ARGONAUTA

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EDITORIAL

Since the Canadian Nautical Research Society has more than its fair share of distinguished members, we often feel somewhat awkward singling one out for special praise. But as hazardous as such a task may be, we feel on safe ground in saluting Dr. Pierre Camu, who this month will be honoured with the Royal Canadian Geographical Society's Massey Medal, the highest Canadian award for individual achievement in geography and related disciplines. If there is anyone more deserving, either of the medal or of recognition in this space, we cannot think whom it might be.

Pierre Camu's career has been both so varied and so notable that at first glance it seems more like fiction. At various times he has been a teacher, an author, a businessman, and a civil servant, and he has distinguished himself in all these pursuits. While it is impossible to describe fully all his accomplishments, it is revealing that so many have been marine-related, including the Vice-Presidency and Presidency of the St. Lawrence Seaway.

That this should be so seems with hindsight surprisingly natural. In the most recent edition of Canadian Geographic, Pierre related how as a boy in Montreal during the 1930s he was drawn to the waterfront, then the most vibrant in Canada. "For hours at a time, I'd watch the stevedores loading and unloading cargo," he recalled, "and see passengers embarking and disembarking." He was so fascinated by the ever-changing maritime scene that he "began planning back then" that his life "would involve the water."

It certainly has. His first job set the tone. In 1949 he was hired by the federal Ministry of Mines and Technical Surveys to create the first National Atlas of Canada, designed to replace a stodgy, unofficial volume that was at the time more than thirty years-old.

With a small team he produced a volume remarkable not only for its cartography but also for its portrayal of Canada as a maritime nation, no mean feat in a country that seemed almost to have forgotten its maritime roots.

Pierre was next drawn to Laval University, where by all accounts he was an inspirational educator who never forgot - or let his students forget - that they lived in a port city. While at Laval he wrote a paper on the administration of St. Lawrence Seaway, an essay that led in 1960 to his posts with the Seaway Authority.

We've left a lot out, including the Presidency of the Canadian Association of Broadcasters, Chairmanship of the CRTC, President of the Canadian Geographic Society, an executive post with Lavalin, and a Special Commissionership for the Canada 125 celebrations. But we really want to tell you about what he currently has on his plate. Currently completing the first volume of an eagerly-awaited two-volume history of Great Lakes-St. Lawrence River transport, Pierre intends next to write a history of boat traffic on the Mississippi River.

While doing all this - and more Pierre has consistently been an active member of CNRS. Somehow he always seems to find the time to fill out an information sheet, review yet another book, or lend his accumulated wisdom to solving yet another knotty problem. In all our years in the Society we have never known Pierre to turn down even the most trivial request.

In short, Pierre Camu's achievements make him an ideal recipient of this year's Massey Medal. And his contribution to maritime affairs in Canada makes him worthy of whatever honours this Society can bestow upon him. We somehow doubt that Pierre would agree, however, because we are fairly sure that not far beneath the surface there is still a lot of that little boy who was mesmerized by the activities on the Montreal waterfront more than fifty years ago.
A MAILBAG

Sirs:

I see that no less than two lectures on "Sack Ships" were delivered at the CNRS Conference in Montreal (one paper by one of the editors!). This is a term totally new to me! What could they be? I know of sack, a bag to carry things. Buccaneers sacked towns on the Spanish Main; presumably they carried the loot away in sacks. Sack was a wine drunk by Falstaff, probably popular in Elizabethan times. Dry Sack is a kind of sherry, the bottle probably in a small sack to minimize breakage. I have heard that some types of liquor were sent on long voyages to age while being tossed around in a ship's hold. Is that it, some aspect of the UK, Newfoundland, Iberian peninsular run? For the general public, please, what is a "Sack Ship"?

Douglas Maginley
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Mahone Bay, Nova Scotia
B0J 2EO

We respond:

Doug, the same question came up at Montreal, which only goes to show how easily we forget that the esoteric language peculiar to our particular research specialties may seem perfectly clear to us but not to others. Sorry about that! A "sack ship" was a freighter, a ship that came to Newfoundland during the seventeenth and eighteenth centuries, not to fish but to pick up cargoes of fish for delivery to market in southern Europe. There they would discharge the fish and load with local products, including wine, often sherry (or "sack" as it is still known and sold). So, congratulations; with very few clues, you puzzled out the correct answer.

Sirs:

In the course of doing some research into the sinking of HMCS Regina off the north coast of Cornwall in August 1944, I had occasion to write to Mr. George C. Phillips, the Padstow Lifeboat Station Honorable Secretary, for clarification of a number of details. Included in his response to my query was the following information which I thought would be of interest to some of our members.

Mr. Phillips writes: "...Tommy Morrissey, a local fisherman...was also involved in the rescue of the Regina. He went out to her in his 26-foot boat, the Kingfisher, converted for fishing by his father who purchased it in 1895 after the three-masted barque Antoinette, built in Nova Scotia, sank on the Doom Bar in the Camel Estuary, Padstow. The boat, a 26-foot Jolly boat, was built by the apprentices on board the Antoinette during the voyage from Nova Scotia to England. Tommy rescued over twenty survivors from rafts, landed them at Cove and then ferried the sixty-six survivors from the Sir William Hillary [the Dover lifeboat taken over by the RAF in 1940 to be used as a crash boat] back to Cove, as the tide would not allow either boat to go up the Estuary as far as Padstow. So you can see, they were rescued by a Canadian boat." I much like the casual phrase, "a 26-foot Jolly boat...built by apprentices on board the Antoinette during the voyage from Nova Scotia..." I could they do that nowadays?

