ARGONAUTA

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Ottawa, ON K1P 1A1
This is the first edition of *Argonauta* to appear under the hand of the new editorship. Our first task is to thank those who have gone before. We all owe a tremendous debt to Olaf Janzen and Skip Fischer for their many years of unflagging service. They will not be completely gone, however. Both will continue to contribute to these pages. Olaf will, from time to time, furnish us with lists of new periodical literature, and his bibliographic comments. Skip will keep us informed of ICMH news and the Calendar of Events. Both will continue to make more than their fair share of contributions to our areas of interest while pursuing their full academic schedules. The editors also look forward to submissions from our regular contributors.

Well who are the new editors? Michael Hennessy (PhD, UNB 1995) is a native of Vancouver and is an assistant professor of naval and maritime history at the Royal Military College of Canada at Kingston. He has written on Canadian foreign and defence policy, Canadian shipping and shipbuilding policy, and naval policy. He is a member of the Canadian Committee of the International Military History Commission.

Maurice Smith was a professional sailor in sail for 14 years working the Great Lakes with runs on the eastern seaboard and Europe. He has British marine certification. In 1978 he was recruited to develop the Marine Museum of the Great Lakes. As curator he has been instrumental in developing artifact, archival and library collections—his greatest pride. He has been President of the Ontario Museums Association, Canadian representative with the International Congress of Maritime Museums and is currently serving on a number of committees and Boards including the Canadian Nautical Research Society. At present he is attending Queen's University part time (because he wants to know more) and providing consulting services to the shipping industry. He is married with a spouse who is keener on sailing than he is. His two boys keep him alert.

Both new editors volunteered for this assignment because they believe that *Argonauta* is a valuable forum. It is the forum of the CNRS executive and members. We look forward to hearing the membership's views on the format of the *Argonauta*. We have not undertaken any major departures with this edition. Inevitably changes will be made. So we would like a non-scientific poll of the readership. What items do you find of most value? Are there areas you would like explored?

We would particularly like to see these pages used for vehicles of enquiry regarding research questions. In any event this newsletter is the membership's forum, your forum. Your contributions and comments are encouraged.

Mike Hennessy
Maurice Smith

**ARGONAUTA MAILBAG**

Sirs:

On page 7 of the latest issue of "Argonauta" under the heading "Low Tides Expose Remains of Clipper Ship" I find to my surprise an almost verbatim copy of a note that I submitted to MARHST-L on September 23, 1996. The only changes that have been made were to remove the e-mail headers and my signature, to change the word "latest" to "recent" and to drop one ".".

No one had asked for my permission to reprint this contribution to the MARHST-L discussion group in the pages of the "Argonauta". As there was no author attribution, the readers of the "Argonauta" cannot think other than that this text has been written by the editors of the journal. Had I been asked, I most certainly should have given my permission to reprint this note in the "Argonauta".

Should I by this expect that other of my contributions to the MARHST-L and other Internet and BITNET discussion groups have been reprinted in the "Argonauta" without my knowledge?
It surprises me that the editors of a recognised International journal do not seem to be aware of International copyright legislation. With this I look forward to see a correction in the next issue of the "Argonauta".

Regards,

Lars Bruzelius
UDAC, Box 174, S-751 04 Upsala, Sweden.

Eds' Reply

Sir:

The fault is entirely mine, as [former] co-editor of ARGONAUTA. It has, indeed, been my practice to use material found on the Internet for our organization's newsletter. It was always my assumption that the material posted on MARHIST-L was intended to be disseminated as news, and it was always my assumption (erroneous, it would appear) that the intention of those posting on newsgroups was to disseminate information as widely as possible. No injury was intended, and I shall most certainly post your letter to us in its entirety in the next issue. I shall, of course, exercise greater caution in future. Henceforth, unless specifically cleared by posters to electronic newsgroups for widespread dissemination, I shall not use such material.

