

ARGONAUTA

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EDITORIALS

(I)

This issue of *ARGONAUTA* unveils our new triple-column format. We have adopted this new design, quite frankly, to enable us to continue to bring you as much news and information as possible without breaking the budget. By moving to this style we hope to be able to get even more material into each issue of the newsletter.

Since *ARGONAUTA* is not the first newsletter to make this change, we have been able to avail ourselves of the experience of other publications. But no two publications – or their readers, for that matter – are exactly identical. For this reason we think it especially important that our readers let us know what they think about this format. Is it pleasing? Does it enable you to find features easily? Most important, is it readable?

We hope that you will take a moment to drop us a line about this. While we know that silence does not necessarily imply approval, we can only evaluate this experiment through your feedback. Regardless of what you tell us, we look forward to hearing from you.

PRESIDENT'S REPORT

By Faye Kert, President
Canadian Nautical Research Society

In the absence of baseball and with hockey not yet fully restored to our consciousness, those members who like to keep score of something will be pleased to learn that the Canadian Nautical Research Society is growing steadily but surely. As of 1 October last, we had 255 members, both institutional and individual, and of these, twenty were newcomers to the CNRS since last year. In welcoming our new members aboard, I would like to encourage everyone to think of ways of reaching out to an even wider audience.

Perhaps you might consider leaving your issue of *ARGONAUTA* out at the office for others to read and enjoy. Or loaning the latest *Northern Mariner/Le Marin du nord* to someone who might be interested. Many of our maritime museum members have been displaying membership brochures in their museums over the summer, and I am sure they have generated interest in the society with their visitors.

Thanks to the able stewardship of our Treasurer, Ed Reed, CNRS is also in a relatively sound financial position. Many took advantage of last year's membership pre-payment offer and paid up to three years in advance to avoid an increase in dues. This money has been carefully invested and the society is already earning interest on its equity.

In addition to paying dues, many of you gave generous tax-deductible donations to the Journal Fund, the Young Scholars Trust Fund, the Matthews Awards Trust Fund, or General Funds. Each of these funds contributes to the society's goals of promoting nautical research in Canada, enhancing our understanding of maritime heritage, and encouraging a sharing of our knowledge and interest in things maritime with fellow nautical researchers across the country and around the world. Since those society members who are paid up for the next year or two will not be receiving a dues reminder notice, I thought I would take this opportunity to encourage your ongoing support of the various trust funds administered by the society. And for those who have been meaning to contribute a little extra when they renew their membership, I would like to remind you of the importance of these funds to the operation of the society.

For example, it was through member donations to the Journal Trust Fund that we finally got the first issue of *TNM/LMN* to press in 1991. Now it is one of the few journals of maritime history published anywhere in the world, and a flagship for the research work of the society. Without the ongoing financial and logistical support of the Maritime Studies Research Unit at

Memorial University of Newfoundland there would be no journal, but it is your donations and articles that keep it going. Similarly, the new Young Scholars Trust Fund is helping to pay travel expenses for a young scholar to attend the 1995 conference of the International Commission for Maritime History (ICMH) in Montreal next fall. As the Canadian Subcommission for the ICMH, our society has both the obligation and the privilege of encouraging up and coming scholars in the field of nautical research. It is through member donations to this fund that we are able to do so.

The issue of dues is an ongoing source of concern for any society, and I can assure members that the prospect of dues increases is always hotly debated at council meetings. However, it is a measure of the support of all members that we have had very few people withdraw from the society over the years because of the cost of membership. Based on this evidence of commitment and interest, I would like to encourage all members to consider making a small (or large!) donation to one of the CNRS trust funds. You can be sure it will be used to benefit the cause of Canadian nautical research whether it's the production of a better journal, the support of new scholarship, the recognition of excellence in nautical historical writing through the Keith Matthews Award or some other need that enhances the society's role nationally or internationally.

ARGONAUTA MAILBAG

Sirs:

Mr. Hacking's letter in the October ARGONAUTA served to remind me that I had never taken the opportunity to thank the many readers of my column who have written to me over the years regarding some aspect of its content. Their comment is always welcome and has, in some instances, resulted in most useful exchanges of information. I am particularly grateful to those who, by pointing out my occasional errors and omissions, have contributed to my knowledge of the vessel concerned.

Such is the case with Mr. Hacking's letter. His correction of my building and replacement information was a ready reminder to double check second hand sources and I was fascinated by the variance between the East and West Coast versions of how *Prince Rupert* ended up on the Bay of Fundy. I do, however, have reservations regarding the reliability of his source of information on the aborted delivery voyage. How a medium-sized cross-channel steamer with only seventeen day-use cabins and crew quarters might have accommodated 103 first-class and seven steerage passengers, and been expected to carry them all the way from England to Vancouver, is beyond imagination. I would also suggest that seasonal ice cakes and an occasional floating log were acceptable hazards for Bay of Fundy paddle steamers and that *Prince Rupert* was no more affected by them than her predecessors. Had it been otherwise, it is unlikely that her owners, the Dominion Atlantic Railway, would have kept her on the route for eighteen years.

It is also interesting that the CPR did not formally take over the Digby-Saint John service until September 1st, 1913 and, rather than dispose of the vessel, "purchased" *Prince Rupert* from the DAR on September 15th, before placing their much larger *St. George* on the run. This certainly suggests that the company had a continuing use for *Prince Rupert* and, like Mr. Hacking, I too would be most interested to hear details of this portion of her career.

Robin H. Wyllie
East LaHave
R.R.3
Bridgewater, Nova Scotia
B4V 2W2

Sirs:

A little while ago the publishers of my autobiography of forty-two years in the Royal Navy, *Face the Music: A Sailor's Story*, sent me a copy of Vol. IV, No. 3 (July 1994) of your admirable publication, *The Northern Mariner/Le Marin du nord*, which contained a most generous review of my book. Your

reviewer, Dr. C.B. Koester, in my humble view put his finger on every point I would have wished to be conveyed. I am deeply touched that my little literary venture was so regarded in Canada and I thank you and your reviewer for bringing the book to the attention of readers in your country.

Vice Admiral Sir John Hayes
Wemyss House
Nigg, Tain
Ross-shire IV19 1QW
Scotland

Sirs:

I am interested in any information having to do with the 6666-ton British tanker *La Brea* (ON 213909), which was sunk by enemy action off the coast of Scotland, 24 August 1940.

Laurie Bonia
PO Box 5
Colinet, SMB, NF
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Sirs:

I have the compass from a World War II Japanese submarine, the *I-402*. My father liberated the compass when the sub was scuttled by the Americans at the end of the war. It is encased in a brass housing (9" w x 10" h x 7" d) with a glass window on the front and a carrying handle on the top. The movement itself is mounted on a "gyro"-type bracket. There is a small compartment on the side with a clip which I assume would be used to hold a candle for illumination. There is a nameplate on the front (in Japanese, of course) that I have been told basically has information regarding the manufacturer. A friend who is somewhat of a collector of World War II paraphernalia, is impressed that all of the serial numbers on the various components match. He believes that the compass may have some value, so naturally I'd be interested in finding information on its value as well.

I have been trying without success to find information on this submarine; all I know is that the *I-402* was one of two

large subs reputed to be the largest in the world at the time. It had three interior decks and carried a small seaplane on its top deck. I am an engineer by profession (as is my father) and would be most interested in photographs, drawings (blueprints, etc.), technical specifications, and so forth. I have looked for information in the library, in *Jane's*, and on the internet without success. Can your readers suggest where I might obtain information? My thanks for any assistance.

Greg Mulholland
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USA
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Sirs:

I would appreciate it if any reader could tell me how to get a full set of line drawings and blueprints for Canadian tribal-class destroyers in general and HMCS *Iroquois* in particular.

Donald J. Digout
78 Harriet St.
Welland, ON
L3B 2H5

Sirs:

A researcher desires to locate any of the James Venn Paterson fonds or those of the Seattle Construction and Dry Dock Company. They pertain chiefly to activities from 1907-1918 and in the Puget Sound and British Columbia area. Eleven boxes of these records were purchased by a dealer from Shorey's in 1984. They were then broken into lots and apparently sold to various institutions. One of the lots relating to submarine building in Vancouver was sold to the University of British Columbia Library. Does anyone have any of the other lots for sale?

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ARGONAUTA ARTICLES

A LETTER FROM THE BELMONT

By Eric Ruff, Director/Curator
Yarmouth County Museum and Archives
Yarmouth, Nova Scotia

One of the treasures of the Yarmouth County Museum Archives is a collection of letters written by Grace F. Ladd to her father. Grace Ladd was married to Captain Frederick A. Ladd, a master of several Yarmouth sailing vessels. Following their marriage in 1885 the couple went on a "honeymoon voyage" to Hong Kong in the ship *Morning Light*. For the next thirty years or so, Grace Ladd spent a great deal of time at sea with her husband. The couple had two children: Forrest was born in 1890, and Kathryn was born in 1901. Both children were raised at sea. They were among the last Yarmouthians to go to sea in sailing vessels.

The "Ladd Corner" of the Yarmouth County Museum features several items used by the Ladd family at sea. These include a significant collection of souvenirs brought home to Yarmouth from foreign ports, photographs of the vessels and the family and ship portraits of the vessels involved. This display is complemented in the Archives by additional photographs, charts, and ship's logbooks and, of course, by the letters written over the years by Grace Ladd.

The following letters are reprinted here with spelling and original punctuation intact. They provide excellent insight into life at sea from the viewpoint of the captain's wife. This particular voyage began in 1897 in Tacoma, Washington State and ended in Buenos Aires; the letters include descriptions of a storm, a tragedy, sail handling, bravery, food, Christmas at sea and life in general.

Bark "Belmont"
Lat. S. 35.11 Long. W. 126
21st Nov. 1897

Dear Papa

59 days out; and until we got in the

Lat. of Pitcairn Island the weather had been perfect except two days good rain just before crossing the equator had not even a squall. We hoped to sight Pitcairn Island last Sunday the 14th but on Friday night it commenced to blow. Saturday at 4 P.M. we were under goose winged lower top-sails main and fore, blowing a hurricane. It seemed to me I had never seen a worse storm but I suppose the disappointment of having to give up a chat with the Islanders, was half. One tremendous sea came over sweeping fore and aft. Forrest and I sitting in the cabin under the after sky-light, were drenched, the sea raised the weather sky-light and came down full force putting out lights, etc. On deck they fared worse it took all the rails off the bridge and threw one life boat to leeward, tore the chalks away, not hurting the boat, however three men washed against the rail (Ron one of them.) I do not believe one of them got even a scratch. All day Saturday, Sunday and Monday it blew with a heavy sea running, we used oil during the worst of it, and all the time the sailors were bending good sails. We did not think to get such a storm there we were still in the S.E. Trades. Have only seen one sail and that a long way off, bound with us. We are all well after leaving the Sound Ron was laid up for a few days with a bad sore throat we applied linseed meal poultices which relieved him at once, since then he has been perfectly well.

Sunday 28th Lat. S.45.30 Long. W.188. Fine weather all the week today has been beautiful. Tuesday we sighted the ship Erby of Liverpool from Victoria B.C. with a load of salmon for London. Yesterday we killed our pig dressed it weighed 180 lbs. the largest one we have ever had. today had a fine spare rib for dinner we had apple sauce, but squash had to take the place of turnips, the squash have kept well, we still have three. Tomorrow I am going to make sausage meat and head cheese, we are sugar-curing one 15 lb. ham, more to experiment than anything else, if it is good we will cook it for Christmas. We were all weighed yesterday while the scales were out Fred 207 lbs. Mr. Durkee 176½ Ron 178½.

Forrest 60 and myself 138, I think we are all in good condition to go around the Horn. There is a new moon, this is a perfect night.

Thursday 2nd. Dec. Lat. S. 50.1 Long. W. 97. Today is my 35th birthday I cannot realize it. The weather is still fine Ron said tonight "if this is Cape Horn I would like to be down here all the time." I told him he had better say it easy, a gale can come up so quickly but the sky looks fine and the barometer is high. I had good luck with my sausage meat and head cheese, have also made mincemeat and prepared the fruit for the Christmas pudding. I use tinned apple and steak for mince meat and when I make the pies put little pieces of butter in, to take the place of suet, so you see I have been busy this week. Forrest has his lessons regularly is getting on pretty well, he likes to talk about when we go home again, just as he used to about meeting Fred at the boat. He has written a letter to Santa Claus, when Santa came to get the letter he dropped his mitten in the grate.

Sunday 5th. Lat.S. 54.30 Long. W. 84. Weather still fine with strong westerly breeze, quite a sea running, Forrest thought he would commence a letter to Grace today but it was too rough for him. Yesterday I had to read all his letters over to him, he can almost read them himself. We have two fires going, the grate keeps the after cabin very comfortable in this weather but in N.Y. last winter Fred had to get a stove. Forrest is getting ready to go to bed he does not see much fun in going to bed in broad daylight, last night there was daylight in the sky all night long, the sun rises in the morning at 3.30 sets at 8.30.

Wednesday 8th. Lat.S. 56.20 Long. W. 68.15. Die Ramirez Island bears S.W. by W. about 20 miles passed 3 miles on the north side of it at 7 P.M. We could see the land also to the north with the snow with the setting sun shining on it, a fine sight, but we have not the heart to enjoy anything, such a sad accident has happened, poor Charlie Ritchie is gone. Fred was of

course on deck at the time and I am going to just copy what he has written in his journal. "Monday 6th Dec. Lat. S.55.40 Long. 78.34W. At 6 P.M. blowing hard, as the starboard watch came on deck we hauled the mainsail up, all hands went aloft to make it fast. This sail clews up at the yard arm, they had furled the sail, all but the clews. Charlie Ritchie was the outside man, he was down on the foot rope (sitting down) and passing a turn of the gasket around the clew and passing the same to the man inside of him who was holding the sail on the yard; somehow he lost his balance and slipped forward of the foot rope and came down, he held on the gasket, but it was a small rope 1 3/4 in., it slipped through his hands and he fell into the sea. As I saw him fall I rushed aft calling to the man at the wheel (Chris) to put the wheel hard down, in the meantime I had thrown the life buoy to him, it fell about 10 ft. from him, he clutched the log line, this slipped through his fingers when he came to the log he held it for a moment and this towed him under, as he let go the life buoy was close by him, a few strokes and he got it. When I called out put the wheel down, I also said let go top gallant halliards and topsail halliards, I sent the boy Ali Chang also Otto Anderson aloft to watch him. We did not try to take in any sail but tore the covers off the gig, off gripes and carried the boat over the deck load to the lee side, and threw her over the rail with a single line in each end, (the gig is a splendid boat 22 ft. long, they never could have pulled the life boat against the sea, or I would have sent it). Mr. Durkee and four men John Donnelly, Charles Anderson, Dan Lynch and Phillip Thomas started from the ship, I gave them a tin of oil, the sea was very heavy and breaking badly, the boat would stand almost on end. After half an hour we lost sight of the boat, I wore ship at once, we had clewed top gallant sails up, and clewed down the upper fore topsail. In the meantime I let her wear round on her heel hauled main sails aback, clewed up the foresail which was badly torn in the slatting as we had no time to clew it up, hauled down the jibs and clewed up weather side of lower fore topsail

and hauled out the foot of the spanker. She was now making a dead drift; not going ahead a bit as I wished to keep the boat to windward to give them a square run before the sea coming back. Rain squalls had shut in blowing hard. As soon as I wore ship I set the ensign, the signal agreed upon to recall the boat, but for one hour and a quarter we saw no sign of her, I had given her up. One must go through this experience to realize how horrible is the feeling. Charles Collins was in the main cross trees all this time trying to see the boat, at last saw her right to windward as the squall cleared steering for the ship. As they kept her right before the sea the boat would run as much as ten feet of herself out of water, they got under the lee of the ship and pulled along side, the boat half full of water, but no Charlie, he was gone poor fellow. Twice the water had been up to the thwarts as the sea broke over them had she filled they were gone, the oil saved them, it smoothed the water kept the sea from breaking. One man saw an empty life buoy on the top of a sea, they went until they lost sight of the ship in the squalls, and then started back. Poor Mr. Durkee, he said it was the hardest thing he ever had to do to come back without him, and he did not think it possible they could save themselves. The last the man aloft saw of Charlie he was on the weather quarter with the life buoy around him. Several seas had broken over him, he could not last long as the water was ice cold. Ali Chang had also thrown a life buoy. When the men got back they were most exhausted they were gone two hours. Never again would I risk a boat's crew in such a sea, it was only Providence that saved them. We lay until 9:30 then wore ship and started. At the time of the accident we were going ten miles an hour with the wind N. by W. fresh to strong gale steering E.S.E. carrying whole topsails, whole foresail, reefed fore and main top gallant sails." F.A.L.

I do not see how some people can call sailors "dogs" if they could have seen the sea those brave men started out in with a small boat, to try and save that man's life I am sure they never would

do so again. I did not go on deck until Fred said we have lost sight of the boat but had hot fires, and lots of hot water and blankets ready. When I did go I felt sure she was lost too, it seemed so terrible, the sea was dreadful, we have had nothing like it since we left, except in the hurricane, and not since have had exceptionally fine weather.

11th Dec. Fred's birthday 39 years old. We feel such a change in the climate, so much warmer, we are now in Lat. 53 S. and Long. 59.5 W. can see plainly a small island called Bianchene (?) 30 miles south of the Falklands. Thursday at 2 A.M. (broad day light) passed 8 miles south Cape Horn, spoke the English ship "Travancore" from San Francisco for Queenstown out 60 days, on the 9th we had 6 ships in sight all coming east. Yesterday, the 10th, at 3 A.M. Mr. Durkee called Fred saying 4 masted ship astern showing flags. We knew he wanted something, or a friend, to signalize at that time, it was the ship "Corinne" sailed from Tacoma 5 days after we. He asked us if we could take letters for him, of course we were pleased to do so, it was a lovely morning, we were just 30 miles South Staten Island, almost calm, 9 ships in sight 2 going west. At 6 A.M. Captain MacMillen and his passenger Mr. McGrady were along side, it was pleasant meeting them again they stayed with us about an hour would not wait for breakfast, so we gave them so hot chocolate, they brought us a piece of spare rib and were so disappointed when they found we had just killed a pig. Their steward had not made any sausage meat so I gave them about 2 lbs. also some mincemeat and books. Capt. McMillan said they had spoken a great many ships the "Pendere" one of the ships in sight 70 days from Frisco, and one ship 80 days from Frisco three weeks ago sighted the "Brodick Castle" too far off to signalize, she was sailing very slowly he said. Soon after he left us we got a breeze and separated as we wanted to go west of Falkland, but the wind headed us so we had to come east. I am glad we are bound to the river as we would make a very long passage home. Forrest has written a letter to Grace today.

Christmas evening Lat. S. 40.30 Long. W. 55.20. We have thought of you all at home today, and hoped you were having a very happy Christmas, not withstanding head winds and rain squalls, we have all enjoyed ourselves, although we have almost given up ever getting in. We are in a trap here, we have a strong current against us running 3 miles an hour, as that is all the Belmont can sail now, she is so dirty, the outlook is poor, this last week have only neared our port 94 miles. I just heard the man at the wheel say she would not steer so probably before tomorrow we will lose some of that. Last evening Ron represented Santa Claus (Forrest's faith in him is as great as ever) the make up was splendid, a sailor had made a fine large—, with long new manila rope wig and beard which was combed out; we were afraid Forrest would recognize Ron by his eyes, but we kept the light turned down on account of it hurting them, he changed his voice and acted it out splendidly, it was really fun for us all. We had ginger and sandwiches for him and again Santa was delighted with the tree we had ready for him to trim later, we had already put on the popcorn, tinsel and bags of nuts. Forrest awakened early this morning and was not disappointed in any of his wishes everybody was remembered, we invited all the sailors in to see the tree and gave them a cigar. The steward gave who wanted it a strong drink, and for the others ginger beer, they had a good dinner they were supposed to have a holiday instead of which have been hauling yards since 7 A.M. Ron had dinner with us, which we all decided could not have been better had we been in port, a beef steak pie took the place of turkey but we had squash, mashed potatoes, boiled ham, jelly, etc. Forrest is just going to bed tired out wishing next Christmas was not so far off. Good night.

30th Dec. We ought to get in soon now are only 30 miles from Buenos Ayres, but have been stuck 4 times already in the —, we are drawing more water than there is in the river. We came to an anchor last evening at 6 in Montevideo Roads, could see the city very

plainly and all the ships at anchor. In a short time a pilot came off in a tow boat since then have been trying to get up here it is a beastly place to get to, the poor sailors are completely tired out, Ron knows what real hard work is but he has done well and our letters will make us forget everything tomorrow. I have written to Arth. and Flo, I know they are so anxious to hear of Ron and it would be so much longer to have to wait to hear from you. Fred and Forrest and Ron join in love to all.

