

ARGONAUTA

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EDITORIAL

We are constantly reminded that maritime affairs past and present do not always attract the levels of attention we might wish. The general public seems woefully unaware of the role that maritime affairs have had, and continue to have, in the development of this country. For this reason we are loathe to criticize individuals or groups that do something to promote interest in marine-related activities. Nonetheless, from time to time we feel that maritime promotions go too far. A case in point is the recent *Titanic* exhibit mounted by the National Maritime Museum in Greenwich, which we criticized in a previous editorial. We also believe it is true of two contemporary promotions in St. John's, Newfoundland.

The first involves cruise ships. St. John's, like many cities in recent years, has attempted to entice cruise operators to its port. The principal rationale

normally adduced is economic: development officers are prone to see such vessels (and their passengers) as generators of incredible levels of activity, despite a plethora of studies that show the opposite. A few weeks ago the city was able to attract the Hapag-owned *Europa* for an eight-hour stay. While the large number of local residents lured to the docks was heartening, preliminary estimates suggest that the impact on the local economy was exceedingly small. As a result, rather than stimulating interest in an important maritime activity, this episode has reinforced linkages between maritime interests and economic failure in the public mind.

A second event with the same result is a tour of Atlantic Canada being made this summer by a fleet of about ten "tall ships" (the sponsor's term, not ours). For a while it appeared that St. John's would have to be excluded when the city refused to come up with financial "guarantees" (again, their word) to

the tune of \$120,000. While it now appears that a portion of the fleet will come for a lesser bribe (the word we would have preferred above), this visit, and the opportunity it presented to awaken interest in maritime affairs, has been subordinated to arguments about economic costs, especially since the city is almost certain not to recoup its investment.

In both cases we believe that important opportunities to stimulate interest in things maritime have been lost. Although St. John's, like much of Canada, has a proud maritime heritage and depends profoundly upon marine transport, interest in the relationship between man and sea has rapidly been dissipated in recent years. It is thus especially unfortunate when short-sighted politicians and promoters exacerbate the problem.

PRESIDENT'S REPORT

By Faye Kert, President
Canadian Nautical Research Society

In the last issue of *ARGONAUTA*, Skip Fischer and Olaf Janzen announced that they would be stepping down as editors of this newsletter. For more than a dozen years Skip has served the publications of our organization in several capacities — as Book Review editor when *ARGONAUTA* was our only publication, as well as editor of both *ARGONAUTA* and, since its launch in 1991, *The Northern Mariner/Le Marin du nord*; Olaf, too, has served in similar capacities for at least half that time. Their dedication, professionalism and patience have served the society and its publications, including *ARGONAUTA*, very well. Their decision to concentrate their editorial energies on *The Northern Mariner/Le Marin du nord* means that we are likely to be in for some pretty innovative times for our journal.

Those of us who enjoy the articles and regular features in *ARGONAUTA*, such as the ship profiles and the invaluable survey of articles from all those journals to which we could never afford to subscribe, may not be aware of the enormous amount of time it takes to

solicit, receive, edit and proofread the contents of a magazine. As a recipient of more than one of Olaf's anguished pleas to please get the President's Corner to him SOON, I can testify to his great forbearance. On behalf of all the members of the CNRS, I would like to thank both Skip and Olaf for the fine work they have done over the years on ARGONAUTA.

Which brings us to the matter of succession. The Canadian Nautical Research Society is now in the market for a new newsletter editor and we would welcome offers to serve or nominations of those who are too "modest" to offer on their own. As Skip said, getting each issue out on time is a task that requires a fair amount of personal commitment — both in time and effort. However, the editor does not work alone. He or she is ably assisted by an editorial committee and Skip and Olaf have offered the services of Memorial to continue publishing and distributing the newsletter. I know that many of our members are published authors, and others have had editorial experience. If you think that you could contribute your expertise to ARGONAUTA, don't be shy. For all the effort it involves, there is the gratification of knowing that you are participating in the work of promoting Canadian nautical history and the research of fellow members. Remember, ask not what your society can do for you...

One of the things you can do for your society this year is attend the Annual General Meeting in Montreal, August 28 to September 1 at HMCS *Donnaconna*, just north of Concordia University. Get there by 2:00 p.m. for the opening address by Frank J. Broeze, President, International Commission for Maritime History, with introductions by Skip Fischer, organizer of the ICMH Conference, and myself. Three sessions of papers will then follow on ports in Northwestern Europe, Atlantic Canada and Britain. A total of fifty papers over the next three days will carry you around the world's ports with papers by speakers from Australia, Belgium, Canada, Cuba, Denmark, Finland, France, Germany, Israel,

Ireland, Nigeria, the Netherlands, Norway, Spain, the United Kingdom, and the United States. There will also be papers on ports in war and ports in peace, those in antiquity and modern ports, ports used for trade, defence, and boatbuilding, as well as the people who lived and sailed from these ports.

Finally, there is the CNRS Annual General Meeting. This is set for Thursday, August 31 at 4:30 - 6:30 p.m. Come for all or part of the conference, but come! And stay for the AGM. See you there!

ARGONAUTA MAILBAG

Sirs:

Can any reader help me with a technical question? Why do Canadian maritime historians avoid discussing the Allan Line and CPR? Does it have to do with the possibility that their ships were not registered in Canada? Or were they registered there, and is there some other reason instead? I am really curious about it, especially as it reminds me of the hijacking of the Cunard company from Halifax to Britain. Thanks for any advice you may have on this!

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Sirs:

I would like to thank you for using your editorial skills in smoothing out the text of "An Annotated List etc." in the April issue. However, a few glitches, mostly minor, did manage to slip in. On p. 5, *Patrol Boat No. 1 (Marona)* is shown to be 16.21 gross tons while my figure is 16.91; *Patrol Boat No. 2 (Vagrant)* in mine is 51.0; *Patrol Boat No. 9* was in use at Miramichi from 1926 (not 1936) to 1929. On p. 6 the breadth of the *Ellsworth* is shown as 121 feet instead of 13 feet (in my mind's eye I see the amazed looks

on the faces of rum runners being chased by a vessel of those dimensions). Finally, on p. 8, the tonnage of *Customs A* (which should be 24) has gone missing.

David J. McDougall
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[*Sorry about that, David! We try our best to catch every mistake that might creep into the final text, but some always manage to slip by. A breadth of 121 feet, however, we certainly should have noticed! The Eds.*]

Sirs:

I am the Secretary-Treasurer of the North American Section of the International Cape Horners (AICH). This is a combination of two national memberships into one, not only for convenience sake but also because charters are issued by the International office (St. Malo, France) on the minimum number of twelve applicants, and I cannot find twelve applicants in Canada alone who have been in sailing ships around Cape Horn. This indeed is a last man's club, and that is what it has always been.

Because of the bi-national membership, I want to improve my education and knowledge about Canada's maritime history. Since the AICH is aimed solely at sailing ships and the seamen who sailed them, I would like to get help from your eminent "sailing ship historians" and to establish contact with anybody in Canada who was in sail. I know many already, and I am fairly familiar with many ships built in, and owned in Canada. But there is always more to learn.

I am especially interested in contacting two organizations which were formed to preserve the traditions of sailing ship history: (1) The Thermopylae Club in Victoria, British Columbia, now associated with the Maritime Museum of British Columbia; and (2) the Cutty Sark Club, Winnipeg Watch. I know absolutely nothing about this last organization, except that it existed in some

form forty-odd years ago at the following address: c/o W.E. Fawcett, 279 Lyndale Drive, Norwood Grove, Manitoba. I assume that it was formed by old hands from the sailing ship era, but one suspects that because of the passage of time, it may have faded and folded long ago. If anybody knows anything about the CS Club, I'd like to know what its present status is and who a contact person might be.

I am also a member of NASOH and who knows how many other maritime historical and research societies, so there is some overlap and duplication in my contacts with other groups. Any further leads you can provide on good source material in this particular field would be most appreciated.

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ARGONAUTA COMMENTARY

FINAL RESTING PLACE

by R.F. Latimer

Having recently observed the seventy-seventh anniversary of the devastating Halifax Explosion which was caused by the spectacular blast of the exploding French merchant ship, SS *Mont Blanc* following a collision with the Belgian Relief Ship *Imo*, one could be forgiven for assuming that what was left of the ravaged hulks had sunk to the bottom of Halifax Harbour on that fateful day in 1917. Not so, in the case of SS *Imo*, which survived the accident reportedly with only minor superficial damage to her superstructure, funnel and masts.

The 431-ft. length *Imo* was a ship with something of a past. It was launched as SS *Runic* in January 1889 by Harland & Wolff of Belfast for the White Star Line, not as a majestic Atlantic greyhound leviathan, as its name and ownership might imply, but as a livestock carrier. After serving several owners on the Liverpool/New York route, *Runic* was resold in 1912 to South Pacific Whaling Co. of Oslo, Norway, converted to a Whale Oil Tanker, and

renamed *Imo*. At the time of the Halifax Explosion, *Imo* was voyaging in ballast (no cargo) and was on charter to the Belgian Relief Committee.

After the explosion, in 1920, *Imo* was sold to new owners and converted to a Whale Factory Ship with the name *Governoren*. In November 1920, three years after the ship's unfortunate involvement in the Halifax Explosion, *Governoren* was wrecked on a reef near Port Stanley in the Falkland Islands. Nothing today remains to be seen of the wreck of the ex-*Imo*. However, it seems ironic that she terminated her seagoing career deep in the Southern Hemisphere, some six thousand miles from the city where it played its most tragic and sensational historical role.

ARGONAUTA ARTICLES

A SAILOR'S LOG

By Ed Butts

[Ed. note: This item first appeared in the October 1986 issue of Canadian Legion Monthly. We thank Mr. Hank Barendregt for bringing the item to our attention.]

The *Queen Elizabeth* and *Frederick P. Elkin* had one thing in common during WW II: Both sailed without convoy protection — the *Queen E.* because she was too fast, the *Elkin* because she was too slow.

Built at Cape D'Or, N.S., in 1919 by S.M. Field, the *Elkin* was a 435-ton, three-masted, wooden schooner. She was originally named *Seaman, A.O.*, an inversion of her owner's name — Capt. A.O. Seaman — then R.C. Elkin & Company of Saint John, N.B., bought her for service in the West Indies.

Motor pumps replaced her old hand-pumps, but the wind-jammer's source of locomotion stayed the same. She carried no radio. Unarmed and unescorted she plied her trade until the early 1950s, when she was broken up at Barbados.

In May, 1943, Stewart Zinck signed on

at Lunenburg, N.S., as cook for Capt. Archibald Croft and his six-man crew. The *Elkin* sailed for Barbados June 23 with a cargo of lumber and returned to St. John's, Nfld., Oct. 1 with 916 puncheons of molasses. Zinck's handwritten log of the voyage is probably one of Canada's last personal accounts of the days of sail. These excerpts capture a different era:

June 23, 8 p.m.: Just took in flying jib and two topsails. As the gear ain't too new, it takes about 1½ hours with the pumping engine and two pumps to keep the water out of her.

June 26: Making a lot of water since last night. Pumping every hour 20 to 25 minutes — two pumps. Took in two topsails and spanker before dark as it got cloudy and breezed up a bit.

June 29: Pumping about 20 minutes an hour, everybody well and in good spirits. I had a good cold water bath in a tub on deck about 7:30 tonight. It was very hot today in the galley and on deck. So ends the day in peace, love and harmony.

June 30: One of the men developed mumps today. One side of his face is all swelled up. He asked the captain what was wrong and the captain said he was only getting fat.

July 3: Tenth day at sea. Calm till 8 a.m. When it came a little wind we hoisted spanker, jibs and topsails. We tried all day to catch a dolphin, but had no luck. Earl Reinhardt got one up to the rail and lost it. Well, today was the first time since we left we have seen any sign of life clear of our own. A plane sighted us at 1 p.m. — a four-engined American Liberator. He circled us four or five times. We showed him our colors. We have no radio so we don't know what's going on in the world these days.

July 5: The most eventful day so far. At 5:30 a.m. the mate reported to the captain a naval craft of some kind was coming towards us. Soon we saw it was two ships. I identified them as two American destroyers, which they turned out to be. They signalled us with flags. We answered with our code flags and also hoisted our Red Ensign. They circled and manoeuvred around us for some time, then they sent a party of 10 men aboard. They had automatic

rifles, revolvers, hand-grenades, rockets and signal lights. They had a lovely steel boat with a diesel engine. The leading officer looked over the papers and took a list of the names of captain and crew. Also took a list of the cargo. He searched her very carefully. About 9 a.m. the four-engined Liberator American plane came out again to visit us. They all left about 10 a.m.

July 6: Calm all day. The heat was terrific. Not an air of wind at all and the sun shining bright. We are in what they call the horse Latitudes, something like the doldrums in the Pacific Ocean where sailing ships most always get becalmed. If we can make another 50 or 75 knots (nautical miles) we will meet the trade winds, which will carry us to our destination.

July 8: Sighted no sign of life of any kind. This would be a bad climate to be sunk by a sub or be sunk by the elements as we are 600 knots from the nearest land and there is no shipping in these latitudes so with a small boat the chances would be very slim....I often wonder how the war is going but we have no way of finding out. No radio – just as modern as Noah's Ark.

July 11: Today had my last fresh beef bought at Corkum's meat market in Bridgewater 22 days ago. I had it put down in gallon pickle bottles. Roast beef and beef steak was just as good as the first day I got it. I also had some sausage put down in bottles the same way one month ago and have some yet. I cook the meat and sausage, put it in the bottles hot and seal them up. They seem to keep indefinitely. Today, Sunday, is sailors' wash-day as they only stand watch and work ship. No unnecessary work on Sundays. Pumping engine going regular. If it would break down, goodbye *Elkin*. We nurse it like a baby and it's our best friend.

July 15: Had a little squall of wind and rain last night about 11. Clewed up our topsails and outer jib. It made a little excitement for a while. We've had it very moderate since we left home. We could have come in a dory without any trouble.

July 17: Woke up this morning and we were sailing along the Barbados coast. We arrived at 11 a.m. and the schooner

Bluenose is here loading molasses. Capt. Wilson Berringer is commanding her. A whole crew of Spaniards are on board her. The harbor had a gate across and a net for torpedoes and submarines. We had a job to sail through, but we made it all right.

July 18: We were ashore last night. Spent a very pleasant night, but the blacks bothered us a lot for shillings as times are pretty tough for the poor class, as usually is the case. We went to the Sailors' Rest, met the proprietor – a white man about 70 years old – and his staff made us welcome and showed us around the place, which was spick and span. We rested for about half an hour, then went to town and arrived aboard about midnight, nobody drunk – very rare first night in Barbados.

July 19: Four sailors came to the cabin and informed the captain they were not going to Newfoundland with a load of molasses. They want to be paid off and sent home. Captain felt bad, but I don't blame them as I figure it's suicide myself to go on such a trip with this old craft.

July 29: About 50 Negro workmen are cleaning the bottom and taking out the rotten and worm-eaten planks. I was speaking to a dock workman and he said he was working here for 22 years and this was the worst bottom he ever saw on a schooner.

Aug. 12: Three of the crew were paid off today and are going home on the *Celeste* – John Wilkie, Bob Sarty and Reinhardt. Are taking three sailors from here.

Aug 18: Sailed from Barbados at noon, being there one month, two days.

Aug. 25: I had one of the most shocking finds in my life, at sea or on land. I found our mate dead in bed alongside of me on the cabin floor. We slept there instead of our bunks because it was too hot in our staterooms. We swung for San Juan. Captain was ashore and got in contact with British consul.

Aug. 26: Undertaker came aboard about 9 a.m. to take the captain ashore to pick a casket for the mate. They arrived about 2 p.m. with the casket, fixed up the body and took it ashore for the funeral and he was buried about

4:30 p.m. here in San Juan by a Presbyterian minister from the church. We now have only six in crew. Took one of the sailors from Barbados as mate – Neville King.

Sept. 18: Quite a gale came at 10 last night from the north. Must have blown 60 miles an hour with heavy rain and picked the water right over her. Took in foresail, flying jib blew to pieces before we could lower him. It blew hard all night and all day hove to under mainsail and inner jib. All well, harmony not so good.

Sept. 20: Crew disgusted with passage. It's getting monotonous. See nothing, hear nothing, know nothing.

Sept. 22: We sighted a ship coming straight for us with big red lights. It was, I presume, a hospital ship. It went close past us and had big flood lights on the sides to light its flags.

Sept. 26: All the crew are in better spirits to see we are making a little progress after drifting around for days. The acting mate claimed we sailed past a floating mine at about 3 p.m. We had it foggy for three hours today, 1 p.m. to 4 p.m., so the sailors had to use the old-fashioned hand-horn, which I haven't heard for years.

