normal. If **JOHN MACFARLANE**'s essay in this month's issue of *TNM/LMN* has whet your interest, you may be interested in *British Columbia Vintage Vessel Registry 1991-1992*, an illustrated guide that John has compiled. It is available from the museum for \$10 + GST. **KEN MACKENZIE**'s long-awaited history of the Navy League of Canada will be published in time "for the lucrative Christmas season" by Cordillera Press; all proceeds will go to the Navy League. Ken, who is continuing work on Canada's WWII merchant marine, will give a paper entitled "Canada's Sea Heritage, East and West" at the joint CNRS/NASOH Conference in Vancouver. **TED MCDORMAN** has joined the Editorial Board of *TNM/LMN*. Our congratulations go out to **DAVID MCGEE**, who has completed his University of Toronto PhD thesis entitled "Floating Bodies, Naval Science: Science, Design and the Captain Controversy, 1860-1870." His research interest is in the development of naval architecture after 1600, with a special focus on the emergence and development of the use of plan drawings and the relationship between measured draughts and the application of scientific theory. On **FRASER MCKEE**'s always-full plate are a detailed history of the ex-US yacht *Halonja* (later *HMCS Raccoon*), which was torpedoed in the Gulf of St. Lawrence in September 1942, and four biographies of wartime RCN and RCNVR commanding officers. **GAYLEN PERRAS** will present a paper on "The Politics of Advocacy: G.G. McGeer and the War in the North Pacific, 1942" to the joint CNRS/NASOH conference next month in Vancouver. **JAMES PRITCHARD** has been appointed to the Editorial Board of *TNM/LMN*. Although he already contributes a great deal to the Society, **G. EDWARD REED** has recently accepted appointment to chair the CNRS Nominating Committee for the current year. **J.E. ROBERTS** will speak on "His Majesty's Sloop *Discovery*" at the joint CNRS/NASOH Conference in May. Last month **ALAN RUFFMAN** gave a seminar to the Department of Geography at Memorial University of Newfoundland on the 1929 Newfoundland "tidal wave." **SHANNON RYAN** has completed a monograph tentatively entitled "The Ice Hunters: Newfoundland Sealing to 1914." Last month Shannon presented a paper to a joint meeting of the Newfoundland Historical Society and the Wessex Society on the topic. Members who attend the CNRS annual conference

in Vancouver are sure to be entertained by **ERIC SAGER**, who has agreed to serve as the after dinner speaker at the banquet. Eric has also been appointed to the Advisory Board of the *Canadian Historical Review*. February was a busy – and very special – month for CNRS' former secretary, **JANE SAMSON**. On the 3rd Jane delivered a paper on "Protective Supremacy: The Royal Navy in the South Pacific in the 19th Century" at the ICMH/British Commission for Maritime History Seminar in London. On the 16th she successfully defended her PhD thesis at the University of London. We are sure that all members will join us in saluting the new Dr. Samson!!! **CHESLEY SANGER** is a new member of the Editorial Board of *TNM/LMN*. Along with co-author Anthony Dickinson, Ches contributed an article on "The Origin and Development of North American Modern Shore Station Whaling: Newfoundland and the Norwegians, 1896-1916" to the aforementioned collection of papers on *Whaling and History* (see above, **STUART FRANK**). His paper "Dodging in the Bight, A Good Place for a Whale: Environmental Factors Affecting Eighteenth and Nineteenth-Century Whaling in Davis Strait" appeared in *TNM/LMN*, 4, No. 1 (January 1994), 17-33. **LARS U. SCHOLL** is the general editor of a three-volume series, *Technikgeschichte des industriellen Schiffbaus in Deutschland*; the first volume was published this month by Ernst Kabel Verlag in Hamburg. **DON SCHURMAN** delivered the keynote address in March at the 20th Military History Symposium at Royal Military College. Don's topic was "An Overview: Navies and Global Defence." **ART SCHWARTZ** attended the US Naval Institute and Armed Forces Communications Electronic Association Annual Convention in San Diego in January at which the US Navy acknowledged its diminished ability to respond to international security breaches. "It was strange to say the least," Art writes, "to hear a Vice-Admiral report that his duty for the next three years will be to decommission ten ships per month!" Art also attended the 1994 Asian Aerospace Exhibition in Singapore in February and plans to attend the Sea Power conference in London in May. **BOB SHOOP**, demonstrating that the age of the renaissance man has not yet ended, is beginning work on a book on thoroughbred racehorses! This will mark quite a change from his area of nautical expertise, naval aviation. The Director of the Marine Museum of the Great Lakes at Kingston, **MAURICE D. SMITH**, was recently elected to a three-year term on the Executive Council of the International Congress of Maritime Museums. Maurice is also a contributor to Andrew Hibbert (ed.), *A Diver's Guide to Ontario's Marine Heritage* (Toronto, 1993). A paper by **SUZANNE SPOHN**, entitled "Captain Batchelor and the Crimps," appeared in the *BC Historical Society Newsletter*, 26, No. 1 (Winter 1992-93), pp. 26-28. This is a more detailed version of her article, "In Command at Sea," which appeared in the October 1991 issue of *Westcoast Mariner*. We congratulate **JOHN STANTON**, whose new book has been published by the Canadian Commit-