Yours affectionately
Grace F. Ladd

P.S. Forrest has not managed to answer his letters has made several attempts but would get tired he still thinks he will write.

G.F.L.

Notes

1. Copyright Yarmouth County Museum and Archives; printed with permission.

GLOBAL MARINE DISTRESS SAFETY SYSTEM FALSE ALARMS

by R.F. Latimer¹

The relatively new Global Marine Distress Safety System (GMDSS) of marine distress signalling from ships at sea via SATCOM is rapidly replacing the seemingly outdated method that was previously exercised by ships' Radio Officers using 500 khz. (600 M) and the International Morse code (CW) mode. Yet it is not without problems of enormous and alarming proportions, to judge by the reported number of false alerts that have been transmitted from ships at sea and received by Maritime Rescue Coordination Centres (MRCC) ashore. While there does not appear to exist a global clearing house for the numerical calculation of GMDSS false alerts, it would appear that MRCC handles about thirty to fifty EPIRB alerts per day world wide, of which only a small percentage are "real" or actual distress cases. MRCC at Falmouth, England, a single reporting station, reports that in 1992 about 98.2

per cent of distress alerts were "false" — or, of the 650 alerts received, only twelve were "real" and in 1993 the number of alerts received were 860 (more than sixteen a week), of which all but twenty-six were false alarms, or about a 97 per cent false alert rate. In Canada in 1991, the system processed 519 EPIRB alerts with the successful resolution of fifty-three actual distress calls. The remainder, about 99 per cent, were "false" alerts.

Every GMDSS alert, whether "real" or "false," must be followed up and acted upon primarily to ascertain if they are genuine. This takes anywhere from twenty minutes to several days. One reported incident took fifty-six hours to clear up and involved LSAR authorities in the UK, Mexico, Greece and the USA. When the global detective work cannot differentiate between "false" and "real" signals, SAR is forced to swing into action with aircraft costing thousands of dollars per hour to operate. Whether measured in money, manpower or morale, the cost is unacceptable. The loss of a highly efficient system that mariners once enjoyed through medium frequency shipboard wireless in the 600 meter (CW) mode, coupled with the prompt dispatch of SAR designated ships and aircraft, is also unacceptable to mariners.

Where, then, does this situation place the mariner with regard to Search and Rescue (SAR)? Lifesaving SAR and the Intergovernmental Maritime Organization (IMO) in the United Kingdom have sounded, in tough, strong language, the stark warning that the SAR system is clogged, that it has slowed to a snail's pace due to the sheer weight and volume of false distress alerts that are now being "raised" by GMDSS and unless the situation is alleviated, the SAR provision, as mariners have come to know it, will grind to a shuddering halt and the continued existence of this facility will be severely threatened.

This alarming, even frightening development is in part the legacy of several years of expenditure of huge sums of money on research and development of technology within the INMARSAT

system and on equipment by ship owners, all to comply with forthcoming legislation designed to satisfy the forced demands of the proponents of "change." A study of reports on the apparent causes of GMDSS false alerts leaves the distinct impression that a good number of sophisticated and expensive "toys" have been installed on a ship's bridge that can be tinkered with at will by a number of virtually inexperienced and irresponsible personnel. Some strange and unreasonable tales have been related to explain or justify such false alerts, most of which are, in my opinion, a litany of weak and childish excuses: a measure of how well the system works; triggered inadvertently; equipment designed for non-specialists; misuse of equipment; pressing the "return" button when testing software; an officer who is unfamiliar with certain equipment; leaned on the terminal; dropped a book on the keyboard; cleaning and dusting and it went off; test procedure not completed and the alert "timed-out." Electronic Positioning Indicator Radio Beacon (EPIRB) false alerts have been caused, for example, when painting the retaining housing, the set is removed and placed on deck with the heavy end "down," thereby inverting the set and causing it to transmit. In short, the reasons for transmitting a false alert are, all too often, assinine.

A small part of the problem also rests with design deficiencies. A simple arrangement of sealed POWER ON/ TRANSMIT switching, for example, could be fitted in the GMDSS equipment and a water-activated cell should trigger the EPIRB set only when it is thrown overboard, much as the white canopy light engages on an inflatable liferaft. This doesn't seem like 1990s high-tech but neither does a 97 per cent "false alert" rate.

Considering the extreme weight and seriousness of the SOLAS Convention, one wonders why a General or Restricted Operator's Certificate, requiring only a week or two of shore training for compliance, is the total requirement for operating this elaborate equipment. Something within the sys-

tem is terribly remiss and looking very much as though volume marketing and the almighty dollar reign as king. As we enter upon the twenty-first century, the promoters of "change" would do well, and perhaps provide a more beneficial service to humanity, if they were to reconsider, in this case, the flawless system that was used in reporting and positioning "distress" at sea during the era preceding GMDSS, beginning with "Baltic" and "Titanic" several decades ago. This was an era when the ship's Radio Officer was rigidly trained over an extensive time-period in all aspects of marine radio communications and approval was granted, by way of a proficiency certificate, only after successfully completing a thorough examination. Upon joining a ship there was never any thought or question of lack of capability or who was in charge of the ship's radio station. The distress frequency was monitored twenty-four hours each day by the operator or the automatic alarm and "break" periods from regular transmissions were afforded by observance of the international "silence-periods" and the radio operator was always on call. In my years at sea in this capacity, never did I hear of an SOS signal not being received and acted upon with haste.

The current reports on the apparent failure in principle of GMDSS strikes me as ludicrous in the extreme. When only two or three cases in a hundred are "real" it is reasonable to assess the detrimental impact on SAR services' morale and general interest. The tide of urgency quickly ebbs and the "crying wolf" syndrome begins to take over. Perhaps the advocates of "change," in this instance, should reconsider their position and bring about yet another change by reinstating the ever-trusty Radio Officer and his/her never-fail "obsolete" CW equipment in the knowledge that the call will be genuine and positive action will follow.

Notes

¹Mr. Latimer is a retired Radio Officer in the Canadian Merchant Marine; he lives in Dartmouth, Nova Scotia.

ARGONAUTA COLUMNS

MARITIME PROVINCES
STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. Amelia

Specifications:

Official Number:	104069
Built:	S. McKnight & Co., Ayr, Scotland
Date Built:	1894
Gross Tonnage:	356.54
Overall length:	145 feet
Breadth:	22.8 feet
Draught:	10.8 feet
Engine:	2 cyl. 19" and 42". 69 rhp.
Engine builder:	Muir and Houston, Glasgow
Propulsion:	Screw.

History:

The Magdalen Islands are a tiny archipelago of rocky islands linked by sand bars and causeways, far out in the Gulf of St. Lawrence between the Maritimes and Anticosti Island. Part of Quebec, the islands have a long history as fishing stations during the French Colonial period and later as a source of material for the manufacture of grindstones.

During the late 1800s, R.J. Leslie, a Halifax businessman and Member of the Provincial Parliament, established the first regular steamer service on the 125-mile voyage from the railhead at Pictou, Nova Scotia to the Magdalens, using a succession of small vessels, most of them leased. This arrangement lasted from 1875 until 1903, when James A. Fraser of Pictou purchased the little *Amelia* in England from Newhouse & Co. of Great Yarmouth and brought her across the Atlantic to operate a service from Pictou to ports on the west coast of Cape Breton Island. The fate of this service is uncertain, but later that year, *Amelia*, still owned by Fraser, joined the old *Lunenburg* in Leslie and Hart's Magdalen Island Shipping Company Ltd.

The *Amelia* was typical of the small steel cargo vessels then being constructed for coastal service around the United Kingdom. Her very limited passenger accommodation was located above deck, under the bridge; two capacious holds took up the space between her engine room, aft, and the crews quarters in the foc's'le. She was well-suited for the carriage of general goods, mail and empty barrels, her main cargo for the Magdalens. On the return voyage from the islands, those

the traffic alone, until the subsidy ran out in 1908. There may have been some concern as to her capabilities at this time; although the company was awarded the subsidy again, the amount had been reduced to a total of \$15,000; more to the point, the term had been reduced to one year. Among the provisions were the following:

"Ports of Call

1. the contractor will at the earliest opening of navigation in the present

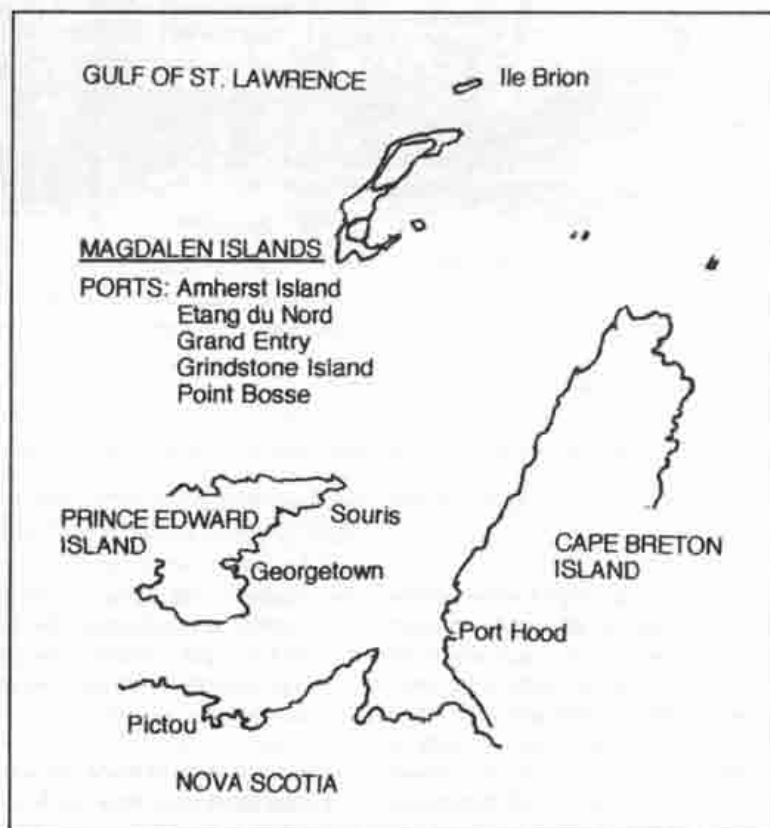
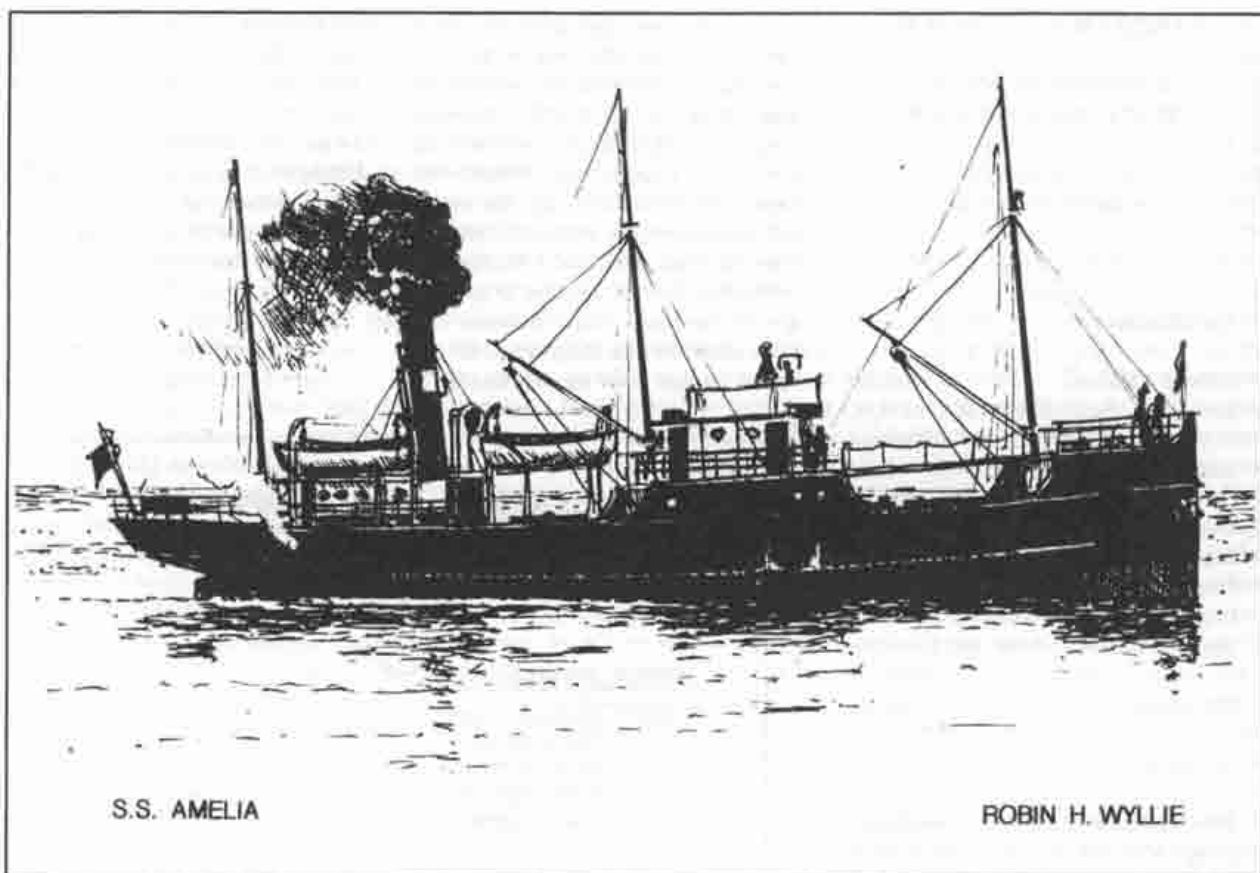


Fig. 1: *Amelia's* ports of calls in 1908.

same barrels would be filled with fish.

In 1903, the Magdalen Island Steamship Co. was awarded a five-year government subsidy of \$10,000 per annum. All went well until 1905, when *Amelia's* running mate, the old wooden *Lunenburg*, went ashore on Amherst Island and broke up with the loss of eleven lives, including that of R.J. Leslie. Under the command of Captain Burns, *Amelia* appears to have handled

year, that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamer *Amelia* on the route between Pictou in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will for one year carry on and maintain by means of the said steamers (*sic*), in manner hereafter provided, a regular semi-weekly service, making each week



S.S. AMELIA

ROBIN H. WYLLIE

Fig. 2: SS Amelia from photographs in the Public Archives of Prince Edward Island and The Adamson-Robertson Collection, University of Glasgow

two full round trips between Pictou and the Islands aforesaid and return calling on each trip each way at the railway wharf at Souris in the province of Prince Edward Island; and at ports in the Magdalen Islands as follows: - On all trips at Amherst Island, Point Bosse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during the months of June, July, August, September next following the date of the contract at Bryan Island (sic); and in case and whenever weather will not permit the landing of the mails at Etang du Nord, the contractor shall land from the said steamers (sic) for House Harbour and Etang du Nord at Grindstone island, and the steamers (sic) shall remain there long enough to allow the mails to be carried to House

Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct."

The service was to be operated as long as Magdalen ports remained free of ice and had to be continued out of "some port in Cape Breton," usually Port Hood, should Pictou Harbour freeze up before this.

When you consider that this was a 290-mile round trip, 390 miles when the Brion Island stop was included, and *Amelia's* top speed was 11 knots, it must have made for a long hard week for her crew. The vessel left Pictou on Mondays and Thursdays, spent the following day unloading and loading at island ports and returned on Wednesdays and Saturdays. In 1907—a typical year—the vessel steamed 18,760 miles

making fifty-eight round trips to the islands, carried 880 passengers and 5,900 tons of freight.

It cannot be determined whether the profit margin was too low, or whether the company failed to meet the terms of their contract. What is clear is that in 1909 the contract was awarded to William McLure. The vessels used by McLure were, according to Frederic Landry, the *Daisy* (of which little is known) and then the *Lady Sybil*.

What happened to *Amelia* during this period is not known, except that the 1914 *Steamboat Inspection Report* shows her as having gone uninspected on account of being laid up. McLure retained the subsidy until 1916, when the Magdalen Islands Steamship Co. somehow managed to get it back. *Amelia* was pressed into service and remained on the route until 1917, when

the Borden government came to power. The following year the subsidy was awarded to J.B. Farquhar and Co.

In 1918, the sturdy little *Amelia* was sold to a J. Foster. Her new owner may have attempted to operate the vessel on her former route, under the command of Captain D. Kerr. However, the venture appears to have met with little success. It would have been pointless, on account of the post-war glut of vessels on the market, to try and sell the *Amelia* on this side of the Atlantic. It was, however, another story in Britain, where coastal shipping had been decimated by war-time losses. 1921 therefore found the vessel back in the fish-carrying business, this time owned and registered at Kirkwall in the Orkney Islands.

Amelia's subsequent history is not known, but it would be interesting to learn the fate of this little steel coaster, which, her holds no doubt crammed with coal, had twice managed to cross the Atlantic under her own power.

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Special thanks to Byron Clark of Leslie, Magdalen Islands and Graham McBride, Maritime Museum of the Atlantic for their help in tying up loose ends.

FLOATING HERITAGE WEST & NORTH

By John MacFarlane
Port Alberni, British Columbia

Not all of Canada's floating heritage is now found close to the places where their significance and importance was originally acquired. The *North Star* of Herschel Island is now a familiar sight in Victoria's Inner Harbour. Her white hull and ship-rig is often a point of interest to all who see her. But few shipwatchers know of the fascinating life she led far from Victoria or the direct link to the past history and development of the Western Canadian Arctic she represents.

Arctic whaling petered out quickly in the Arctic at the beginning of the twentieth century with the conspicuous over-harvesting of the bowhead whale in Alaskan and Canadian waters by steam whalers. Some of the sharper whaling skippers were already carrying trade goods and carrying on a vigorous ship-based fur and ivory trading business as a sideline to the voyage. The first vessels to come into the Arctic for this use were actual sailing schooners. When the local Inuit made inquiries about these vessels, the Europeans to whom they spoke kept referring to "schooners" so that through Inuit eyes, every vessel built of wood and big enough to have a deck was a schooner regardless of rig. Even though most of them were sloops they became known collectively to all Inuit as Arctic schooners or Eskimo trading schooners. There were thirty to forty of these small privately owned so-called Eskimo schooners. Most had just one mast which could carry a steading sail or in a pinch propel the vessel downwind.

From about 1910 to about 1980 nearly all the transportation in the Western

Arctic was done by private individuals in small vessels. Some years the waters are so filled with ice it is impossible to travel, while other years there are large leads in the ice allowing long distance travel. Marine transportation was very important because it was the only way to bring in supplies needed to support people living in settlements year-round. Some of the prosperous trappers who owned their own boats did a little trading as well. They were able to trade for fur from trappers who would come in once a month to visit their boats to obtain extra supplies. Later they would sell the furs which they had traded along with the ones they had trapped themselves. Any industrious hard-working Arctic trapper needed his own transportation in order to become more mobile and able to visit different areas of the Arctic coast, as when they would travel from Herschel Island to the white Arctic fox territory in the Western Arctic (basically Banks Island, Victoria Island and areas on the mainland coast near Bathurst Inlet, Pelly River, Coppermine etc.)

These vessels were filled with trapping and living supplies each spring when the trappers would head out to their traplines. They usually had their entire family with them. The bigger vessels, like the *North Star* of Herschel Island, would have three or four families on board, sharing in the expenses of the voyage. They would fan out from Herschel Island travelling eastward to Horton River, Cape Parry, Banks Island, Victoria Island, Coppermine, Bathurst Inlet, Cambridge Bay, Gjoa Haven, Pelly River and Spence Bay. In these areas they would establish traplines which might change from year to year depending on ice conditions.

These schooners were specially adapted to Arctic Ocean service. Most had double planking with Irish ship's felt in between the plankings. The outer planking was usually Australian ironbark, also called Australian greenheart. This wood is very tough and could work in ice and could tolerate being frozen-in during winters when the owners failed for some reason to get the vessels out of the water in time. The ship's felt

was important because single wood planking with caulking could not tolerate the freezing action in the wintertime. The freezing would force out the caulking every winter and the vessel would sink on launching in the spring. This happened several times until the use of ship's felt was adopted to avoid that problem.

Few of these vessels now survive though several lay beached in the north and are unlikely to sail again.