Sept. 28: We sighted an old life raft and a lot of wreckage such as planks and boards, some painted and others I suppose were rough side up. We also saw some large boxes, looked like sea chests from the distance. We sighted Cape Pine at 2 p.m. A glow of happiness passed through the crew from the captain down at the sight of land.

Oct. 1: Arrived at last St. John's, tied up at Harvey's wharf at 3 p.m. after a 44-day voyage from Barbados.

Oct. 9: Blowing a gale W. Orders from harbormaster not to sail today. Saturday night all stores open, lot of people on the streets. I spent an hour at the Caribou Hut, which is for servicemen and the merchant navy. It has a large staff of girls and they are very pleasing.

Oct. 11: Sailed from St. John's at 9 a.m. Heavy wind west. Hoisted spanker and all the lower sails inside Cape Spear, but had to take in spanker and two jibs when we got outside as we have no ballast in the hold.

Oct. 12: We are off Cape Race. The

wind is very moderate now. All well except a Negro is lovesick. He met her at St. John's and fell in love with her. I tease him all the time and it makes him worse. He says he's going to marry her if he ever gets back again. She is a colored girl. Her father came from Barbados at the age of 13 years. Oct. 13: Our Negro sailor has the melancholy blues and is staying in his bunk for a day now, which brings us down to five to handle ship. I told him he should not die as one man is enough to die on a trip.

Oct. 14: This morning at 2 a large convoy passed us going east. About 50 or 60 ships. It was moonlight and we could see each other quite well. None of us had any lights showing. A destroyer passed us very close. I suppose he called us an antique.

Oct. 15: Today at 3 p.m. a Catalina Flying Boat circled us a few times. It was a Canadian plane. The Negro seaman went to work today. He got over his lovesickness at last.

Oct. 17: We under jumbo foresail and mainsail. It is 9 p.m. We carry no running lights of any kind, so I don't sleep too sound.

Oct. 18: Calm and foggy all day. We are about 10 miles SE of Scatari. Hear the horn. We heard heavy gunfire all afternoon from naval guns. I tried hard to catch a cod tonight on the jigger but it appears fish are very scarce.

Zinck's log ends Oct. 21 with the *Elkin* in sight of Sheet Harbor, N.S., a couple of days' sail from Lunenburg. He left the crew by 1946, although Capt. Croft was still in command.

But the *Elkin* may have a life beyond a sailor's diary — she is generally believed to be the centre of three schooners depicted on the \$100 bill, although the artist's original sketch doesn't list her name.

NINETEENTH-CENTURY CARGOES AROUND CAPE HORN

By Eric Lawson

Trying to identify the cargoes carried by specific ships in the mid-nineteenth century can be a difficult task. Original

Table I. Eastbound

Year	From	To	Cargo
1851	Huasco (Chile)	Swansea	Copper ore
1852	Lima	Cork	Guano
1852	Callao	Hampton, USA	Logwood
1852	Valparaiso	Falmouth	Logwood
1852	Valparaiso	Liverpool	Logwood
1852	Callao	Liverpool	Saltpetre & wool
1853	Callao	New York	Guano
1853	Callao	Boston	Guano
1853	Callao	Jersey	Guano
1853	Callao	Liverpool	Guano
1853	Callao	Cork	Guano (2 vessels)
1854	Chincha Is. [Peru]	Cork	Guano (4 vessels)
1856	Iquique	Hamburg	Nitrates
1856	Guatemala	London	Cochineal & hides
1857	Guayaquil [Ecuador]	Liverpool	Cocoa, bark
1858	Tocopilla [Chile]	Liverpool	Copper ore
1860	Mazatlan [Mexico]	Liverpool	Wood, hides, copper
1860	Callao	Mauritius	Guano
1860	Chincha Island	Cork	Guano
1861	Bolivia	Liverpool	Guano
1861	Islay [Peru]	Liverpool	Saltpetre & wool
1861	Caldera [Chile]	Liverpool	Copper ore
1861	Salvador	Liverpool	Sugar & coffee
1862	Guatemala	London	Sugar, cochineal, tobacco
1863	Tocopilla	Liverpool	Ores & tin
1864	Sydney	London	Wool & tallow
1865	San Jose de Lambique	Liverpool	Cotton
1865	Tahiti	Liverpool	Guano
1865	Lota [Chile]	Swansea	Copper & wool
1866	Iquique	Marseilles	Saltpetre

Bills of Lading, Manifests, and charter parties seem to be very scarce. Bills of Entry can supply some information, though I have often found the English ones to be incomplete. Also, while they might show items being exported to a particular port on a particular day, if more than one ship is departing on that day for the same destination, no indication is given as to what was shipped on which vessel. Harbormaster's records can be of considerable help, where they still exist, and occasionally some newspapers published copies of complete manifests for individual ships. Some even recorded items being loaded into specific ships on a day-to-day basis.

The most complete list of ship movements for a particular port that I have seen are those in the harbourmaster's office at Stanley in the Falkland Islands. Sometimes called Port Stanley by outsiders, Stanley was established as a port of registry in 1859, but records include a shipping list of all vessels entering and leaving since 1842. This record continues to the present day, with one gap between 1879 and 1882. The records include such details as the name and nationality of the vessel, its tonnage, the captain's name, the arrival and departure dates, its rig, where it is from and to where it is going, and the reasons for calling at Stanley, giving details of any damage sustained, etc.

The entries provide valuable information as to the type of cargoes being carried around the Horn, and while the ships that called at Stanley are but a small fraction of the huge traffic rounding the tip of South America, they provide some insight into this trade. Unless instructions for the voyage included a stop at Stanley, they called in chiefly for reasons of distress, usually as a result of damage sustained in bad weather around the Horn. From choice, a captain could try to reach either Montevideo or Rio de Janeiro where both lumber and labour costs were relatively cheap; only if they could not make those ports would they seek refuge and repairs in the Falklands. There were no trees in the islands so all timber for repairs had either to be imported or re-cycled from condemned

Year	From	To	Cargo
1867	Islay	Liverpool	Barrilla & wool
1868	Adelaide	London	Wool & copper
1868	Altata [Chile]	Liverpool	Dyewood
1869	Guanape Is. [Peru]	Cork	Guano
1871	Callao	Barbados	Guano
1871	Manzanillo [Mexico]	Falmouth	Dyewood
1871	Caldera	Swansea	Silver & copper ore
1873	La Libertad [Ecuador]	Queenstown	Sugar
1874	Valparaiso	Liverpool	Wheat & copper
1876	Huerillas [Peru]	Falmouth	Guano
1876	Chorinto [Central America]	Falmouth	Dyewood
1876	Costa Rica	Falmouth	Cedar wood

ships. Labour was expensive, the workers consisting largely of shipwrights who had come from England to make some fast money. The captains had little choice but to pay up if they wished to be on their way and there was usually a shortage of the high-priced labour because workers tended to return to England with their families once they had put some money aside.

Bad weather was not the only factor causing vessels to seek help. In his despatch of November 8, 1850, Governor Rennie informed the Right Honourable Earl Grey in London that "...A number of English and American vessels bound round Cape Horn with coals for California and supply of steamships in the Pacific have been driven into this harbour by distress in consequence chiefly of being overloaded..." Similar letters were written by succeeding governors in the 1870s.

The list presented in Table 1 is compiled from the harbourmaster's entries for vessels calling at Stanley between 1850 and 1876. It does not include known passenger vessels, vessels for which no cargo is shown or which

were in ballast, or local coastal shipping. It should not be considered all-inclusive. Rather it is a glimpse of what was being carried. I have indicated the location of lesser-known ports.

There were many reasons other than distress which caused ships to visit Stanley and be entered in the harbourmaster's records. They include: cargo had shifted; overloaded; mutineers for trial; for refreshments; cargo for sale; for repairs; for provisions; in search of guano; for water; for relaxation of crew (whalers); bringing settlers; on fire; needing medical attention; for mail; to uplift cargo; for careening; bringing specie; for coal; for oil; pumps choked; to purchase clothes for crew; to pick up deserters from another ship; to land rescued crews from other ships; to take away rescued crews; to deliver cargo and provisions for the islanders; to pick up wool. Last but not least, "For his wife"!

References

Falkland Islands Government Archives, Despatches to Secretary of State (Out-

wards), November 8, 1850, Rennin to Earl Grey.

ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. Weymouth

Specifications:

Official Number: 94824
Built: C. Burrell,
Weymouth Bridge, N.S.
Date Built: 1890
Gross Tonnage: 153.93
Overall length: 102.7 feet
Breadth: 19 feet
Draught: 7.6 feet
Engine Builder: The Burrell Johnson
Iron Co., Yarmouth, N.S.
Engine: 2 cyl. 14" and 26-18"
Propulsion: Screw

History:

The coastal steamer *Weymouth* was built for the Weymouth Steamship Company Ltd., owned by a group of Weymouth merchants to provide a service between Westport, on Brier Island, and Weymouth and Yarmouth in Nova Scotia and Saint John, Brunswick. Typical of the small wooden steamers built for the coastal trade, her sturdy wooden hull was designed to handle light ice conditions and the addition of a high gaff boom on her foremast enabled her to land and load cargo at all states of Fundy's tides.

Weymouth also carried sails in case of engine breakdown, although by 1890 the development of small marine steam engines had reached a peak of efficiency and reliability. The builders of *Weymouth's* engine, The Burrell-Johnson Iron Co. Ltd., had considerable experience in the field. One of the partners, George W. Johnson, had been building steam engines and machinery since 1855 and had joined with Yarmouth merchant Joseph Burrell to purchase the Yarmouth Iron Foundry and

Year	From	To	Cargo
1850	Cardiff	Callao	Coal
1851	Liverpool	Valparaiso	Coal
1852	Liverpool	California	Coal (3 vessels)
1852	Cardiff	California	Coal
1852	Glasgow	California	Coal & general
1852	London	Callao	Coal
1852	London	California	General
1852	Cardiff	Panama	Coal
1853	Liverpool	San Francisco	General
1859	Newcastle	Callao	Coal
1859	Cardiff	Valparaiso	Coal
1860	Swansea	Valparaiso	Coal & firebrick
1861	Pernambuco	Valparaiso	Sugar
1861	Liverpool	Lima	General
1862	Bordeaux	California	Wine & brandy
1862	Cardiff	Valparaiso	Railway iron, coal
1863	Philadelphia	Acapulco	Coal
1864	Swansea	Coquimbo [Chile]	Coal & machinery
1864	Liverpool	Callao	Coal
1864	Liverpool	Valparaiso	Coal
1868	Dieppe	Callao	Machinery
1868	Parangua [River Plate]	Valparaiso	Matte [maté]

Machine works in 1878. That company became the main supplier of marine steam engines for vessels built along Nova Scotia's South Shore and the Bay of Fundy region. In most instances, completed hulls would be towed to Yarmouth to have the engine installed by the engineers at Burrell-Johnson's.

The company ran into financial difficulties in 1899, at which time its assets were purchased by shipowner Hugh B. Cann and other prominent Yarmouth businessmen. It continued to operate as

the New Burrell-Johnson Iron Company Ltd. until 1923, when it finally ceased operation. *Weymouth* remained on the Westport run until 1896, when competition from a local Westport company, the Insular Steamship Co. Ltd., which had purchased Cohegan W. Frost's S.S. *Westport*, apparently forced the *Weymouth* company out of business.

Sold to J. Carlin of Sydney, the vessel appears to have been tried out on a variety of Cape Breton Island routes until 1900, when she was purchased by

the Bras d'Or Steamship Company Ltd. of North Sydney for use on their route between North Sydney and east coast Victoria County ports. A 1904 schedule shows the vessel leaving on Mondays and Thursdays for Breton Cove, Englishtown, North River and Murray on St. Ann's Harbour. Tuesday saw the little ship head for Ingonish, Neil's Harbour, Aspy Bay and Bay St. Lawrence, while on Friday she called only at Ingonish and Neil's Harbour.

The coastal steamers were to be the

company, reflected a growing trend to limit liabilities by having each vessel in the fleet owned and managed by a separate company.

Upon the delivery of *Aspy*, *Weymouth* was relegated to the Sydney-Mulgrave route, a run which took her out down the Atlantic coast into the Bras d'Or lakes. As it appears in the 1917 *Belcher's Farmers Almanac*, the routing is a little confused. However, with some minor rearrangement of the order of the ports of call, it is possible to make

Peters, Grand Narrows, Castle Bay, West Bay South Side, West Bay North Side, Marble Mountain, East Bay, Big Pond, Irish Cove, Johnston's Harbour and St. Peters, returning to Sydney.

One would also assume that the vessel returned by the same "outside" route taken on the way down. As a result, on each of her two-week voyages, *Weymouth* made no fewer than thirty calls. One must sympathize with her crew and, I trust, excuse the omission of a

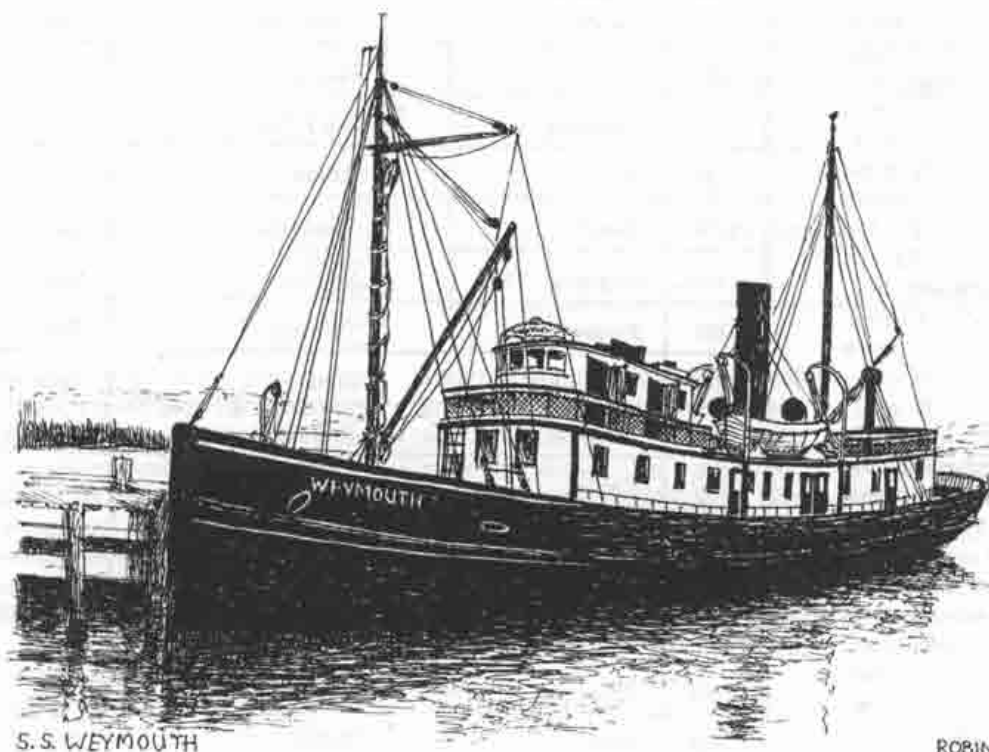


Fig. 1. SS Weymouth from a photograph by William H. Buckley.

lifeline of communities such as these for decades to come and it was not long before *Weymouth* could no longer handle the traffic, even though her twenty-passenger limit was usually ignored, as were the limits on most of the coastal boats. As a result, in 1909, a new 200-passenger vessel, the S.S. *Aspy*, was ordered from McGill's yard in Shelburne by the newly formed North Shore Steamship Co. Ltd., which, although it may have involved the same principals as the Bras d'Or

some sense of it, as follows:

SYDNEY AND CAPE BRETON PORTS. — S.S. *Weymouth* will leave Sydney at 7 a.m. North Sydney at 8 a.m., on alternate Mondays for Port Morien, Main-a-Dieu, Louisburg, Gabarouse, L'Ardoise, Petit de Grat, Arichat, Mulgrave, Hawkesbury, Hastings, Grandique, Poulamon and River Bourgeoise, returning to Sydney on alternative Mondays for St.

route map with this particular column.

Weymouth continued on this run until the end, when, in 1921 she was stripped and converted for use as a barge. Even then, a testimony to her kind, the hull lasted until at least 1937, when her name was finally removed from the records.

Sources

Mills, John M., *Canadian Inland and*

NOVA SCOTIA.

606

The New Burrell-Johnson Iron Co.,

LIMITED

Yarmouth, Nova Scotia.

H. B. CANN, President. R. CALE, Vice President. H. S. CROWELL, M'ng'r

ENGINEERS,

Machinists, Boilermakers, Foundrymen

MANUFACTURERS OF

Marine and Stationary Engines, Steam Winches, Capstans, Windlasses, Saw Mills, Saw Mill Machinery, Gold Mining Machinery, Rock Crushers, Pulp Mill Machinery, Cotton Mill Machinery, Steam Pumps, Hydrants, Ships' Pumps, Water Works Castings, Marine and Stationary Boilers, Tanks.