tee on Labour History at Memorial University of Newfoundland. *My Past Is Now* takes up where his 1987 autobiography, *Never Say Die!*, left off. John expects to attend the Learned Society meetings in Calgary in June. After two years in the post, **CARL SWANSON** has stepped down as Graduate Coordinator of the History Department at East Carolina University; he will continue work on his forthcoming book on Charleston, South Carolina. The paper that **FREEMAN TOVELL** presented to last year's conference of the Society for the History of Discoveries on the "Heceta-Bodega y Quadra Voyage of 1775 and Its Consequences for Spain's Presence in the Pacific Northwest" was accepted for publication in the Society's journal, *Terrae Incognitae*. He is currently continuing work on his biography of Bodega y Quadra. Readers interested in west coast steamers will not want to miss **ROBERT TURNER**'s talk on "Coastal Connections: Northwest Coast Steamship Operations of C.P. and C.N.," which will be presented at next month's joint CNRS/NASOH Conference in Vancouver. **RICHARD W. UNGER** contributed an article on "Northern Ships and the Late Medieval Economy" to the Fall 1993 issue of *The American Neptune*. The Chair of the Maritime Studies Research Unit at Memorial University, **DANIEL VICKERS**, will present an invited lecture at the University of Minnesota in June, the same month that his much-anticipated monograph, *Farmers and Fishermen: Two Centuries of Work in Essex County, Massachusetts, 1630-1850*, will be published by the University of North Carolina Press. **ROBERT LLOYD WEBB** is the author of "Norwegian Contributions to Modern Whaling in the American Pacific Northwest," one of several papers in the previously mentioned collection *Whaling and History* (see above, **STUART M. FRANK**). **GARTH WILSON** is one of the contributors to Andrew Hibbert (ed.), *A Diver's Guide to Ontario's Marine Heritage* (Toronto, 1993). **ROBIN WYLLIE**, whose popular column graces each issue of *ARGONAUTA*, is working on a study of Franklin Roosevelt's association with Campobello Island, including his cruises to Passamaquoddy and the Bay of Fundy in 1933, 1936 and 1939. Robin continues to work on an illustrated inventory of Maritime provinces coastal steam passenger vessels.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

CANADIAN WAR MUSEUM (Ottawa, ON)

Along with the Canada Remembers Commemoration Committee and the Department of National Defence, the Museum will be sponsoring a series of ceremonies this June to mark the 50th anniversary of the greatest seaborne landings in history at Normandy. To commemorate the occasion, the Museum plans a full programme of activities, including a period military encampment, a vehicle parade, a vintage aircraft

flypast, static displays, drill teams, military band concerts, a parachute drop and exhibits. In addition, the Museum's warehouse will be opened to the public to view the national collection of larger military artifacts.