I might add that our newsletter has no staff to collect news beyond the two editors, who volunteer their services in their spare time from their jobs. We have not, in the past, sought permission to reprint what we perceived to be news items (as opposed to articles, columns, essays, editorials, etc.). We have been encouraged in this by the practice, common among editors of maritime and nautical newsletters, to share and reprint material with appropriate light editing.

It was kind of you to elevate our little newsletter to the stature of an "International Journal." We certainly try to develop a global reach, in part by carrying items that we think will interest readers outside our own country. I'm sorry if we offended modifying your piece slightly and carrying it in our newsletter without attribution.

The sale and import of alcoholic beverages was banned in most Canadian provinces in 1921 and the National Prohibition Act was in effect in the United States in 1920. As a result of these prohibition laws there was a dramatic increase in the landing of contraband liquor on Canada's East coast, some of which was for Maritime bootleggers and probably the major part, for smuggling into the northeastern United States through eastern Canada.

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At the time of the first European settlement of Cape Breton both the British and French governments frowned on trade between their North American colonies. In spite of that disapproval, Massachusetts vessels were trading with the French settlers on Cape Breton early in the 1700s and continued to supply the French fortress of Louisbourg with contraband food stuffs and building materials until 1744 when war began with France.

Later, in the British regime, the Jersey merchants John Robin and his brother Charles brought supplies from the island of Jersey for their fishing establishments at Arachat, Cape Breton and Paspébiac in Gaspé without reporting to Customs in either England or British North America. As a result two of their vessels were seized by Royal Navy vessels and the Commissioner of Customs in Boston called them "down right Smugglers and Villains."

In the early years of the 1920s the ability of the Preventive Service's patrol boats to make seizures was limited by Customs' Department regulations. This began to change late in 1926 when patrol boat masters were given the authority to seize the cargoes of hovering vessels and the territorial limit for Canadian vessels was increased from three to twelve nautical miles between 1928 and early 1931.

The number of seizures cannot be used as a measure of either the number of rum runners or the effectiveness of the Preventive Service. However, a tentative estimate of the number of gallons of liquor seized each year at Cape Breton from 1921 to 1931 [see Table III] appears to show a quantitative relationship to the increasing ability of the Preventive patrol boats to make seizures when they were able to seize the cargoes of hovering vessels (1926), the territorial limit was increased (1928) and gunfire began to be used to force rum runners to stop (1930).

Some notes on smuggling and contraband goods before 1897

At the time of the first European settlement of Cape Breton both the British and French governments frowned on trade between their North American colonies. In spite of that disapproval, Massachusetts vessels were trading with the French settlers on Cape Breton early in the 1700s and continued to supply the French fortress of Louisbourg with contraband food stuffs and building materials until 1744 when war began with France.

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As a result two of their vessels were seized by Royal Navy vessels and the Commissioner of Customs in Boston called them "down right Smugglers and Villains."

Vessels of the Royal Navy patrolling the East Coast fisheries of British North America continued to watch for smugglers until Great Britain abandoned the last of her navigation laws in the middle of the 1800s. In 1855 the responsibility for patrolling the fisheries was transferred to the British North American provinces by the Treaty of Reciprocity.
TABLE 1
Preventive Service Vessels and Masters at Cape Breton
1921-1926

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>1921</th>
<th>1922</th>
<th>1923</th>
<th>1924</th>
<th>1925</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>chartered</td>
<td></td>
<td>charter</td>
<td>Aug. 1922</td>
<td>replaced by Capt Gagnon, Dec. 1924</td>
<td>at Halifax, Feb. 1925</td>
<td>in July</td>
</tr>
<tr>
<td><em>Sagamore</em></td>
<td>J.C. Peters</td>
<td>J.C. Peters</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>chartered</td>
<td>Aug. 1922</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Motor</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>schooner, ex</td>
<td>Vagrant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Patrol No. 3</em></td>
<td>Math. Ryan</td>
<td>Thos. Scott</td>
<td>Capt. Gagnon</td>
<td>A. Nichol</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor</td>
<td></td>
<td></td>
<td>replaced by A. Nichol in May</td>
<td>replaced by O.A. Lewis in July</td>
<td></td>
<td></td>
</tr>
<tr>
<td>schooner, ex</td>
<td><em>Edna H</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Patrol No. 6</em></td>
<td>H.W. Clarke</td>
<td>S. Fianders</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Viper&quot; speed</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><em>Patrol No. 4</em></td>
<td>Math. Ryan</td>
<td>J.R.B. Maguire</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Cruiser, ex</td>
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<tr>
<td><em>Constance</em></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>chartered</td>
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</tbody>
</table>