Suggestions for further reading:

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THE TITANIC EXHIBIT: A BRIEF REVIEW

By Eric Ruff, Director/Curator
Yarmouth County Museum & Archives
Yarmouth, Nova Scotia

Several days before leaving for a fall

holiday in England my wife noticed in the Halifax paper a story which indicated that the "Wreck of the Titanic" exhibit was scheduled to open at the National Maritime Museum (NMM) in Greenwich. In spite of the controversy at recent International Congress of Maritime Museums (ICMM) meetings (as reported in recent issues of *ARGONAUTA*) I felt compelled to visit the exhibit — although the urge to boycott did cross my mind. I felt that an opportunity had presented itself and must be taken when offered.

On our first full day in London my wife, a friend and I travelled to Greenwich via the Dockland Railway and the pedestrian tunnel below the Thames (both are unique in London transportation systems). After visiting the *Cutty Sark*, which I had not done for twenty years, although I do go down into her dry dock and look at her lines every time I'm in the neighbourhood, we walked to the main entrance of the National Maritime Museum only to learn that the Titanic Exhibit was not open to the public until the following day. (We all know that you can't believe everything that is in the paper!) Not to be undone I was telephoning a colleague "upstairs" when another friendly face from the last ICMM conference appeared in the lobby. A quick explanation of the problem and we were into the exhibit which had been "officially" opened a couple of hours earlier but was closed to the public until after a reception for various Titanic Societies, authors, etc., that evening. It was obviously the best way to see the exhibit — without the crowds of the official opening and without "the masses" of the general public.

The exhibit was well done. It differed from previous *Titanic* exhibits, including a recent one put together by the Ulster Folk and Transport Museum, in that this exhibit had artifacts from the *Titanic* itself — items retrieved from the wreck site. These included part of an engine room telegraph, a steam whistle from one of the funnels, crockery, personal items such as a wallet containing paper money, a shaving brush and a large lump of coal — probably some

forty or fifty artifacts in all (perhaps more — I didn't count them).

These artifacts were not, in my estimation, the best part of the Exhibit. That honour went to the models of the wreck — they were superb. One very large diorama contained a ten-foot plus model showing the two main parts of the wreck and illustrating how the bow section had ploughed a "hill" into the bottom on impact. The viewer looked down onto this eerie scene while leaning over a ship's rail, a nice touch, though one that was probably lost on many visitors.

Much to the credit of the National Maritime Museum, the controversy surrounding this exhibit was not ignored. A video loop featured a clip from the Northern Ireland television talk show "Anderson on the Box" with interviews of Stephen Deuchar of the exhibits department at NMM and Una Reilly of the Ulster Titanic Society. Reilly was opposed to the exhibit and called the artifacts "grave goods" while Deuchar said it was "the most important shipwreck in the world" and that this exhibit was "the best way to show social history." A survivor, Eva Hart, was then interviewed; she disagreed with the idea of the exhibit but diplomatically said that if it was to be done, then "the National Maritime Museum were the people to do it."

Another video showed computer-generated visuals of the ship sinking, breaking and plummeting to the bottom. This video made the explicit point that the artifacts in the exhibit were retrieved from the "debris field" and not from the wreck itself. (This statement alone, to me, meant that if the wreck itself was not violated, then the arguments of the underwater archaeologists are mostly invalid — their arguments mainly concerned unscientific ripping apart of a wreck to salvage the contents. There is, of course, much more to it than this simplified statement.)

My main arguments about the exhibit relate to the artifacts themselves. Why bother? Take the shaving brush for example. To conserve this brush the

French government (which, I understand, did much of the conservation and restoration work) probably spent the equivalent of hundreds if not thousands of dollars. Almost any small town museum has a similar brush in its collection. What do we learn about social history from this particular brush? The fact that this brush comes from the *Titanic* makes it special, but...! The china plates, with the ship's insignia are, I reluctantly admit, more unique.

The artifact restoration process was described in detail and would be a good learning experience for some, although not being scientifically inclined I was bored by the explanations.

The controversial aspect of the exhibit reappeared near the end of the exhibit, in the form of eight quotations. I was pleased to see one from the International Congress of Maritime Museums: "Museums should not exhibit artefacts from commercially exploited archaeological or historic sites." Another, by Martin Dean of the Archaeological Diving Unit, said "This is just trophy hunting..." Dr. Robert Ballard, discoverer of the *Titanic* site, was also quoted: "I am proposing that any future revisits to the *Titanic* which would involve deep diving submersibles dedicate a portion of their diving time to carefully recording and recovering those delicate items lying outside the hull of the ship itself. The artefacts recovered should be used to create a museum."

In this area of the exhibit three computer screens asked for the visitors' thoughts on the controversy — a brave move by the exhibit coordinators. Several questions were asked, each requiring "yes" or "no" answers. Instantly the screen indicated the numbers of visitors surveyed and the results thus far. While I voted against the exhibit on many questions I was in the minority. I predict that the public in general will support the idea of the exhibit.

I have two final comments which must be said. (Remember firstly that the artifacts were recovered as a commercial venture and secondly that museums

too need money to operate.) At the very close of the exhibit a film clip showed a salvage vessel hoisting aboard large pieces of coal. My guess is that the coal will become *Titanic* jewellery, and that salvage costs may be recouped from sale of such items. The large lobby of the National Maritime Museum is usually taken up with an excellent museum shop selling the usual souvenirs and a marvellous selection of nautical books. But on this occasion the shop was temporarily crammed into a little corner by the cloakrooms and replaced with a *Titanic* shop selling nothing but *Titanic*-related hats, tee-shirts, souvenirs (many of quality), postcards and a wide selection of books on the subject. I found this somewhat disappointing.

The exhibit itself had shown some interesting artifacts, superb models, both sides of a major controversy and was thought-provoking. In short, the museum had succeeded in its aim.

RESEARCH REPORT

REPORT ON THE FALKLAND ISLANDS EXPEDITION

by Claire Ryan and Bob Elliott
New Brunswick Museum,
Saint John, New Brunswick

A five-member expedition team representing the New Brunswick Museum was in Stanley, the Falkland Islands, in January and February, 1994 to record the ship *Egeria*, built in Saint John in 1859 by Thomas Edward Millidge. Resting in Stanley Harbour, the stern section of the *Egeria* is the most complete remnant of a nineteenth century New Brunswick merchant vessel located to date. This chance survival into the present era has preserved valuable information concerning shipbuilding techniques not recorded in contemporary documentary sources, such as Lloyd's survey reports, nineteenth-century photographs and ship portraits.

"It proved timely indeed that the expedition took place in 1994," says Bob Elliott, expedition member and museum curator. "We discovered that the wooden hulks of Stanley Harbour are

deteriorating at an alarming rate." Eric Lawson, a New Brunswick Museum Research Associate, gathered a significant amount of information during two previous visits to Stanley in 1984 and 1988. However, he was then on his own with limited equipment and was unable to record all features of the vessel. During the team's stay in Stanley, photogrammetry, a stereo photography recording technique, was used to survey the stern section of the *Egeria*, the most complete portion of the vessel remaining, amounting to approximately one third of the vessel's original length. The federal contribution of photogrammetric services was vital to the expedition as information gathered using this technique will be analyzed by computer in Ottawa to reproduce the lines of the *Egeria*'s stern. Where photogrammetry was not possible, in parts of the bow and mid-section located below a jetty, visual inspections were conducted. The vessel was also documented through the use of 35 mm photography, video recording, detailed measurements and the collection of wood samples for later analysis. The hulk was also examined to determine how long it might be expected to last.

While analysis of the data acquired will continue into the future, several findings are worthy of mention. The most interesting discovery was made in the *Egeria*'s 'tween deck, the deck located between the hold and the main deck. It was noted that the 'tween deck iron hanging knees, L-shaped metal reinforcements located below the main deck beams, were bolted in place after the installation of the main deck. The bolts had not only been driven through holes in the iron knees and main deck beams, they also ran through the planking of the main deck. This is an unusual occurrence as the expected procedure was to fasten a vessel's knees in position prior to the installation of decking. Another unexpected feature was the use of several narrow boards in the 'tween deck ceiling, the interior planking of the hull. While it is believed that the normal practice was to install full width planks (4-5"), several boards of much narrower dimension (a maximum of 2") were located. Only

additional research will reveal whether this procedure was commonly applied when it did not affect the structural integrity of a vessel or whether it was a builder's cost-cutting measure to maximize profit.

The most alarming discovery was the amount of deterioration which has occurred to the hull over the last five years. The submerged sections of the *Egeria*, as well as the other wooden hulks of Stanley, have experienced tremendous damage. The damage was most apparent along the tidal zone

where wave action created by passing vessels has harmed the planking. However, there are a number of other factors at work causing deterioration. Of these, the most worrisome is the introduction of a species of marine worm that feasts on submerged planks and frames. A length of worm-infested planking was transported to Ottawa for proper analysis.

The information gathered from the expedition will be put to a number of uses. The *Egeria* survey will preserve structural and construction data which can be used by marine historians long after the vessel's demise. The mission has assumed even greater importance than originally envisioned as the present owners of the hulk continue to use the *Egeria* for storage and modify the ship's original structure. Prior to the

team's arrival, the Falkland Islands Company filled a portion of the hull with stone and capped this with a concrete pad. This will probably be the last chance to document a significant portion of the *Egeria*'s hull and thus preserve its structural information. Besides examining the data from this expedition, the New Brunswick Museum plans to display the information and visual material in a section of the Museum's permanent maritime history gallery. Expedition material will also find its way into a variety of public lectures and media presentations, the



Fig. 3: The stern section of the *Egeria* in January 1994

Photo courtesy of the New Brunswick Museum, Saint John, N.B.

most ambitious being the proposed production of a professionally edited video for national broadcast and adaptation for use in various educational programs. Some of the data gathered will appear in a publication by Eric Lawson which examines the shipbuilding career of the Thomas Millidge family and features the *Egeria*.

While in Stanley the team also examined the American packet ship *Charles Cooper*, which was launched in 1856. This was requested by His Excellency

the Governor, Mr. David Tatham, whose Falkland Islands Government was most generous in its support of the expedition. The team also examined the remains of the Miramichi-built barque *Actaeon*, launched in 1838. Although little of this vessel remains, a portion of the bow still rises above water. While photogrammetric recording was not practical for this remnant, the *Actaeon* was photographed and recorded on video. Similarly photographs were taken of the Nova Scotia-built barque *Margaret*, the oldest Canadian-built vessel in the Falkland Islands,

constructed in 1836. Although the team did not survey the other hulks scattered around Stanley Harbour, both video and photographic records were made. The Military and Strategic Studies Program of the University of New Brunswick provided financial support which permitted

one member of the team to visit the Canadian-built World War II mine-sweeper, *Protector III*, beached on New Island. Completed in 1943 at Port Greville, Nova Scotia, *Protector III* was towed to Saint John in 1942 where a Fairbanks-Morse engine was installed prior to her transfer to the Royal Navy. An opportunity to visit the remains of the New Brunswick-built ship *Star of Brunswick*, launched at Saint John in 1861 and wrecked on the Falklands in 1881, was provided to Bob Elliot and Eric Lawson through the generosity of

Mr. and Mrs. Terry Spruce of Stanley. This weekend trip also permitted the stern section of a Stockton-built, iron-hulled barque, *Craigie Lea*, to be photographed.

The contribution of federal agencies (Parks Canada and Public Works) was crucial to the expedition's success. The addition of marine engineer Alex Barbour and photogrammetric specialist John A. Bell to the team provided much needed expertise. Ottawa also made a significant financial contribution towards the Falkland Islands expedition and provided specialized survey equipment at no cost to the Province.

ARGONAUTA NEWS

MARITIME AWARDS SOCIETY OF CANADA SCHOLARSHIP

Fraser James Moore Davidson, who is pursuing a doctorate in physics, has been named as the second recipient of the Maritime Awards Society of Canada (MASC) Graduate Scholarship at Memorial University of Newfoundland. Davidson, who recently completed an MSc in physical oceanography at MUN, plans to write a dissertation on the effect of the ocean environment of the Newfoundland Shelf on fish breeding and dispersion. MASC, which currently awards graduate fellowships at the University of Victoria and Memorial, has an agreement of affiliation with CNRS.

SCHOLARSHIPS IN NAVAL ARCHITECTURE AND MARINE ENGINEERING

Scholarships in both the graduate and undergraduate levels are again being provided by The Society of Naval Architects and Marine Engineers to encourage men and women to pursue studies in the naval architectural, marine engineering or closely related fields such as ocean engineering. Only United States or Canadian citizens are eligible.

Ship operating and shipbuilding companies, affiliated trades and universities, located in all sections of the country have been notified of the avail-

ability of these graduate scholarships. Applications for this program for the Fall of 1995 may be obtained from Society headquarters; the completed application should be submitted to: Mr. Francis M. Cagliari, Executive Director of the Society, 601 Pavonia Avenue, Jersey City, NJ 07306, USA before the closing date of 1 February, 1995.

Factors considered in making the selection include scholastic ability, the candidate's capacity to pursue advanced study, ambition, personality and other qualities indicative of productive leadership status in the marine industry. For at least one scholarship, emphasis will be placed on recent employment of at least five years in the marine field as a factor for selection.

In addition to the Graduate Program, several undergraduate scholarships of \$1,000 each are made available by the Society at Massachusetts Institute of Technology, the University of Michigan, State University of New York Maritime College, Florida Atlantic University, University of New Orleans, Memorial University of Newfoundland, Texas A&M University (College Station) and Virginia Polytechnic Institute. Grants-in-Aid are made available at the University of California at Berkeley. Also, Webb Institute of Naval Architecture provides a tuition-free education to all undergraduate students. Recognizing this fact, the Society supports the Webb program with annual contributions, bringing Webb indirectly into the scholarship program.

Those interested should contact the above institutions directly and not the Society, since nominations for Society undergraduate funds have been assigned to them. All recipients of undergraduate scholarships will be subject to the approval of the Scholarships Committee of the Society.

ESTONIA SINKING PROMPTS SAFETY REVIEW

Who can forget the night of 27 September, 1994 when the ro-ro passenger ferry *Estonia*, sailing across the Baltic

Sea from Tallin to Stockholm, sank in rough weather? More than 900 people died. Subsequent investigation revealed that the bow doors of the ferry had been dislocated by huge waves and torn away from the trunk. The auto-deck was flooded, making the ship uncontrollable and eventually causing it to list and sink. This tragedy resulted in a series of severe inspections of similar ro-ro vessels in Baltic service and a number of hurried improvements to bow door fittings. At the same time, the Society of Naval Architects and Marine Engineers established an *ad hoc* panel to assess the level of safety of the North American ro-ro passenger ferry fleet. The panel is charged with developing specific recommendations for enhancing ro-ro passenger ferry safety. The panel held its kickoff meeting in New Orleans on 17 November, 1994 under the chairmanship of Bruce Hutchinson. Several distinguished members of the marine community addressed the panel, including President Kime and Mr. Ivar Manum of the Norwegian Maritime Directorate. During the meeting, the panel identified several tasks to be completed. Major tasks assigned to panel members include evaluating the stability characteristics of the major North American ferry fleets, reviewing the existing literature on ro-ro passenger vessel stability and studying the role of the human element in ro-ro passenger vessel safety. The results of this study will provide valuable technical and economic information to the members of the Society, the public and national/international policy making bodies. Sadly, it has taken the loss of so many lives to ensure better safety for those working and travelling at sea.

FRENCH ARCHIVES TO MOVE COLONIAL FONDS

The "Fonds Anciens Colonies" is being transferred from the Archives nationales in Paris to the Centre des Archives d'Outre-Mer at Aix-en-Provence. The move will be made in stages, beginning 14 November, 1995. Microfilms of the series A, B, and C will be available at the C.A.R.A.N. in Paris, excepting CC/9, which will be microfilmed in

1995 as will numerous other items and series, particularly D and F. The Centre in Aix will, upon written request, dispatch photocopies of *états de service* contained in individual dossiers in the series E.

Although the new arrangement may be more congenial in terms of climate and ambience, it will undoubtedly complicate matters for researcher who need to work in both colonial and metropolitan series.

UPDATE:

MARINE HERITAGE DATABASE

A year ago we reported on the efforts of the maritime heritage organization *Save Ontario Shipwrecks (SOS)* to establish a marine history database – a central repository of shipwreck information that could be made available to the sport diving community, in the firm conviction that users of such a database would be more inclined to help protect our underwater heritage. The database would include everything anyone ever wanted to know about shipwrecks and marine heritage of the Great Lakes. Recently, in the Winter 1994 issue of *SOS NEWSLETTER*, an article by Barry Lyons provided an update about the database project.

One of the initial ideas had been to develop an artifact database. It was recognized that divers during the early years of the sport had removed countless artifacts from shipwreck sites in their hunt for souvenirs. Many of these artifacts had found their way into the basements and garages of the diving public. Although diver education has reversed this trend, it was felt that the information associated with these artifacts might be lost forever. Other artifacts were donated to various museums without a common information base. Since such artifacts are critical to understanding our past, it was believed that an artifact database would capture some of this information before it was irretrievably lost. An earlier effort which involved the Museum of Science and Technology in Ottawa to establish a similar artifacts database failed because of a general lack of response

from the diving community to the project's invitation, through a voluntary questionnaire, to provide information for the database on descriptions of artifacts and their sources. However, now that personal computers have become much more affordable and widespread, the time seemed ripe to try again.

It was decided that a prototype database would be developed for demonstration at *Underwater Canada* in 1993. This prototype would not simply report shipwreck locations and histories but would be a marine heritage resource centre, providing the public with access to information on a broad range of marine heritage questions. Specifically, the prototype included seven modules: a bibliography of marine heritage publications; contact addresses and phone numbers of experts in the marine heritage community; a glossary of nautical shipwreck terms; a photograph archive; a map section; an artifact database; and a shipwreck module. Interest in the prototype was overwhelming, but few individuals were willing to devote the amount of time required to build the information base that was critical to the success of the project. Consequently, the database changed very little during this period.

Meanwhile, the Windsor chapter of SOS was spearheading another landmark initiative which would form linkages between marine heritage conservation and diving tourism. Consultants hired to investigate the extent of the marine heritage resource were required to provide the data in a format suitable for inclusion in the SOS database. This resulted in the accumulation of a wealth of information on the marine heritage of the western basin of Lake Erie that is now stored in the database. SOS next applied for funding through the federal Access to Archaeology Program of the Department of Canadian Heritage. This funding could only be used to make capital purchases, such as computing equipment and software. Consequently, two summer students were hired in Sault Ste. Marie and in Windsor, first through the Employment and Immigration Canada's (EIC)

SEED program and later through EIC's Best Matches programme, to enter data into the system.

In conclusion, the project is now underway; equipment has been purchased and the challenging task of entering information into the database has begun. Ultimately, however, the future and direction of this project depends on input by the public. Therefore, anyone interested in helping with the database or learning more about it should contact: Barry Lyons, 14 Muriel Drive, Sault Ste. Marie, Ontario P6A 6X4 (tel: 705-759-5134).

SHIPWRECK AMNESTY IN AUSTRALIA

One of our Australian members, Mark Howard, writes to tell us about the recent shipwreck amnesty in his country. A recent national shipwrecks amnesty in Australia was judged a success after it resulted in the discovery of a number of new wreck sites that might not otherwise have been found. Under the Australian federal government's Historic Shipwrecks Act of 1976, the discovery of an underwater wreck site more than seventy-five years-old must be reported to the appropriate state authorities. Failure to do so can result in fines of A\$ 5000 for individuals and A\$ 25,000 for companies. The purpose of the wreck amnesty was to allow those who had discovered such wreck sites, but who had not yet reported their location, to come forward without fear of prosecution. The divers concerned were also encouraged to donate items taken from these sites to museums; they were nevertheless allowed to retain "custody" of such finds after they had been recorded by the maritime archaeology units in the state concerned. The response to the offer was slow to begin with but toward the end of the amnesty period there was a rush of reports that encouraged the extension of the deadline from October 1993 to March 1994. The net result of the programme was the discovery of about thirty previously unknown wreck sites. Even with these new reports, the locations of only about twelve percent of Australia's 5000 or

so shipwreck sites are currently known.