✚ We give special attention to contracts for Steam Yachts, Tug Boats, Freight, Passenger and Ferry Steamers of all sizes. We provide both Hull and Machinery.

Fig. 2. This advertisement for the New Burrill-Johnson Iron Co., Ltd, from the 1904 McAlpine's Maritime and Newfoundland Gazetteer and Guide, lists the company's wide range of products, from fire hydrants and marine castings to passenger steamers.

Coastal Steam Vessels 1809-1930.
Providence, RI, 1979.

Robertson, Barbara R., *Sawpower - Making Lumber in the Sawmills of Nova Scotia.* Halifax, 1986.

Steamboat Inspection Report, Supplement to the 47th Annual report, Department of Marine & Fisheries, fiscal year 1913-14. Ottawa, 1914.

Selected Intercolonial Railway and other timetables.

Selected Nova Scotia and Maritime Provinces almanacs and gazetteers.

Selected Shipping Registers.

ARGONAUTA NEWS

CANADA'S MARITIME COASTAL DEFENCE VESSELS

Over the next four years the Canadian Navy will receive twelve general purpose Maritime Coastal Defence Vessels (MCDV) and seven modular mine

countermeasure (MCM) payloads. These vessels are being built primarily to commercial standards using Commercial Off the Shelf (COTS) equipment where practicable. The ships will be crewed with minor exceptions by Naval Reservists, and mandated for the full range of naval missions including coastal defence, sovereignty patrols and MCM operations. The ship design and modular payload concept recognizes the MCDV potential for future capability enhancements.

The MCDVs will be known as the Kingston-class, with the lead ship of the class being named HMCS *Kingston*. The names of all twelve are as follows:

HMCS *Kingston* (Ont)
HMCS *Yellowknife* (NWT)
HMCS *Glace Bay* (NS)
HMCS *Goose Bay* (Nfld)
HMCS *Nanaimo* (BC)
HMCS *Summerside* (PEI)
HMCS *Edmonton* (Alta)
HMCS *Moncton* (NB)
HMCS *Shawinigan* (PQ)
HMCS *Brandon* (Man)

HMCS *Whitehorse* (YN)
HMCS *Saskatoon* (Sask)

The first ships to carry the names HMCS *Brandon*, *Moncton*, *Saskatoon*, *Nanaimo*, *Shawinigan* and *Summerside* were all Flower-class corvettes, a class which formed the backbone of the Royal Canadian Navy (RCN) during WW II by performing escort duties to keep the supply lines open between North America and Europe.

Over the course of the war, more than 110 corvettes were operated by the Royal Canadian Navy. Most were paid off (retired) right after the war, but one last corvette remains: HMCS *Sackville* has been brought back to her wartime configuration by the Canadian Naval Memorial Trust and allows tourists visiting the Halifax waterfront during the summer months the chance to step aboard a piece of Canadian history.

The first HMCS *Brandon* was commissioned in Québec City on 22 July, 1941. She wore hull number K149 and participated in convoy escort duties throughout most of the war. She was paid off in Sorel, Québec on 22 June, 1945.

HMCS *Shawinigan*, hull number K136, was commissioned on 10 September, 1941, at Québec City. She performed various convoy escort duties until 25 November, 1944, when, while on independent anti-submarine patrol in the Cabot Strait, she was torpedoed by the German submarine U-1228, with the loss of all hands.

HMCS *Moncton* was commissioned in Saint John, New Brunswick on 24 April, 1942 and served Atlantic escort duty until transfer to the west coast in June 1943. She was paid off in Esquimalt, British Columbia, on 12 December, 1945. Her hull number was K139.

Hull number K101, HMCS *Nanaimo*, was commissioned in Esquimalt on 26 April, 1941, then transferred back to the Atlantic for escort duty until November 1944. She then returned to the west coast where she was paid off on 28 September, 1945.

HMCS *Saskatoon* served as an escort in various parts of the North Atlantic following her commissioning in Montreal on 9 June, 1941. Carrying the hull number K158, she was paid off immediately after the war on 25 June, 1945 in Sorel, Québec.

HMCS *Summerside* was commissioned on 11 September, 1941 in Québec City. Her hull number was K141. She served in escort duties on the Atlantic before being paid off on 6 July, 1945 in Sorel, Québec.

The first HMCS *Glace Bay* was a River-class frigate commissioned on 2 September, 1944, in Lévis, Québec. It was based on a British design used by the Royal Navy and carried hull number K414. The British ships were named after rivers, hence the name of the class, while Canadian ships of this class were named after communities. HMCS *Glace Bay* was involved in convoy duty on the Atlantic until VE Day in 1945. Following the war, she was paid off in Sydney, Nova Scotia, on 17 November, 1945. Five of the new MCDVs will be the first ships to carry their names, including HMCS *Kingston*, HMCS *Edmonton*, HMCS *Whitehorse*, HMCS *Yellowknife* and HMCS *Goose Bay*.

Kingston and Edmonton have been honoured by having ships named after them in the past, but the ships were HMCS *Frontenac* and HMCS *Stettler* respectively. Canada has occasionally used alternative names to honour communities when the proper name might have caused confusion with other Canadian military units or if the name was already in use with another navy. In the case of HMCS *Frontenac*, there was already a ship in service with the Royal Navy called HMS *Kingston*. HMCS *Stettler* was chosen for Edmonton because the RCN already had a ship in service called HMCS *Edmunston*.

**BOATBUILDING COURSE AT
THE MARINE MUSEUM OF
UPPER CANADA**

The Marine Museum of Upper Canada in Toronto, Ontario is offering a num-

ber of boatbuilding courses in 1995/96. What follows is a brief description of each course. For a registration form, call or write: The Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge Street, Toronto, Ont., M5T 1R5 (tel.: 416-392-1765). Note that all courses are offered in Toronto and that your registration must be accompanied by a cheque or money order for \$50 in order for a place to be reserved for you. The balance of the tuition fee is due no later than 2 weeks before the course starts. The deposit is non-refundable in the event you choose not to take a course. The Marine Museum reserves the right to cancel or re-schedule the courses, with appropriate notice. If a course is cancelled due to circumstances beyond our control, the deposit will be refunded. You will receive a confirmation of registration upon payment of the deposit.

Introduction to Wooden Boatbuilding

Have you always wondered how a traditional wooden boat is put together? Find out in this hands-on workshop, where students will be exposed to the whole process of traditional small craft construction. Beginning with wooden boat terminology, plans-reading and lofting, and ending with planking, you will go through step-by-step. By the end of the workshop, you will be better equipped to build your own boat or take more advanced courses. We will build the flat-bottomed, lapstrake skiff Cabin Boy, designed by William Atkin (7'6" x 3'10").

Instructor: Peter Code

Prerequisites: Basic woodworking skills. Half-model course strongly recommended.

Schedule: 5 Wednesday evenings, 6 - 9:15 pm

WBB003 - Introduction to Wooden Boatbuilding (Oct. 4, 11, 18, 25, Nov. 1)

WBB004 - Introduction to Wooden Boatbuilding (Nov. 15, 22, 29, Dec. 6, 13)

WBBW01 - Introduction to Wooden Boatbuilding for Women (Early 1996, call for details)

Tuition: \$245 THB Heritage Partners, \$260 Others

Half-Model Making

Learn this traditional boatbuilding skill and make a distinctive nautical souvenir to take home in this one-day workshop. We will cover the history and uses of the half-model; reading and understanding boat lines; and laying out, carving and finishing a half-model. Participants will each make their own 1/4" - 1' scale half-model of the Marine Museum's historic 1932 steam tug Ned Hanlan. This session is highly recommended as preparation for any of our boatbuilding workshops.

Instructor: John Summers

Prerequisites: None

Schedule: 1 Saturday, 9 - 5 pm

HMM001 - Half-model Making (Sept. 16)

HMM002 - Half-model Making (Nov. 11)

Tuition: \$122 THB Heritage Partners, \$130 Others

Boat Repair and Restoration for Sail and Oar

Have you ever eyed a "handyman special" boat and wondered if you could fix it up? This class will take you through the process of evaluating and repairing a small, traditionally-built wooden boat. We'll cover: what to look for when considering a "fixer-upper"; loss of shape; loss of structural strength; and wood and finish deterioration. The class will analyze the problems presented by the boat and, with the instructor's help, plan and carry out a programme of repair and restoration. After taking this course, you will be able to better judge the feasibility of a restoration project, or be able to repair that old boat you already own.

Instructor: Peter Code

Prerequisites: Familiarity with basic woodworking tools and processes; basic knowledge of wooden boat terminology and construction recommended.

Schedule: 5 Saturdays 8:30 - 1:30 pm

BRR001 - Wooden Boat Repair and Restoration for Sail (Nov. 18, 25, Dec. 2, 9, 16)

BRR002 - Wooden Boat Repair and Restoration for Oar (Jan. 6, 13, 20, 27, Feb. 3, 1996)

Tuition: \$380 THB Heritage Partners, \$405 others.

The Instructors

Peter Code is owner of Peter Code Shipwright Services. Trained at the renowned Northwest School of Wooden Boatbuilding in Port Townsend, WA, he is a professional boatbuilder who has done new construction, restoration and repair work on a wide variety of wooden boats.

John Summers is Curator of the Marine Museum of Upper Canada. A marine historian specializing in the study of small craft, he has taught and written about maritime history and preservation in a variety of settings.

For more information about this programme, or the Marine Museum of Upper Canada, call 416-392-1765.

SAILS NEEDED FOR REPLICAS SCHOONER

Does anyone know of a surviving suit of sails, whole or fragmentary, from a Great Lakes gaff-rigged schooner (ca. 1830-1930)? As part of Wisconsin's upcoming 1998 sesquicentennial celebration, the Wisconsin Lake Schooner Education Association is designing and constructing a full-sized replica nineteenth century wooden Great Lakes schooner. The vessel is to be three-masted, gaff-rigged, with a rafter. The sailplan for the vessel is based on the sailplan of the schooner Lucia Simpson,

documented by the Historic American Merchant Marine Survey in the 1930s. However, there do not appear to be any surviving sails for vessels of this period in the state (or anywhere else we know of), either from museum collections or archaeological examples from wrecks. Apart from a few general sailplans for similar vessels, and photographic evidence, many of the details of these sails are yet unknown.

Please send any information to: David Cooper, State Historical Society of Wisconsin, 816 State St., Madison, WI 53706 USA (e-mail: david.cooper@ccmail.adp.wisc.edu). Information about (and contributions to) the Lake Schooner project may be directed to: Captain David Falzetti, Executive Director, Wisconsin Lake Schooner Education Association, 500 N. Harbor Drive, Milwaukee, WI 53202.

UNDERWATER DISCOVERIES

Two recent underwater discoveries were reported in the Spring 1995 issue of *Sea History*. The remains of the USS *Tulip*, a US Civil War-era tug and gunboat, was rediscovered by Bruce Thompson, an underwater archaeologist with the Maryland Historical Trust, and local divers. *Tulip* sank when its starboard boiler exploded. Artifacts that had previously been taken by divers have been returned. Meanwhile, in 250 feet of water near Alpena, Michigan, the remains of the *Florida* were located. This 270-foot wooden steamboat sank in May, 1897 following a collision with the steamer *George W. Roby* in a heavy fog. At the time, *Florida* was carrying a cargo of flour and general merchandise. Much of the latter, including "coffee pots, kettles, spittoons, plates, bathtubs and barrels of whiskey," appears still to be intact.

STEAMER ATLANTIC UPDATE

In previous issues of *ARGONAUTA* we carried the story of diver Mike Fletcher, who discovered the wreck of the steamer *Atlantic* off Long Point on Lake Erie. A California salvage company, MarDive, subsequently claimed that it had found the wreck first and

began to initiate salvage operations, claiming that a fortune in treasure was to be found on the wreck. Adding to the sensationalism was MarDive's bizarre behaviour, including having a US flag flown from a buoy over the wreck site and having the vessel "arrested" by a gun-toting Pennsylvania sheriff. The dispute ended up in the courts.

Fletcher has consistently dismissed the idea of treasure, stressing instead the wreck's importance as an archaeological find, and adding that the wreck's value was threatened by indiscriminate treasure-hunting. Fletcher produced a fine video which we reviewed in *ARGONAUTA*, and has now released another educational video. According to a story in the April 1995 issue of *The Great Lakes Fisherman*, the new video not only retells the story of the *Atlantic* but also documents eight other shipwrecks in the Long Point area which have not previously been captured on film. Though most of the wrecks are nineteenth-century wooden vessels, both steam and sail powered, some are iron and steel ships. Fletcher unveiled the new video at a press conference in Port Dover in April, and used the occasion to plea for the preservation of the wrecks to prevent them from being plundered by wreck-strippers and salvage companies. When questioned about the long delays in the *Atlantic* court case, Fletcher said he was confident that it would finally come before the courts in December.

POLYNESIAN CANOES SAIL AGAIN

In the April issue of *The Northern Mariner/Le Marin du nord*, Victor Suthren reviewed *Voyage of Rediscovery: A Cultural Odyssey through Polynesia* (University of California Press, 1994) by Ben Finney, about the 12,000-mile voyage of the double-hulled ocean-going Polynesian canoe, *Hokule'a* through the South Pacific using traditional Polynesian methods of navigation. Now a new Polynesian voyaging canoe - *Hawai'iloa* - has been built and, in February, set out from Hawaii on a 6,000-mile journey of rediscovery to Tahiti and the Marquesas in company with *Hokule'a*. In a

story in *Sea History* (Spring 1995), the 57-foot *Hawai'iloa* is described as "the first voyaging canoe built in this century of mainly traditional materials." Together the two canoes will follow the same route from the Marquesas that many early Hawaiian settlers are believed to have journeyed. The building and sailing of *Hawai'iloa* is a project of the Bishop Museum in Honolulu and the Polynesian Voyaging Society, and is designed "to preserve the cultural legacy of the Hawaiian islanders and to share age-old traditions with future generations." At last report the two Hawaiian canoes had rendezvoused near Tahiti with traditional canoes from New Zealand, Tahiti and the Cook Islands. The fleet will sail together to Taputapuata, the ancient temple for navigators on the island of Raiatea. This marks the first time in 600 years that Polynesian canoes from throughout the Pacific have gathered at this sacred place. From there the fleet will travel in company to Hawaii. For information, contact: Bishop Museum, 1525 Bernice Street, Honolulu, HI 96817 (tel.: 808 847-3511).

A NEW ENDEAVOUR IN AUSTRALIA

Many years of hard work recently came to fruition in Western Australia when a full-scale replica of Captain Cook's vessel *Endeavour* was launched last year at Fremantle. Work on the barque began in 1988, but funding difficulties delayed completion.

The hull is made of jarrah, a Western Australian hardwood, while the masts, spars and decks are made from old growth Douglas fir especially imported from North America. The standing rigging is manila that was made to order in a 140-year-old rope walk, while synthetic fibre was used for the running rigging. To conform with maritime safety regulations, the vessel is fitted with auxiliary engines, electronic communications equipment and other modern safety features. Yet while some of the materials and equipment used are modern, the overall design is faithful to the plans of the original vessel which still survive in Britain. The search for authenticity extends to the accommoda-

tion for the crew, most of whom sleep in hammocks slung above the mess tables, as on the original vessel. The new *Endeavour* has a working crew of forty-four – including fourteen permanent professionals – which may seem large for such a small craft until you consider that ninety men sailed on the original vessel.

The *Endeavour* left Fremantle in October 1994 on the start of a year-long circumnavigation of Australia. During the cruise she will call at most major ports where the vessel can be inspected by the public. She will then sail to the United Kingdom, where her ports of call will include Whitby, where the original *Endeavour* was launched in 1764. The vessel will then sail back to Australia via the route taken by Cook on his voyage to the Pacific in 1768. On her return to Australia in 1996, *Endeavour* will be placed on permanent display at the National Maritime Museum at Darling Harbour in Sydney.

THE WRECK OF THE CATARAQUI

An Australian member, Mark Howard, reminds us that August 4 marks the 150th anniversary of one of the most disastrous marine accidents of the nineteenth century. On that date in 1845 the 802-ton, Canadian-built ship *Cataraqui*, outbound from Liverpool with 367 British government-assisted emigrants and a crew of forty-two, went aground in a storm off the coast of King Island, Australia. When the final tally was in, a total of 400 passengers and crew perished, while only nine survived.