Fraser M. McKee
"Greenknowe"
Box 3
Markdale, Ontario
NOC IHO

Sirs:

Last summer I purchased two framed photographs from an antique dealer in Toronto who had acquired them from a local estate. Information on the back of the frame states: "sailing ship about 1880 - Prince Amadeo, Captain J.S. Linskill with daughters Margaret and Aggie (great grandfather of Beryl Morris). The Marine Museum in Toronto suggested that members of CNRS might have some additional information about the ship, captain, and/or crew. Your assistance in this regard would be most appreciated.

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2701 Mississauga Road
Mississauga, Ontario
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[How about it folks; can anyone help Mr. Mills? The photocopy he sent is too poor to be reproduced here. The one shows a barque moored, with all sails furled; the other presents a posed group photo of the crew (about twenty-three men) standing or sitting around Capt. Linskill, who is seated in a chair with his daughters (who appear to be about three and six years of age) standing beside him. Anyone with information is encouraged to contact Mr. Mills. The Editors.]

ARGONAUTA

COMMENTARY

"THE DEVIL TO PAY"
by John Harland
Kelowna, British Columbia

In SEAROOM-L., a forum devoted to the novels of Patrick O'Brian, there was a recent thread about the expression "there's the devil to pay and no pitch hot." The question may perhaps be of interest to members of CNRS and accordingly I pass the question along.

There is a common assumption that the 'devil' referred to was a seam, but not complete agreement on the planks between which it was to be found. W.H. Smyth's Sailor's Word-Book (1867) suggests that "The seam which margins the waterways was called the 'devil', why only caulkers can tell, who perhaps found it sometimes difficult for their tools." Anstey's Dictionary of Sea Terms says the devil is "that seam which is about on the waterline". Gershorn Bradford's Mariner's Dictionary designates it as the seam between the garboard and the keel. Joanna Colcord in Sea Language Comes Ashore refers to the waterway seam as being called 'hell' because it was "hell to pay." Peter Kemp suggests that the devil
seam is likewise being referred to in the phrase "between the devil and the deep blue sea." However, it is known to have been used in non-maritime contexts as well. In A Hog on Ice C.E. Funk says that Robert Munro, a Scottish officer in the service of Gustavus Adolphus in 1631, found himself subjected to enemy fire from in front and the 'friendly' Swedish guns (which were firing too low) at his back and described his situation as "between the devil and the deep blue sea." The expression "the devil to pay" without the "and never a bucket of pitch" or "and no pitch hot" is said to go back to the year 1400.

Mariner's Mirror offers some relevant stuff in Vol. 66, pp. 372-3 and Vol. 67, pp. 99 and 199-200, *inter alia*, that the expression was used by Sir Walter Scott in Chapter 36 of The Pirate (1822) and occurs even earlier (1788) under 'pay' in Grose's *Dictionary of the Vulgar Tongue*. I wonder if Smyth got it from one of these sources, rather than running across it during his naval career.

I must say I have some doubts about the seam explanation, particularly when there is a lack of consensus as to which seam it was. However, if a seam really was so called, it seems that it was either very long, or very hard to get at. Since the waterway was thicker than the general deckplanking, it may have been awkward getting the pitch into the crevice between them (or for that matter to horse in the oakum, which preceded the paying). Certainly some American vessels were built with a thick waterway, featuring an abrupt drop in level to the deck-plank (See midship sections in Charles Desmond's *Wooden Shipbuilding* [1919]). If this were a major problem, it could have been got over by chamfering off the corner of the waterway. A similar mismatch occurred where the wale met the planking, before the introduction of 'diminishing strakes' (c. 1720), and this was sometimes got over by cutting a rabbet out of the heavier strake to form a so-called 'dead-seam.' A seam which has not been suggested as a candidate (if it is properly called a seam at all) would be the line between margin-plank and the deck-planks proper. At bow and stern the latter were 'nibbed' into the margin-plank, resulting in the seam being interrupted by a series of short elements - a zig-zag pattern which would have made for slow caulking and paying.

**ARGONAUTA ARTICLES**

**SOME PHILOSOPHICAL MUSINGS ON MARITIME PRESERVATION**

*by Benj. A.G. Fuller*

Seabag Enterprises

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Over the years I have seen a great deal of discussion about things nautical, and one question that keeps recurring is an issue that is vitally important to the historic preservation community in general and to maritime history in particular. It is one that I as former chief curator at the Mystic Maritime Museum and current maritime exhibit, preservation and computer consultant think about a lot, but one for which I do not have any magic answers.

Are we doing this for our own interest or is there a larger good to be served in preserving and presenting maritime history? If the latter can we demonstrate the larger good? These are not trivial questions, but rather they are basic "bottom-line" questions of the sort inspired by increased competition for scarce public funds. Stephen Weil, philosopher of preservation, asked similar questions in his article "Cremumps and Hardball: Are You Really Worth What You Cost or Just Merely Worthwhile?" (Museum News, September/October 1994) and in his new book, *A Cabinet of Curiosities: Inquiries into Museums and Their Prospects*. The old museum studies panacea, that museum work is inherently virtuous, or museum educators preaching that museums can be used as educational change agents, are running out of steam in the 1990s.