A CAUTIONARY TALE (I)

The oldest surviving ship on the Great Lakes is no more. In a letter to the editor of *Inland Seas*, Ellis Mercier of Oconto Falls, Wisconsin reported that in May of last year, the 105-foot, 218-ton schooner, *Alvin Clark* was demolished to make way for a parking lot to service a new marina. In 1981 the Coast Guard's Merchant Vessel Documentation Division had verified that the *Alvin Clark* was the oldest Great Lakes ship in existence and the oldest known floating merchant ship in the world. The ancient schooner, launched in 1846, sank in a storm off Chambers Island in Green Bay in 1864. In 1969 the wreck, in near-perfect condition, was raised and brought to Menominee, Michigan, where her salvor, Frank Hoffman, a diver and marina operator, hoped to make the vessel a major tourist attraction or at least inspire a preservation effort. But there was no interest, and exposure to elements above the water led quickly to the ship's total decay. It is a sobering reminder that good intentions and a dream are simply not enough in this day and age to preserve our underwater heritage. Like many other Great Lakes wrecks, the *Alvin Clark* was in a better state of preservation on the bottom than at the surface, yet the temptation to salvage so perfect a wreck proved irresistible.

And such temptations will continue to arise. The latest issue of the newsletter of the Association for Great Lakes Maritime History reports that this past summer, researchers aboard the research vessel *Edwin Link* found a nearly intact nineteenth-century sailing schooner in 180 feet of water near Port Dover, Ontario. The wreck is unique because its two 84-foot masts are still intact and in standing position. Will this wreck survive much longer, now that its position is known? Until we can approach such opportunities for marine preservation with better knowledge, technology and widespread support, perhaps that's where this latest find should remain, and the *Alvin Clark* should have remained. As Mr. Mercier

remarked in the conclusion of his letter, "It is a great thrill to be the first diver on a wreck like this [but] I believe they should be left undisturbed for others to see."

A CAUTIONARY TALE (II)

A recent issue of *Steamboat Bill* reports that the former Canadian Coast Guard vessel *Edward Cornwallis* has been sold for scrapping at Port Maitland, Ontario following an attempt to serve as a floating restaurant at Cobourg on Lake Ontario under the name *Edward*. The ship dated to 1949 and was retired in 1986. The enthusiasm to preserve ships of many types and to find other uses for them, is understandable. How often have we read or heard about a group trying to raise money to rescue and preserve a warship otherwise destined for the scrap yard, or a historic freighter, or, in this case, a Coast Guard vessel? Unfortunately, the costs of such ventures goes far beyond the price of acquisition and restoration or conversion; maintenance costs, insurance costs, operating costs can all be unexpectedly horrendous. Thus, over in Cleveland, Ohio, the future of the Great Lakes bulk freighter *SS William G. Mather* (built in 1925 in River Rouge, Michigan) is in doubt because its present owners, the Great Lakes Historical Society, are threatened by the loss of the vessel's berth and have few prospects for another berth large enough for the 601-foot vessel. Nor is government funding necessarily the answer. According to a recent issue of *Sea History Gazette*, restoration work on the battleship *Texas*, which served in both world wars, has been put on hold indefinitely because the Texas Parks and Wildlife Department has decided that, with the most vital repairs to the hull now complete, scarce funding must go to other repair projects with a higher priority. Channing Zucker, executive director of the Historic Naval Ships Association, has therefore recommended that folks who are interested in saving the *Texas* must work on new, innovative fundraising methods to replace state money. Yet, even if those efforts succeed and *Texas* survives, what of all the other projects

and deserving ships and vessels? There is simply not enough money to save them all. A few examples of representative ship types well preserved are worth more in the long run than a whole lot of well-intentioned efforts that compete for limited funds and ultimately end in failure.

NATIONAL CANAL MUSEUM

According to the *Sea History Gazette*, efforts to establish a National Canal Museum in the United States have taken a momentous leap forward with the release of Pennsylvania Capital Redevelopment funds for Two Rivers Landing, a new cultural centre within the City of Easton, on the Delaware River north of Philadelphia. The Canal Museum will relocate to a new enlarged facility to be shared with the new Crayola Visitors Center and the new National Heritage Corridor Visitors Center. The National Canal Museum exhibit area, collection storage and exhibit fabrication, offices, library and archives will occupy 14,400 sq. ft. of Two Rivers Landing.

AMISTAD REPLICA PROJECT

Sea History Gazette also reports that the State of Connecticut has committed some \$2.5 million in state bonding funds for the construction of a replica of the *Amistad*, a Baltimore schooner owned in Cuba in the 1830s. In 1839 it was transporting more than fifty Africans, destined for slavery, from Havana to another Cuban port when the Africans took over the vessel and forced the crew to make passage for Africa. However, each night the Cubans turned the *Amistad* north and west. After weeks at sea steering conflicting courses, the vessel was taken by the US brig *Washington* off Montauk Point, New York. A series of legal battles ensued and the case became a focal point for the burgeoning abolitionist movement in the US. The Africans were subsequently released and returned to Africa.

The project to build a replica of the *Amistad*, under the title "Amistad America," will be run by the Connecti-

cut Afro-American Historical Society and Mystic Seaport Museum, which is constructing the vessel. This is a new step for Mystic's shipyard; although they have restored many vessels of all descriptions, this will be the first built from scratch. The construction phase is not expected to begin before 1996. When completed, the ship will spend time at Mystic and New Haven, but will also travel extensively as a sailing museum exhibit.

UNESCO SLAVE ROUTE

UNESCO has recently approved a ten-year project entitled the "Slave Route" to stimulate further research into the history of slavery in Africa, the Americas and Europe. The project will also encourage preservation of historic monuments, including research and preservation of slave ship wreck sites. For information, contact M. Doudou Diene, UNESCO, 7 Place de Fontenay, 75353 Paris 07-SP, France.

EARLIEST SLAVER EVER FOUND

When the UNESCO "slave route" project is finally completed, one wreck that will undoubtedly figure prominently will be that of the *Henrietta Marie*. According to the February issue of *National Geographic*, this is the earliest and only slave-ship to be identified and properly excavated by nautical archaeologists thus far. The *Henrietta Marie* was an English ship engaged in a classic triangular trade pattern in 1700 — from England with trade goods to West Africa where a cargo of slaves was picked up for transportation to Jamaica; there the ship received its final cargo of sugar and cotton, only to founder in a storm off the Florida Keys. Salvager Mel Fisher found the wreck in 1972. Then, in the early 1980s, an excavation led by David Moore brought up muskets, ivory tusks, trade beads, and scores of iron shackles for adults and children. The ship's bell inscribed with its name led Moore to *Henrietta Marie*'s historic records.

END OF AN ERA

The *Stella Desgagnés*, the last of the

canal-sized bulk freighters on the Great Lakes, was sold in 1993 to foreign operators, thereby bringing to an end the era of pre-Seaway shipping on the St. Lawrence River. Familiar to many by its previous names, *Tecumseh* and *New York News*, the vessel had been idle at Montreal since September 1992. According to *Steamboat Bill*, the new owners, Beam Shipping, registered the ship in Panama in 1993 under the name *Beam Beginner*, but were unable to proceed very far because of ice damage incurred last winter, forcing the vessel to tie up at Trois Rivières.

U.S. UNDERWATER ARCHAEOLOGY PROGRAM

The Naval Historical Center in Washington, DC continues to develop its management program for naval shipwrecks and submerged aircraft. To date the NHC program has drafted a submerged resources management plan, initiated a comprehensive global inventory of over 2,000 shipwrecks, and funded projects involving underwater archaeological investigations of Navy wrecks and conservation of Navy artifacts from underwater sites. Last June the NHC also appointed Dave Whipple as Aviation Coordinator to develop a strategy for effectively managing its historic aircraft wreck sites.

The program continued working toward its goal of creating a comprehensive inventory of U.S. naval shipwrecks. Database manager Hallie Brooker drafted documents on issues related to management of the database, including a preliminary policy regarding public disclosure of wreck locations and standard terminologies for vessel type, use, cause of loss, disposition, and location. Under the guidance of the NHC's underwater archaeology program, surveys were conducted on several Navy shipwrecks last summer. In Maine, an archaeological expedition led by Dr. Warren Reiss and comprised of students and faculty of the Maine Maritime Academy and Massachusetts Institute of Technology surveyed the Penobscot Bay in search of the wreckage of the colonial fleet lost there in 1779. The Civil War shipwreck, USS *Tulip*,

a tug and gunboat, was relocated in May by the Maryland Historical Trust's underwater archaeologist Bruce Thompson with the aid of local divers. *Tulip* sank in Maryland waters after the starboard boiler exploded, tearing the ship apart and killing most of the fifty-seven-man crew. A number of important artifacts, taken by divers, have recently been returned to the Navy. Though the archaeological provenance of the artifacts was lost when the site was looted, they still provide a wealth of information about life on the *Tulip*, and her provisioning and equipment.

On-going NHC projects concerning other Navy shipwrecks involve the drafting and implementation of plans for the management and protection of important Navy shipwrecks such as USS *Tecumseh* in Mobile Bay, Alabama, and USS *Cumberland* and CSS *Florida* in Hampton Roads, Virginia. A new initiative in the program is the development of partnerships with several state historic preservation offices and universities. Using DoD Legacy Resource Management Program funding, the states of Vermont, Maryland, Texas, Florida, and North Carolina, in cooperation with the Navy, will survey and monitor naval shipwreck sites in the waters of those states. Over the next fiscal year these projects are expected to promote preservation, management, and research in these areas. The NHC hopes to implement similar projects with other states.

NAUTICAL ARCHAEOLOGY — UNDERWATER...

The French conservation laboratory *Archéolyse International*, which has been treating artifacts recovered from the remains of the CSS *Alabama* near Cherbourg, is now treating the unique 7-inch Blakely muzzle-loading rifle cannon. The weight of the cannon is 3200 kg (3.5 tons) and is complete with its pivot, wrought iron fittings and brass tracks. The cannon was loaded with a 100 lb. shell when *Alabama* sank in June, 1864. The brass fuse is plainly visible and a special tool is being made to unscrew it. Removal of the projectile is necessary before the

cannon can be treated.

Elsewhere last summer, at the foot of Duart Castle on the Isle of Mull, archaeologists have been working on the remains of a Cromwellian shipwreck (ca. 1653). A corrosion assessment was made of five cannon and an anchor.

...AND UNDERGROUND!

This past summer the US Army Corps of Engineers was scheduled to begin excavating the wreck of the Civil War ironclad USS *Eastport*, which was found lying underground on the west bank of the Red River near Montgomery, Louisiana. According to a story in *Steamboat Bill* (Summer 1994), the 700-ton, 280-foot ironclad began its career as a sidewheel packet in 1852, and was then taken over by Confederate forces for military purposes. Captured by Union forces in 1862, the steamboat was converted into an ironclad gunboat, complete with two 100-pounder Parrott rifles, four 9-inch Dahlgren shell guns, two 50-pounder Dahlgren rifles, and a crew of 150. While serving with Porter's expedition up the Red River in April 1864, the vessel was partially sunk by a torpedo (mine) explosion. To prevent capture by the enemy, the gunboat was stripped and then destroyed. The course of the Red River subsequently shifted considerably, so that when the remains of the ironclad were discovered, they were a fair distance inland and fifty feet below the surface. A \$150,000 contract was awarded to Northwestern State University of Louisiana to study, catalog, and preserve artifacts recovered from this wreck and that of another, the sidewheel steam packet *Edward F. Dix* which snagged the wreck of the *Eastport* in 1865 and sank at the same point.

PROGRESS AGAINST POLLUTION

According to an item in a recent issue of *Inland Seas*, there is evidence that progress is being made in the battle against the chemical pollution of the Great Lakes. During a three-day conference held in Detroit last spring, scientists reported that concentrations

of chemicals in residents' bodies and in the environment across the Great Lakes region have dropped sharply since many toxic compounds were banned in the 1970s and tens of billions of dollars were spent on pollution equipment to control others. Populations of some wild animals and birds have climbed sharply. For instance, the numbers of double-crested cormorants, a water bird that all but disappeared in the 1970s, have climbed to 12,000 nesting pairs according to the Environmental Protection Agency. Bald eagles are nearing the highest number ever encountered in Michigan by wildlife biologists at Michigan State University.

MARITIME IMAGES IN ART DATABASE

The Witt Library of the Courtauld Institute of Art in London, England is a photographic archive of Western art, paintings, drawings and prints from the year 1200 to the present day, containing approximately 1.7 million images and associated text. The Witt Computer Index covers some 50,000 items of American art and some 50,000 items of British eighteenth- and early nineteenth-century art. This material is searchable topics such as artist, owner, date and subject. For maritime or naval historians, this means that the Library may be able to trace depictions of particular named vessels or specific naval battles. Queries to the Witt Computer Index may be made by letter, fax, phone or e-mail. There are modest charges for cost of printouts or photocopies only. Contact: Witt Computer Index, Courtauld Institute of Art, Somerset House, Strand, London, WC2R 0RN, England (tel.: +44 071-873-2770; Fax: +44 071-873-2772; e-mail: taaa011@uk.ac.kcl.bay). If replying by e-mail please provide a full postal address for mailing. Invoices will be provided with the goods at time of shipping.

The Library has also recently published a reference dictionary of British artists which has been compiled from the Witt Computer Index and which is available for purchase (£30, inclusive of post and packing). *Checklist of British Artists c.1200-1990 Represented in the Witt*

Library (ISBN 0-9518327-0) provides names, variant names, life dates, locations of birth & death, professional association and an indication of the size of the Library's holdings for some 14,000 British artists who are represented in the Library. Owing to the strength of the Witt Library's holdings of many minor and very minor artists, unique information is provided for many artists who cannot be traced even in a wide range of other reference dictionaries.

NEW REFERENCE AID

Bob Nicholls, an Australian living in New South Wales, recently published *Naval Notations: Warships in the Illustrated London News 1842-1891*. This is an index and research aid of nineteenth-century warships appearing as lithograph illustrations in the pages of the *Illustrated London News* (ILN). The index covers the years from 1842 – the first year of publication – to c.1891, after which photography was superseding the lithographs for which the periodical is internationally famous. The book provides guidance as to the location of illustrations and technical details during that most important evolutionary period of 630 warships destined for the Royal Navy and the navies of the United States, Russia, France, Japan, China and many smaller services such as Egypt and the Vatican. If not actually built in the United Kingdom, they were included in the pages of the ILN for a variety of other reasons, such as a naval or military campaign or perhaps shipwreck or exploratory enterprises. The main list gives each illustration a number, identifies the ship by name, type, class, shipyard where built, country, year, volume and page in the ILN, a brief description of the illustration and a coded evaluation of its quality and detail. For those ships not included in the main list, a subsidiary table names over 300 sister ships in the Royal Navy. From this the appearance and detail of the whole class can be determined. Also included is a concordance of volumes of publication – which is the method by which the periodical is usually filed in library collections. One important section

unravels the often confusing nomenclature used to describe types and classes of warships at different periods. Finally, a list of United Kingdom shipbuilding yards is included.

Naval Notations should be an invaluable research aid to naval and military historians, librarians, museums, and genealogists. It can be ordered with payment of AUS \$17, £10, or US \$13 (prices include economy airmail) from: Bob Nicholls, 25 Duke Street, Balmain, NSW 2041, Australia (tel./fax: +61 2 810-7417).

NEW PUBLICATION IN MARINE ARCHAEOLOGY

The Hellenic Institute of Marine Archaeology was founded in 1973 with the object of furthering underwater archaeology in Greece. It is a private scientific, technical, and non-profit organization. The Institute's journal, which was one of the projects laid down in its charter, was published for the first time in 1989 under the name *Enalia*. Four issues appear each year in Greek, reporting on the Institute's research activities, publishing original articles by Greek and foreign scholars and giving news about the underwater archaeological scene. Another of *Enalia's* aims is to become a specialized scientific journal on underwater archaeology, something that is lacking in Greece.

However, in order to make itself more accessible to the Institute's corresponding members, friends and anyone connected with underwater archaeology abroad, it has been decided to publish an annual version of *Enalia* in English, with translations of the most important articles from the previous year's issues of *Enalia*, original contributions by foreign colleagues, and information about the previous year's underwater archaeological developments in Greece.

The Institute hopes that the *Enalia* Annual, in addition to being a specialized journal, will serve as a forum for scientific dialogue and the exchange of information with colleagues outside Greece to promote scientific knowledge in the field of underwater archaeology

generally. For more information, contact the HIMA at: 4 Al. Soutsou 106 71 Athens, Greece (Tel.: +30 1 360-3662 or +30 1 361-0549; Fax: +30 1 645-0033)

NEW JOURNAL ON WORLD WAR I

Over There! is a new illustrated quarterly devoted to the history of World War I. Actually, it is not all that new, except to Your Editors; it's been around since the late 1980s. The focus is on the Allied side but the journal consistently publishes articles on the Central Powers as well. The editor, Bill Hoffman, is also anxious to get in touch with people interested in World War I maritime history. Each issue is about twenty pages in length, with two or three articles. Subscriptions cost \$24 in the USA, \$29 in Canada, and sample issues can be ordered for \$4. For information, contact Bill Hoffman, 7641 Seine Drive, Huntington Beach, CA 92647, USA (tel.: 714-842-6529; Fax: 714-375-2107; e-mail: bpwhoffman@aol.com).

A NEW ELECTRONIC DISCUSSION GROUP IN MARITIME HISTORY

Today, it is possible to exchange letters (electronic mail or e-mail), monitor electronic bulletin boards that specialize in many different kinds of information, participate in discussions with folks around the world who share in your interests, and even gain access to, and acquire electronically, everything from documents to archival finding aids to pictures. If your particular passion is nautical research — and if you are reading this, we assume that you are! — and you have the necessary computer technology to "plug in" to the electronic network, then you are invited to subscribe to *MARHST-L*, a list for those with an interest in maritime history and maritime museums.

MARHST-L is an international electronic discussion group sponsored by the Marine Museum of the Great Lakes at Kingston with the assistance of Queen's University at Kingston. Subscription is free, and subscribers will automatically receive messages in their

computer mailboxes. Messages can be saved, discarded, copied, printed out, or relayed to someone else. The purpose of *MARHST-L* is to promote communication among persons with a serious interest in maritime history and maritime museums. This list provides a forum for ideas and a place where subscribers may ask for information, post notices of meetings, programs for conferences, announcements of new scholarly projects, and queries about particular problems. The editors of *MARHST-L* are Walter Lewis (walter.lewis@sheridanc.on.ca), a marine historian; Maurice D. Smith (mmuseum@qucdn.queensu.ca), the Curator at the Marine Museum of the Great Lakes at Kingston; and John Summers (canthb@immedia.ca), the Curator of the Marine Museum of Upper Canada. The editors describe themselves as being "primarily facilitators," on duty to maintain the flow of information on the list.

To subscribe, send a message to: LISTSERV@QUCDN.QUEENSU.CA. In the first line of the message area place the following:
SUBSCRIBE *MARHST-L* (your name)

You will receive an information message in return.

OTHER MARITIME RESOURCES ON THE INTERNET

In addition to *MARHST-L*, every passing day brings new and more wonderful resources in maritime and nautical history to those who are connected with modems into the global information networks through computers in their offices or at their homes. What follows is just a small indication of some of those possibilities.

1. *RMS Titanic* mailing list

Anyone interested in the ill-fated *RMS Titanic* which sank in 1912 might be interested in this new mailing list. The list currently consists of a small group of dedicated enthusiasts from the USA and the UK who engage in lively discussion and information exchange. Subscribers are fairly flexible on subject, and have indicated that they will

"happily natter about other classic ocean liners."

To join the mailing list send an e-mail message to listserv@aristo.demon.co.uk with a blank subject and the words "subscribe titanic" (minus quotes) on the first line. If you encounter difficulties, contact postmaster@aristo.demon.co.uk for assistance. An FAQ (= Frequently Asked Questions bulletin) is posted monthly with useful addresses and unsubscribing details.

2. Bibliography of Submarine Literature

A bibliography of submarine literature is now available on-line; it is maintained by Mike Driscoll (driscoll@ee.pdx.edu), an Associate Professor in the Department of Electrical Engineering at Portland State University (PSU) and compiled by him with the assistance of several people, including Scott Swartzell (scotts@col.hp.com), Jim Holton (jim_holton@cellbio.duke.edu), and Tom Balent (trb@baseworx.cb.att.com), who contributed a list of over 425 books). Larry Jewell (jewell@mace.cc.purdue.edu) has provided a home for the bibliography on the byrd archive and PSU has generously provided disk space. The bibliography describes literature about submarines and is maintained in refer format, which is supported by many tools, including the GNU version of troff, groff, a translator to bibtex format, and at least one MS-Windows program, WinRefer. The bibliography is now publicly available from two sources:

1. From Portland State University's EE Department, Portland, Oregon. At least two access methods are possible:

- (i) anonymous ftp from [ftp.ee.pdx.edu](ftp://ftp.ee.pdx.edu) in the directory `/pub/users/faculty/driscoll/submarine`; you can save typing by entering `'cd submarine'` instead.
- (ii) via Mike's WWW homepage <http://www.ee.pdx.edu/~driscoll>

2. From byrd.mu.wvnet.edu in the directory `/pub/history/military/sub.bibs/Driscoll.bibs`. This site is mirrored all over the place, so check around.