To commemorate the tragedy, the Lions Club of King Island is constructing a rock cairn to mark the location of the mass grave on the site, as well as erecting an information marker on the foreshore adjacent to the wreck. On the 4th, these will be dedicated and there will be a variety of ceremonies. The next evening a three-course meal featuring mid-nineteenth century English cuisine will be held in the appropriately named *Cataraqui* Room in a local hotel. This meal will feature a talk by Marjorie Morgan and Andrew Lemon,

who have written a book on the event. Any CNRS member planning to be in Australia and interested in attending can contact Marjorie Morgan by phone at 9890-2107 for more information.

HISTORIC IRONCLAD IN DANGER

Action is being taken in Australia to protect the remains of HMVS *Cerberus*, according to a story in the Spring 1995 issue of *Sea History*. The 3340-ton-displacement vessel was launched in 1870, and was significant as the next step in innovative warship design after Ericsson's monitors. *Cerberus* was designed to be less vulnerable to heavy seas, and was also the first major warship to dispense with sails. The ironclad's active career was spent protecting Melbourne's harbour in the British and Australian navies. In 1924 *Cerberus* was sunk as a breakwater at Black Rock near Sandringham, Victoria, Australia.

Cerberus was damaged last year in a storm and is now semi-submerged and deteriorating rapidly. A protection zone has been declared around the wreck and a conservation plan was funded by a Heritage Victoria Project Team and the City of Sandringham. Preliminary findings indicate that the hull will no longer be able to support the heavy superstructure in five years. Anyone with photographs or memories of *Cerberus* is asked to contact Heritage Victoria, GPO Box 2240T, Melbourne 3001 Australia.

MUSEUM SHIP NEWS

The Spring 1995 issue of *Sea History* reported that efforts are underway to bring an operating LST home to the United States from the Far East. Not one of the 1,051 LSTs authorized during World War II now exist in the USA. In August, this will change when USS LST Ship Memorial, Inc. plans to sail USS LST 859 back to New Orleans and dedicate the LST as an historical warship, "symbolizing the amphibious sealift for millions of soldiers and marines, as well as Navy and Coast Guard crews." The vessel will become a museum open to the public. For more

details, contact William Irwin, LST Project Information, 5509 Panorama Dr., Huntsville AL 35801.

That same issue of *Sea History* also reported that last October, the world's first turbine-powered vessel, the *Turbinia*, was transported overland to her new home at the Discovery Exhibition Centre, Newcastle-Upon-Tyne. *Turbinia* appeared at the 1897 Diamond Jubilee Review at Spithead and, at 34.5 knots, easily passed the assembled ships of the Royal Navy. In 1898 the Admiralty commissioned *Viper*, the first turbine-driven destroyer. *Turbinia* was subsequently laid up and eventually cut in two for display in the Science Museum, Kensington, and Newcastle's Museum of Science and Engineering. In 1959 *Turbinia* was reassembled and will be fully restored before going on display this year.

NAUTICAL ARCHAEOLOGY NEWS

Eric Lawson has kindly sent along some information on recent discoveries in the Falkland Islands, Channel Islands, and Wales.

In the Falklands, Eric tells us, the hulks *Actaeon* and *Charles Cooper* in Stanley harbour have now been surrounded with heavy netting to prevent large timbers floating away to become a hazard to shipping. *Actaeon* was built in 1838 by John Harley at "Rosebank," William Abrams' yard on the Miramichi River in northeastern New Brunswick; the 561-ton barque arrived at Stanley on January 27, 1853, with a cargo of 800 tons of coal destined for San Francisco. *Actaeon* took 154 days from Liverpool when it became impossible to round the Horn and the master put into Stanley. The barque was condemned following an unfavourable survey and was used for many years as a work platform next to *Charles Cooper*. On one of its more interesting voyages, *Actaeon* sailed from Mazatlan on December 6, 1839 carrying freight for Liverpool valued at \$1,000,000.

Charles Cooper was built by William Hall at Black Rock, Connecticut, in 1856 and is the last of the American

packet ships in existence. The 977-ton vessel arrived at Stanley in 1866 while on a passage from Philadelphia to San Francisco. Upon arrival *Charles Cooper* was in need of repairs and was subsequently condemned; it was then used for many years as a storage hulk.

In Alderney, Channel Islands, archaeologists from Oxford University who are diving on an Elizabethan ship think the vessel may be the *Makeshift* of 1592.

Finally, a second Canadian-built sailing ship has been found in Wales. Approximately 100 feet of the lower hull of the *Louisa* has been located in a river and bank. *Louisa* was built by James Yeo at Port Hill, PEI in 1851. The 800-ton vessel was transferred to Bristol and later to Cardiff.

CONFERENCES AND CALLS FOR PAPERS

"RACE, ETHNICITY AND POWER IN MARITIME AMERICA"

We have reminded readers before about this conference, but since it promises to be of special importance we thought it useful to bring you up to date. The conference, sponsored by Mystic Seaport Museum, the New England American Studies Association, and the Connecticut Afro-American Historical Society, will be held at Mystic from September 14 to 17, 1995. Its purpose is to expand the boundaries of the American maritime story and to foster communication between scholars, museums and the general public regarding issues of race and ethnicity in a marine context.

Forty scholars are scheduled to join in panel and roundtable discussions. Museum programming will be highlighted throughout the conference as well. Topics for scheduled panellists include: sailors and rivermen in slavery and freedom; racial and national identity in the maritime world; race, ethnicity and maritime labour struggles in the 19th and 20th centuries; American Indians in maritime enterprises; the Cape Verdean experience; race and the US Navy; the AMISTAD story; and

the character of maritime communities in the Caribbean and New England. The concluding roundtable topic will focus on "New Directions in American Maritime Studies." The keynote speakers are Dwight Pitcaithley, Chief Historian, National Park Service; and Marcus Rediker, Associate Professor, Georgetown University. For further information, contact Mystic Seaport Museum, PO Box 6000, Mystic, CT 06355-0990, or call Susan O'Donnell at (203) 572-5350.

AUSTRALIAN ARCHAEOLOGY

The Australasian Society for Historical Archaeology and Australian Institute for Maritime Archaeology are holding a combined Annual Conference on 22 to 25 October 1995, at the CSIRO Complex in Hobart, Tasmania, Australia. Sessions and papers will address a wide range of themes with relevance to both areas of archaeology, including maritime industries. The conference will also be oriented towards critical reflection of maritime archaeology, historical archaeology and cultural resource management, incorporating a wide range of thematic issues and theoretical approaches. What is the relationship between maritime and historical archaeology? How often do their interests interlink? How can we best utilise the different data we collect? For further information contact either: Paris Kostoglou or Mike Nash, Cultural Heritage Section, Parks and Wildlife Service, PO Box 44A, Hobart, Tasmania, 7001 (tel.: +61 02 33 2387; fax: +61 02 24 0884) or Angie McGowan, Cultural Heritage Section, Parks & Wildlife Service, Tasmania, Australia (tel.: +61 02-33 6596 [O] or +61 02 33 6596 [H]; e-mail: angiem@delm.tas.gov.au).

CONFERENCE ON "STEAM AT SEA"

An international conference on "Steam at Sea: The Application of Steam Power in the Maritime World," will be held at the University of Hull in the UK, September 9-12, 1996. The conference will consider the impact that the introduction of steam power had upon maritime activity from the early

nineteenth century. Subjects to be covered will include: "Handling Early Steamships;" "Technical Developments in Steam Propulsion at Sea;" "Steam and Navies;" "Steam and Seafaring;" "Steam in the Fisheries;" "Steam and Sea Transport;" "Steam and Business Organisation in the Shipping Industry;" "Steam and Shipbuilding;" "Steam and Ports;" and "Steamers and the Arts." Proposals for papers on these themes are invited. They should comprise a single sheet of typescript and indicate the topic, argument, main sources, relevance and conclusion. *Proposals should be submitted by October 1, 1995*, to: Dr. David J. Starkey, Department of History, University of Hull, Hull HU6 7RX, UK (tel.: +44 1482-465624; FAX: +44 1482-466126; E-mail: D.J.Starkey@hist.hull.ac.uk)

*"GLOBAL MARKETS: THE SEA
TRANSPORT INDUSTRIES
SINCE 1850"*

The International Maritime Economic History Association invites proposals for a "B" session at the 12th International Congress of Economic History in Seville, Spain in 1998 on the theme "Global Markets: The Internationalization of the Sea Transport Industries since 1850." The session will be organized jointly by Dr. Gelina Harlaftis of the University of Piraeus, Greece, and Dr. David J. Starkey of the University of Hull, UK.

It is intended that the session will explore all aspects of the globalization of maritime industries, including such matters as the emergence of shipowning cartels; the development of a global seafaring labour market; the growth of integrated worldwide mechanisms for the finance of shipping, shipbuilding and port operation; and the significance, economic and social, of expatriate seafaring communities in the world's port cities. The papers will be presented first at a seminar to be held in Piraeus, Greece, in September 1997. Authors whose papers are accepted will be expected to make a commitment to attend the sessions in both Piraeus and Seville.

Individuals interested in presenting a paper are asked to provide a one-two page proposal, including an indication of the topic to be discussed, sources and methodologies employed, and relationship to current knowledge. A one-page *curriculum vitae* should also be supplied. Since a maximum of twelve papers can be accepted, proposals should be sent to the organizers as soon as possible but *no later than March 1, 1996*. These should be addressed to: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK (tel.: +44 1482-465624; FAX: +44 1482-466126; E-mail: D.J.Starkey@hist.hull.ac.uk)

**MARITIME BOOKS
AND JOURNALS**

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, the March 1995 issue of *The Indian Ocean Review* 7, No. 4 included an article on the working sailboat of Indonesia, "The Exceptional Janggolan" by Nick Burningham, pp. 7-8. Charles Dortch wrote on "First Voyages to Australia and New Guinea" in that same issue, p. 9, while Tom Vosner wrote about "Maritime Graffiti in Oman," pp. 13-15, 20-23. As well, the September 1994 issue of the *Australian Economic History Review* 34, No. 2, carried an essay by Tom Sheridan on "Public Image of a Cartel: The Australia/UIC-Continental Conference, 1950-1965," pp. 24-58.

Janusz Gilas is the author of "Equitable Principles of the Delimitation of Continental Shelf," which appeared in *Revista Europea de Derecho de la Navegación Marítima y Aeronáutica* 9 (1993), 1499-1508. Volume 10 (1994) of this same publication carried "The HNS Convention: Are We on the Right Track?" by Jan Lopuski, pp. 1585-1601. In "Goodbye to the Hague Rules: Will the New Carriage of Goods by Water Act Make a Difference," *Canadian Business Law Journal* 24, No. 3 (February 1995), 404-16, Hugh M. Kindred concludes that "marine transportation will sail on as before, minimally affected by the new liability

regime introduced by COGWA 1993..." An article that we overlooked when it first appeared in the *Dalhousie Law Journal* 17, No. 1 (Spring 1994), 35-60 was Ted McDorman's "The Search for Resolution of the Canada-France Ocean Dispute Adjacent to St. Pierre and Miquelon." In that same issue, pp. 83-104, was an appraisal by Dylan A. MacLeod of "International Consequences of Norway's Decision to Allow the Resumption of Limited Commercial Whaling." An article by Neil S. Forkey, "Maintaining a Great Lakes Fishery: The State, Science, and the Case of Ontario's Bay of Quinte, 1870-1920," appeared in *Ontario History* 87, No. 1 (March 1995), 45-64.

Jacques Bottin is the author of "Réflexions sur un modèle de croissance commerciale: Saint-Malo et ses négociants à l'époque de Louis XIV," a review essay that evaluates some of the arguments presented by André Lespagnol in his thèse d'État, *Messieurs de Saint-Malo: Une élite négociante au temps de Louis XIV*, published by L'Ancre de Marine of St. Malo in 1990; Bottin's essay appeared in *Revue d'histoire moderne et contemporaine* 42, No. 1 (janvier-mars 1995), 142-50. "Wiggin's Key' revisited: trade and shipping in the later seventeenth-century Port of London" by Henry Roseveare appears in *The Journal of Transport History*, 3rd ser., 16, No. 1 (March 1995), 1-20. Christopher J. French evaluates "London's Overseas Trade with Europe 1700-1775," *The Journal of European Economic History* 23, No. 4 (Winter 1994), 475-501. Indrajit Ray looks at "Shipbuilding in Bengal under colonial rule: A case of 'de-industrialization'," *The Journal of Transport History*, 3rd ser., 16, No. 1 (March 1995), 77-97. An article by Yukiko Fukasaku in *History and Technology* 12, No. 2-3 (1995), 119-27 evaluates "Foreign Influence in The Development of Shipbuilding Technology and The Education of Engineers in Japan, 1855-1940." "London docks in 1900: Nexus of Empire" by Jonathan Schneer appears in *Labour History Review* 59, Pt. 3 (Winter 1994), 20-33. In that same issue is "Three on the hook and three on the book': Dock labourers and

unemployment insurance between the wars," by Sam Davies, pp. 34-43.

I.C. Campbell offers a revisionist view of "The Lateen Sail in World History," *The Journal of World History* 6, No. 1 (Spring 1995), 1-23; Campbell challenges the view that the Lateen sail was an Arab invention transmitted to Europe, and maintains that its importance in world history has been overstated. In "The Bay of Islands Dory in John's Beach," *Culture & Tradition* 15 (1991-92), 5-32, Paul R. Dwyer discusses the history and significance of a type of fishing boat used in western Newfoundland. Bill Wolferstan looks at a different kind of craft in "Daughters of the Wind," *The Beaver* 75, No. 3 (June/July 1995), 4-13; the article is about Canada's schooners on both the Atlantic and Pacific coasts. A traditional topsail schooner launched in 1964 is the focus of "Shenandoah: A Survival of 19th Century Technology" by Elton W. Hall in *The Chronicle of the Early American Industries Association* 48, No. 1 (March 1995), 1-6. Edward L. Afflek writes about "Navigation on the Stikine River 1862-1969" in *British Columbia Historical News* 28, No. 1 (Winter 1994-95), 15-19. Also in that issue, Paul C. Appleton contributed "Commander Charles Rufus Robson, RN: Local Hero," 32-33, a profile of a Royal Navy officer who served on the British American Pacific coast in the middle of the last century. The Spring 1995 issue of *British Columbia Historical News*, 28, No. 2 carried three articles with a maritime dimension. Winnifred Ariel Weir looks at "Captain Frank Armstrong" (pp. 5-10), hailed as the 'Father of Navigation in the Kootenays. Thomas K. Fleming focuses upon "The First Sawn Lumber Exports from the Pacific Coast" in 1849 (pp. 25-26). And J.E. 'Ted' Roberts wrote about "The Camelford Controversy: A Vindication of George Vancouver," 32-35. *Polar Record* 31, No. 176 (January 1995), 37-44 carried an article by Barry Gough and John Phillips Greenhouse on "George Phillips, Vilhjalmur Stefansson, and supplying the Canadian Arctic Expedition 1913-1918; the brigantine *Karluik* figures prominently in the article.

In "Cnut's Geld and the Size of Danish Ships," *English Historical Review* 110, No. 436 (April 1995), 392-403, N.A.M. Rodger reassesses the line from the *Anglo-Saxon Chronicle* (E text) which has been used in the past to support conclusions about the size of ships in the eleventh-century Danish fleet. "A Hero of New France," *The Beaver* 75, No. 3 (June/July 1995), 14-22, by Ian McCulloch, examines the late seventeenth-century soldier-seaman of New France, Pierre LeMoyné, Sieur D'Iberville. Robert E. Glass examines "The Image of the Sea Officer in English Literature, 1660-1710" in *Albion* 26, No. 4 (Winter 1994), 583-99. Richard H. Warner contributed "Captain John Deane and the Wreck of the *Nottingham Galley: A Study of History and Bibliography*" to *The New England Quarterly* 68, No. 1 (March 1995), 106-17; the article examines the several accounts published soon after the notorious shipwreck in 1710 in which survivors resorted to cannibalism. David Syrett is the author of "The Victualling Board charters shipping, 1775-82," *Historical Research* 68, No. 166 (June 1995), 212-24. Greg Kennedy's article, "Britain's Policy-Making Elite, the Naval Disarmament Puzzle, and Public Opinion, 1927-1932," appears in *Albion* 26, No. 4 (Winter 1994), 623-644. Michael Clugston's article, "'Cheap, Nasty' Navy," *Canadian Geographic* 115, No. 3 (May/June 1995), 66-72, describes how Canada's wartime corvette fleet fought both German subs and the North Atlantic.

"Solo sailing in a race around the world" by Wendy Mitman Clarke and appearing in *Smithsonian* 25, 12 (March 1995), 58-67, describes the BOC Challenge, a solo round-the-world race that happens every four years.