It seems to me that if we can articulate the reasons that we, the enthusiasts, find compelling and justifiable for our pursuit and interest in maritime history, we may be able to come up with answers that we can use when we talk to others about its importance. The "Why" question is always difficult, but grappling with it is essential if we want to ask the society, the context in which we operate for help in maritime preservation.

Having been intimately involved with these both at Mystic and elsewhere, it is my experience that there is never a right answer to the question, "why should this be preserved." Every answer must be specifically addressed for a particular project. If the aim is to provide information or educational value, then a cost justification still needs to be made that compares the contemplated project to what has already been done. For military ships, how many similar ones have been preserved? If it is for inspiration or as a memorial (which is where much of the World War II work is focused) then the question is (again because of the costs involved), "is this the best way to convey the educational and inspirational messages sought?" Those who defend ship preservation as an educational tool that cannot be replaced by surrogates (fictional works like HMS *Ulysses* or celluloid e.g., *Das Boot*) are correct in that there are things that representations cannot show such as a sense of scale, or of complexity. It will be a while before Virtual Reality can do this. If you are interested in preserving ships as tourist attractions, a straight business analysis should be done, one which does not rely on bailouts from those who are not benefiting from the preservation. The Ship Preservation Committee of the International Commission of Maritime Museums once did a piece that was quietly dropped: the offer to do ship preservation justification studies, rating scales on criteria such as historical importance, as an event participant, technological importance etc. were proposed. The one that I think got the project dropped was judging the strength of the proposing institution to do it, both financially and organizationally.

It may turn out that most of us are
interested in the subject because we find the artifacts artistically or technically compelling, or we wish to honour those who have gone to sea, or that we think that going to sea has some lessons and values that are of practical use. The investigation and presentation of technological enthusiasm as a motivator for artifact creation, for example (articulated by Eugene Ferguson and other technological historians, see Robert Posts's new book *High Performance*, a history of drag racing). I don't know, but I'm interested in your thoughts. Certainly the editor and philosopher, Thomas Fleming Day was interested in the lessons, the attitude of mind that can be taught by going to sea; his little book on *Seamanship* is explicitly not a technical "how to" book, but aims at teaching an attitude, a way of approaching seafaring that can spill over into daily behaviour.

I want to get this issue put on the maritime preservation agenda, because *without* thought given to the "Why," "Why is it important," "Why bother," questions, it becomes difficult for us to *ask* for eleemosynary support.

**SHIPBUILDING ON THE SAGINAW RIVER, MICHIGAN**

by David Swayne

The shipbuilding industry on the Saginaw River has been tied very closely to the lumber industry which grew at the same time. In the early 1800s Michigan north of Saginaw Bay was a vast carpet of white pine - housebuilding wood for an exponentially growing nation. The white pine thrived in the sandy uplands of northern lower Michigan. On the other hand, the Saginaw Valley, which spreads out behind the Bay in an oval pattern, was blessed with black, loamy, extremely fertile soil. This was mostly covered with a mixed hardwood forest dominated by ancient oaks. The proximity of the white pine caused the rapid development of Saginaw as a large milltown, while the hardwood forest gave rise to a shipbuilding industry which grew first in Saginaw, then in its deeper-water sister, Bay City.

Ironically, the very quality of the soil which grew the white oak also doomed the great trees. As settlers, primarily Germans, moved in, the forests were cut for cultivation and the fine shipbuilding material became very cheap and accessible. The primeval oaks produced a very fine-grained wood that was known the world over as "Michigan Blue Oak." Many shiploads of the wood found their way to Europe for use in ship and furniture building. Local ship carpenters were able to take a packet boat up the river and select specific pieces of standing oak for various parts of vessels a-building. Knees and the like were cut from single, selected pieces, making them extremely strong. A high percentage of Saginaw River-built vessels worked far beyond the 12-year average lifespan for a wooden ship. Some were still plying the lakes at age 50.

Between the end of the US Civil War and the turn of the century, more than 500 wooden vessels were built along the banks of the Saginaw. The vast majority of these were built for the bulk freight demands of the lumber trade. Being a comparatively light cargo, lumber stimulated the production of large ships and Bay City builders were constantly turning out "the largest ship on the lakes." By 1885, the local industry standard was the 300-foot steamer or schooner-barge. This was considered to be the practical size limit for a wooden hull. A 300-footer could pack in a million board-feet of lumber below and as deck cargo.

The lumbering frontier moved out of reach to the north at about the same time that the last of the white oak petered out. Capt. James Davidson's last few wooden giants, built in the mid-90s, were made with oak imported from elsewhere. This raw material, which had once been so cheap, was now more expensive than steel. By 1900 the only viable shipyard left on the river was that of Frank Wheeler, which had converted to steel ten years before.