Mike welcomes lots of feedback. At the moment he has lots of titles and dates, but not much in the way of commentary. He is slowly entering additional information and will gladly add any information others can provide.

The bibliography may be obtained in one of several forms. Here are your options:

subbib.tar.gz is a gzipped tar file containing all of the files listed below. It also includes a copy of this README, and *hardcopy.mgs*, which is the gross input file that Mike used to create the hardcopy versions of the bibliography.

subbib.ref.gz is the gzipped refer source for the bibliography.

hardcopy.ps.gz is compressed Postscript, a printable version of the bibliography.

hardcopy.txt.gz is compressed ASCII text for a printable version of the bibliography.

3. NAUTARCH (Nautical Archaeology mailing list)

NAUTARCH is a nautical/maritime archaeology mailing list which recently became fully functional, and is now available for appropriate posting. The listgroup was unusual in that, through the efforts of its organizer, Dr. Richard C. Cassin, the Executive Director of the Ocean Sciences Research Institute in San Diego, California, there were already 200 subscribers from around the world registered before the list became fully functional. Anyone who was not one of the original subscribers but who would now like to join the group is asked to send the briefest possible message requesting that you be subscribed to:

NAUTARCH-REQUEST@SantaFe.Edu
To UNsubscribe, please send a brief note to that effect to this same address. Once subscribed, messages can be posted to the group at the following posting address:

NAUTARCH@SantaFe.Edu

4. Images of naval history by computer

Larry Jewell at Purdue University (ljewell@expert.cc.purdue.edu) has compiled a GIF file of pictures of historic naval vessels; most are early twentieth century battle-wagons with some nineteenth century monitors and ironclads, but as you can see from the following sampling, there are also British and European warships as well as warships from the days of sail. It is possible to access this file through the Internet and import the pictures directly to your home computer. Your editor has not tried this himself, but he has seen it demonstrated, and it is certainly very impressive. Here, for instance, is a list of new files, together with a brief description of the contents and identification number of the picture, which were recently added to the master file:

3_iron.gif Three ironclads off Cairo, Ill., 1863. L to R: *Baron de Kalb*, *Cincinnati*, and *Mound City*. NH 5663

bb05.gif USS *Kearsarge*, BB-5. NR&L(OLD) 11409

bb06.gif USS *Kentucky*, BB-6. NH 61959

bb15.gif USS *Georgia*, BB-15. NH 73911

bb28_1.gif 112797 Nov 20 - USS *Delaware*, c. 1918, at Rosyth. Imperial War Museum.

bb30.gif 94822 Nov 6 - USS *Florida*, BB-30, commissioned 15 September, 1911, struck 6 April, 1931. NH 54174

bb32_1.gif 115078 Nov 20 USS *Wyoming*. US Navy.

bb33_1.gif 229786 Nov 20 USS *Arkansas*, unmodified configuration. Imperial War Museum.

bb33_2.gif 116447 Nov 20 USS *Arkansas*, c. 1943. Secondary guns replaced by AAA. US Navy.

bb36_1.gif 158749 Nov 20 USS *Nevada*, as built. US Navy.

bb36_2.gif 102855 Nov 20 USS Nevada, after first major overhaul, US Navy.

bb36_3.gif 122394 Nov 20 USS Nevada, during WWII. US Navy.

bb39.gif 66902 Nov 6 USS Arizona, BB-39, c. 1917, launched 17 Oct 1916, sunk 7 Dec 1941. NH 95244

bb43_1 60531 Nov 20 USS California, during WWII. US Navy.

bb44_1.gif 153435 Nov 20 USS Tennessee, during WWII. US Navy.

bb58_1.gif 205311 Nov 20 USS Indiana, during WWII. US Navy.

bb61 222958 USS Iowa. US Navy.

bb64.gif 137699 Nov 6 USS Minnesota, BB-64, 11 Nov 44, at Pearl Harbor, alongside USS Oklahoma, BB-37 (the "Okie" is being prepared for return to CONUS.) Commissioned 16 Apr 1944.

bm-2.gif 69815 v 9 USS Amphitrite, coastal monitor, launched 7 Jun 1883, commissioned 23 Apr 1895, struck 24 Jul 1919.

ca02.gif 79214 v 9 USS New York, commissioned 1 Aug 1893, struck 28 Oct 1938.

c08.gif 82720 v 9 "Protected cruiser" USS Raleigh, commissioned 17 Apr 1894, struck 10 Apr 1920

constitu.gif 84469 Nov 6 Frigate Constitution, 18 Aug 1914, shown after 1907 rebuild. Cruiser Chester in the background. NH 55907

cv02.gif 85530 Nov 6 USS Lexington, CV-2, 31 May 34, with a deckload of biplanes and showing that distinctive profile clearly. NARA 80-G-415861

dn_1.gif 147848 Nov 20 HMS Dreadnought, c. 1906. Imperial War Museum.

enterpri.gif 160424 Nov 6 Schooner Enterprise, c. 1812, shown in brigantine rig. NH 91722

f_g_1.gif 93550 Nov 20 SMS Friedrich Der Grosse. Imperial War Museum.

fuso_1.gif 70999 Nov 20 IJN Fuso, post-conversion. Note "Pagoda" mast. Imperial War Museum.

g_c_1.gif 94367 Nov 20 Italian Giulio Cesare, c. 1917. Imperial War Museum.

g_k_1.gif 132519 Nov 20 SMS Grosser Kurfurst, first German "Dreadnought" with main batteries on centerline axis. Imperial War Museum.

The entire list was too long to repeat here, but included a variety of World War I and II vintage warships of several nations.

You can access byrd.mu.wvnet.edu via World Wide Web (WWW) or gopher. Web clients may access this site at:

http://history.cc.ukans.edu/history/WWW_history_main.html

Here, for instance, is the path Larry Jewell himself uses to access byrd via the gopher at Purdue University.

Academic Resources on the Internet (by Subject)/

Humanities/Social Sciences Reading Room/

History Network <TEL>

Login: history

Resources: Historical Data Bases

byrd: Historical Archives (ftp

byrd.mu.wvnet.edu)

FTP visitors should go to /pub/history

alternative sites (mirrors) include:
sunsite.unc.edu
/pub/academic/history/marshall/

president.oit.unc.edu

/pub/academic/history/marshall/

ELLER PRIZE

The Naval Historical Center and the

Naval Historical Foundation have awarded the annual Ernest M. Eller Prize in Naval History to Professor Frederick S. Harrod of the Naval Academy History Department for his article "New Technology in the Old Navy: The United States Navy during the 1870s," published in *The American Neptune*, Vol. 53 (Winter 1993). The article examined the development of new naval technology during the 1870s, a period traditionally conceived of as the "doldrums" in terms of US naval activity, but which actually laid the groundwork for the "New Navy" of the 1880s.

Honorable Mentions were awarded to Gene A. Smith of Texas Christian University for his article "For the Purposes of Defense: Thomas Jefferson's Naval Militia," reexamining the President's naval policy in a time of down-sizing; and to Thomas Wildenberg for "Chester Nimitz and the Development of Fueling at Sea," an analysis of naval logistics. These articles were published in *The American Neptune* and *Naval War College Review* respectively.

The Eller Prize encourages excellence in research, writing, and publication on the history of the U.S. Navy, and includes a \$1,000 honorarium. Nominations for articles published in scholarly journals in 1994 should be sent to: Senior Historian, Naval Historical Center, 901 M Street SE, Washington, DC 20374-5060 by 1 March 1995.

CONFERENCES AND CALLS FOR PAPERS

CONFERENCE: "PATHWAYS TO AMERICAN CULTURE"

The Institute for the History of Technology and Industrial Archaeology at West Virginia University is sponsoring a conference on transportation and settlement patterns in the United States on 22-23 April, 1995. Topics covered will include transportation and community, the nineteenth-century internal improvements movement, structures (including turnpikes, railroads, waterways and modern highways), and

Indian trails to river channels, ending with a discussion on the uses of history by national parks, heritage corridors, and projects documenting historic engineering structures. Speakers will include John Mack Faragher of Yale University, John Lauritz Larson of Purdue University, Arthur Gomez of the National Park Service, Santa Fe, New Mexico, and Michal McMahon of West Virginia University. This event will be held in Wheeling, West Virginia, the terminus of the Baltimore & Ohio Railroad and the Cumberland Road, and the site of such historic structures as the Ellet-Roebling suspension bridge. For information, contact Michal McMahon, IHTIA, West Virginia University, 1535 Mileground, Morgantown, WV 26505-6305 (tel.: 304-293-2421, ext. 5242; e-mail: mmcmho@wvnm.wvnet.edu).

INTERNATIONAL ASSOCIATION FOR THE STUDY OF MARITIME MISSION

The 1995 conference of the International Association for the Study of Maritime Mission will meet in Liverpool, England on April 24-27, 1995. The preliminary program includes (among others) papers by J.D. Alsop on "Shipboard Religion in English Maritime Society, c1550-1620," P.J. Moree on "Serving Two Masters: Preachers & sick-comforters of the Dutch East India Company," Stephen H. Park on New York's Mariner Church, and Alston Kennerly on "Frank Bullen, Christian Maritime Author." Conference arrangements can be made by contacting Robert Miller, Stella Maris, 66 Dock Road, Tilbury, Essex RM18 7BX, England.

"RACE, CULTURE, & POWER IN NORTH AMERICAN MARITIME COMMUNITIES"

"Race, Culture, & Power in North American Maritime Communities" is the theme of a conference to be held at Mystic Seaport Museum, Mystic, Connecticut, in mid-September, 1995. One goal is dialogue on the intersection of Maritime Studies and subjects such as Urban History, Native American Studies, African American Studies,

Labor History, Anthropology, and others. Contact James A. Miller, American Studies Program, Trinity College, Hartford, CT 06106 (tel.: 203-297-2429). Deadline February 15, 1995.

CONFERENCE: "HUMAN SOCIETIES AND MARINE ECOLOGY IN THE NORTH ATLANTIC REGION"

The Maritime Studies Research Unit at Memorial University of Newfoundland will hold a conference on October 13-15, 1995 on "Human Societies and Marine Ecology in the North Atlantic Region, 1500-1995." A preliminary programme for this inter-disciplinary has already been arranged, with sessions on "Marine Resources in Historical Perspective," "Fishing Crises in Early Modern History," "Maritime Communities: Strategies and Adaptation," "Traditional Ecological Knowledge," "Maritime Ecology and Underdevelopment," "Property Rights in the Maritime Environment," and "Fishing Industries and Government Management." For more information, contact Prof. Daniel Vickers, Chair, Maritime Studies Research Unit, Memorial University of Newfoundland St. John's, Newfoundland A1C 5S7 (tel.: 709-737-8425; FAX: 709-737-2164; e-mail: dvickers@kean.ucs.mun.ca).

CALL FOR PAPERS: 12th NAVAL HISTORY SYMPOSIUM

The History Department of the United States Naval Academy will sponsor the Twelfth Naval History Symposium in Annapolis, Maryland on 25-27 October 1995. Past symposia have brought together an international assembly of historians concerned with the entire spectrum of naval history from ancient times to the present and including the United States, European, Asian, and South American navies. A similar range of papers is anticipated in 1995.

As with past symposia there is no central theme for this conference. However, to help celebrate the 150th anniversary of the US Naval Academy in 1995, special attention will be given to those papers on the general subject of naval education and training. Indi-

viduals who wish to propose a paper or an entire panel should submit an abstract of approximately 250 words to Dr. William B. Cogar, Department of History, United States Naval Academy, Annapolis, Maryland, 21402-5044, USA. The deadline for proposals is 1 May 1995. Please note that, according to our traditional procedure, individuals who presented papers at the previous (1993) symposium are not eligible to do so at the 1995 conference. They may, though, serve as moderators and commentators.

CALL FOR PAPERS: BALTIC SEMINAR

The Provincial Museum of Kymenlaakso in Kotka, Finland will host the Xth International Baltic Seminar in August 1996. The theme will be "Lighthouses" and lectures will be in English. The museum is looking forward to making contact with researchers interested in presenting papers on the theme. The papers will be published. For more information contact: Director Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, SF-48100 Kotka, Finland (tel.: +358 52-274-430).

AROUND MARITIME JOURNALS

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. William E. Englebrecht and Carl K. Seyfert are the authors of "Paleoindian Watercraft: Evidence and Implications," *North American Archaeologist* 15, No. 3 (1994), 221-34; the article explores the implications of possible Paleoindian boat use for a new understanding of the colonization, hunting, settlement location and lithic procurement in prehistoric North America. The *Journal of World History* 5, No. 2 (Fall 1994) ran a two-article "Forum on the Pacific Islands in World History." In "The Other One-Third of the Globe" (273-97), Ben Finney discusses the navigational methods and seafaring technology with which ancient Polynesians explored and colonized the Pacific between 1500 BC and AD 1000. In "Of Rats and Men: A Synoptic Environ-

mental History of the Island Pacific" (299-349), J.R. McNeill compares and contrasts the environmental impact of the two great human invasions in the Pacific — the faunal effects of the original settlers and the sets of consequences of population change, invasion by exotic species and the impact of large-scale market connections in the aftermath of European penetration. C.S.L. Davies wrote on "The alleged 'sack of Bristol': international ramifications of Breton privateering, 1484-5" in the journal *Historical Research* 67, No. 164 (October 1994), 230-39. Jacques Heers is the author of "Aux origines des Grandes Découvertes: l'expérience du navigateur, aventurier et pirate" in *Cahiers d'Histoire* 13, No. 2 (automne 1993), pp. 11-22. In that same issue, Raymonde Litalien examines the significance of the Age of Discovery to Europe in "L'Europe maritime se tourne vers l'Ouest," pp. 31-42. Christian Laville examines the historiography of early discovery in "Colón, Caboto, Cartier et les autres qui étaient déjà là...L'historiographie scolaire de la 'découverte' au Canada (XXe siècle)," pp. 124-45, and Robert Delort explores the question "Les Basques ont-ils atteint le Canada avant 1492?" pp. 23-30. In "Vers une chronologie des occupations basques du Saint-Laurent du XVI^e au XVIII^e siècle: un retour à l'histoire," Laurier Turgeon attempts to refine the chronology of Basque sites in the Gulf and estuary of St. Lawrence during the sixteenth to eighteenth centuries by drawing on both the archaeological record and a wide range of historical sources; the article appeared in *Recherches amérindiennes au Québec* 24, No. 3 (Automne 1994), 3-15. Michael Barkham examines "French Basque 'New Found Land' Entrepreneurs and the Import of Codfish and Whale Oil to Northern Spain, c.1580 to c.1620: The Case of Adam de Chibau, Burgess of Saint-Jean-de-Luz and 'Sieur de St. Julien'" in *Newfoundland Studies* 10, No.1 (Spring 1994), 1-43. J.F. Boshier is the author of "Sept grands marchands catholiques français participant au commerce avec la Nouvelle-France (1660-1715)." The article appeared in *Revue d'histoire de l'Amérique française* 48, No. 1 (Été,

1994), 3-27 and looks at the success and tribulations of seven "great" merchants of France who participated in the trans-Atlantic trade with New France. Hans Rollmann profiles a pioneer of early eighteenth-century Newfoundland's salmon fishery in "Thy Real Friend George Skeffington: Quaker and Salmon Fishing Pioneer in Eighteenth-Century Newfoundland," *The Journal of the Friends' Historical Society* 57, No. 1 (1994), 13-20. J.C.H. King contributed "Vancouver's Ethnography: A Preliminary Description of Five Inventories from the Voyage of 1791-95" in *Journal of the History of Collections* 6, No. 1 (1994), pp. 35-58. In "The geography of piracy: northern Morocco in the mid-nineteenth century," *Journal of Historical Geography* 20, No. 3 (July 1994), 272-82, C.R. Pennell examined pirates operating in small boats against European shipping in the Straits of Gibraltar. The *Peabody Essex Museum Collections* 130, No. 1 (January 1994) carried "Henry Wheatland's Journal of a Voyage to the Azores: Literal transcription and introduction" by Rob Moir, pp. 36-54. Henry Wheatland served on the American whaler *Malay* in 1839 as a "naturalist." In "The Ill and the Dying: Family Records from the *Lady Constable* Affair," *The Island Magazine* No. 36 (Fall/Winter 1994), pp.35-39. Edward MacDonald edits the 1848 Report to the House of Assembly (Prince Edward Island) in which the Board of Health published the list of patients treated for typhus that they contracted during the infamous voyage of a passenger ship bound from Liverpool to North America. Underwater archaeological excavations provide the framework for an article by Max Guérot entitled "The Wreck of the C.S.S. Alabama: Avenging Angel of the Confederacy" which appeared in the *National Geographic* 186, No. 6 (December 1994), pp.66-83. Guérot, the Chief Archaeologist of the C.S.S. Alabama Association, is featured in the "On Assignment" column in that same issue, as is photographer Rod M. Farb, whose spectacular work illustrates the article. An article by K. Hackemer entitled "The Other Union Ironclad: The USS *Galena* and the Critical Sum-

mer of 1862" appeared in *Civil War History* 40, No. 3 (September 1994), 226-47. Robert J. Schneller, Jr. contributed an essay on "John A. Dahlgren: Bureaucratic Entrepreneur," the inventor of the Dahlgren gun, in *Pull Together*, the newsletter of the Naval Historical Foundation and the Naval Historical Center, vol. 33, No. 1 (Spring/Summer 1994), 1-5. Dale Stevens is the author of "The Colorado River System, Corridor or Barrier to Development?," *Journal of the West* 33, No. 3 (July 1994), 45-58; included in this article is a discussion of the role played by the Colorado River as a navigation and transportation system in the nineteenth century. Three of the eleven articles in the October 1994 issue of *Journal of the West* (33, No. 4) are devoted to the nineteenth-century Pacific Northwest: an article by Kurt Dunbar and Chris Friday is entitled "Salmon, Seals, and Science: The Albatross and Conservation in Alaska, 1888-1914," 6-13; Jim Delgado contributed an article on "The Wreck of the Pacific Mail Steamship *Tennessee*," 14-21; and Ted C. Hinkley wrote about "The Hoonah's 1862 Seizure of the Hudson's Bay Company Steamer *Labouchere* — A Mixed Message," 22-27. In "H.M.S. *Calypto*: The Grand Old Ship We Scuttled," *Newfoundland Quarterly* 89, No. 1 (Fall 1994), 2-9, Walter C. Sellars reminisces about a ship that began its career in 1885 as a sail/steam corvette in the Royal Navy before serving out her days in Newfoundland after 1902, first as a training ship for the Naval Reserve (renamed *Briton* after World War I), then purchased by private interests in 1922 for storage, and finally, in 1952, removed to Lewisporte for eventual scrapping in 1969. *The Beaver* is observing its 75th anniversary by reprinting articles from past issues. The first reprint, in vol. 74, No. 6 (December 1994/January 1995), is "An Arctic Odyssey" by Clifford Wilson. This article was first published in March 1945, and describes the historic second voyage of the RCMP vessel *St. Roch* through the Northwest Passage in 1944.

Bick Squires examines the British raids on the German-occupied Belgian ports

of Zeebrugge and Ostend in April 1918 in "Storm the Mole!" an article appearing in the illustrated journal of World War I, *Over There!* 7, No. 4 (Winter 1994), 3-7, 15-16. *The Journal of Strategic Studies* 17, No. 2 (June 1994) carried a number of articles that will interest naval historians: R.M. Salerno examined "Multicultural Strategy and Diplomacy: The Anglo-German Naval Agreement and the Mediterranean Crisis, 1935-1936;" I. Cowman contributed "Main Fleet to Singapore: Churchill, the Admiralty, and Force Z;" and S. Prince examines "The Contribution of the Royal Navy to the United Nations Forces During the Korean War." The 50th anniversary observances of D-Day saw a substantial volume of publications; one of particular note was Michael Whitby's essay on "The Royal Canadian Navy in Operation Overlord, June-August 1944" which appeared in *The Canadian Defence Quarterly/Revue canadienne de défense* 23, No. 4 (June 1994), pp. 39-42. World War II also provided the focus of two articles in *The Journal of Military History* that will interest naval historians. In "A British Plan to Invade England, 1940," pp. 663-684, John P. Campbell looks at the efforts of an *ad hoc* committee appointed by the British Chiefs of Staff to anticipate German strategy by adopting the enemy's point of view. One of the German operations they were asked to 'plan' in this way was a cross-Channel invasion scheduled for 1 April, 1942. In "Communications Intelligence and the Sinking of the U-1062: 30 September 1944," pp. 685-698, David Syrett offers an analysis of the role played by communications intelligence in US Navy efforts to hunt down and destroy a German submarine. Alastair Cooper is the author of "At the Crossroads: Anglo-Australian Naval Relations, 1945-1971" which appeared in that same issue of *JMH*, pp. 699-718. In "The Battle of Surigao Strait," Admiral James L. Holloway recalls his experience as gunnery officer of the destroyer USS *Bennion* during that decisive action in the Battle for Leyte Gulf in 1944; the article appears in *Pull Together: The Newsletter of the Naval Historical Foundation and the Naval Historical Center* 33, No. 2 (Fall/

Winter 1994), pp. 2-7. Gary Weir contributed "The Next Time You Go for a Walk...Project Nobska, 1956" in the previous issue of *Pull Together* (33, No. 1, Spring/Summer 1994), 5-8. Project Nobska was a kind of "think tank" established in response to the US Navy's Chief of Naval Operations desire in 1955 for an anti-submarine warfare weapons study.