AMERICAN NEPTUNE (LV, NO. 1, WINTER 1995)

Nelson P. Bard, Jr., "Might and Would Not: The Early of Warwick's Privateering Expedition of 1627," 5-18
Samuel G. Margolin, "Guardships on the Virginia Station, 1667-1767," 19-41

Keith P. Hertzog, "Naval Operations in West Africa and the Disruption of the Slave Trade During the American Revolution," 42-8
Paul Thompson Burlin, "Arthur Sewall: Portrait of a Nineteenth-Century American Shipbuilder," 49-65

ANCHOR NEWS (XXVI, NO. 2, APRIL - JUNE 1995)

Mark Cramer, "Mystery of the *Hettie Taylor*," 28-32 [schooner that sank in Lake Michigan in 1881]
Joan Kloster, "USS *Lamprey* (SS372)," 33-35

FRESHWATER (IX, NO. 3, 1994)

W.R. Weightman, "The Evolving Upper Canadian Steam Packet Service, 1816-1850," 3-22*
Andrew E. Leyzak, "The Heritage Launch & The Survey of Toronto Harbour," 23-28

*reprinted from *Ontario Geography* No. 37 (1991)

THE GREAT CIRCLE (XVI, NO. 2, 1994)

Mike McCarthy, "Before Broome," 76-89 [early Western Australian pearling industry]
Myra Stanbury, "Mother-of-Pearl Shell Cultivation: An early 20th century experiment in the Montebello Islands; Western Australia," 90-120
Ronald Moore, "The Management of the Western Australian Pearling Industry, 1860 to the 1930s," 121-38
Nick Burningham, "Aboriginal Nautical Art: A record of the Macassans and the pearling industry in Northern Australia," 139-51

INLAND SEAS (LI, NO. 1, SPRING 1995)

Gregory W. Streb, "We Are Going to Hit You, Captain," 1 [1941 incident]
Richard F. Palmer, "Last of the Great Lakes Schooners: The *Lyman M. Davis*," 2-15 [1873-1934]

Russell Floren and Andrea Gutsche, "The Asia Mystery," 16-19, 48 [1882; extract from *Ghosts of the Bay*]

Hawk Tolson, "The Story of the *Isle*," 20-30 [from sailboat to gas boat]
"Improved Signal Lamp Developed in Oswego," 31, 77

John L. Goodier, "Fish Species in Canadian Lake Superior," 32-48

Edward J. McHugh, "Captain Plumb's Wreck - 1808," 49-50

"Aground!" 69-73 [1887 incident from collection of Alexander Meakin]

MARINE POLICY
(XIX, NO. 1, JANUARY 1995)

E.D. Brown, "The 1994 Agreement on the Implementation of Part XI of the UN Convention on the Law of the Sea: breakthrough to universality?" 5-20

Gustavo A. Bisbal, "The Southeast South American shelf large marine ecosystem," 21-38

Ralph E. Townsend, "Fisheries self-governance: corporate or cooperative structures?" 39-45

Adalberto Vallega, "Towards the sustainable management of the Mediterranean Sea," 47-64

Gottard Gauci, "Limitation of liability in maritime law: an anachronism?" 65-74

MARINE POLICY
(XIX, NO. 2, MARCH 1995)

Noel A. Ludwig & Mark J. Valencia, "Building North-east Asian maritime regimes: will Japan take the lead?" 83-96

Seoung-Yong Hong, "Marine policy in the Republic of Korea," 97-113

Abdul Hamid Saharuddin, "Development and management of Malaysian marine fisheries: technical conservation measures," 115-26

Eric Wagner, "Submarine cables and protections provided by the law of the sea," 127-36

Tullio Scovazzi, "Management regimes and responsibility for international straits: with special reference to the Mediterranean Straits," 137-52

Ralph E. Townsend, "Transferable dynamic stock rights," 153-58

Ronald Barston, "United Nations Conference on straddling and highly migratory fish stocks, 159-66

MARINE POLICY
(XIX, NO. 3, MAY 1995)

Tsunee Akaha, "Muddling through successfully: Japan's post-war ocean policy and future prospects," 171-83

Hauke L. Kite-Powell & Arthur G. Gaines, "Evaluation of a technological standard for electronic chart systems," 185-97

Stephen Freese, James Glock & Dale Squires, "Direct allocation of resources and cost-benefit analysis in fisheries: an application to Pacific whiting," 199-211

Robert S. Pomeroy & Michael D. Pido, "Initiatives towards fisheries co-management in the Philippines: the case of San Miguel Bay," 213-26

Svein Jentoft & Bonnie McCay, "User participation in fisheries management: lessons drawn from international experiences," 227-46

G.L. Kesteven, "Rejoinder: Chaos, complexity and community management," 247-8

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(LXXXI, NO. 2, MAY 1995)

Sergio Bellabarba, "Riddles: The Enigmas of 'Orza' and 'Poggia'," 134-47

James S. Wheeler, "Prelude to Power: The Crisis of 1649 and the Foundation of English Naval Power," 148-55

James Watt, "James Ramsay, 1733-1789: Naval Surgeon, Naval Chaplain and Morning Star of the Anti-Slavery Movement," 156-70

Tony Barrow, "The Account Books of *Disko Bay* of Newcastle, 1784-1802: A Case Study of Vessel Management Costs and Profitability in the British Shipping Industry," 171-81

Colin Jones, "The Purchase of Australian Colonial Gunboats," 182-94

John Watkins, "Actions Against 'Elbings,' April 1944," 195-206

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Richard Woodman, "Buoy tenders in *Operation Neptune*," 217

Honore Frost, "The Seventh International Symposium of Boat and Ship Archaeology at Tatihou, 19-22 July 1994," 217-8

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(XL, NO. 1 MARCH 1995)

William F. Wiseman, "Modeling a Ninth-Century Arab Dhow," 5-17

John M. Bobbitt, "Early One-Cylinder Marine Gasoline Engines," 18-26

Thomas Hale, "A Mirrored Model of the Motor Vessel *Martha's Vineyard*," 27-30

Erik A.R. Ronnberg, Jr., "Steam Trawlers Come to the Boston Fishing Fleet. Part Two: Hull Construction," 31-45

OCEAN DEVELOPMENT & INTERNATIONAL LAW
(XXVI, No. 2, APRIL-JUNE 1995)

Special Issue: Latin America and the Law of the Sea

Francisco Orrego Vicuña, "Trends and Issues in the Law of the Sea as Applied in Latin America," 93-103

Felipe H. Paolillo, "The Exclusive Economic Zone in Latin American Practice and Legislation," 105-25

Frida María Armas Pflirter, "Straddling Stocks and Highly Migratory Stocks in Latin American Practice and Legislation: New Perspectives in Light of Current International Negotiations," 127-50

Hugo A. Llanos, "Marine Pollution in Latin American Jurisdictional Waters," 151-9

Tullio Scovazzi, "Bays and Deeply Indented Coastlines: The Practice of South American States," 161-74

María Teresa Infante, "Straits in Latin

America: The Case of the Strait of Magellan," 175-87

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Peter Stanford, "The Cape Horn Road, Part IV: Groggs Around a Pond: Mediterranean Seafaring Reshapes the World, 450 BC-1450 AD," 9-13

Steve Ewing, "USS *Laffey* and a Place Called Okinawa," 14-15

"Where Are They Now? Pacific War Veteran Vessels in Museums," 17

Thomas E. Adams: Modelmaker's Corner: Building a Model of the *Sea Cloud*," 18

David W. Johnston, "Joshua Slocum: A Look Beyond the Voyage," 20-23

Martyn Anglesea, "Kenneth Shoemith: Merchant Sailor and Marine Artist," 24-6

Joseph M. Stanford, "Rebirth of the *Picton Castle*," 40-1

ARGONAUTA DIARY

1995

To July 4

"The Sailing Traditions of Cape Verde," Exhibit, Festival of American Folklife, Washington, DC

To July 31

"Treasures of the Mariners' Museum Research Library and Archives," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

To August 18

"Shipwrecks," Exhibit, Merseyside Maritime Museum, Liverpool, UK (Information: Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

To August 31

"Collingwood Skiffs and Side Launches," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55 Ch. des Pionniers Est,

L'Islet-sur-Mer, PQ [tel.: +1 418-247-5001; FAX: +1 418-247-5002])

To September

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

To September 4

"A Local Story...A National Effort: Shipbuilding in North Vancouver, 1939-1945," Exhibit, National Museum of Science and Technology, Ottawa, ON (Information: Garth Wilson, National Museum of Science and Technology, PO Box 9724, "Ottawa Terminal," Ottawa, ON K1G 5A3 [tel.: +1 613-991-3087; FAX: +1 613-990-3636; E-mail: Wilson@fox.nstn.ca])

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; FAX: +1 508-997-0018])

To September 10

"Von den Seefahrern zu den Raumfahrern. Navigation nach den Sternen von 1500 bis 2000," Exhibit, Deutsches Schiffahrtsmuseum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven [tel.: +49 471-482-0749; FAX: +49 471-482-0755])

To September 17

"The Works, the Wars and the Waters, Celebrating Our Marine History: A Tribute to Luders Marine Construction Company," Exhibit, Stamford Historical Society, Stamford, CT (Information: Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903-4107)

To September 30

"Yachts in a Hurry," Exhibit, Mys-

tic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, 75 Greenmanville Ave., Mystic, CT 06355 [tel.: +1 203-572-0711])

To September 30

"Commemoration of the 50th Anniversary of Iwo Jima," Exhibit, Intrepid Museum, New York, NY (Information: Intrepid Museum, W. 46th St., New York, NY 10036 [tel.: +1 212-843-8020])

To September 30

"The America's Cup," Exhibit, San Diego Maritime Museum, San Diego, CA (Information: San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101 [tel.: +1 619-234-9153])

To October

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

To October 1

"Wreck of the *Titanic*," Exhibit, National Maritime Museum, Greenwich, UK (Information: National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6710])

To October 28

1995 Scale Ship Model Competition and Exhibition, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

To October 29

"Maine in World War II," 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 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 Ch. des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: +1 418-247-5001; FAX: +1 418-247-5002])

To November 27

"The War at Sea: Britain, Germany, Japan and the USA," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

To November 30

"For a Lifetime of Thrills: Chris-Craft Boats of the 1950s," Exhibit, Michigan Maritime Museum, South Haven, MI (Information: Michigan Maritime Museum, PO Box 534, South Haven, MI [tel.: +1 616-637-8078; FAX: +1 616-637-1594])

To December 31

"L'univers maritime de l'enfance," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55 Ch. des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: +1 418-247-5001; FAX: +1 418-247-5002])

To December 31

"Story of the Farmington Canal," Exhibit, New Haven Historical Society, New Haven, CT (Information: New Haven Historical Society, 114 Whitney Ave., New Haven, CT 06510 [tel.: +1 203-526-4183])

To December 31

"Cafiero: The Compleat Modeller," Exhibit, Seamen's Church Institute, New York, NY (Information: Water Street Gallery, Seamen's Church Institute, 241 Water St., New York, NY 10038 [tel.: +1 212-349-9090])

To January 7, 1996

"Fighting for Freedom, 1940-1945: Life at Sea during the Second World War," Exhibit, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, NL-1018 KK Amsterdam,

[tel.: +31 20-523-2222; FAX: +31 20-523-2213])

To January 14, 1996

"The Evolution of Marine Painting, 1800-1940," 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 January 31, 1996

"United for Victory: At Home and Under the Sea," Exhibit, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

To June 25, 1996

"The Sailing Circle," 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.: +1 516-367-3418])

To June 1997

"Old Ironsides and the US Navy: 200 Years in Scale Models," Exhibition, USS Constitution Museum, Boston, MA (Information: USS Constitution Museum, PO Box 1812, Boston, MA 02129 [tel.: +1 617-426-1812])

July 2-4

18th Annual Lake Union Wooden Boat Festival, Seattle, WA (Information: Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109 [tel.: +1 206-382-2628])

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 14-16

Wooden Boat Show, Southwest Harbor, ME (Information: Wooden Boat Show, PO Box 78, Brooklin, ME 04616 [tel.: +1 207-359-4651])

July 18-22

Tall Ships Race, Mystic, CT to Newport, RI (Information: American Sail Training Association, PO Box 1459, Newport, RI 02840 [tel.: +1 401-846-1775; FAX: +1 401-849-5400])

July 19-23

USS *Cobia* Days, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

July 21-23

Marine Heritage Festival, Goderich, ON (Information: Jerry Hilgendorff [tel.: +1 519-524-7209 or +1 519-524-8344; FAX: +1 519-524-7209])

July 21-24

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, Halifax, NS (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

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 22

National Maritime Historical Society, Saturday Seminar, Peek-

skill, NY; Speaker: Melinda Terpening (Curator, Hudson River Maritime Museum), "Shipwrecks of the Hudson River" (Information: National Maritime Historical Society, 5 John Walsh Blvd., PO Box 68, Peekskill, NY 10566-0068 [tel.: +1 800-221-NMHS])

July 22-23

Hamilton Harbourfest, Hamilton, ON (Information: Mr. Gil Bibby [tel.: +1 905-692-3244; FAX: +1 905-561-4787])

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: cmrhpho@inet.uni-c.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])

July 28-31

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, Louisbourg, NS (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

July 29

Lake Superior Conference of the Great Lakes Lighthouse Keepers Association, Paradise, MI (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101 [tel.: +1 414-731-5305])

August 1-4

Maritime Education Workshop, sponsored by the Great Lakes Lighthouse Keepers Association, St. Helena Island, MI (Information: Great Lakes Lighthouse Keepers

Association, PO Box 580, Allen Park, MI 48101 [tel.: +1 414-731-5305])

August 4-7

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, St. John's, NF (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

August 5-6

19th Annual Model Ships and Boats Contest, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54420-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

August 5-6

Fifth Annual Door County Maritime Museum Festival, Door County Maritime Museum, Sturgeon Bay, WI (Information: Door County Maritime Museum, PO Box 246, Sturgeon Bay, WI 54235 [tel.: +1 414-286-3074])

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 11-14

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, St. Pierre and Miquelon (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

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 18-21

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, Lunenburg, NS (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

burg, NS (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

August 19-20

4th Annual Antique Marine Engine Exposition, Mystic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, 75 Greenmanville Ave., Mystic, CT 06355-0990 [tel.: +1 203-572-5317])

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 20-September 30

Thirteenth Annual Maritime Bay Photography Contest and Exhibition, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54420-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

August 22

Summer Lecture, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Donald S. Johnson, "Phantom Islands of the Atlantic" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-7490; FAX: +1 424-0612])

August 23-27

Fourth Annual "Ship to Shore" Conference, Vancouver, BC

August 24-27

Fisheries Exhibition, Fisheries Museum of the Atlantic, Lunenburg, NS (Information: Fisheries Museum, Route 3, Lunenburg, NS [tel.: +1 902-634-4794])

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 25-27

Association of European Migration Institutions, Conference, Merseyside Maritime Museum, Liverpool, UK (Information: Gordon Read, Curator of Archives, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4474; FAX: +44 151-478-4590])

August 25-29

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, Digby, NS (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

August 27-31

"Fisheries: A Vision for Future Science, Application, Communication," Conference, Tampa, FL (Information: American Fisheries Society, 5410 Grosvenor La., Suite 110, Bethesda, MD 20814-2199 [tel.: +1 301-897-8616; FAX: +1 301-897-8096])

August 27-September 3

International Congress of Historical Sciences, Montréal, PQ, including Congress of the International Commission for Maritime History on "Ports, Port Cities and Maritime Communities," and 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])

August 30-September 1

1st International Conference on Marine Transport in the 21st Century, Plymouth, UK (Information: Paula Doughty-Young, Wessex Institute of Technology, Ashurst Lodge, Southampton SO40 7AA

[tel.: +44 1703-293223; FAX: +44 1703-292853])

September 1-4

"Maritimes '95: Four Centuries of Sail," Tall Ships Gathering, Saint John, NB (Information: Addis Maritime Associates, 77 Runnymede Rd., Toronto, ON M6S 2Y4 [tel.: +1 416-763-3640])

September 1-4

Budweiser Maritime Days, Milwaukee, WI (Information: Wisconsin Marine Historical Society, Milwaukee Public Library, 814 W. Wisconsin Ave., Milwaukee, WI 53233-2385 [tel.: +1 414-286-3074; FAX: +1 414-286-2137])

September 3-4

Wooden Boatbuilding Demonstrations, Madeline Island Historical Museum, La Pointe, WI (Information: Madeline Island Historical Museum, La Pointe, WI 54850)

September 3-9

17th International Cartographic Conference, Barcelona, Spain (Information: Jaume Miranda i Canals, Chair, Institut Cartogràfic de Catalunya, Balmes 209-211, 08006 Barcelona [tel.: +34 3-43-218-8758; FAX: +34 3-43-218-8959])