The Saginaw River Marine Historical Society is working to preserve the maritime heritage of our area. Their 1993 book *Vessels Built on the Saginaw* gives a short biography of each of the more than 650 wooden and steel commercial vessels built here. It can be ordered from: Dave Swayne, 3123 S. Concource, Mt. Pleasant, MI 48858 (US $12.95 + $3 s&h).

**THE WRECK OF THE WILLIAM SALTHOUSE**

by Mark Howard

Melbourne, Australia

One of the first attempts to forge a direct trade link between Canada and Australia came to grief in 1841 when the vessel involved, the barque *William Salthouse*, was wrecked while trying to enter Port Phillip Bay near Melbourne. Not only was this a blow to the hopes of those involved in the venture but it may also have delayed the development of trade ties between the two regions.

Melbourne was founded at the head of Port Phillip Bay in 1835 and grew rapidly, soon becoming the main service centre for the many new sheep stations being established in the hinterland. This rapid growth saw many vessels arriving at Port Phillip - over 250 vessels in 1841 alone - with the immigrants, supplies and livestock needed to sustain this steady rate of expansion.

The main difficulty for vessels sailing to Melbourne was the narrow entrance to Port Phillip Bay, where the heads are only a mile or so wide, shallow and partially blocked by stone reefs just below the surface; together with a strong ebb tide running at up to seven knots, this created a dangerous set of whirlpools and eddies known locally as "The Rip." The hazards of "The Rip" led to the establishment of a pilot station in 1838, and by 1841 there were five government pilots based at nearby Queenscliff. Help was thus at hand when the *William Salthouse* arrived at the entrance to the bay after a five-month voyage from Canada in November 1841.

The *William Salthouse* was a 251-ton
vessel built for Salthouse and Company of Liverpool in 1824. The master in 1841 was Captain George Brown, who may not have known about the pilot service available at Port Phillip or else decided to do without it when he entered the bay in poor weather conditions on 28 November. He tried to avoid "The Rip" by sailing close to Point Nepean on the southern arm of the bay, but struck the outer edge of a submerged stone reef, losing most of the rudder and damaging the hull. As the vessel began to take on water, it became increasingly difficult to manage and Captain Brown ordered an anchor dropped.

A pilot from Queenscliff then came out in a whaleboat, ordered the anchor cut and tried to sail the vessel through the heads, using what remained of the rudder to guide it in. Little progress was made and, as the vessel became more difficult to handle, a second anchor was let go. When this anchor dropped, the voyage was decided to abandon ship. This was achieved without loss of life. The following day the William Salthouse slipped from the shoal and sank in deeper water with only its masts showing above the waves.

The vessel was soon covered with sand and disappeared from official records for 140 years, until two scuba divers found it on a Sunday afternoon in August 1982. It is believed that channel dredging operations earlier that year had altered the currents and shifted part of the underwater sand dune that had covered the vessel. The William Salthouse was in good condition, sitting upright and partially buried on the seabed with some of its cargo of lumber and provision casks still stacked on deck.

The find was reported to the new Victorian Archaeological Survey in December 1982 and the site was soon proclaimed under the Historic Shipwrecks Act of 1981. Despite this protection, “treasure hunters” and tidal currents caused extensive damage before archaeological investigations began in March 1983. The strong current created by the nearby heads made underwater work difficult and confined most dives to the period of slack water between ebb and flood tides. These investigations revealed that despite damage by vandals and the sea, much of the vessel’s hull and cargo were intact. The latter included wicker baskets filled with bottles of champagne and crates of wine with the corks still in place. Many of the casks, containing nails, flour, salt beef, pork and fish, still were partially intact. Most were bound with wooden rather than iron hoops, thus making their survival all the more remarkable.

The movement of sand that had revealed the wreck continued to expose it to further damage by tidal currents. Various methods were tried to halt this process, including building sandbag walls and laying down large areas of artificial seagrass matting. The latter measure appears to have been successful in halting the movement of sand and in helping to preserve what remains of the William Salthouse for future generations and further investigations.

Sources:

ARGONAUTA COLUMNS

**MARITIME PROVINCES**
**STEAM PASSENGER VESSELS**

*By Robin H. Wyllie*

*East LaHave, Nova Scotia*

**S.S. Flushing**

**Specifications:**

<table>
<thead>
<tr>
<th>Built:</th>
<th>Athens, New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Built:</td>
<td>1882</td>
</tr>
<tr>
<td>Gross Tonnage:</td>
<td>217</td>
</tr>
<tr>
<td>Overall length:</td>
<td>112 feet</td>
</tr>
<tr>
<td>Breadth:</td>
<td>24 feet</td>
</tr>
<tr>
<td>Draught:</td>
<td>8.2 feet</td>
</tr>
<tr>
<td>Engine Builder:</td>
<td>McIntee &amp; Dilon, Rondont, N.Y.</td>
</tr>
<tr>
<td>Engine:</td>
<td>1 cyl. 20”-22” 61 h.p.</td>
</tr>
<tr>
<td>Propulsion:</td>
<td>Screw</td>
</tr>
</tbody>
</table>

**History:**

*Flushing* was built in 1882 for the passenger ferry service between New York City and Flushing in the rapidly developing borough of Queens. Such was the growth of commuter traffic on this route that within two years *Flushing* had been replaced by much larger vessels and put on the market.