DEUTSCHES SCHIFFFAHRTSMUSEUM
(Bremerhaven, Germany)

The museum has a series of exhibits to entice potential visitors this spring and summer. "Hans Peter Jürgens, Seeman und Maler," examines the life and work of one of Germany's most important maritime artists; it will be on display until May 23. Other major exhibits include "Flüsse im Herzen Europas" (June 11-September 18) and "Die Flensburger Förde, eine maritime Kulturlandschaft" (October 8-January 8, 1995).

The museum also published a new volume which promises to become the standard work on shipbuilding on the River Weser between 1770 and 1893. *Von der Weser in die Welt* by Peter Michael Pawlik is available from the museum for DM 240. You can look for a review in *TNM/LMN*.

ERIE CANAL MUSEUM
(Syracuse, NY)

Vicki Quigley, who had served in the post for twelve years, has stepped down as director of the museum to pursue a legal degree. She is being replaced on an interim basis by Don Wilson, the museum's long-time curator. A search for a new director is currently underway.

MAINE MARITIME MUSEUM
(Bath, ME)

The museum will host its 22nd annual maritime history conference 6-8 May. As usual, the conference includes a mix of papers on the local, national and international levels. A highlight of this year's event is certain to be the presentation by David Proctor, formerly of the National Maritime Museum in Greenwich, on maritime music.

MARITIME COMMAND MUSEUM
(Halifax, NS)

The museum director, Marilyn Gurney, was recently appointed command historian in addition to her regular duties.

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

John Harbron has turned over to the Museum his collection of candid and unpublished black-and-white glossy photos of the

many types of commercial ships operating on the Great Lakes between 1930 and 1970 (mainly ships on the Canadian side of the Great Lakes). The photos will be known as "the John D. Harbron Collection." The photos include upper lakers, railway and car ferries, canallers, passenger ships, ferry boats, and lake tankers (including the famous and early "whalebacks"). US Great Lakes ships are represented mainly by excellent public relations ship photo hand-outs from vanished or merged shipping operators such as the Chesapeake and Ohio Railway. Each photo has a brief ship's biography attached.

In cooperation with Queen's University, the Museum continues to develop its Collections & Marine Information Data Base. There are now over 35,000 records in the system with another ninety pages of finding aids for the Canada Steamship Lines Collections to be added in the next few months, all organized according to several categories: artifacts, books, pictures, manuscripts, ships, and owners. Keyword searching is by individual category or by all categories. The system uses a simple software called PCfile with pre-formatted screens matching the categories of information. Volunteers enter the first level of information into PCfile. This work is then passed on to a staff member for proofing and editing. The Museum has a direct line to Queen's that is used to upload the information to the university's mainframe once a week.

The data base will provide primary and contextual information from a variety of sources (eg. written, pictorial etc.). Queen's has been very cooperative with the Museum in responding to any problems experienced by users and to suggestions for improvements. Your editors can certainly attest to this. We were among those who experienced some initial problems in accessing the system. With the assistance of the Museum and the computer services people at Queen's, the problems were solved and we found ourselves with the Museum's data base at our finger-tips, all from our offices in Newfoundland!

Our difficulty was that the computing system at Memorial University, through which we gain access to the world computer network, was not fully compatible with the system being used at Queen's (this is not strictly correct, but it's the best explanation your computer-illiterate editors can come up with!). The folks at Queen's responded to this dilemma by opening up another port at QLINE (Queen's University's computerized library catalogue system). To get in, we enter the following command in our computer:

telnet qlineascii.queensu.ca

That connects with QLINE, a simple, menu-driven system. To connect with the museum's data base, enter the word "MAR." That's all there was to it! Well, almost. There was one wrinkle. We found that whenever the menu instructed us to

use one of the Function keys on the computer keyboard (e.g., F8 or F7), it would not work for us. Again, the Queen's computer services people came to the rescue (and, independently, so did Walter Lewis, who is far better at this than we). We learned that the Function keys do not work with many terminal emulators. So, instead of F8 or F7, we press the ESC key, release it, and hit the appropriate number in the row of keys below the Function keys (i.e., instead of F8 we use ESC-8). And where the menu offers the option of clearing the screen, the key to use is the oversized + key on the far right of the keyboard.