September 6-8

"America and Oceania," Conference, Instituto de Estudios Histórico-Marítimos del Perú, Lima, Peru (Information: Dr. Jorge Ortiz, Instituto de Estudios Histórico-Marítimos del Perú, Av. Salaverry 2487, Lima 27, Perú [FAX: 632030])

September 9

"The Barquentine," Conference Sponsored by the Society for Nautical Research and the Sail Training Association, National Maritime Museum, Greenwich, UK (Information: Mrs. J. Hollis, 21 Union St., Woodstock, Oxfordshire OX20 1JF)

September 9-10

Put-in Bay Historic Weekend, Put-in Bay, OH (Information: Put-in Bay Chamber of Commerce, PO Box

250, Put-in Bay, OH 43456 [tel.: +1-419-285-2832])

September 14-16

Association for Great Lakes Maritime History, Annual General Meeting, Cleveland, OH (Information: Robert Graham, Treasurer, Association for Great Lakes Maritime History, Institute for Great Lakes Research, 12764 Levis Pkwy., Perrysburg, OH 43551 [tel.: +1 419-874-3907; FAX: +1 419-874-4385; E-mail: Rgraham@bgnet.bgsu.edu])

September 14-17

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

September 16-17

"The Archaeology of Coastal and Marine Environments," Glasgow, Scotland (Information: Dr. Tony Pollard, Dept. of Archaeology, 10 The Square, University of Glasgow, Glasgow G12 8QQ, Scotland)

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 20-22

4th International Seminar on the Baltic Sea: Yesterday, Today and Tomorrow, Riga, Latvia (Information: KR Barona 99, LV-1012 Riga, Latvia [tel.: +371 229-7608; FAX: +371 227-4258])

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 24-February 28, 1996

"Carriers, Codes, and Silent Ships: WWII and the New Navy," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

September 24-February 28, 1996

"Hampton Roads at War: The Hampton Roads Port of Embarkation," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

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; E-mail: Crepeau@pkslhs.dots.doe.ca or Burkec@pkslhs.dots.doe.ca])

September 29-October 1

"In Pursuit of Peace," Conference, Bethesda, MD (Information: F.R. Carroll, Great War Society, PO Box 4585, Stanford University, Stanford, California 94309 [tel.: +1 408-426-7646; FAX: +1 408-469-0593])

September 29-October 1

2nd Columbia Hudson's Bay Co. Conference, Vancouver, WA (Information: Fur Trade Conference, Center for Columbia River History, 802 C. Officers Row, Vancouver, WA 98661 [tel.: +1 206-737-2044])

September 30-October 1

Ontario Underwater Council, Annual General Meeting, Ottawa, ON (Information: Ontario Underwater Council, 1220 Sheppard Ave. E., Willowdale, ON M2K 2X1 [tel.: +1 416-495-4245])

September

International Marine Surveyors Conference, Vancouver Maritime Museum, Vancouver, BC (Information: Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621])

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 (Information: SNAME, 601 Pavia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

October 4-29

"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])

October 12

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Todd Gray (University of Exeter), "Conducting Naval and Shipping Research: The c. 150 Local Archives of England and Wales" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

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: +1 416-392-6834; E-mail: Jsummers@inforamp.net])

October 13-15

Common European Maritime Heritage Congress, Rochefort, France (Information: Secretary, Common European Maritime Heritage Congress, Nederlandscheepvaartmuseum, Kattenburgerplein 1, NL-1018 KK Amsterdam, Netherlands [tel.: +31 20-523-2222; FAX: +31 20-523-2213])

October 14

"Autobiography of a Slave," 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 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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 14-January 14, 1996

"Zum 50. Todestag des Marine-malers Hans Bohrdt," Exhibit, Deutsches Schiffahrtsmuseum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven [tel.: +49 471-482-0749; FAX: +49 471-482-0755])

October 18-21

Canadian Coastal Conference 1995, Dartmouth, NS

October 20-22

"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 21

Third Annual International Sail Training Safety Forum, Norfolk, VA (Information: David Wood, American Sail Training Association, PO Box 1459, Newport, RI 02840 [FAX: +1 401-849-0718])

October 21-22

"Britain's Maritime Interests since 1870," Annual Exeter Maritime History Conference, Crossmead Conference Centre, Exeter, UK (Information: Dr. H.E.S. Fisher, Department of Economic and Social History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ [tel.: +44 392-263290; FAX: +44 392-263305])

October 22-25

Australasian Society for Historical Archaeology and Australian Institute for Maritime Archaeology Joint Conference, Hobart, Tasmania (Information: Angie McGowan, Cultural Heritage Section, Parks and Wildlife Service, PO Box 44A, Hobart, Tasmania 7001 [tel.: +61 02-336596; FAX: +61 02-240884; E-mail: Angiem@delm.tas.gov.au])

October 23-November 3

International Training Programme on Integrated Coastal Management, Dumaguete City, Philippines (Information: Training Coordinator, Coastal Resources Center, Narragansett Bay Campus, University of Rhode Island, Narragansett, RI 02882 [tel.: +1 401-792-6224; FAX: +1 401-789-4670])

October 25

Sixth Biennial Power Boat Symposium, Florida Atlantic University, Boca Raton, FL (Information: SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

October 25-27

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

October 26

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Tony Arnold (University of Essex), "Secret Reserves or Special Credits? The Accounting Practices of Cunard, P&O and Royal Mail 1914-24" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

October 26

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Paul Rees (Merseyside Maritime Museum), "Titanic and Lusitania, Floating Palaces of the Edwardian Age" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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 27-29

Nautical Research Guild Conference, Hampton, VA

October 28

Annual General Meeting of the Company of Master Mariners of Canada, Toronto, ON (Information: Capt. D.J. Bremner, National Secretary, 50 North Dunlevy Ave., Vancouver, BC V6A 3R1 [tel.: +1 604-253-6576])

October 28

"Sixteenth-Century Voyages," Conference Sponsored by the Society for Nautical Research, Keynes College, University of Kent, Canterbury, UK

October 28

"Flamsteed at Greenwich," Conference, National Maritime Museum, Greenwich, UK (Information: Ms. Rachel Hiscox, Quadrilect [tel.: +44 171-242-4141; FAX: +44 171-404-0258])

October

Lake Ontario Conference of the Great Lakes Lighthouse Keepers Association, Oswego, NY (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101 [tel.: +1 414-731-5305])

November 1-February 28, 1996

"The River's Green Margin," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

November 6

"Twenty-First Century Shipping," 11th International Maritime and Shipping Symposium, University of New South Wales, Sydney, NSW (Information: Mr. L.J. Prandolini, Institute of Marine Engineers, Sydney Branch, 58 Melba Dr., East Ryde, NSW 2113 [tel.: +61 2-878-1914; FAX: +61 2-878-4669])

November 9

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: A.B. Sainsbury, "Admiral Sir John Duckworth as a Colonial Governor - Newfoundland 1810-12" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

November 9-10

Great Lakes Small Craft Symposium, Ann Arbor, MI (Information: SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

November 11

"The Forgotten Fleets, 1994-1945," Conference Sponsored by the Society for Nautical Research

November 11

"Ship Preservation in the 90s," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

November 20-24

III Simposio de Historia Maritima y Naval Iberoamericana, Buenos Aires, Argentina (Information: Capt. E.R. Ramos, Departamento de Estudios Historicas Navales, Av. Brown 401, C.P. 1155, Buenos Aires, Argentina)

November 23

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Gelina Harlaftis (University of Piraeus), "The Greek International Maritime Network in the Twentieth Century" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

November 23-24

High Speed Vessels for Transport and Defence, Conference, London, UK (Information: Royal Institute of Naval Architecture, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

November 28-29

"Seapower in the New Century," Conference, Brighton Beach, NSW (Information: Corinna Sears, Royal Australian Navy Maritime Studies Program, Navy Office, Canberra, ACT 2600 [tel.: +61 6-266-6503; FAX: +61 6-266-6754])

November 29

Society for Nautical Research Annual Lecture/E.G.R. Taylor Lecture, Royal Geographical Society, London, UK; Speaker: Rear Admiral Roger Morris

November 30

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Angus Tilston (NW Region of Amateur Cinematographers), "Riverside Reminiscences" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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 5-6

"L'homme, la santé et la mer," Conference, Institut catholique, Paris, France

December 9

"The Port Today," Day School of National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

December 14

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Nicholas Rodger (National Maritime Museum), "Elizabethan Gunnery and Naval Tactics" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

December 1995-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

January 2-7

Society for Historical Archaeology Annual Conference, Cincinnati, OH (Information: Dr. Kim A. McBride, Dept. of Anthropology, University of Kentucky, Lexington, KY 40506-0024 [tel.: +1 606-257-1944; FAX: +1 606-323-1908; E-mail: Kamcbr00@ukcc.uky.edu])

January 13

"Current Research in Maritime History," 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 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

January 18

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. Alan Aberg (Nautical Archaeology Society), "Change and Progress in Maritime Archaeology" (Information: David M. Williams, British

Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081]

January 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 to 1995" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

January-April 1996

"Collingwood Skiffs and Side Launches," Exhibit, Marine Museum of the Great Lakes, Kingston, ON (Information: Marine Museum of the Great Lakes, 55 Ontario St., Kingston, K7L 2Y2 [tel.: +1 613-542-2261; FAX: +1 613-542-0043; E-mail: Mmuseum@qucdn.queensu.ca])

February 1

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Prof. Geoffrey Till (Royal Naval College, Greenwich), "The British Approach to Amphibious Operations: An Historical Perspective" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

February 10

"Replicas as Research Tools," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

February 15

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Peter Earle (London School of Economics), "The English Seaman, 1570-1780" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

February 29

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: To be Arranged (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

February 29

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Capt. Robin Woodall (Former Captain, *QE II*), "The Captain's Story" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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])

March 9

Fourth Annual "New Researchers in Maritime History" Conference, National Maritime Museum, Greenwich, UK (Information and *Proposals by October 1, 1995* to: Dr.

Marguerite Lincoln, National Maritime Museum, Greenwich SE10 9NF, UK [tel.: +44 181-312-6686])

March 9

"Perspectives on Atlantic Emigration," 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 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

March 14

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Valerie Burton (Memorial University of Newfoundland), "Nineteenth Century English Ports: Shipping Profiles and the Seafaring Community" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

March 14-16

"The Mississippi River and Her People," Symposium, Memphis, TN (*Deadline for proposals: September 1, 1995* to appropriate Program Chair: "Human Landscape:" Dr. Philip Scarpino, 425 University Blvd., Indianapolis, IN 46202; "Art/Music/Folklore:" Dr. Bill Malone, Dept. of History, Tulane University, New Orleans, LA 70118; "Technology and the River:" Dr. Clayton Brown, Dept. of History, Texas Christian University, 2800 S. University Dr., Fort Worth, TX 76129. Information: Dr. Beverly Watkins, National Archives-Great Lakes Region, 7358 S. Pulaski Rd., Chicago, IL 60629 [tel.: +1 312-581-7816; FAX: +1 312-353-1294; E-mail: beverly.watkins@chicago.nara.gov])

March 24-27

"International Festival of the Sea — Bristol '96," Bristol, UK (Information: Festival Committee, PO Box 496, 59 Prince St., Bristol BS1 4QH, UK [tel.: +44 117-922-1996])

March 28

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Dr. Colin Martin (University of St. Andrews), "Excavating the Wreck of the *Swan*" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

March 18-21

Annual General Meeting of the North American Society for Oceanic History, Boston, MA (Information and Proposals: Dr. William S. Dudley, Senior Historian, US Naval Historical Center, Washington Navy Yard, Washington, DC 20374-0571)

April 18-20

"Ship Models from the Great Age of Sail, 1600-1850," International Conference, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, National Maritime Museum, Greenwich, SE10 9NF, UK [tel.: +44 181-312-6747])

April 25

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Atle Thowsen (Bergen Maritime Museum), "Business Goes to War: Anglo-Norse Shipping Relations in World War II" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

April 25

Friends of the Merseyside Maritime Museum, Lecture Series, Mersey-

side Maritime Museum, Liverpool, UK; "Jason 7: Adapting to a Changing Sea" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

April 27

"Customs of the Port," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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

May 16

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: To Be Arranged (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

May 18

"Ferries from the Mersey," 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 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

May 26-31

Sixth International Offshore and Polar Engineering Conference, Los

Angeles, CA (Information: ISOPE Technical Program Committee, PO Box 1107, Golden, CO 80402-1107 [tel.: +1 303-273-3673; FAX: +1 303-420-3760])

May 30

Third Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association in association with the Friends of the Merseyside Maritime Museum, Merseyside Maritime Museum, Liverpool, UK; Speaker: Frank J.A. Broeze (University of Western Australia), "The Container Revolution, 1960s to the 1990s" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

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.: +44 116-252-2582; FAX: +44 116-252-5081])

June 14

"Room Service: Aspects of Life aboard the Ocean Liner," 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 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

June

Fourth One-Day Conference on British Port History, University of Leeds, Leeds, UK (Information: Dr. Wendy Childs, School of History, University of Leeds, Leeds LS2 9JT, UK [tel.: +44-113-233-3588; FAX: +44 113-234-2759])

July 28-August 2

Second World Fisheries Congress, Brisbane, Australia (Information: Congress Secretariat, PO Box 1280, Brisbane, QLD 4064 [tel.: +61 7-369-0477; FAX +61 7-369-1512])

August

"Albert Dock/150 Conference," Merseyside Maritime Museum, Liverpool, UK (Information: Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-207-0001; FAX: +44 151-709-3003])

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 52-274235; FAX: +358 52-274275])

September 1-8

9th General Assembly of the International Congress of Maritime Museums, National Maritime Museum, Greenwich; Merseyside Maritime Museum, Liverpool; and Royal Naval Museum, Portsmouth UK (Information: Mr. Adrian Jarvis, Curator of Port History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

September 2-6

"Coastal Engineering Heritage," 25th International Conference on Coastal Engineering, Orlando, FL (Information: ICCE '96, c/o Conrad Blucher Institute, Texas A&M University, 6300 Ocean Dr., Corpus Christi, TX 78412 [tel.: +1 512-994-2376; FAX: +1 512-994-2715])

September 9-12

"Steam at Sea: The Application of Steam Power in the Maritime World," International Conference, University of Hull, UK (Information and Proposals by October 1, 1995: Dr. David J. Starkey, University of Hull, Hull HU6 7RX [tel.: +44

1482-465624; +44 1482-466126; E-mail: D.J.Starkey@hist.hull.ac.uk])

September 15-18

Icelandic Fisheries Exhibition, Reykjavik (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, UK [tel.: +44 181-948-9800; FAX: +44 181-948-9870])

September

Association for Great Lakes Maritime History, Annual General Meeting, Bruce County Museum, Southampton, ON (Information: Robert Graham, Treasurer, Association for Great Lakes Maritime History, Institute for Great Lakes Research, 12764 Levis Pkwy., Perrysburg, OH 43551 [tel.: +1 419-874-3907; FAX: +1 419-874-4385; E-mail: Rgraham@bgnet.bgsu.edu])

1997

June

"Cabot and His World," Conference, St. John's and Bonavista, NF, sponsored by Newfoundland Historical Society

June

Naval Officers Association of Canada, Annual Conference, St. John's, NF

July

Fourth Anglo-Dutch Maritime History 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: cmrhpho@inet.uni-c.dk])

Summer

"Global Markets: The Internationalization of the Sea Transport Industries since 1850," Pre-Conference

sponsored by the International Maritime Economic History Association, Piraeus, Greece (Information: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; E-mail: D.J.Starkey@hist.hull.ac.uk])

September 2-14

"Summit of the Sea," Conference, St. John's, NF (Information: Dave Finn, Summit of the Sea, John Cabot 500th Anniversary Corporation, PO Box 1997, Crosbie Bldg., 1 Crosbie Place, St. John's, NF A1C 5R4 [tel.: +1 709-579-1997; FAX: +1 709-579-2067; E-mail: david_finn@porthole.entnet.nf.ca])

September 7-9

International Maritime Lecturers Association, St. John's, NF

September 7-9

North Atlantic Islands Conference, St. John's, NF

1998

July

"Peter the Great and the West: New Perspectives on Peter the Great," Conference, National Maritime Museum, Greenwich, UK

August

Twelfth International Congress of Economic History, Seville, Spain, including B session on "Global Markets: The Internationalization of the Sea Transport Industries since 1850," sponsored by the International Maritime Economic History Association (Information and Proposals by March 1, 1996: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; E-mail: D.J.Starkey@hist.hull.ac.uk])

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: cmrhpho@inet.uni-c.dk])