From around 1880, the Island of Grand Manan, which lies off Passamaquoddy Bay at the mouth of the Bay of Fundy, had been served successively by the steamers *William Stroud* and *Dominion*. Both were owned by mainland companies which received a subsidy for transportation of the mails. The service was fairly regular during the season when there were fisheries products to be shipped, but left much to be desired at other times. As a result, a group of local businessmen joined together to form the Grand Manan Steamboat Company, which was incorporated in 1883. In 1884, with a capital of $20,000 and a subsidy of $6,500 per annum secured, Captain James Fettes and Captain John Ingersoll were sent to New York, where they were fortunate to be able to purchase the two-year-old *Flushing*. After loading a charter cargo for Lubec, Maine, the steamer headed up the New England coast. Her triumphal arrival at Grand Manan was reported in the shipping column of *The Island News*, under the sub-title "Arriving of the *Flushing*": as follows:

"Easter Monday, April 14, 1884; was a day of great rejoicing at North Head on account of the arrival of the Island Steamer *Flushing*. The day was fine, and..."
a large number of people collected on Gaskill's Wharf, to meet and greet the Steamer's advent in the Island waters. Flags flying and cannon roaring added their quota to the Flushing's welcome to her Island home. The Flushing will not go on the route for a short time. She needs painting and other fixings."

The "other fixings" were no doubt required to adapt the steamer for Bay of Fundy service. They resulted in the addition of forty tons to her gross tonnage, but, apart from the addition of the high gaff cargo booms required by Fundy's huge tides, and the knowledge that carpenters and steam fitters were involved, it is difficult to ascertain exactly what this entailed.

On 1 July 1884, "Dominion Day," under the command of Captain Ingersoll, Flushing steamed out of North Head harbour on her first run to Saint John. En route, the steamer called at Welshpool on Campobello Island, Eastport in Maine, St. Andrews, St. Stephens, and, on a fairly regular basis, at Deer Island. With the establishment of a reliable service, traffic increased to a point where Flushing was making no less than four trips per week.

The vessel remained in service for sixteen years and, given the treacherous waters in which she plied her trade, appears to have had a singularly uneventful career. The sole exception occurred in Saint John on 27 January 1886. Captain Ingersoll's report offers some insight into marine fire fighting in the late nineteenth century:
The legacy of our maritime past ranges from archival documents and charts to floating vessels and shipwrecks. These artifacts are complemented by a wealth of song, lore and crafts. Caring for this diverse and fascinating heritage presents special challenges to museums, heritage agencies and historic sites. The Maritime Resource Management Program at the University of Victoria will therefore offer an immersion course for museum and heritage professionals on “Preserving Maritime Heritage.” In this immersion course, a comprehensive look is taken at the nature of maritime heritage, the contexts in which it is preserved, and at the practical problems and opportunities that exist as we seek to preserve and interpret it effectively. Course topics include:

- the growth and nature of maritime collections
- philosophical and ethical considerations
- current professional networks and resources
- approaches to preservation and conservation
- curatorial concerns and issues
- collections and information management systems
- preserving, maintaining and using floating vessels
- preserving/interpreting underwater archaeological sites
- approaches and resources for material culture research and interpretation

The collections and programs of the Maritime Museum of British Columbia will provide a resource for the course, and women to pursue studies in naval architecture, marine engineering, and related fields. Only United States and Canadian citizens are eligible. Applications for the fall of 1996 are available now and must be submitted no later than February 1, 1996. For further information or application forms, please contact Mr. Francis M. Cagliari, Executive Director, SNAME, 601 Pavonia Ave. • Jersey City. NJ 07306.

**Course on Preserving Maritime Heritage**

Gordon Wilson Stead, who won a Keith Matthews Award for his memoir *A Leaf upon the Sea* (Vancouver, 1988), passed away in Vancouver on 19 October 1995. Gordon was born in 1913 of an English father and a Scottish mother. He grew up in Vancouver and went to sea at the age of fifteen, sailing to Australia and then working for Straits Towing. As a Lieutenant-Commander in the RCNVR he was loaned to the RN during World War II and deployed to the Mediterranean, where he commanded a flotilla of motor-launch minewinders. His experiences there were recorded in his remarkable book, which has attracted favourable attention worldwide.

All who knew Gordon Stead mourn his passing but remember his kind and affectionate ways. He made many valuable contributions to his country that will not be forgotten. He had a rich and varied career and, not least, was a long-standing member and promoter of the Canadian Nautical Research Society. He will be missed.

Barry M. Gough

SNAME Scholarships

The Society of Naval Architects and Marine Engineers is offering a series of scholarships at both the undergraduate and graduate levels to encourage men and women to pursue studies in naval architecture, marine engineering, and related fields. Only United States and Canadian citizens are eligible. Applications for the fall of 1996 are available now and must be submitted no later than February 1, 1996. For further information or application forms, please contact Mr. Francis M. Cagliari, Executive Director, SNAME, 601 Pavonia Ave. • Jersey City. NJ 07306.

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and a variety of maritime historic sites will be explored through field work and practical exercises.