True, it sounds complicated. But in truth, it isn't. Anyone with a computer that is hooked into the world computer net and who is interested in maritime history should give it a try. You won't regret it. It's like having a complete maritime library catalogue and data base in your home or office!

MARINE MUSEUM OF UPPER CANADA (Toronto, ON)

The museum's fifth annual juried art show and sale, "Picture This: Toronto Harbour in Art," will open on 22 June and run until Labour Day. This is now the largest single show and sale of contemporary marine art in Canada and routinely attracts over 100 entries. Entry forms for artists are available from Wendy Cooper, Exhibits Coordinator (see the various modes of contact in "ARGONAUTA Diary").

MICHIGAN MARITIME MUSEUM (South Haven, Michigan)

In October the Marialyce Canonie Great Lakes Research Library celebrated its fifth anniversary of serving researchers interested in Great Lakes maritime history. At a special reception on October 5, it was announced that the Library's namesake had donated \$10,000 to facilitate library development, recataloguing, and computerizing the information for inclusion in a national database.

The popular South Haven Harbor Festival will be held June 17-19 this year. On June 18 the museum will celebrate the grand opening of the US Coast Guard Boathouse Exhibit; the next day, there will be a heritage boat gathering and a young person's afternoon.

NATIONAL ARCHIVES OF CANADA (Ottawa, ON)

The Maritime Museum of the Great Lakes at Kingston is not the only beneficiary of John Harbron's generosity. The large collection of the many articles, reports and essays John has written between 1960 and 1993 in US, British and European

publications as well as Canadian ones on world navies and merchant shipping (with an emphasis on those of the former Soviet Union and Communist-bloc maritime nations as well as Third World shipping fleets) are all held as open files by the National Archives of Canada. Look for "Finding Aid: John D. Harbron, MG 31 D 244." For anyone interested in his materials for their research purposes, John can mail or fax copies of the appropriate finding aid listings.

NEWS FROM MARITIME ORGANIZATIONS AND SOCIETIES

ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

Last fall the Association elected a new executive. Dorris Akers of the Michigan Maritime Museum becomes President; Joyce Hayward of the Ohio Chapter of S.O.S. and Maurice Smith of the Marine Museum of the Great Lakes at Kingston are Vice-Presidents; Stan McClellan of Fathom Five National Marine Park is Secretary and Robert Graham of the Institute for Great Lakes Research is Treasurer.

NAVAL OFFICERS' ASSOCIATION OF CANADA

NOAC will hold its annual conference in Vancouver in June. One of the highlights will be its annual seminar, to be held this year on 10 June on "Ocean Policy in the 1990s: A Pacific Perspective." Invited speakers include Joe Truscott from the BC Dept. of Fisheries; Douglas Johnston from the University of Victoria; Jonathan Seymour of Jonathan Seymour and Associates; James Ferguson of International Submarine Engineering; Helmut Lanziner of Offshore Systems Ltd.; Brian Job of the Institute of International Relations at UBC; and Capt. J.K. Steel, Chief of Staff of Maritime Forces Pacific. More information is found in "ARGONAUTA Diary."

PROJECT HMS DETROIT

In the months following the launching and dedication last August of the replica ship's boat of Project HMS Detroit (see the January 1994 ARGONAUTA), three crews took the boat into the water two or three times a week, training in boat and sail handling. In all, about twenty-six members of Project HMS Detroit have had a hand — or a back — in pulling an oar or hauling a halyard. Coxswain Bob Ferguson reports that the boat has excellent handling qualities, even in the heavy and choppy waters of Lake Erie. Although she can be handled by two, a crew of six allows four trainees to improve their skills. Through the winter months, the boat was out of the water and on display at Fort Malden Mall, with a brief January interlude at the Toronto Boat Show. Now that spring is returning, the boat will be back on the river, visible on the Amherstburg Channel where more experienced crews will be pulling more

miles and training new recruits.