PERSONAL NEWS

JUDITH HUDSON BEATTIE presented a paper entitled "The Hudson's Bay Company's Links to the International Seafaring Community, 1830-1860" to the 7th North American Fur Trade Conference in Halifax in May. The paper was an outgrowth of her ongoing work on the "Undelivered Letters," a set of letters written primarily to seamen working on the ships travelling to the west coast between the 1830s and 1860s. **DAVID BEATTY** contributed an article to the November 12, 1994 issue of *The New Brunswick Reader* on "The Landscape Has Changed, The Nightmare Of It All Has Not: Fred Robichaud's Memories of the Great War," based upon interviews with an Acadian veteran of the Great War, now in his mid-nineties and living in Amherst, NS. David is working this summer on a World War I diary and letters. As well, he was one of seven Canadian scholars to receive an American Studies Grant from the US Embassy in Ottawa. The grant, worth US \$1280, will be used to acquire US Department of State *Foreign Relations Papers* for the American Studies Programme at Mount Allison University (David also received a similar grant in 1993). **LOUIS BLANCHETTE** contributed to (and helped to edit) *La tragédie oubliée...Le naufrage de l'Empress of Ireland*, which was pub-

lished in April by the Musée de la mer de Pointe-au-Père (1034 rue de Phare, Pointe-au-Père, Québec G5M 1L8); it is available for CAN\$ 9.95. Louis continues with his general maritime history research. All readers will be delighted to know that CNRS members and the current President of the International Commission for Maritime History, **FRANK BROEZE** is recovering at home in Perth, Australia, after successful surgery to remove a brain tumour. Before going into hospital, Frank delivered the summary to a conference on the "Royal Australian Navy in World War II" in Sydney. The Maritime Studies Program of the Australian Department of Defence will publish the proceedings of this highly interesting conference. In September, Frank will be on study leave in Hamburg to begin work on a project on Hamburg maritime labourers and their families during the Nazi era. **ZIGMUNT CHADALA** is currently working on Canadian-built shipping in the Second World War. Zigmunt sailed on seven "Park" ships during and after the war. **FRED CRICKARD**'s most recent publication is "Canada's Ocean and Maritime Security: A Strategic Forecast," *Marine Policy*, XIX, No. 4 (July 1995), 335-342. **JAMES TERTIUS DE KAY**, whose 1990 book, *The Battle of Stonington: Torpedoes, Submarines and Rockets in the War of 1812* will be well-known to members interested in the War of 1812, tells us that his new volume, *Chronicles of the Frigate Macedonian, 1809-1922*, will be published this month by W.W. Norton and Co. in New York. **PETER N. DAVIES**, a member of our Society who has been nominated for the Presidency of the International Commission for Maritime History, will deliver a paper on "Yokohama and the Cornes" at the ICMH/CNRS Congress next month in Montréal. **RICHARD L. DONALDSON** is the editor of *The Westcoaster*, the bi-annual newsletter of the CFB Esquimalt Museum and Archives Society and an active member of a number of important maritime and naval history societies. He would be interested in hearing from readers interested in considering how to gather all information from various Canadian

Navy lists into computer files that would be accessible nationwide. **SERGE DURFLINGER** served as an assistant to Professor Terry Copp on a study tour that brought together twelve university students from across Canada for a visit to Canada's European battlefields last month. The trip was sponsored by the Canadian Battle of Normandy Foundation. **PAUL DWYER**, who is completing an MA thesis on boatbuilding in the Bay of Islands, Newfoundland, is the author of "The Bay of Islands Dory in John's Beach," *Culture and Tradition*, XV (1991-1992), 5-32. Despite the date on the publication, Paul assures us that it was only published in the fall of 1994. **DAVID R. FACEY-CROWTHER** is editor of *Better Than The Best: The Story of the Royal Newfoundland Regiment 1795-1995* (St. John's, 1995), a collection of essays commissioned by the Royal Newfoundland Regiment Advisory Council to mark the 200th anniversary of the RNR. **LEWIS R. FISCHER**, who is the principal organizer of next month's ICMH/CNRS Congress, will also deliver a paper there on "Comparative Pay Scales in Norwegian and British Coastal Shipping, 1863-1913." **CHARLES DANA GIBSON** is co-author (with his wife Kay) of *Assault and Logistics: Union Army Coastal and River Operations, 1861-1866* (Camden, ME, 1995). This 680-page volume, complete with 35 photos and illustrations, is available for only US\$ 45 plus \$5.00 shipping and handling from Ensign Press (PO Box 638, Camden, ME 04843). His new project is a study of US maritime military transportation, 1898-1941. **BILL GLOVER** is continuing his work on aspects of training in the RCN during WW II. He recently returned from a canoe trip in the Canadian Northwest which, in his inimitable way, he describes as "a field trip related to the exploration history of Canada." **NORMAN HACKING**'s most recent book is *Prince Ships of Northern B.C.: Ships of the Grand Trunk Pacific and Canadian National Railways*. It is a real bargain at only CAN\$ 11.95 from Heritage House Publishers, Surrey, BC V3S 6C4. Norman tells us that this fall there will be a new edition of the book

he first published in 1974 with W. Kaye Lamb, *The Princess Story: A Century and A Half of West Coast Shipping*. **MORTEN HAHN-PEDERSEN** will speak on "Changing Structures? The Development of Danish Ports since the 1960s" at the ICMH/CNRS Congress in Montréal in August. **CAPT. HUBERT HALL** is doing short research articles on several different ships for correspondents in Britain, Australia and New Zealand. CNRS member **GELINA HARLAF-TIS**, whose new book *A History of Greek-Owned Shipping: The Making of an International Tramp Fleet in the Nineteenth and Twentieth Centuries* will be published in November by Routledge, has been selected as a co-organizer of a session at the 12th International Congress of Economic History in Seville. The session, sponsored by the International Maritime Economic History Association will be on "Global Markets: The Internationalization of the Sea Transport Industries since 1850." **POUL HOLM** is co-author (with Morten Hahn-Pedersen) of "Det maritime arbejdsmarked i Danmark 1880-1900," *Sjæk'len 1994* (Esbjerg, 1995), 71-91; and the author of "European and Native Ways: Fishing, Whaling and Sealing in the Danish North Atlantic Empire, c. 1750-1807," in Holm, *et al.* (eds.), *The Northern Seas Yearbook 1995* (Esbjerg, 1995), 109-148. Poul will present a paper at the ICMH/CNRS Congress in Montréal on "Ribe, 1450-1620: The Rise and Fall of a Danish North Sea Port." **CAPT. HAROLD HUYCKE** produces the quarterly newsletter for the North American section of the International Cape Horners (Canada/USA); each issue has a feature article on a sailing ship which was resurrected in World War II. A total of twenty-four such ships are to be covered in the newsletter and ultimately expanded for publication as a book. **RICK JAMES** tells us that he is currently helping his partner, Paula Wild, go over the proofs of *Sointula Utopia*, a regional history of one of the most prosperous fishing communities on Canada's west coast. Sointula was originally settled by Finnish immigrants who hoped to create a utopian socialist colony away from the

excesses of the capitalist world. Harbour Publishing hopes to release the book in September. **OLAF JANZEN** is co-editor of *The Northern Seas Yearbook 1995* (Esbjerg, 1995), a collection of seven essays on the fisheries of the northern seas. Olaf will present a paper entitled "A Scottish Sack Ship in the Newfoundland Trade, 1726-27" at the ICMH/CNRS Conference in Montréal next month. **TREVOR J. KENCHINGTON** has been appointed Chairman of the Regional Aquaculture Development Advisory Committee for the eastern shore of Halifax County, NS. This body is charged with advising the provincial Minister on all aquaculture developments in the area. His most recent publication is *A Glossary of Fisheries Science: Terms in Common Use in the Scotia-Fundy Region* (Halifax, 1995, with J. Gough). **GREG KENNEDY**'s most recent essay is "Britain's Policy-Making Elite, The Naval Disarmament Puzzle, and Public Opinion, 1927-1932," *Albion*, XXVI, No. 4 (Winter 1994), 623-644. **ANNE KROELL**, a French member of the Society, will present a paper on "Bandar Abbas, The Safavid Port of the Persian Gulf" at the ICMH/CNRS Congress in Montréal in August. **ANDREW LAMBERT** is currently editing entries on 19th-century naval officers for a revised edition of the *British Dictionary of National Biography*. In October, Andy will be attending the 12th Naval History Symposium in Annapolis to read a paper entitled "History, Strategy and Doctrine: Sir John Know Laughton and the Education of the Royal Navy." **DAVID J. MCDUGALL**, whose most recent article, "An Annotated List of Canadian Customs Preventive Service patrol Boats, 1903-1931," appeared in the April issue of *ARGONAUTA*, is currently working on additional essays on the topic. **MARC MILNER**'s recent publications include "Squaring Some of the Corners: The Royal Canadian Navy and the Pattern of the Atlantic War," in Timothy Runyan and Jan M. Copes (eds.), *To Die Gallantly: The Battle of the Atlantic* (Boulder, CO, 1994), 121-138; and "The Battle of the Atlantic," *Oxford Companion to the Second World War* (1995, forthcoming). **ANNE**

MORTON delivered a paper entitled "The Company on the Coast: The Hudson's Bay Company and Atlantic Canada, 1911-1943" at the 7th North American Fur Trade Conference in Halifax in late May. **HELGE W. NORDVIK** will present a paper at the ICMH/CNRS conference in Montréal on "Competition and Change: Shipping and the Timber Trade in the Port of Quebec, 1850-1900." Our congratulations to **PETER POPE** on being selected as the first recipient of the CNRS Young Scholar Award. This award, which pays the expenses of a new researcher to attend the ICMH Congress, will enable Peter to present a paper entitled "Adventures in the Sack Trade: London Merchants in the Canada and Newfoundland Trades of the 1640s" in Montréal. Peter will assume a post-graduate research post at Laval University in August. **STAN PARKER** has taken on the responsibilities of Secretary to the Maritime Awards Society of Canada, which awards post-graduate fellowships for maritime-related studies. **DANIEL RABUZZI** is on the Montréal programme next month to talk about "What the Sound Tolls Can't Tell Us: Eighteenth-Century German Trade with the Baltic." **TED ROBERTS** is the author of "The Camelford Controversy: A Vindication of George Vancouver," *British Columbia Historical News*, XXVIII, No. 2 (Spring 1995), 32-35. **ALAN RUFFMAN**, who has been appointed an Honorary Research Associate in the Department of Earth Sciences at Dalhousie University, recently presented two papers to the Tsunami Sediments Conference at the University of Washington. He is also co-author (with six others) of "Paleozoic Microfossils from Orphan Knoll, NW Atlantic Ocean," *Scripta Geologica*, No. 109 (1995), 1-69. Alan also tells us that he "was paid to stay away from his office during the G-7" meetings since his "windows open onto Lower Water Street," part of the route taken by government leaders. **SHANNON RYAN** will speak on "Perceptions of Newfoundland in Victorian Periodical Literature" at the ICMH/CNRS Congress in Montréal next month. **STEPHEN SALMON** is

on the programme of the ICMH/CNRS Congress in Montréal to speak on "Competition and Monopoly: The Structure of the St. Lawrence River Forwarding Trade, 1865-1900." **WILLIAM L. SALTONSTALL** is a Massachusetts member who likes to sail around the Maritimes and volunteers with the Peabody/Essex Museum and the Sea Education Association. **RICK SCHNARR** tells us that the *Reference Model of Data Management*, which he has been editing since 1989, has finally been published. **LARS U. SCHOLL** is the author of "Military Engineers as Constructors of Roads and Railways in the Kingdom of Hanover, 1764-1847," in Peter Lundgreen and André Grelon (eds.), *Engineers in Germany 1770-1990* (Frankfurt, 1994), 109-116; and "Inland Navigation, Coastal Trade and Trans-Oceanic Shipping: A Plea for Cooperative Studies," in Andreas Kunz and John Armstrong (eds.), *Inland Navigation and Economic Development in 19th-Century Europe* (Mainz, 1995), 159-163. **DON SCHURMAN** is co-editor (with John Hattenforf) of a new edition of Julian S. Corbett, *Maritime Operations in the Russo-Japanese War* (Newport and Annapolis, 1994). **JOHN SEITZ**, pursuing a degree in history at the University of Guelph, has a special interest in issues relating to trade and the history of the Americas. **DAVID SYRETT**'s recent publications include "The Victualling Board Charters Shipping, 1775-82," *Historical Research*, LXVIII (June 1995), 212-224; "Communications Intelligence and the Battle of the Atlantic, 1943-1945," *Archives* (April 1995); and *Commissioned Sea Officers of the Royal Navy, 1660-1815* (Aldershot, 1994, with R.L. Dinardo). **M. BROOK TAYLOR** will present a paper on "Frederick William Wallace as a Marine Photographer" at the ICMH/CNRS Congress in Montréal next month. **DAVID WALKER** will speak on "The Boatbuilder in Small Coastal Communities in Nova Scotia" at the ICMH/CNRS Congress in Montréal this August. We also understand that work on his book is progressing satisfactorily. **PAUL WEBB** has been honoured by the Canadian Council for the Advancement of Education - Ontario, which has established a "Paul

Webb Scholarship" for a beginning higher education advancement professional to attend conferences. The award recognizes Paul's contributions to university advancement in Canada. Paul will also have an essay on Royal Navy frigates, 1793-1815, published in *Mariner's Mirror* next year. **DAVID M. WILLIAMS**, who has recently been elected Vice-President of our sister society, the British Commission for Maritime History, will deliver a paper on "Turn-Around Times: Shipping Efficiency and Port Operation, 1814-1850" at the ICMH/CNRS Conference in Montréal in August. **GARTH S. WILSON** is the author of *A History of Shipbuilding and Naval Architecture in Canada* (Ottawa, 1994), which has been published as No. 4 in the National Museum of Science and Technology's "Transformation Series." The volume is available at the bargain price of only \$15, including GST, from the museum. **BILL WOLFERSTAN** is the author of "Daughters of the Wind," *The Beaver* LXXV, No. 3 (June/July 1995), 4-13.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

AUSTRALIAN NATIONAL MARITIME MUSEUM (Sydney, NSW)

The museum has announced its intention to create an Australian Register of Historic Vessels. The plan is to use CD-ROM technology to store, sort, retrieve and display textual, photographic, and sound data for each vessel registered. The hope is to make the database accessible both via CD-ROM (which will be available for purchase) and the Internet.

DAVID M. STEWART MUSEUM (Montréal, PQ)

The museum announces the availability of a new interactive CD-ROM. *The Voyages of Jacques Cartier*, which is also available in French, is a multimedia and interactive learning tool for Macintosh computers with CD-ROM version 7 or higher. Its cost is a modest CAN\$ 55.

HUDSON'S BAY CO. ARCHIVES (Winnipeg, MB)

In the spring of 1994 the Hudson's Bay Company donated its Archives to the Provincial Archives of Manitoba. As a result of the tax savings realized as a result, the HBCA has been able to hire one support staff, a conservator, and two archivists. Funding will also be provided for a new vault for the HBCA within the present Archives building. The HBCA hopes to use this additional funding to expand its public service functions for both those who visit and those who access the holdings from a distance. Other extension projects in the planning stage include publications and videos.

KENDALL WHALING MUSEUM (Sharon, MA)

Michael P. Dyer has been appointed as the new librarian and assistant curator of the museum. Mr. Dyer is currently completing an MA in American Studies at the Pennsylvania State University.

MAINE MARITIME MUSEUM (Bath, ME)

The museum has a new Executive Director. Thomas Wilcox, formerly with Shawmut Bank in Hartford, CT, brings with him wide experience in finance and strategic planning. At the same time, John R. Bloemendaal has been appointed Apprenticeship Manager and Senior Instructor.

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

Last fall the museum undertook an archaeological survey, led by Jonathan Moore, to examine fourteen submerged vessels in Kingston's inner harbour. Subsequent analysis and research allowed the team to identify three of the wrecks definitively as the *Abbie L. Andrews*, the *Glengarry*, and the *Chicago* (the latter two were built in Canada, while the first was a three-masted schooner constructed in Toledo, OH; all were of nineteenth-century origin). The results of the research are

currently being analyzed to consider future directions.

MARINERS' MUSEUM
(Newport News, VA)

The museum's award-winning film, "Billy Moore: Chesapeake Boatbuilder," is now available for purchase. This thirty-minute videotape can be ordered from the museum for only US\$ 19.95.

The museum also announces that Willem Mörzer Bruyns of the Nederlands Scheepvaartmuseum in Amsterdam will spend three months as a scholar-in-residence assessing the museum's navigational instrument collection, a subject on which he is a recognized international authority. His report will form the basis for an exhibition of the collection to be organized in 1997.

Finally, the Research Library and Archives has won a first-place award and a certificate of merit in competitions sponsored by the Library Public Relations Council. Its first place came for its work in producing print public relations materials, while the certificate of merit was awarded for its recent campaign to promote the acquisition of its 75,000th volume (see *ARGONAUTA*, April 1995).