The Newfoundland herring fishery figures prominently in W.G. Reeves, "Aping the 'American Type': The Politics of Development in Newfoundland, 1900-1908," *Newfoundland Studies* 10, No. 1 (Spring 1994), 44-72. "The night the sea smashed Lord's Cove" by Maudie Whelan examines the 1929 tsunami that devastated Newfoundland's Burin Peninsula in 1929; the article appears in *Canadian Geographic* 114, No. 6 (October 1994), pp. 70-73, and includes interviews with CNRS member Alan Ruffman, an expert on tsunamis generally and on the 1929 event in particular. The British journal *Geographical* is the latest to offer its readers an essay on the collapse of the Newfoundland cod fishery; see "A fishy tale" by Yva Momatiuk and John Eastcott in Vol. 66, No. 11 (November 1994), 32-7. Omer Chouinard examines the several factors causing change within the Acadian fishery since World War II in "Les agents du changement dans l'activité de la pêche de la péninsule acadienne: un point de vue sociologique," *Revue de l'Université de Moncton* 27, No. 2 (1994), pp. 155-177. In that same issue, pp. 179-206, Maurice Beaudin looks at the Acadia fishing industry today in "Pêches acadiennes du Nouveau-Brunswick: Transformation et mise en marché." "Policy and Practice in the Atlantic Fisheries: Problems of Regulatory Enforcement," an article by A. Bruce Arai, appeared in *Canadian Public Policy/Analyse de Politiques* 20, No. 4 (December 1994), pp. 353-64; the article takes as its particular focus the Scotia-Fundy region. "Lightning Bolts and Sparrow Wings: A Comparison of Coast Salish Fishing Rights in British Columbia and Washington State" by Daniel L. Boxberger appeared in *Native Studies Review* 9, No. 1

(1993/94), pp. 1-14. In "Early Attempts at Aquaculture in Malawi and Implications for Future Projects," *Journal of Asian and African Studies* 28, Nos. 3-4 (July-October 1994), pp. 145-161, Owen J.M. Kalinga looks at government efforts to promote fish farming in rural Malawi since the late 1940s. The superstitions of mariners is the focus of "All at Sea? The Survival of Superstition," a contribution by Alec Gill to the "Cross-Currents" column in *History Today* 44, No. 12 (December 1994), 9-11. A. Green is the author of "The Unimportance of Arbitration? The New Zealand Waterfront 1915-1951," *New Zealand Journal of History* 28, No. 2 (October 1994), 145-59. G.P. Taylor offers a re-assessment of the July 1985 sinking of the protest vessel *Rainbow Warrior* in "Victim or Aggressor? New Zealand and the *Rainbow Warrior* Affair," *Journal of Imperial & Commonwealth History* 22, No. 3 (September 1994), 512-30.

American Heritage 45, No. 6 (October 1994) carried an article by J. Colihan entitled "Fair Harbor: Historic St. Michael, Maryland, Home of the Chesapeake Bay Maritime Museum," pp. 26-29.

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Kevin Haydon, "The Marine Watercolors of Ian Marshall," 24-7

Joseph F. Callo, "Nelson: Man and Myth," 30-1

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Peter C. Koehler, "South Atlantic Sisters: American South African Line's *City of New York* & The *African Comet* Trio," 89-124 [African Comet, African Meteor, African Planet]

Edwin L. Dunbaugh, "The Poster Collection of Stephen Barrett Chase," 125-6 + 4 pp. plates [posters from various steamship companies, illustrated in colour]

Stamos C. Ioannou, "Loss of the *America*," 127-31

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H.J. den Heijer, "Plannen voor samen-voeging van VOC en WIC," 115-30 ["Plans for the Union of the VOC (Dutch East India Company) and WIC (West-Indische Compagnien)"]

S.J. de Groot, "Schout-bij-nacht J.A. Bloys van Treslong (1757-1824). Terecht een zondebok of niet?" 131-47 ["Scout-by-night J.A. Bloys van Treslong (1757-1824). Justifiably a scapegoat or not?"]

W. Kerkmeijer, "Groningers onder neutrale vlag (1795-1810)," 149-64 ["Groningers under a neutral flag 1795-1810"]

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"Report on the Italian Members of INRO," 233

David K. Brown, "Powering of Warships," 234-58

K.D. McBride, "The Royal Navy 'Scout' Class of 1904-05," 260-81

ARGONAUTA DIARY

1995

To January 8

"Die Flensburger Förde, eine maritime Kulturlandschaft," Exhibit, Deutsches Schifffahrtsmuseum, Bremerhaven, Germany (Information: Deutsches Schifffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49 471-482-0749; FAX: +49 471-482-0755])

To January 15

"14-Inch Scale: Models of American Sailing Ships," Exhibit, Addison Gallery of American Art, Phillips Academy, Andover, MA (Informa-

tion: Addison Gallery, Phillips Academy, Andover, MA 01810 [tel.: +1 508-749-4015])

To January 22

"Sable Island: A Story of Survival," Exhibit, Maritime Museum of the Atlantic, Halifax, NS (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

To January 29

"Steamship Posters of the Stephen Barrett Chase Collection," Exhibit, Ellis Island Immigration Museum, New York, NY

To January 31

"Lou Bonamarte and Claus Hole: Masters of Marine Watercolor Painting," Exhibit, Mystic Seaport Museum, 75 Greenmanville Ave., Mystic, CT 06355 [tel.: +1 203-572-0711])

To February 19

"Antonio Jacobsen's Painted Ships on Painted Oceans," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

To February 26

"Etched in Idle Hours," Exhibit, Cold Spring Harbor Whaling Museum, Cold Spring Harbor, NY (Information: Ms. Ann Gill, Cold Spring Harbor Whaling Museum, Main St., Cold Spring Harbor, NY 11724 [tel.: 516-367-3418])

To February 28

"Thirty Years in Collections," Exhibit, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 963 Washington St., Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665])

To March 12

"Romantic Voyages: From Holland to the Indies 1900-1940," Exhibit, Nederlands Scheepvaartmuseum, Amsterdam (Information: Neder-

lands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam, Netherlands [tel.: +31 20-523-2222])

To March 12

"Chesapeake Country," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

To March 22

"Nantucket and the China Trade," Exhibit, South Street Seaport Museum, 207 Front St., New York, NY 10038 [tel.: +1 212-748-8600]

To April 2

"Wreck of the *Titanic*," Exhibit, National Maritime Museum, Greenwich, UK (Information: National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

To April 2

"More by Eye than by Measure: The Art of John P. Gardner," Exhibit, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665])

To April 30

"Chesapeake Country," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

To May 1

"Les voiles de mon fleuve, Eugene Leclerc, batelier miniaturiste," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55, Chemin des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: 418-247-5001; FAX: 418-247-5002])

To May 1995

"Diving for History: Treasures of

the Shipwreck *Indiana*," Exhibit, National Museum of American History, Smithsonian Institution, Washington, DC

To June

"The Civil War and the Texas Coast," Exhibit, Texas Maritime Museum, Rockport, TX (Information: Texas Maritime Museum, PO Box 1836, Rockport, TX 78381 [tel.: +1 512-729-1271])

To September

"Rhythm of the Oars: Stories of Rowing in America," Exhibit, Mystic Seaport Museum, 75 Greenmanville Ave., Mystic, CT 06355 [tel.: +1 203-572-0711]

To September 4

"A Window Back: Photography in a Whaling Port," Exhibit, New Bedford Whaling Museum, New Bedford, MA (Information: New Bedford Whaling Museum, 18 Johnny Cake Hill, New Bedford, MA 02740 [tel.: +1 508-997-0046])

To October

"The Hollywood Whale Fishery: Movies and Movie Posters of Whaling," Kendall Whaling Museum, Kendall, MA (Information: Kendall Whaling Museum, P.O. Box 297, Sharon, MA 02067 [tel.: +1 617-785-5642; FAX: +1 617-785-0451])

To October 30

"L'Empress of Ireland: le Titanic du Saint-Laurent," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55, Chemin des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: 418-247-5001; FAX: 418-247-5002])

To December 31

"L'univers maritime de l'enfance," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55, Chemin des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: 418-247-5001; FAX: 418-247-5002])

January 4-8

Society for Historical Archaeology

Conference on Historical and Underwater Archaeology, J.W. Marriott Hotel, Washington, DC (Information: Robert Sonderman, PO Box 435, Glenn Dale, MD 20769 [tel.: +1 302-344-3523])

January 8-11

Ontario Fish Producers' Association Convention, Downtown Ramada Inn, Toronto, Ontario (Information: Rob Graham, Ontario Fish Producers' Association, Box 2129, Blenheim, ON N0P 1A0 [tel.: +1 519-676-0488; FAX: +1 519-676-0944])

January 10

"Magnificent Models," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

January 11

Project HMS *Detroit* Annual Meeting, Amherstburg, ON (Information: Project HMS *Detroit*, PO Box 1812, Amherstburg, ON N9V 2Z2)

January 12

"The Sailing Navy," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

January 12

Department of War Studies, King's College, London, Open Lecture; Speaker: Prof. Jon Sumida (University of Maryland), "The Quest for Reach: The Development of British Naval Long Range Gunnery 1901-1912," King's College, London (Information: Fiona Paton, Projects Manager, King's College, London W2 [tel.: +44 71-873-2796])

January 14

"Smugglers' Tales," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock,

Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

January 17

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: James Frost (Marine Atlantic Consultants), "Cruising Labrador" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

January 17

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris, France; Lecteur: Sonia Faessel (Université de Nouméa), "Jules Garnier et son voyage en Nouvelle-Calédonie"

January 18

Histoire maritime médiévale et moderne, Séminaire, École pratique des Hautes Études, Paris, France; Lecteur: Ali Darmoul, "Les sources arabes de l'histoire maritime" (Information: Prof. Michel Mollat du Jourdain, École pratique des Hautes Études, IV^e section, Sorbonne, 45-47 rue des Écoles, Paris, France)

January 19

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. David J. Starkey (University of Hull), "'Coastal Collage: The Distribution of Maritime Activity in the United Kingdom, 1870-1914'" (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])

January 23-25

Svend Froyen Seminar in Whaling History, Vestfold Fylkesmuseum, Tønsberg, Norway (Information: Mr. Per Thoresen, Vestfold Fylkes-

museum, Farmannsvei 30, N-3111
Tønsberg, Norway)

January 23-29

Ship Production Technology Symposium, Sponsored by the National Shipbuilding Research Program, San Diego, CA (Information: Conference Coordinator, UMTRI, Marine Systems Division, 2901 Baxter Rd., Ann Arbor, MI 48109-2150 [tel.: 313-763-2465; FAX: 313-936-1081])

January 24

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Lionel Conrad (Dartmouth Volksmarch Club), "Coastal Hiking" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

January 26

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mr. Colin White (Royal Naval Museum, Portsmouth), "Jolly Jack Tar" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

January 28

"Clothes for Seafaring," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

January 31

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Dr. Hal Whitehead (Dalhousie University), "Whales of the Deep" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX:

+1 902-424-0612])

February

"The Maritime Folk Art of A. DeClerck," Yarmouth County Museum and Archives, Yarmouth, NS (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

February 1-28

"Souvenir Boats," Exhibit, Maritime Museum of the Atlantic, Halifax, NS (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

February 2

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speakers: Dr. Lewis Johnman (University of Greenwich) and Dr. Anthony Gorst (University of Westminster), "Naval Procurement and the British Shipbuilding Industry in the 1940s and 1950s" (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])

February 4

Lecture, Yarmouth County Museum and Archives; Speaker: Dr. Ken Martin, "The Maritime Folk Art of A. DeClerck" (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

February 6-11

International Seminar on Shipbuilding and Navigation, 1400-1800, Pondicherry University, Pondicherry, India (Information: Prof. K.S. Mathew, Department of History, Pondicherry University, 34 Third Cross St., Pondicherry 605 008, India [tel.: +91 413-39020; FAX: +91 413-852265])

February 7

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: David Etter (Mahone Bay Adventures), "The Lighthouse Route by Kayak" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

February 11

"Splicing Workshop," Maritime Museum of British Columbia, Victoria, BC (Information: Ms. Nonni Ackroyd, Maritime Museum of British Columbia, 28 Bastion Square, Victoria, BC V8W 1H9 [tel.: +1 604-385-4222])

February 11

"Toy Boat Workshop," Maritime Museum of the Atlantic, Halifax, NS (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

February 11

"The Golden Age of Municipal Engineering," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

February 14

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Wade Elliott (Halifax-Dartmouth Port Development Commission), "Containerport Competition and the Port of Halifax" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

February 14

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris,

France; Lecteur: Patrick Villiers (Université de Lille III), "Maurepas et l'innovation technique dans la marine au XVIII^e siècle"

February 15

Histoire maritime médiévale et moderne, Séminaire, École pratique des Hautes Études, Paris, France; Lecteur: Eric Reith, "L'archéologie navale: résultats et perspective" (Information: Prof. Michel Mollat du Jourdain, École pratique des Hautes Études, IV^e section, Sorbonne, 45-47 rue des Écoles, Paris, France)

February 16

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Simon Ville (Australian National University), "The Chartered Trading Companies: Monopolists or Efficient Multinationals?" (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])

February 18

"The Victorians Afloat: 19th-Century River Steamers," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

February 21

Black History Month Special Lecture, Maritime Museum of the Atlantic, Halifax, NS; Speaker: David States (Dept. of Canadian Heritage), "The Belated Recognition of William C. Hall, V.C." (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

February 25

Tracing Your Seafaring Ancestors," Workshop, Maritime Museum of British Columbia, Victoria, BC (Information: Ms. Nonni Ackroyd, Maritime Museum of British Columbia, 28 Bastion Square, Victoria, BC V8W 1H9 [tel.: +1 604-385-4222])

March

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

March 2

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. Kenneth Breen, "St. Eustatius in the American War: A Commercial and Naval Distraction, 1775-1783" (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])

March 4

"Interpreting Maritime Pictures," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

March 4

"Pacific Ocean 21: Four Problems in Search of a Solution," Forum sponsored by the Maritime Awards Society of Canada, University of Victoria, Victoria, BC (Information: MASC Forum, PO Box 5328, Station B, Victoria, BC V8R 6S4)

March 5

Winter Performance Series, Maritime Museum of the Atlantic, Halifax, NS; Cary Croft, "Folklore and Folksongs of the Sea" (Information:

Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

March 7

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Scott Cunningham (Coastal Adventures), "Kayaking around Cape Breton Island" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

March 6-June 30

"Hampton Roads at War: The Hampton Roads Port of Embarkation," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

March 11

"The Mersey Railway," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

March 14

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris, France; Lecteur: Michel Vergé-Franceschi (Faculté des Lettres de Chambéry), "Henri le Navigateur"

March 15

Histoire maritime médiévale et moderne, Séminaire, École pratique des Hautes Études, Paris, France; Lecteur: Jean-Jacques Larrere, "Les marines anglaises au XVI^e siècle" (Information: Prof. Michel Mollat du Jourdain, École pratique des Hautes Études, IV^e section, Sorbonne, 45-47 rue des Écoles, Paris, France)

March 16

"20th-Century Warships - Aircraft Carriers," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

March 16

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Ben Ferrari (Royal Commission on the Historical Monuments of England), "The Creation of a National Record of Maritime Archaeology: Theory and Practice" (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])

March 16-18

"The South and Maritime History," Annual Conference of the North American Society for Oceanic History, Wilmington, NC, USA (Information: Dr. Harold D. Langley, Armed Forces History Division, Smithsonian Institution, Washington, DC 20560)

March 17-18

"Sailors and the Sea in Popular Culture," Course of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

March 18

Third Annual New Researchers in Maritime History Conference, Royal Naval Museum, Portsmouth, UK (Information and Proposals to: Ms. Sue Goodger, Royal Naval Museum, HM Naval Base, Portsmouth PO1 3NU, UK [FAX: +44 705-875806])

March 19

Winter Performance Series, Mari-

time Museum of the Atlantic, Halifax, NS; Speaker: "Strains of the Fiddle" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

March 20-24

International Submarine Convention and Reunion, Fremantle, WA, Australia (Information: Mike Pearson, Secretary, International Submarine Convention, U/8, 106 Terrace Rd., Perth, WA 6000, Australia)

March 23-24

"The Operational Art," 21st Military History Symposium, Royal Military College of Canada, Kingston, ON (Information: Dr. B.J.C. McKercher, Dept. of History, Royal Military College, Kingston, ON K7K 5L0 [tel.: +1 613-541-6000])

March 25

"Shipwreck Below! Technology and Diving: Where Will the Future Lead?" Forum '95 sponsored by Save Ontario Shipwrecks, Sandusky, OH (Information: Ms. Joyce Hayward, SOS Ohio, 1791 C.R. 296, Bellevue, OH 44811 [tel.: +1 419-483-3074])

March 28

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: John Steele (Covey Island Boatworks), "Racing Dhows in the United Arab Emirates" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

March 30

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Ms. Sally Sheard (University of Liverpool), "Disease and the Port of Liverpool" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

March 30-April 2

Annual Meeting of the Organization of American Historians, Washington, DC (Information: Dr. Michael H. Frisch, Dept. of History, State University of New York at Buffalo, Buffalo, NY 14260 [tel.: +1 716-645-2181])

March 31-April 2

Fourth Antique Motorboating Symposium, Co-Sponsored by the Mariners' Museum and the Antique and Classic Boat Society, Mariners' Museum, Newport News, VA (Information: Ms. Martha Stewart, Special Events Manager, Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-591-7733; FAX: +1 804-591-7310])

March 31-July 31

"Treasures of the Mariners' Museum Research Library and Archives," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

April 1

"The Royal Navy and the West Indies," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

April 3-5

"West Jutland and the World II," Second Historical Conference on West Denmark and the North Sea Rim, Lemvig, Denmark (Information: Conference Secretariat, Holstebro Museum, Box 1240, DK-7500 Holstebro, Denmark [tel.: +45 97422933; FAX: +45 97428109])

April 3-6

8th Safety at Sea and Marine Electronics Exhibition and Conference, Baltimore, MD (Information: SAS-

MEX, Queensway House, 2 Queensway, Redhill, Surrey, RH1 1QS [tel.: +44 1737-768611; FAX: +44 1737-760584]

April 4

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Ron McDonald (Halifax Citadel), "The Preserving of George's Island" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

April 9

"Scrimshaw Workshop," Maritime Museum of the Atlantic, Halifax, NS (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

April 11

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: TBA, "Preserving Tradition with *Bluenose Pride*" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

April 11

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris, France; Lecteur: Alain Berbouche (Université de Rennes I), "La justice militaire maritime de la France à la fin de l'Ancien Régime"

April 13

"The Rise of the Imperial German Navy," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

April 21-22

"The North Sea and Culture in Early Modern History," University of Leiden, Leiden, Netherlands (Information: Dr. J.G. Roding,

Dept. of History, PO Box 9515, 2300 RA Leiden, Netherlands [tel.: +31 71-272761; FAX: +31 71-272615])

April 22

"Literature as Evidence," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

April 22-23

Conference on "Transportation and Settlement Patterns in the United States," Wheeling, WV (Information: Michal McMahon, IHTIA, West Virginia University, 1535 Mileground, Morgantown, WV 26505-6305 [tel.: 304-293-2421, ext. 5242; e-mail: mmcmho@wvnm.wvnet.edu])

April 23

Winter Performance Series, Maritime Museum of the Atlantic, Halifax, NS; Margo Carruthers, "Women in Folklore: Singing Herstory in Atlantic Canada" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