SAVE ONTARIO SHIPWRECKS

A Diver's Guide to Ontario's Marine Heritage, edited by Andrew Hibbert, is now available. This seventy-four-page, seventy-five photograph volume, is a virtual compendium of everything you might want to know about Ontario's submerged heritage. Even better, it is an incredible bargain at only \$12, which includes GST and PST, plus \$2 postage and handling. Orders should be sent to SOS, 2175 Sheppard Ave. E., Suite 110, Willowdale, ON M2J 1W8.

Yet another new chapter has been formed, bringing the number to an amazing twenty-three! SOS Upper St. Lawrence serves the area around Prescott under the leadership of President Ross MacKay. Three new Chapter Presidents have been elected in recent months: Len Connelly (Toronto); Paul Murphy (Ottawa); and Dave Meehan (SOS Oshawa).

WISCONSIN MARINE HISTORICAL SOCIETY (Milwaukee, WI)

The Wisconsin Marine Historical Society held a meeting on 4 April 1994 at the Milwaukee Public Library. Several guest divers spoke, illustrating their talk with videos of several shipwrecks like the lumber hooker *Zilla*, the schooner *Home*, and the schooner/barge *Newell Eddy*.

RESEARCH DIRECTORY UPDATES

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Publications: *Ghost Ships, Hamilton and Scourge* (Toronto, 1983); "Customs Collection - and Dutiable Goods: Lake Ontario Ports, 1801-1812," *FreshWater*, II, No. 2 (Autumn 1987), 22-27; "Treating Tars: An 1811 Order of Medical Supplies for the Lake Ontario Brig U.S.S. *Oneida*," *FreshWater*, IV (1989), 25-28.

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Publications: *Los Alemanes en Venezuela y sus descendientes. Vol. II: 1870-1914* (Caracas, 1991); *Venezuela und Deutschland, 1815-1870* (Wiesbaden, 1983).

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RESEARCH INDICES

BIOGRAPHY: Wolff

CANADA, EAST COAST: Sarty, Schleihau

CANADA, GREAT LAKES: Cain

CANADA, PACIFIC COAST: Sarty

CANADA, ST. LAWRENCE RIVER: Schleihau, Wolff

CANADIAN NAVAL PEOPLE: Donaldson

CARIBBEAN: Walter

DEFENCE: Donaldson, Glover, Kennedy, Sarty, Schwartz

DIPLOMACY: Kennedy, Sarty

ECONOMICS: Walter

EXPLORATION: Glover

INDIAN OCEAN: Kennedy

JAPAN: Davies

LINER SHIPPING: Davies

MERCHANT SHIPPING: Walter, Wolff

NAUTICAL ARCHAEOLOGY: Davies

NAVAL HISTORY: Donaldson, Glover, Kennedy, Sarty, Schleihau, Schwartz

NAVIGATION: Schwartz

NINETEENTH CENTURY: Davies, Cain, Walter, Wolff

NORTH ATLANTIC: Sarty, Schwartz, Walter, Wolff

NORTH PACIFIC: Kennedy, Walter

OCEAN-GOING SHIPPING: Wolff

PORTS AND HARBOURS: Walter

SAILING SHIPS: Cain

SCUBA DIVING: Schleihau

SHIPOWNERS: Davies

SHIPWRECKS: Schleihau

SOUTH PACIFIC: Kennedy

TWENTIETH CENTURY: Donaldson, Glover, Kennedy, Sarty, Schleihau, Schwartz

UNITED KINGDOM: Davies, Schleihau

WEST AFRICA: Davies

WORLD-WIDE: Donaldson