MARITIME MUSEUM OF THE ATLANTIC
(Halifax, NS)

Two students from a museum studies course at Sir Sanford Fleming College in Peterborough, ON, are currently spending a three-month work term at the museum. The museum gift store opened officially on July 1. As many readers will know, the museum was closed for much of June to make room for the G-7 meetings in Halifax, but it is now back in full operation.

MERSEYSIDE MARITIME MUSEUM
(Liverpool, UK)

The museum has recently published the first new catalogue in thirty years to its 1000-plus ship model collection. *The Ship Models Collection of Merseyside Maritime Museum: A Concise Cata-*

logue was written by Dr. Alan Scarth, the museum's Curator of Ship Models. The 104-page catalogue, which features eight colour and seventeen black-and-white photographs, details the entire collection and is available for £8.50 (plus post and packing) from NMGM Enterprises, 127 Dale St., Liverpool L69 3LA (tel.: +44 151-478-4685).

Also newly-available is the first volume of the *Guide to the Records of the Merseyside Maritime Museum*, compiled by Gordon Read and Michael Stammers.

MYSTIC SEAPORT MUSEUM
(Mystic, CT)

The museum has recently published Thomas J. Watson, Jr.'s book, *Pacific Passage*. A book for "sailors, travelers, dreamers and adventurers, it is available from the museum for US\$ 39.95.

NATIONAL MARITIME MUSEUM
(Greenwich, UK)

The museum announces that due to popular demand the *Titanic* exhibit will remain open until 1 October. More than 300,000 visitors have viewed the exhibition since it opened.

The museum plans to publish a catalogue of all its ship models in September. This volume has been compiled by Brian Lavery and Simon Stephens and will be co-published by Wilson and priced at £35.

The museum has also awarded three research fellowships to scholars working in fields related to its collection and related subject areas. All three went to candidates in the final year of their PhD. The Caird Junior Fellowship for 1995-96 went to David Massam of Corpus Christi, Oxford, to continue his research on British maritime strategy and amphibious capability, 1900-1940. The Caird Senior Fellowship went to Cindy McCreery of Wolfson College, Oxford, who will be looking at the representation of ports and port culture in eighteenth-century British prints as an expression of national character. Finally, the Sackler Fellowship in the History of Astronomy and Navigational

Sciences went to Hester Highton from Clare College, Cambridge, who will be working on the sundial collection of the Old Royal Observatory and its place within the wider field of mathematics. We congratulate all these deserving winners on their awards and wish them every success in completing their projects.

NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY
(Ottawa, ON)

The museum has recently published Garth Wilson's *A History of Shipbuilding and Naval Architecture in Canada* as No. 4 in its "Transformation Series." Until September 4 the museum will be hosting an exhibit from the North Vancouver Museum and Archives titled "A Local Story...A National Effort: Shipbuilding in North Vancouver, 1939-1945."

PENOBSCOT MARINE MUSEUM
(Searsport, ME)

The museum has been awarded a \$40,400 exhibit planning grant by the National Endowment for the Humanities for work on a project entitled "An Oceangoing Community: Searsport at Sea and Ashore."

YARMOUTH COUNTRY MUSEUM
(Yarmouth, NS)

The museum has recently republished *Yarmouth, N.S.: The Western Gateway of Nova Scotia, 1918*, which was originally "issued under the approval of the town council." This sixty-eight page book outlines transportation, business, organizations and the like, as well as providing an historical account of the town's development. This well-illustrated volume is available from the museum for CAN\$ 9.90 plus \$3.00 postage and handling.

In May the museum hosted an exhibit on "Bob Brooks - A Retrospective Look at Yarmouth and Area," which included a wide range of photos of local vessels. Between October 4 and 29 it will host "The Poster War, an exhibit of WWI propaganda posters

circulated by the Provincial Museum of Alberta.

NEWS FROM MARITIME ORGANIZATIONS AND SOCIETIES

ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

At its recent spring Board meeting, the AGLMH decided to hold its annual general meeting in Cleveland, 14-16 September 1995, to be hosted jointly by the Harbor Heritage Society and the Great Lakes Shipwreck Historical Society. Total membership in the AGLMH now stands at 184, including fifty-five institutions.

MARITIME AWARDS SOCIETY OF CANADA

The Maritime Awards Society of Canada, which exists primarily to promote scholarship in maritime studies, is pleased to announce that its first fellowships at Dalhousie University will be awarded this fall. Further, the University of Calgary's Senate has approved an MASC Fund and Scholarship Programme for 1996/97. These two universities join the University of Victoria and Memorial University of Newfoundland as beneficiaries of the benevolence of MASC.

NAVAL OFFICERS' ASSOCIATION OF CANADA

The Naval Officers' Association of Canada, in conjunction with the Maritime Defence Association of Canada, has begun publication of a "Maritime Security Working Papers" series to be published by the Centre for Foreign Policy Studies at Dalhousie University. Papers are to be issued three times per year (February, June, October). The inaugural issue, which is available for \$3.50, including GST and postage and handling, includes four papers: Colin R. McKeown, "Canadian Armed Forces/Peacekeeping versus Peacemaking: Weighing the Costs;" A. Louise Siew, "Afloat Logistics Support: The Way Ahead;" Donald S. MacKay, "The Maritime Task Group;" and Peter

T. Haydon, "Shipping in Canada."

NAVY LEAGUE OF CANADA

The League's recent Centennial Seminar on "Canada's Maritime Tradition: Past, Present and Future," held in Halifax in May, was apparently a great success. Thanks to CNRS member Ian Macpherson, we are able to give you a capsule summary of the proceedings below.

The first paper was from Vice-Admiral Hugh MacNeil, who reviewed the post-WW II history of the RCN in "Canada's Navy." Admiral MacNeil, who held a number of senior postings within both the RCN and NATO, was able to bring some special perspectives to his talk. He was followed to the podium by CNRS member Marc Milner, who discussed "Canada's Naval War in the Atlantic, 1939-1945." His paper focussed on the Battle of the Atlantic and utilized a number of concepts drawn from his recent book, *The U-Boat Hunters*.

After lunch delegates heard three more papers. Ed Healey, a former Assistant Deputy Minister in the Department of Defence with a long history in shipbuilding management for the RCN, spoke on "The Canadian Shipbuilding Industry. Jean-Claude Michaud, who has a long history as a master mariner and a port administrator, presented a paper on "Shipping and Ports in Canada." Finally, Ron MacDonald, the MP for Dartmouth and current Chairman of the Commons' Standing Committee on Fisheries and Oceans, discussed "Our Ocean Resources." Mr. MacDonald performed yeoman service in deputizing for the Minister of Fisheries and Oceans, Brian Tobin, who had to withdraw at the last moment for family reasons.

ONTARIO UNDERWATER COUNCIL

The Ontario Underwater Council will hold its "Weekend of Events," including its Annual General Meeting, in Ottawa, September 30-October 1. Information about this weekend can be obtained from the Council at 1220

Sheppard Ave. E., Willowdale, ON M2K 2X1 (tel.: +1 416-495-4245).

PROJECT HMS DETROIT

Bob Ferguson, Derek Fletcher and their crew have now completed renovations to the sailboat *Mariner*. The newly-restored craft now joins the Project's sail-training programme.

PROTECT OUR WRECKS

This Kingston-based organization announces the creation of the Kingston Photographic Project 1995. This project is motivated both by a desire to preserve the area's marine heritage and the increasing number of zebra mussels, which threaten to obscure them from view. The goal is collect extant photos as well as to photograph those vessels that are undocumented. All the images will be catalogued, copied onto CD, and stored for future generations at the Marine Museum of the Great Lakes at Kingston. All photographers will be credited and no reproduction of images will be permitted without the consent of the photographer. For further information, contact Jonathan Moore, Protect Our Wrecks, c/o Marine Museum of the Great Lakes at Kingston, 55 Ontario St., Kingston, ON K7L 2Y2.

SAVE ONTARIO SHIPWRECKS

SOS Forum '95, which was held for the first time in the US at Sandusky, Ohio, apparently was a great success, both in terms of the number of registrants and the programme. The March meetings enabled divers from both the US and Canada to meet and exchange experiences and ideas for future cooperation.

UNDERWATER ARCHAEOLOGICAL SOCIETY OF BRITISH COLUMBIA

Our congratulations to Robyn Woodward, who has recently been elected President of the Society. She replaces Mike Paris, whose four-year term coincided with unprecedented growth in membership and a variety of new initiatives.

**INTERNATIONAL COMMISSION
FOR MARITIME HISTORY
MONTRÉAL, QUÉBEC
28 AUGUST-1 SEPTEMBER**

FINAL PROGRAMME

All sessions and meetings will be held in the premises of HMCS Donnacona, which is located in the centre of the city at 2055 Drummond Street (between Sherbrooke and de Maissonneuve), just slightly north of Concordia University. It will be convenient to virtually any downtown hotel or any hotel on one of Montréal's Metro lines.

Monday, 28 August

- 10-12 Editorial Board Meeting, *International Journal of Maritime History*
12-1 Editorial Board Meeting, *The Northern Mariner/Le Marin du nord*
1-2 Meeting of Editors of Maritime History Journals
2:00 Opening Addresses

F.J.A. Broeze, President, ICMH
Faye Kert, President, CNRS
Lewis R. Fischer, ICMH Conference Organizer

2:15-3:15 Session 1: Northwestern Europe in the 18th and 19th Centuries

- R. Baetens (Belgium), "Croissance portuaire et urbanisation: le cas d'Anvers (19e siècle)"
U. Albrecht, (Germany) "Manufacturing and Overseas Trade in the Port City of Flensburg (18th and 19th Centuries)"

3:15-3:30 Coffee

3:30-4:30 Session 2: Port People in Atlantic Canada

- M.B. Taylor (Canada), "Frederick William Wallace as a Marine Photographer"
D. Walker (Canada), "The Boatbuilder in Small Coastal Communities in Nova Scotia"

4:30-5:30 Session 3: British Ports in the Early 19th Century

- R. Mulhearn (UK), "The Development of the Liverpool Dock Police in the Early to Mid-Nineteenth Century"
D.M. Williams (UK), "Turn-Around Times: Shipping Efficiency and Port Operation, 1814-1850"

5:30-6:30 CNRS Executive Meeting

Tuesday, 29 August

9:30-10:30 Session 4: Eastern Mediterranean and Persian Gulf

- R. Gertwagen (Israel), "The Decline of Ports along the Syrian-Israeli Coastline during the Middle Ages (5th-14th Centuries)"
A. Kroell (France), "Bandar Abbas, The Safavid Port of the Persian Gulf"

10:30-10:45 Coffee

10:45-11:45 Session 5: The St. Lawrence Ports

- M.S. Salmon (Canada), "Competition and Monopoly: The Structure of the St. Lawrence River Forwarding Trade, 1865-1900"
H.W. Nordvik (Norway), "Competition and Change: Shipping and the Timber Trade in the Port of Quebec, 1850-1900"

11:45-12:45 Session 6: Ports and Development

- P. Proudfoot (Australia), "Studying the Effect of Port Development on City Growth: Methods and Techniques"
A. Olukoju (Nigeria), "Playing Second Fiddle: The Development of Port Harcourt and Its Role in the Nigerian Economy, 1917-1950"
P.N. Davies (UK), "Yokohama and the Cornes"

12:45-1:45 Lunch

1:45-3:15 Session 7: Newfoundland

- P. Pope (Canada), "Adventures in the

Sack Trade: London Merchants in the Canada and Newfoundland Trades of the 1640s"

- O.U. Janzen (Canada), "A Scottish Sack Ship in the Newfoundland Trade, 1726-27"
S. Ryan (Canada), "Perceptions of Newfoundland in Victorian Periodical Literature"

3:15-3:30 Coffee

3:30-4:30 Session 8: The North Sea and Baltic before 1800

- P. Holm (Denmark), "Ribe, 1450-1620: The Rise and Fall of a Danish North Sea Port"
D. Rabuzzi (USA), "What the Sound Tolls Can't Tell Us: Eighteenth-Century German Trade with the Baltic"

4:30-5:30 Session 9: Majorca

- G. Lopez-Nadal (Spain), "Alternative Systems during the Early Modern Period: Majorca and Other Western Mediterranean Ports"
C. Manera (Spain), "The Balearic Islands and the European Economic Context: The Trade Circuits of the Port of Majorca, 1870-1920"

5:30-6:30 International Maritime Economic History Association General Meeting

Wednesday, 30 August

9:00-10:00 Session 10: Organization of Modern British Ports

- A. Jarvis (UK), "Managing Change: The Organisation of Port Authorities at the Turn of the Twentieth Century"
A. Jamieson (UK), "Not More Ports, But Better Ports: The Development of British Ports since 1945"

10:00-10:15 Coffee

10:15-11:45 Session 11: Seamen and Dockworkers

- H. Gerstenberger (Germany), "The

Social Isolation of Sailors from Communities Ashore: Sociological Notions and Historical Realities"

T. Bergholm (Finland), "Violence and Masculinity on the Finnish Waterfront"

D. Frost (UK), "West African Kru Seamen in Liverpool: A Hidden History"

11:45-12:45 Session 12: Ports in Napoleonic Europe

S. Marzagalli (France), "Port Cities in the French Wars: The Responses of Bordeaux, Hamburg and Leghorn Merchants to Napoleon's Continental Blockade, 1806-1813"

P.K. Crimmin (UK), "Prisoners of War or Fellow Seamen? The Impact of Prisoners of War on Some British Ports and Maritime Communities, 1793-1815"

12:45-1:45 Lunch

1:45-3:15 Session 13: Seamen Ashore

Y. Kaukiainen (Finland), "Port Visits and Port Life: Landward Experiences of Late Nineteenth-Century Finnish Sailors"

M.L. Hinkkanen (Finland), "Is Lying Dangerously Ill without Hope of Recovery: Ill Health and Death during Port Stays of Finnish Sailors in London around the Turn of the Century"

A. Kennerley (UK), "British Government Intervention in Merchant Seafarers' Welfare, 1938-1948"

3:15-3:30 Coffee

3:30-4:30 Session 14: Coastal Communities

B. Moring (Finland), "Nordic Coastal Communities in Transition: Household Structure, Economic and Social Change"

F. Neuschel (USA), "No Harbour or Refuge: Sailors' Lives in a Maritime Village"

4:30-5:30 Session 15: Post World War II European Ports

D. Hilling (UK), "Changing Landscapes of a Maritime Community - Tiger Bay, Cardiff"

E.S. van Eyck van Heslinga/R. Daalder (Netherlands), "An Impossible Port: The Case of Amsterdam after World War II"

M. Hahn-Pedersen (Denmark), "Changing Structures? The Development of Danish Ports since the 1960s"

5:30-6:30 Association for the History of the Northern Seas, Board of Officers Meeting

Thursday, 31 August

9:30-10:30 Session 16: European Coastal Shipping

J. Armstrong (UK), "The Crewing of British Coastal Colliers, 1870-1910"

L.R. Fischer (Canada), "Comparative Pay Scales in Norwegian and British Coastal Shipping, 1863-1913"

10:30-10:45 Coffee

10:45-11:45 Session 17: Ports on the Atlantic Fringes

J. de Courcey Ireland (Ireland), "The Foundation and Evolution of the Port of Dun Laoghaire"

N. de la Puerta (Spain), "The Port of Bilbao: Three Ports in One"

11:45-12:45 Session 18: Demographic Models

W.R. Lee (UK), "The Socio-Economic and Demographic Characteristics of Port Cities: Creating a Typology for Comparative Analysis"

D. Mitch (USA), "Ports, Port Cities and Maritime Communities as Environments for Human Resource Development"

12:45-1:45 Lunch

1:45-3:15 Session 19: French Ports in the Ancien Regime

R. Litalien (France), "Honfleur, ville

portuaire normande sous l'Ancien Régime. Sa vocation nord américaine"

P. Villiers (France), "Les ports français de la Manche et de l'Atlantique face à la guerre maritime: de la guerre de Succession d'Autriche à la guerre d'Indépendance américaine (1744-1783)"

M. Vergé Franceschi (France), "Les ports de guerre français aux XVIIIe-XVIIIe siècles"

3:15-3:30 Coffee

3:30-4:30 Session 20: Archaeology and Models

A. Lemmers (Netherlands), "A Floating Drydock for the Tropics and a Model for the Paris World Exhibition (1867)"

J. Ernesto Finalet Sanchez (Cuba), "The Underwater Archaeology Works in Cuba: Projects and Perspectives"

4:30-6:30 Canadian Nautical Research Society Annual General Meeting

Friday, 1 September

9:00-10:00 International Commission for Maritime History Executive Meeting

10:00-12:00 International Commission for Maritime History General Meeting

12:00-2:00 Canadian Nautical Research Society Executive Meeting