April 24-27

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

April 25

Winter Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Mary Moulton (Schooner *Bluenose* Foundation), "*Bluenose III* - Making the Dream Real" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J

1S3 [tel.: +1 902-424-7490; FAX: +1 902-424-0612])

April 26-30

"Hidden Dimensions: The Cultural Significance of Wetland Archaeology," Conference, University of British Columbia, Vancouver, BC (Information: Dr. Kathryn Bernick, Program Organizer, UBC Museum of Anthropology, 6393 NW Marine Dr., Vancouver, BC V6T 1Z2 [tel.: +1 604-822-6530; FAX: +1 604-822-2974])

April 27

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; and Second Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association; Speaker: Professor Tony Slaven (University of Glasgow), "The Great Ports of the 19th Century: Rivals in Ships and Shipping - Or Were They?" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

April 27

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. John Brooks (King's College, London), "Fire Control and Battle Cruisers: Gunnery Systems and Capital Ship Design 1904-14" (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 1-October 31

"The War at Sea: Britain, Germany, Japan, and USA," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759

[tel.: +1 804-596-2222; FAX: +1 804-591-7310])

May 5-7

23rd Annual Maritime History Conference, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665])

May 6

"Imaging the Sea: Film and Historic Photographs," Day School of the National Maritime Museum/ Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

May 11

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Sarah R. Palmer (Queen Mary and Westfield College, London). "The Myth of Casual Labour in the Port of London in the 19th Century" (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 11-14

"War Termination and Transitions to New Eras," Society of Military History Conference, Gettysburg, PA (Information: Mr. David A. Keough, US Army Military History Institute, Carlisle Barracks, PA 17013-5008 [tel.: +1 717-245-3189; e-mail: keoughd@carlisle-emh2.army.mil])

May 13

"150 Years of Yachting," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside

Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

May 16

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris, France; Lecteur: Jean-Pierre Goman, "La guerre franco-thaïlandaise de 1940-1941 et la victoire de Koh-Chang"

May 17

Histoire maritime médiévale et moderne, Séminaire, École pratique des Hautes Études, Paris, France; Lecteur: Michel Morineau, "Une source fiscale du commerce maritime des Provinces-Unies (fin XVIe siècle-début XVIIe siècle)" (Information: Prof. Michel Mollat du Jourdain, École pratique des Hautes Études, IVe section, Sorbonne, 45-47 rue des Écoles, Paris, France)

May 20

"Genealogy — The Museum's Resources," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

May 24-26

Second Annual Transportation Management Conference, SUNY Maritime College, Fort Schuyler, NY (Information and Proposals by 28 February: Dr. Shmuel Yahalom, Graduate Program, SUNY Maritime College, Fort Schuyler, NY 10465 [tel.: +1 718-409-7285; FAX: +1 718 409-7359])

May 24-28

Seventh North American Fur Trade History Conference, St. Mary's University, Halifax, NS (Information: Barry Moody or Bill Wicken, Gorsebrook Research Institute, St. Mary's University, Halifax, NS B3H 3C3 [tel.: +1 902-420-5668; FAX: +1 902-420-5530; e-mail: bwicken

@husky1.stmarys.ca])

May 24-28

"Managing Marine Mammals: Local Responses to Global Issues," Conference, Bodo, Norway (Information: Dr. Arne Kalland, Centre for Development and the Environment, University of Oslo, Box 1116 Blindern, N-0317 Oslo, Norway [FAX: +47 22-858920])

May 25

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mr. Eric Grove (University of Hull), "Half A Century of Warship Design, 1945-1995" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

May 25

"Tugs: Workhorses of the Waterways," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

May 31-June 3

21st Annual Conference of the French Colonial Historical Society, Louisbourg, NS (Information: John Johnston, c/o Fortress of Louisbourg National Historic Site, PO Box 160, Louisbourg, NS B0A 1M0 [tel.: +1 902-733-2280; FAX: +1 902-733-2362; e-mail: johnstonajb@pkslhrs.dots.doe.ca])

June 1-2

"World War II: A Fifty Year Perspective," 9th Annual World War II Conference, Siena College, Loudonville, NY (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 3

"Safety Issues at Sea," Day School of the National Maritime Museum/

Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

June 7-10

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

June 8-11

Annual Meeting of the Naval Officers Association of Canada, Windsor, ON

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.: +1 303-273-3673; FAX: +1 303-420-3760])

June 13

Comité de documentation historique de la Marine, Séminaire, Musée de la Marine, Palais de Chaillot, Paris, France; Lecteur: Florence Le Guelaff (Université de Rouen), "La composition des équipages des bâtiments armés en course sous la Révolution, le Consulat et l'Empire"

June 16-17

"The Thames Sailing Barge," Course of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

June 17

"Approaches to the History of Technology," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Mer-

seyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

June 17-October 28

1995 Scale Ship Model Competition and Exhibition, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-7310])

June 26-28

International Conference on "The Preservation of Historic Ships," Dundee, Scotland (Information: Hamish Robertson, Development Manager, Unicorn Preservation Society, Victoria Dock, Dundee, Scotland DD1 1HG [tel.: +44 382-200900])

July 2-7

Triennial Congress of the International Council of Museums, Stavanger, Norway (Information: Harald Hamre, Director, Stavanger Museum, Muségt. 16, N-4005 Stavanger, Norway [tel.: +47 51-522-6035; FAX: +47 51-522-9380])

July 2-7

Interim Meeting of the International Congress of Maritime Museums, Stavanger Maritime Museum, Stavanger, Norway (Information: Ms. Randi Skotheim, Stavanger Museum, Muségt. 16, N-4005 Stavanger, Norway [tel.: +47 51-522-6035; FAX: +47 51-522-9380])

July 21-September 30

"The Work of Peter F. Anson, Maritime Artist," Exhibit, Thurrock Museum, Grays, Essex, UK (Information: "Stella Maris," 66 Dock Rd., Tilbury, Essex RM18 7BX, UK [tel.: +44 375-845641; FAX: +44 375-843736])

July 26-30

Symposium on the Development of North Atlantic Fisheries, c. 1400-1976, Vestmann Islands, Iceland

(Information: Prof. Poul Holm, Centre for Maritime and Regional History, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhph@login.dknet.dk])

July 28-30

Commemoration of the 1758 Siege of Louisbourg, Louisbourg, NS (Information: Sandy Balcom, Fortress of Louisbourg National Historic Site, PO Box 160, Louisbourg, NS B0A 1M0 [tel.: +1 902-733-2280; FAX: +1 902-733-2362])

August 10-12

"World War II in the Pacific Conference," Arlington, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458)

August 18-20

"Maritime Industries and Public Intervention," Fourth Conference of the North Sea Society, Stavanger, Norway (Information: Ms. Randi Skotheim, Stavanger Museum, Muségt. 16, N-4005 Stavanger, Norway [tel.: +47 51-522-6035; FAX: +47 51-522-9380])

August 20-26

XXI Colloquium of the International Commission of Military History, Québec, PQ (Information: Dr. Serge Bernier, Director General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: +1 613-998-7064; FAX: +1 613-990-8579])

August 25-27

Annual Meeting of the Canadian Historical Association, Montréal, PQ (Information: Dr. A.B. McKillop, Canadian Historical Association, 395 Wellington St., Ottawa, ON K1A 0N3 [tel.: +1 613-233-7885; FAX: +1 613-567-3110])

August 27-September 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," and the CNRS Annual General Meeting, 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.: +1 709-737-8424; FAX: +1 709-737-8427; e-mail: lfischer@leif.ucs.mun.ca])

September 14-17

"Race, Culture and Power in North American Maritime Communities," Conference, Mystic Seaport Museum, Mystic, CT (Information and Proposals by 1 March 1995: James A. Miller, American Studies Program, Trinity College, Hartford, CT 06106 [tel.: +1 203-297-2429; FAX +1 203-297-5258])

September 18-19

"The Challenger Legacy," Conference, Southampton Oceanography Centre, Southampton, UK (Information: Dr. Margaret Deacon, Department of Oceanography, University of Southampton, Highfield, Southampton SO17 1BJ)

September 21-23

"Méditerranée, Mer Ouverte, de la fin du XVe siècle à l'aube du XXe," Marseilles, France (Information: H. Poilroux-Deleuze, 18 rue Neuve Sainte Catherine, F-13007 Marseilles, France)

September 29-October 1

Council for Northeast Historical Archaeology, Conference and General Meeting, Louisbourg, NS (Information: Andrée Crepeau or Charles Burke, Fortress of Louisbourg National Historic Site, PO Box 160, Louisbourg, NS B0A 1M0 [tel.: +1 902-733-2280; FAX: +1 902-733-2362])

October 4-7

"Technologies and Strategies for World-Class Competitiveness in Ship Design, Shipbuilding, and Ship Operations," Society of Naval Architects and Marine Engineers Annual Conference, Washington, DC (Infor-

mation: SNAME, 601 Pavonia Avenue, Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

October 13-15

"Human Societies and Marine Ecology in the North Atlantic Region, 1500-1995," Memorial University of Newfoundland, St. John's, NF (Information: Dr. Daniel Vickers, Chair, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: +1 709-737-8425; FAX: +1 709-737-2164; e-mail: dvickers@kean.ucs.mun.ca])

October 13-15

Symposium on Yachting and Small Craft History, Royal Canadian Yacht Club, Toronto, ON (Proposals and Information: John Summers, Curator, Marine Museum of Upper Canada, Toronto Historical Board, 205 Yonge Street, Toronto, ON M5B 1N2 [tel.: +1 416-392-1765; FAX: +1 416-392-1765; e-mail: can-thb@immedia.ca])

October 14-15

Twentieth Annual Whaling History Symposium, Kendall Whaling Museum, Sharon, MA (Information: Dr. Stuart Frank, Kendall Whaling Museum, PO Box 297, Sharon, MA 02067 [tel.: +1 617-785-5642; FAX: +1 617-785-0451])

October 25-27

Twelfth Naval History Symposium, US Naval Academy, Annapolis, MD (Information and Proposals by May 1, 1995: Dr. William B. Cogar, Dept. of History, US Naval Academy, Annapolis, MD 21402-5044 [tel.: +1 410-293-6376])

October 27-28

"Aftermath: The Transition from War to Peace in America, 1943-1949," Conference, Center for the History of Business, Technology and Society, Hagley Museum and Library, Wilmington, DE (Information: Dr. Roger Horowitz, Associate Director, Center for the History of Business, Technology and Society,

Hagley Museum and Library, PO Box 3630, Wilmington, DE 19807 [tel.: +1 302-658-2401; FAX: +1 302-658-0568; e-mail: rh@strauss.udel.edu])

October

"The Poster War," Exhibit on World War I Allied Propaganda, Yarmouth County Museum and Archives, Yarmouth, NS (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

November

"Cities of the Sea in the Post-Byzantine Era," Third 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 [tel +357-245-1832; FAX: +357 246-1147])

December-March 1996

"Antonio Jacobsen's Painted Ships on Painted Oceans," Exhibit, Philadelphia Maritime Museum, Philadelphia, PA (Information: Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106 [tel.: +1 215-925-5439; FAX: +1 215-625-9635])

1996

March 7-10

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

May 10-16

"War and Diplomacy in Asia, 1914-1975," 22nd Colloquium of the International Commission of Military History, Canberra, ACT (Information: Dr. Serge Bernier, Di-

rector General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: +1 613-998-7064; FAX: +1 613-990-8579])

June 5-8

Second International Congress of Maritime History, Amsterdam (Information: Mrs. Drs. C. Reinders Folmer, PO Box 102, NL-2350 AC Leiderdorp, Netherlands [tel.: +31 71895382] or David M. Williams, IMEHA Organizer, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])

July

"Albert Dock/150 Conference," Merseyside Maritime Museum, Liverpool, UK (Information: Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 51-207-0001; FAX: +44 41-709-3003])

August

"Lighthouses," XIth Baltic Seminar, Provincial Museum of Kymenlaakso, Kotka, Finland (Information and Proposals: Ms. Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, SF 48100 Kotka, Finland [tel.: +358 52-274430])

September 1-8

9th General Assembly, the International Congress of Maritime Museums, Merseyside Maritime Museum, Liverpool, UK (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMH, Altonaer Museum, PB 50.01.25, Museumstrasse 23, D-2000 Hamburg 50, Germany)

September 15-18

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

1997

July

Fourth Anglo-Dutch Maritime His-

tory Conference, Leiden, Netherlands

August

Eighth Conference of the Association for the History of the Northern Seas, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhphoh@login.dknet.dk])

1998

August

Twelfth International Congress of Economic History, Seville, Spain

1999

Summer

Ninth Conference of the Association for the History of the Northern Seas, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF [tel.: +1 709-637-6282; FAX: +1 709-639-8125; E-mail: Olaf@kean.ucs.mun.ca])

2000

Summer

Third International Congress of Maritime History, Sponsored by the International Maritime Economic History Association, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhphoh@login.dknet.dk])

PERSONAL NEWS

J.D. ALSOP is the author of "The Origin of Public Tendering for Royal Navy Provisions, 1699-1720," *Mariner's Mirror*, LXXX, No. 4 (1994), 395-402. He will present a paper on "Shipboard Religion in English Maritime Society, c. 1550-1620," at the Third Conference of the International

Association for the Study of Maritime Mission this April in Liverpool. **HANK BARENDREGT** is continuing his studies on the anthropology of the Pacific Basin. He intends to make a two-week research trip to the Outer Hebrides next spring and to attend the Second International Congress of Maritime History in Amsterdam at the same time. **LOUIS BLANCHETTE's** *Histoire de COGEMA* was published late last year by Histo-Graff in Rimouski. He has been serving as Secretary of the Musée de la mer Pointe-au-Père since January 1993. **J.F. BOSHER's** most recent publication is "Sept grands marchands catholiques français participant au commerce avec la Nouvelle-France (1660-1715)," *Revue d'histoire de l'Amérique française* 48, No. 1 (Été, 1994), 3-27. **JIM BOUTILIER** will lead a panel discussion on "Security Issues and Canada's Defence Role in the Pacific" at the Maritime Awards Society's "Pacific 21" Forum in Victoria in March. An article by **FRANK BROEZE** on "The Netherlands and the Atlantic: Ocean Transport and Port/Airport Rivalry" appears in R. Hoeffte and J. Kardux (eds.), *The Netherlands in Five Centuries of Transatlantic Exchanges* (Amsterdam, 1994), 83-105. His seminal essay, "The Cost of Distance: Shipping and the Early Australian Economy, 1788-1850," has been reprinted in R.C. Michie (ed.), *Financial and Commercial Services* (Oxford, 1994). **TONY BUSCH** is co-author (with Rhys Richards) of "United States Trade With China in the Third Decade, 1805-1814," *American Neptune*, LIV, Special Supplement (1994), 45-66. In *ARGONAUTA* last year, we told you a little about a model built by **N. ROGER COLE** of the *Santa Maria*. The model had been commissioned by a corporate client to commemorate the 500th anniversary of the European discovery of Puerto Rico. The model was delivered in late 1993 and remains on display at the client's corporate headquarters. It was built to a scale of 1/50th from plans prepared by José María Martínez-Hidalgo y Terán. The framing and planking is of Colombian boxwood, the decks are planked in Virginia holly, while the spars are degame (also known as lancewood or lemonwood). As the

accompanying photograph shows, some of the planking was left off the port side at the client's request. **WILLIAM S. CORMACK** has written *Revolution and Political Conflict in the French Navy 1789-1794*, which will be published in April by Cambridge University Press. **JIM DELGADO** is the author of "The Wreck of the Pacific Mail Steamship *Tennessee*," *Journal of the West*, XXXIII, No. 4 (October 1994), 14-21. **DONALD DIGOUT** continues his research on the destroyer *Iroquois*. **PETER EDWARDS** calls our attention to some important publications of the Society of Naval Architects and Marine Engineers (SNAME) that may be of interest to readers: *Naval Architecture for Non-Naval Architects* (US \$24.50), a general introduction to the field; *A Half-Century of Marine Technology* (US \$45), which contains the best and most important papers presented at over fifty years of annual meetings; and *Speed on the Ship!* (US \$30), a history of SNAME on the occasion of its 1993 centennial. All can be ordered from SNAME, 601 Pavonia Ave., Jersey City, NJ 07306. *The Atlantic Charter*, edited by **DAVID FACEY-CROWTHER** and Douglas Brinkley, is available from St. Martin's Press for US\$ 39.95. **LEWIS R. FISCHER** is co-author (with G.E. Panting) of "Maritime History in Canada: The Social and Economic Dimensions," in John B. Hattendorf (ed.), *Ubi Sumus? The State of Naval and Maritime History* (Newport, RI, 1994), 59-77; and the author of "The

Efficiency of Maritime Labour Markets in the Age of Sail: The Post-1850 Norwegian Experience," in Fischer (ed.), *The Market for Seamen in the Age of Sail* (St. John's, 1994), 111-140. **CHARLES DANA GIBSON**'s most recent publication is "Prisoners of War vs. Internees: The Merchant Mariner Experience of World War II," *Ameri-*

to reprint his 1976 book, *The Princess Story: A Century and Half of West Coast Shipping*, which he wrote with W. Kaye Lamb. **MICHAEL HADLEY**'s new book, *Count Not the Dead: The Popular Image of the German Submarine*, will be published in April by McGill-Queen's University Press. **DAN HANNINGTON** is devoting a

good deal of time these days to his collection of maritime philatelic items. He recently acquired a block of Newfoundland stamps salvaged from the wreck of the SS *Sylvia* some ninety-five years ago. He would be interested in hearing from other members with similar interests. **POUL HOLM** is the author of "Technology Transfer and Social Setting. The Experience of Danish Steam Trawlers in the North Sea and Off Iceland, 1879-1903," in *Northern Seas. 1994 Yearbook of the Association for the History of the Northern Seas* (Esbjerg, 1994), 113-57; and co-author (with Morten Hahn-Pedersen) of "The Danish Maritime Labour Market, 1880-1900," in Lewis R. Fischer (ed.), *The Market for Seamen in the Age of Sail* (St. John's, 1994), 141-66. He has also contributed essays on ports, fishing and maritime trade to Verner Bruhn, *Esbjergs historie. II: 1850-1900* (Esbjerg,

1994). **MARK HOWARD** contributed an article on "The strange ordeal of William Valentine" to the *Journal of the Royal Historical Society of Queensland*, XV, No. 3 (1993), pp. 156-66; the article concerns the wreck of an Australian whaling vessel in 1840. **RICK JAMES** is the author of "Hulks

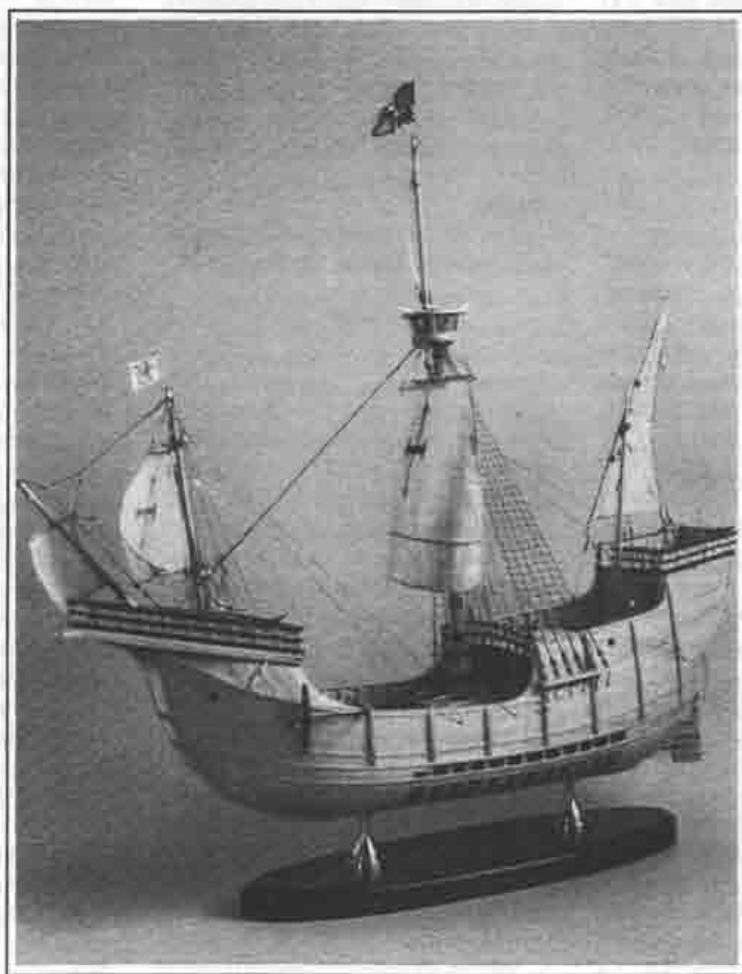


Fig. 4: Santa Maria, a model by N.R. Cole based on plans prepared by José María Martínez-Hidalgo y Terán.