The course will be taught January 29 to February 6th (this has been rescheduled from July) by Garth Wilson, Curator of Marine Transportation, National Museum of Science and Technology, and John Summers, Curator, Marine Museum of Upper Canada. The cost is CDN $589, and it may be taken on a credit or non-credit basis. Inexpensive bed and breakfast accommodation is available both on and off-campus. Further information and registration materials may be obtained from the Cultural Resource Management Program, Division of Continuing Studies, University of Victoria, PO Box 3030, Victoria, BC V8W 3N6 (tel.: 604 721-8462; Fax 604 721-8774).

**AMERICA AND THE SEA**

"America and the Sea," an intensive six-week seminar to encourage university teachers to incorporate maritime history into their curricula will be offered at Mystic Seaport Museum in the summer of 1996. The course is a National Endowment for the Humanities Summer Institute and will be directed by Benjamin Labaree of Williams College and Edward Sloan of Trinity College in Hartford, CT. Both have long served on the faculty of Mystic's Munson Institute.

America and the Sea will treat maritime history as an integral part of the US experience, and will examine a wide variety of marine-oriented activities in their historical contexts. While focussing on the US, the course will also include several components on Canadian maritime history. Additional information is available from Tricia Wood at the museum.

**NED HANLAN SAILS AGAIN**

In 1996 the Toronto Historical Board will re-launch its historic steam tug Ned Hanlan, dry-docked beside the Marine Museum of Upper Canada since 1971. Built by the Toronto Drydock Company in 1932, the ship served the City faithfully until being taken out of service in 1965. From August 1995 to June 1996, the ship will be painstakingly restored at the Marine Museum by teams of specialized tradesmen, from shipwrights to boilermakers. At the completion of the restoration process, the Ned Hanlan will be a working ship, coal-fired and steam-powered, just as in 1932. Once back in the water, the tug will be the star attraction of the new Waterfront Interpretation Centre, taking passengers for cruises, tours and charters in and around Toronto Harbour.

This dynamic, hands-on marine heritage programming facility will open to the public in the spring of 1997 on Spadina Pier, at the western end of the Toronto waterfront.

The Toronto Historical Board has compiled a thirty-minute slide show and presentation about the tug's history and restoration, available free of charge to groups of more than twenty. Designed to increase public awareness about this unique project, the presentation explores the ship's history and work in Toronto Harbour, together with the life and accomplishments of her world-champion namesake, the oarsman Ned Hanlan. For more information and to make bookings, contact Eleanor Darke (tel: 416392-6827, ext. 226).

**THE LIGHTHOUSE EXHIBITION**

Chris Mills, who has served in light-houses on Canada's Atlantic and Pacific coasts and who is now assigned to Ivory Island Lightstation in British Columbia, writes to tell us about an interesting project he is currently co-organizing along with Colleen Hammond-Allison of Addenbrooke Lighthouse. "The Lighthouse Exhibition" is designed to use art in an effort to support the retention of on-site lighthouse keepers in BC. They have canvassed painters, photographers and writers to produce an exhibition (and hopefully) a book arising from visits to staff lighthouses. To date, twelve individuals have visited thirteen lights, and they have another ten artists to match with participating stations. Artists involved include Mark Hobson, Robert Bateman, Harry Heine and Dick Dekker. They hope to have the lightstation visits finished by next spring and a series of exhibitions to follow soon thereafter. We'll keep you informed.

**GOUGH NAMED TO EDIT NEPTUNE**

Barry Gough has been named Editor-in-Chief of *American Neptune*. The journal, as many readers will know, is published quarterly (sometimes accompanied by a supplement) by the Peabody Essex Museum of Salem, MA. The *Neptune* is one of the oldest maritime serials, with a continuous publication of more than fifty-five volumes. Former editors include the late Archibald Lewis and Timothy Runyan.

*American Neptune* is interested in publishing original contributions on any aspect of maritime history, including archaeology, literature, modelling, merchant shipping, naval affairs, museum theory and practice, and anthropology. Its readership and contributors are international; while its traditional focus has been on New England and the early American Republic, it seeks to enhance its Canadian content.

Assuming the editorship of *American Neptune* marks a return to scholarly editing for Barry, who served as associate editor and managing editor of *Albion*, a quarterly journal of British studies, in the 1970s. We wish Barry every success in his new endeavour.

**SAILING THE INTERNET**

**NEW NAUTICAL RESEARCH LIST**

An active nautical research list has recently been developed which may be of interest to CNRS members with computer access to the Internet. According to Clayton A. Feldman, MD, President of Seaways Publishing, Inc. (which publishes *Seaways' "Ships in Scale"* magazine), the new list is called INFONAUT-LIST and is sponsored by a grant from Seaways Publishing, Inc. It is a multi-specialty nautical research list, hoping to bring together the talents and resources of nautical and maritime historians, shipmodelers, nautical archaeologists, marine artists, archivists,
museum specialists, full-size replica designers and builders and all others interested in the design, construction and operation of ships and boats. All eras and types are discussed.