Photo: Courtesy of N. Roger Cole

can Neptune, LIV, No. 3 (Summer 1994), 187-193. **NORMAN HACKING**'s new book, *Princes of the North*, a history of the Grand Trunk Pacific and Canadian National steamers on the Pacific coast, will be published soon by Heritage House Publishing. Norman also tells us that Heritage House plans

Make Fine Breakwaters," *Resolution*, No. 34 (Winter 1994), 13-17. Last October OLAF JANZEN was in Scotland to begin investigating the trading voyage of the *Christian*, a Scottish merchantman, to Newfoundland and Spain in 1726-27. The ship's supercargo maintained a journal of the voyage which is unusually complete and detailed. Moreover, the journal is complemented by an extensive collection of correspondence. With the assistance of a grant from the Institute of Social and Economic Research at Memorial University, Olaf will return to Scotland in February for more detailed research. During his earlier visit, Olaf also took a few days to visit the University of Exeter and to present a paper on "Illicit Trade in English Cod into Spain, 1739-48" at the Exeter Maritime History Conference. ANDREW LAMBERT's most recent publication is "The Impact of Naval Technology on Warship Construction and Repair at Devonport, 1815-1986," in Michael Duffy, et al. (eds.), *The New Maritime History of Devon. II: From the Late Eighteenth Century to the Present Day* (London, 1994), 177-187. People interested in ferries in Atlantic Canada might want to consult MAC MAC-KAY's insightful remarks in the "New England and Eastern Canada" column in the Summer 1994 issue of *Steamboat Bill*. We would like to congratulate FRASER MCKEE, whose book *HMCS Swansea: The Life of a Frigate* is now available from Vanwell Publishing in St. Catharines. KENNETH S. MACKENZIE writes that he is assisting in the "melancholy task" of closing down Royal Roads Military College. "Despite what happens at CMR in St-Jean," Ken writes, "it is a cast-iron certainty that the military will turn off the lights at Hatley Castle in August 1995." Ken's task is to ensure that the remaining historical records and artifacts get fitting and secure homes. He is continuing his work on the Navy League, Canada's merchant marine during WWII and the Canadian Government Merchant Marine. DAN MAINGUY continues to edit the Defence Association's National Network (DANN) *National Network News*. He recently made a submission to the

Special Joint Committee on Canada's Defence Policy on behalf of DANN and ran two seminars in Ottawa to try to stimulate some informed public debate on national defence. DAVID J. MCDOUGALL's essay, "A Piece of Chipped Pottery with a History," appeared in ARGONAUTA, XI, No. 4 (October 1994), 14-16. David is continuing his studies of the Preventive Service; his "Annotated List of Canadian Customs Preventive Service Patrol Boats, 1903-1931" will appear in the April ARGONAUTA. MARC MILNER is the author of *The U-Boat Hunters: The Royal Canadian Navy and the Offensive against Germany's Submarines*, which was published in late November by the University of Toronto Press. He has also published "The Historiography of the Canadian Navy: The State of the Art," in John B. Hattendorf (ed.), *Ubi Sumus? The State of Naval and Maritime History* (Newport, RI, 1994), 79-92. The latest edition of E. STANLEY PARKER's *Guide to the Collision Regulations* is now in the hands of the publisher. We will let you know when it appears. An essay by JAMES PRITCHARD, entitled "French Strategy and the American Revolution," appeared in *Naval War College Review*, XLVII, No. 4 (Autumn 1994), 83-108. GEORGE ROBINSON keeps busy with books on the RCN, 1910-1967, and his collection of RCN badges and tallies. A.C. (FRED) ROGERS continues to write articles for *The Westcoast Mariner* and the *Underwater Archaeological Society of British Columbia*. His current project is a history of British Columbia tugboats. Our apologies to ERIC SAGER for missing his book *Discovering Darwin: The 1930s in Memory and History*, which was published in 1993 by the Historical Society of the Northern Territory. ROGER SARTY presented a paper on "The Ghosts of Fisher and Jellicoe, the Royal Canadian Navy, and the Québec Conferences" at the 50th Anniversary Conference on the Wartime Summits in Québec in October. DONALD SCHURMAN is co-editor (with John Hattendorf) of a new edition of Sir Julian Corbett, *Maritime Operations in the Russo-Japanese War, 1904-1905* (2 vols., Annapolis, 1994).

GORDON C. SHAW is currently working on an economic history of dry-bulk shipping on the Great Lakes and a history of the steamship services of the north channel of Georgian Bay. He tells us that the restored Muskoka Lakes passenger steamer RMS *Segwun* had an excellent season. The Muskoka Lakes Steamship and Historical Society, the owners of *Segwun*, have also undertaken the restoration of the steam yacht *Wanda III*, built for the Timothy Eaton family in 1915. *Wanda III* is the largest and fastest steam yacht ever built on the inland waterways. The society has also established a museum at the wharf in Gravenhurst with an interesting collection of marine artifacts, including two yacht steam engines. SUZANNE SPOHN tells us that she has recently discovered an old tug called *Gillking* on Vancouver Island and hopes to do some research into its history. Congratulations to RICHARD UNGER on being awarded a Killam Research Prize by the University of British Columbia. DAVID M. WILLIAMS is the author of "'Advance Notes' and the Recruitment of Maritime Labour in Britain in the Nineteenth Century," in Lewis R. Fischer (ed.), *The Market for Seamen in the Age of Sail* (St. John's, 1994), 81-100. ROBIN WYLLIE has completed his manuscript, "Franklin's Island," a personal history of Franklin D. Roosevelt's long association with Campobello Island, and is currently searching for a new project which combines Maritime Provinces' maritime history, transportation and related technologies. He is also, of course, continuing research and collecting photographs for his column on "Maritime Provinces Steam Passenger Vessels" and is seeking correspondents with a knowledge of Gulf of St. Lawrence and North Shore New Brunswick steam vessels.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

AUSTRALIAN NATIONAL
MARITIME MUSEUM
(Sydney, NSW)

The museum sponsored a series of

lectures in the fall to coincide with its successful "Mary Rose Exhibition." It has also produced a booklet to accompany the exhibit, stressing its social aspects.

In November the museum hosted the Third Cologne Whaling Meeting, at which historians, whaling activists, collectors and enthusiasts had an opportunity to meet and exchange views.

FISHERIES MUSEUM OF THE ATLANTIC (Lunenburg, NS)

The museum has completed its most successful season, attracting close to 100,000 visitors. Visitors were able to visit new exhibits on the North and South Atlantic seal fishery installed as part of the Whales and Whaling Gallery and on the Lunenburg Sea Products fish plant.

This winter, a series of archival films will be shown each Wednesday morning at 10 AM from January 5 to May 18. On February 20, to celebrate Heritage Day, the museum will display a selection of vessel and crew photographs from its collection. Visitors are also invited to bring along any photos that they believe the staff might be able to help them identify.

FISKERI- OG SØFARTSMUSEET (Esbjerg, Denmark)

On 1 October 1994 the Centre for Maritime and Regional History, sponsored jointly by the museum and the University of Aarhus, began its activities. Chartered for five years in the first instance, the Centre will, among other things, offer a PhD in maritime history. Poul Holm has been appointed Research Professor of Maritime History, while museum director Morten Hahn-Pedersen has been appointed Associate Professor. Mette Guldberg is the first Research Fellow to be appointed to the Centre. The museum has also received a grant of DKK 20 million from the city of Esbjerg to construct a new administrative building with office space for the Centre, a public lecture hall and a cinema.

KENDALL WHALING MUSEUM (Sharon, MA)

The museum currently has two monographs in press and at least one more to be published during 1995. To appear shortly are Uwe Schnall's volume on Norse whaling in the Viking era and Kenneth Mitchell's book on the cetology of Albertus Magnus. Later in the year the museum will publish Joost Schokkenbroek's monograph, *Jaws on Walls: Whale Jawbones on Public Buildings in the Netherlands, 1535-1995*. A final noteworthy publication will be museum director Stuart M. Frank's *Dictionary of Scrimshaw Artists, Volume II - Supplement*, which will be issued by the Mystic Seaport Museum.

The museum will host its 20th annual "Whaling History Symposium" on the weekend of October 14-15. This year's event will include presentations on native North American and Euro-American whaling on the northwest coast, as well as the history of ethnology collecting in that region. The new "Japanese Gallery," which opened last spring, features the permanent exhibition on "Whaling in Japan, 1590-1990." The current temporary exhibit is "The Hollywood Whale Fishery: Movies and Movie Posters of Whaling," which will run through October. A travelling exhibition entitled "Jaws on Walls: Whale Jawbones on Public Buildings in the Netherlands," with a catalogue by Joost Schoekkenbroek of the Netherlands Scheepvaart Museum, is available to tour during 1995-1997. The exhibition is available to qualified institutions in Canada and inquiries are welcome.

Since the publication of Stuart C. Sherman, et al., *Whaling Logbooks & Journals, 1613-1927* (1986), the museum has acquired approximately 450 additional whaling logbooks and journals representing about 800 whaling voyages to a variety of grounds between 1658 and 1925. A catalogue is scheduled for publication in early 1995, and virtually the entire collection is accessible on microfilm via inter-library loan.

Finally, the museum has a new librarian and assistant curator. Michael P. Dyer, who has worked at the York County Agricultural and Industrial Museum, Mystic Seaport Museum and the Kendall Whaling Museum, succeeds Sarah E. Reilly.

MAINE MARITIME MUSEUM (Bath, ME)

The current exhibition, "More by Eye than by Measure: The Art of John P. Gardner," includes a dozen models and as many drawings by John Prior Gardner, former New York longshoreman and now a model maker in Castine, ME. Yachts, sailboats and historic working vessels of Maine are included in the exhibit, which will run through April 2. The winter exhibition, "Thirty Years in Collections," highlights some of the more unusual artifacts donated since the museum began collecting in 1964. It will be on view through February 28. Recent museum acquisitions include a series of models made over a forty-year period by Milton Gowen of Westbrook, ME. These encompass many types of vessels, including the steamer *Portland*, which was lost in the great gale of 1898.

The museum has signed a contract with Ralph L. Snow and Douglas Lee to prepare a book-length history of the Percy and Small shipyard, the buildings of which are preserved by the museum. Publication is scheduled for 1997.

On the staff front, Scott R. Candage has been named Registrar to replace Stefanie Staley, who has assumed the title of Education Coordinator. James Gubser has been appointed Director of Development.

MARINERS' MUSEUM (Newport News, VA)

The museum has established the William D. Wilkinson Research Fellowship to honour its Director Emeritus. The fellowship, which is worth \$750, is designed to encourage work in the museum's extensive collections by assisting with travel and expenses. Although special consideration will be

given to scholars in need and those interested in lifeboats, lifesaving, safety at sea and the US Coast Guard, it is open to scholars interested in all areas of maritime history. Applications, which should include a current c.v., two letters of support, and a single-page proposal, should be received no later than 31 March 1995. The recipient of the fellowship will have one year from the time of the award to visit the museum. For further information, contact Benjamin H. Trask, Librarian, Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 (tel.: +1 804-596-2222; FAX: +1 804-591-7310)

**MARITIME MUSEUM OF THE
ATLANTIC**
(Halifax, NS)

The permanent exhibit "Halifax Wrecked" opened at the museum on December 4. A moving portrayal of the horrendous 1917 explosion and fire, the exhibit includes artifacts, memorabilia, and photographs.

In November students from the Nova Scotia Sea School lofted a twenty-eight-foot pulling boat in the museum's Small Craft Gallery. It should be launched in May and will be used as a sail trainer.

**MARITIME MUSEUM OF BRITISH
COLUMBIA**
(Victoria, BC)

The museum appointed a new Executive Director effective December 1. Jeanne Shoemaker, who has an extensive background in cultural organizations, business, public administration, financial development and journalism, replaces Graham Fram, who had been Acting Executive Director since John MacFarlane left to become Project Manager at the McLean National Historic Site in Port Alberni. In other personnel news, Graham Fram has retired, while Guy Mathias has been tapped to fill the new position of Exhibition Manager. In his new post, Guy is charged with developing a five-year exhibition programme covering both permanent and temporary exhibitions.

The museum has been appointed to act on behalf of BC Ferries as a repository and manager of historical artifacts and collections. The museum will catalogue, document, preserve and store artifacts owned by BC Ferries or donated by the general public.

Meanwhile, the museum also would like to remind readers of the availability of two important books published in 1994. The second edition of *Canada's Admirals and Commodores*, compiled by John MacFarlane with an introduction by CNRS member Jan Drent, contains almost twice as much information as the 1991 edition. It is available from the museum for \$30.93, inclusive of shipping and GST. Also available is *Canada's Naval Aviators* by John MacFarlane and Robbie Hughes, with an introduction by Admiral Bob Falls. Containing information on more than 1600 Canadian naval aviators and more than 350 portrait photographs, the book is available for \$36.27, including shipping and GST.

MUSÉE MARITIME BERNIER
(L'Islet-sur-Mer, PQ)

Alain Franck has joined the museum as Registrar of Collections. The museum publishes a fine newsletter, *Info MMB*, which contains news and stories about exhibitions, attractions and a host of other topics; it is available free to members. This year the museum is hosting three temporary exhibits: "Les voiles de mon fleuve, Eugene LeClerc batelier miniaturiste," which runs until May 1; "L'Empress of Ireland: le Titanic du Saint-Laurent," which will be on display until October 30; and "L'Univers maritime de l'enfance," which can be seen until December 31. Last year's exhibition, "Transport par mer," which was put together by the museum, is available to travel from March 1995. For further information, please contact Madame Sonia Chassé at the museum on (418) 247-5001.

NATIONAL MARITIME MUSEUM
(Greenwich, UK)

The museum's controversial exhibit on the *Titanic* is on view until early April.

**PHILADELPHIA MARITIME
MUSEUM**
(Philadelphia, PA)

Jane Allen, the museum's curator, has been awarded one of two prizes for best article published in 1993 in *American Neptune*. She was honoured for her essay, "Lying in the Port of Philadelphia: Vessel Types, 1725-1775."

ROYAL NAVAL MUSEUM
(Portsmouth, UK)

Over 40,000 veterans, including a large contingent of Canadians, gathered in Portsmouth last year to celebrate the fiftieth anniversary of the D-Day landings. While there, many of the veterans attended a special exhibit at the museum entitled "The Vital Link," which focused on the role played by the Women's Royal Naval Service during the invasion of Europe.

**UNITED STATES SHIPBUILDING
MUSEUM**
(Quincy, MA)

The Museum, which is slated to open this fall at a ten-acre site at the Fore River Shipyard in Quincy, has recently taken possession of the USS *Salem*, the world's only surviving heavy cruiser. The *Salem*, which will be one of the museum's showpieces, was built at the shipyard in 1949. After serving for eight years as the flagship of the US Sixth Fleet in the Mediterranean, it was decommissioned in 1959.

VANCOUVER MARITIME MUSEUM
(Vancouver, BC)

Rebecca Magallanes has been appointed Executive Assistant and Lisa Ryan has become Museum Secretary. The new "Children's Maritime Discovery Centre" has been a big success. A hands-on centre where children can learn all about boats, it features computer modules, a fully-operational wheelhouse of a tugboat, discovery drawers, a scale replica of Vancouver's ship *Discovery*, telescopes, and costumes for dress-up. The Centre has been funded in part by a \$15,000 grant from the Vancouver Foundation.

**WESTERN AUSTRALIA
MARITIME MUSEUM**
(Fremantle, WA)

The museum has been named a Centre of Excellence in Maritime Archaeology. In recognition of this, the Australian federal government has awarded the museum a grant of AUS \$800,000 over the next three years to expand its various operations in Western Australia, Australian and overseas. Also, the victorious America's Cup yacht from 1983, Alan Bond's *Australia II*, is to "come home" and become the centre of a new museum building which will house it (and, hopefully, its opponent, *Liberty*) in a permanent exhibit on Western Australian yachting and fishing history.

**YARMOUTH COUNTY MUSEUM
AND ARCHIVES**
(Yarmouth, NS)

Nautical memorabilia continues to come into the archives. For example, it recently acquired seamen's discharge books, letters of reference, ID cards and the like from Captain Alvin Allen (b. Yarmouth, 1906), chief officer and master in CN Steamship vessels during and after WWII. The exhibit "The Maritime Folk Art of A. DeClerck" will be on display for the entire month of February; the curator of the exhibit, Dr. Ken Martin of Woolwich, ME, will be addressing the Society on February 4. Finally, concept plans for a much-needed expansion have recently been released. The design is by restoration architect Harry Jost of Annapolis Royal. All that is now required is the necessary funding!

**NEWS FROM MARITIME
ORGANIZATIONS AND
SOCIETIES**

COMPANY OF MASTER MARINERS

At its January National Council meeting, the Company of Master Mariners of Canada decided to look into the possibility of holding a technical meeting as part of this year's AGM. It is hoped that details can be finalized by the end of the winter.

**INTERNATIONAL CONGRESS OF
MARITIME MUSEUMS**

The Congress held its interim meeting in Vancouver for the first time this past September at the Vancouver Maritime Museum. During the sessions, a number of Canadians made presentations. Maurice Smith, curator of the Marine Museum of the Great Lakes, discussed his museum's publication efforts as well as the availability of its collection database via Queen's University. Robin Inglis talked about the North Vancouver Maritime Museum's work to preserve the maritime heritage of a local area and filled delegates in on the relationships between British Columbia's maritime museums. David Fleming of the Maritime Museum of the Atlantic spoke about a variety of east-coast maritime museums. Finally, Thomas Beasley of the Vancouver Maritime Museum presented a talk on the museum's involvement in marine archaeological projects through partnerships with local societies and university programmes. More than fifty-five museum professionals attended the meeting.

**INTERNATIONAL MARITIME
ECONOMIC HISTORY ASSOCIATION**

The IMEHA invites nominations for President, Vice-President (2), Secretary and Treasurer. Canadian nominations are particularly welcome, since three of the officers must be Canadian citizens or landed immigrants. Requests for additional information and nominations should be sent to Prof. L.R. Fischer, Secretary, IMEHA Nominating Committee, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7 (tel.: 709-737-8424; FAX: 709-737-8427; e-mail: Lfischer@leif.ucs.mun.ca).

**MARITIME AWARDS SOCIETY OF
CANADA**

The Society will be sponsoring a one-day forum entitled "Pacific 21: Four Problems in Search of a Solution," at the University of Victoria on 4 March. Panels on the salmon fisheries, BC

coastal management, shipbuilding and security and defence will explore some of the major maritime issues confronting the west coast. Information on registration may be obtained from MASC, PO Box 5328, Station B, Victoria, BC V8R 6S4. The Society also announces that Dr. Robert G. Rogers, Chancellor of the University of Victoria, has agreed to become its Patron.

PROJECT HMS DETROIT

The society is holding its AGM at the Knights of Columbus Hall in Amherstburg, ON, on January 11. Last year volunteers took the ship's boat to the Toronto Boat Show, the Great Lakes Shipwreck Conference, and a variety of other events in the Great Lakes region. In 1995 the project has been invited to participate in the "Gathering of the Tall Ships" at Louisbourg, NS.

SAVE ONTARIO SHIPWRECKS

At the SOS Annual General Meeting in October in Toronto, a number of important projects were discussed. With the assistance of government funds, both SOS Windsor and Sault Ste. Marie are able to continue putting data into the "Marine Heritage Database" until next summer. The Port Dover chapter has discovered a fully intact, but previously unknown, wreck in Lake Erie, and was able to guide the internationally renowned Dr. Joe McGinnis to it for a dive. The Prescott chapter celebrated the 105th anniversary of the sinking of the paddlewheeler *Rothsley* with a dive; the chapter has also buoyed and plaqued the wreck site. SOS Barrie has sunk a small cruiser in Kemperfelt Bay, Lake Simcoe, for the enjoyment of divers.

The 1995 SOS Forum will be hosted by SOS Ohio in Sandusky, on March 25, 1995. The keynote speaker will be John Broadwater, the Director of Monitor Marine Sanctuary. There will also be a report on the first season of open sport diving on the historic Civil War ironclad, *Monitor*. For further information, please contact Ms. Joyce Hayward, SOS Ohio, 1791 C.R. 296, Bellevue, OH 44811 (tel.: 419-483-3074).