To subscribe (or unsubscribe), send an e-mail message to:

majordomo@lists.best.com

In the body of the message, state "subscribe (or unsubscribe) infonaut-list <your e-mail address>". To post messages to the list, send messages to infonaut-list@lists.best.com. Questions or suggestions about the list can be sent to: clayfeld@seaways.com

MARHST-L UPDATE

Just a reminder that there are other lists out there that will appeal to those interested in things nautical. Of these, the one "closest to home" (by virtue of being organized by CNRS members Maurice Smith, Walter Lewis and John Summers) is MARHST-L. To subscribe, send the following message to: listserv@qucdn.Queensu.Ca. Skip the subject line. In the first line of the body of the message: SUBSCRIBE MARHST-L Your Name. To leave the list send the following message to: listserv@qucdn.Queensu.Ca. Skip the subject line. In the first line of the body of the message: SIGNOFF MARHST-L. For further assistance, e-mail directly to Walter Lewis at: walter.lewis@sheridanc.on.ca

ON-LINE SHIP LISTS

Maurice Smith, the Director of the Marine Museum of the Great Lakes at Kingston, has indicated that the following online ship lists are available by logging into the museum’s Collections Catalogue and Marine Information Data Bases: the Wallace List, a record of Canadian shipping 1786 to 1920 (sailing vessels); the Mills List, being Canadian steam vessels 1816 to 1935 and Canadian-registered ships for the Great Lakes and some S. Lawrence River ports. These are on-line at Queen’s University at Kingston - over 13,000 records. In addition you can search the Marine Museum of the Great Lakes online collections catalogue, which includes books, pictorial (paintings, photographs, ships plans), artifacts, periodical indexes, and archives - 40,000 records in all. Records are uploaded regularly.

Internet Connections:
For VT 100 sites, telnet:
qlineascii.queensu.ca
For TN 3270 sites:
tn3270 qline.queensu.ca

Modem Connections:
Hardware requirements: a PC-Compatible or Mackintosh microcomputer with dial-in modem.
Software requirements: recommended software for Pes: MS-Kermit, YTERM, Microsoft Winsock. For Macintoshes: Brown Term, Wendy Comm

Computer Specifications:
7 data bits; even parity; 1 stop bit; full duplex

Phone numbers:
1200 to 2400 BPS, 613 548-7328
2400 BPS, 613 548-3162
9600 BPS, 613 548-8258.

Selecting QLINE:
If you are not using customized software, you will be asked two questions before the QLINE Main Menu is displayed.

1. 'enter class' answer QLINE
2. 'terminal type' answer VT100

This will take you to the main screen where you will be given a choice of data bases. Choose MAR to go into the ship lists and marine museum online catalogue. Read the help screens from there. The search engine is powerful but it does require some skill.

A GUIDE TO MARITIME HISTORY INFORMATION

The following WWW page will be of considerable interest to those members who "surf" the Internet. Doug Maginnley (who provided the editors with this information) reports that "after looking at the various pages, it appears to be very interesting. The author is Peter McCracken, mccrp@ils.unc.edu." The Web page is called A Guide to Maritime History Information on the Internet: the URL is:

http://i1s.unc.edu/maritimelhome.html

The list is divided into the following categories:

General maritime information
Museums (including Mystic Seaport’s upcoming September conference on Maritime History)
Ships
Maritime books and magazines
Music, art and images
Modern sailing
Nautical archaeology
Listservs and discussion groups

CONFERENCES AND CALLS FOR PAPERS

UNDERWATER ARCHAEOLOGY

The 1996 Society for Historical Archaeology Conference on Historical and Underwater Archaeology will be held at the Omni Netherland Plaza in Cincinnati, Ohio on 2-7 January. There will be two themes: "Bridging Distances: Recent Approaches to Immigration, Migration, and Ethnic Identity" and "Forging Partnerships in Outreach and Education." For information contact: Marcy Gray, Conference Chair, Gray and Pape, Inc., 1318 Main Street, Cincinnati, OH 45210.

RUSSIAN NAVAL HISTORY

A conference on "The 300th Anniversary of the Creation of the Russian Fleet by Peter the Great" is being organized by the State Marine Technical University in St. Petersburg, Russia. The conference will be held in May-June 1996. Papers may focus not only on Peter the Great and his era (history, art, science and technology, shipbuilding) but also on contemporary themes such as applied and experimental ship hydrodynamics, international cooperation in marine education, and prospects of ship operations, marine safety, and fleet renovations. Major
Russian shipyards and shipping companies are expected to participate. For information, contact: Prof. D.M. Rostovsev, The State Marine Technical University, Lotsmanskaya str., 3, St. Petersburg 190008, Russia.

VIDEO REVIEWS

The Mystery of the Edmund Fitzgerald (Kenosha, WI: Southport Video, 1993), written by Michael Schumacher; produced, directed and edited by Mark Gumbinger. VHS, 60 minutes, sound, colour.

Ask a group of "average Canadians" to name two shipwrecks, and after the *Titanic* the vessel they are most likely to mention would probably be the Edmund Fitzgerald, a reflection of the power of Gordon Lightfoot's 1976 chan-topping ballad. Books on the subject have been available for years (I can think immediately of books by Frederick Stonehouse and Roben Hemming in panicular). But the fascination with the Fitzgerald is such that once again, it is becoming the centre of media attention. Southport Video, the producers of a series of videos on Great Lakes shipwrecks, must be looking over their shoulders as dives in 1994 and 1995 by two rival groups led by Fred Shannon on the one hand, and Tom Farnquist (Great Lakes Shipwreck Historical Society), Joe MacInnis and the National Geographic Society on the other, promise fresh video treatements of the same subject.

Most of the evidence presented in the Schumacher script is available in the second edition of the Stonehouse volume. Indeed, Stonehouse makes two appearances: asseing the real reasons for the loss of the Fitzgerald are "unknown," and castagign the Coast Guard for its pitiful Search and Rescue capabilities on the Lakes. We are then taken through several sections dealing with the history of the vessel, the last voyage, an exploration of the wreck and presentation of theories about her loss.

Featured in the film is footage of the 729-foot freighther's launch and the black and white video footage (and colour stills) selected from some 56 hours of video taken by the Navy's *CURV III* in May 1976. This is supplemented by a significant number of stills (both black and white and colour), prints by Kun Coulson, Russ Porter and William Moss. The hean of the video is a significant number of interviews. The best of these are with Capt. Jim Wilson of the Coast Guard's Board of Investigation, but other members of the Coast Guard, Capt. Don Erickson of the William Clay Ford, and some former crew and family. Conspicuously absent was any footage of the abonive rescue operations that made the television news in November 1975 or any of the footage of the Cousteau dive. The weather map illustrating the storm was pathetic, the "computer animations" worse, and the track of the last voyage traced out by a pointer on a chsn of Lake Superior. The camera work is pedestrian and the sound barely adequate.

The producers did not set out to solve "The Mystery of the Edmund Fitzgerald" (indeed a good mystery may, in fact, spell better sales). Nevertheless, there is no question that the thoughtful summary of the Coast Guard investigation by Capt. Jim Wilson makes a much stronger impression than either the Lake Carriers Association claims or those of Roben Hemming or George Morris.

Those interested in Great Lakes wrecks will want to check out some of the other titles from Southport Video (the SS Wisconsin, the Car Ferry Milwaukee, the Rouse Simmons, and the wrecks off Isle Royale). Those interested in video footage of the Fitzgerald will find this the best choice for a little while longer, but should be warned that the competition has vastly bigger resources and was able to bring their own cameras to the scene. Those with a serious interest in accidents to mid-twentieth century Lakers are referred to Stonehouse or Hemming.

Walter Lewis Acton, Ontario

MARITIME BOOKS AND JOURNALS

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, earlier this year the journal *The Ecologist* devoted a complete issue to the theme of "Overfishing: Its Causes and Consequences" (see below, journal contents). *National Geographic* also opened its November 1995 issue (CLXXXVIII, No.5) with an article on global over-fishing entitled "Diminishing Returns: Exploiting the Ocean's Bounty" by Michael Parfit, pp. 2-37; Parfit ventures the conclusion that "The next ten years are going to be very painful, full of upheaval for everyone connected to the sea." Also in that issue are articles by T.R. Reid on Tskukiji: The Great Tokyo Fish Market," pp. 38-55, and Hal Whitehead on "The Realm of the Elusive Sperm Whale," pp. 56-73.

essay that first appeared in the April 1994 issue of *The Northern Mariner/Le Marin du nord*.


"Le combat naval de Tourane (1847) - une nouvelle approche" by Bui Quang Tung appeared in *Revue française d'Histoire d'Outre-Mer* LXXII, No. 306 (1er Trimestre, 1995). The article compares French, English and Vietnamese documents to explain the battle that foreshadowed French imperial involvement in Vietnam.


**AMERICAN NEPTUNE** *(IV, NO.2, SPRING 1995)*


Steven H. Park, "The Ship Without Liberty: Mutiny and the Clipper Contest," 123-34

Fred Hopkins, "The Plattsburg Mutiny, 1816," 135-41

Alan D. Watson, "Pilots and Pilotage in North Carolina to the Civil War," 142-57

**AMERICAN NEPTUNE** *(IV, NO.3, SUMMER 1995)*


Francis I.W. Jones, "Debt-Collector or Kingmaker? The Royal Navy in Mexico 1861-1862," 205-12


Kelly DeVries, "God, Leadership, Flemings, and Archery: Contemporary Perceptions of Victory and Defeat at the Battle of Sluys, 1340: 223-42

Dana M. Wegner, "The Frigate Strikes Her Colors," 243-58

**THE ECOLOGIST** *(XXV, NO. 2/3, MARCH/APRIL, MAY/JUNE 1995)*

Special Double Issue: "Overfishing: Its Causes and Consequences" ed. Simon Fairlie

Simon Fairlie, Mike Hagler, Brian O'Riordan, "The Politics of Overfishing: 46-73


M. Estelle Smith, "Chaos, Consensus and Common Sense," 80-85

David Ralph Matthews, "Commons versus Open Access; The Canadian Experience," 86-96

Leith Duncan, "Closed Competition; Fish Quotas in New Zealand," 97-104

Simon Fairlie, "Who is Weeping Crocodile Tears? Britain's Fishing Industry and the EU Common Fisheries Policy: 105-14


Alex Wilks, "Prawns, Profits and Protein: Aquaculture and Food Production: 120-5

**FRESHWATER** *(IX, NO.4, 1994)*

Charles T. Beaupre, "Up and Down the St. Lawrence Canals Before the Seaway," 3-18

**INLAND SEAS** *(II, NO. 2, SUMMER 1995)*

Dennis Hale, "Survivor," 1-3 [sinking of Daniel J. Morrell, 1966]