with the United States and then returned to the Royal Navy from 1866 to 1869. HMS Minstrel became the last Royal Navy vessel to patrol the west coast of Cape Breton.

In 1870, the Marine Police of the Canadian Department of Marine and Fisheries began patrolling the East Coast fisheries. That year the Marine Police schooner Sweepstake, on the eastern and southern coasts of Cape Breton island, reported having searched for the schooner Lillian for violation of Customs laws and observed a considerable amount of "illicit trade." In 1892 the new Marine and Fisheries cruiser *Constance*, under the command of the Customs Preventive Officer, Captain George M. May, began watching for smugglers in the Gulf of St. Lawrence with occasional visits to Cape Breton.

The early years of the Preventive Service at Cape Breton 1897-1913

The Preventive Service of the Canadian Department of Customs, with responsibility for the prevention of smuggling, was formed in 1897. A year earlier Captain Spain, commander of the Fisheries Protection fleet, recommended to the Controller of Customs that, in addition to the Constance in the Gulf and a steam launch at Rivière du Loup on the lower St. Lawrence River, a vessel of about 160 tons, which could steam at fourteen knots, be stationed at North Sydney. In April 1897 the Department of Marine and Fisheries chartered the 70 gross ton screw tug Gladiator at North Sydney for the Customs Preventive Service, then
### TABLE II
Preventive Service Vessels and Masters at Cape Breton 1927 - 1932

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>1927</th>
<th>1928</th>
<th>1929</th>
<th>1930</th>
<th>1931</th>
<th>1932</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrol No.2</td>
<td>Thos. Scott</td>
<td>P.T. LeRossignol</td>
<td>P.T. LeRossignol &quot;fired&quot;, replaced by J. Fraser, then by A.E. Michaud</td>
<td>A.E. Michaud, replaced by C.W. Heather</td>
<td>C.W. Heather, vessel sold in Sept.</td>
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<td>(Fogrand)</td>
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<tr>
<td>(Edna H)</td>
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<tr>
<td>Patrol No.6</td>
<td>J.H. Jackson, replaced by R. Grandy in June</td>
<td>Vessel out of service</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrol No.4</td>
<td>J.R. Maguire, June, replaced by P. J. LeRossignol</td>
<td>Thos. Scott</td>
<td>E.L. Croft</td>
<td>E.L. Croft</td>
<td>J.W. Bonner</td>
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<tr>
<td>(Stumble Inn)</td>
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<tr>
<td>Constance</td>
<td>D. Carmichael</td>
<td>D. Carmichael, replaced by W. Williams in June</td>
<td>W. Williams replaced by J. Fraser in Sept. returned to owners in December</td>
<td>Thos. Scott</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whirl</td>
<td></td>
<td>C.E. Landry</td>
<td>J.W. Bonner</td>
<td>T.D. Mabe, vessel burned in November</td>
<td></td>
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<tr>
<td>armed motor launch</td>
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<tr>
<td>Ternacity</td>
<td></td>
<td>Thos. Scott</td>
<td>Thos. Scott</td>
<td>Thos. Scott replaced by A.E.E. Blackburn in April</td>
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<tr>
<td>motor launch</td>
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<tr>
<td>Stalwart</td>
<td></td>
<td>J.W. Bonner</td>
<td>J.W. Bonner replaced by T.D. Mabe in October</td>
<td>T.D. Mabe</td>
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<tr>
<td>motor launch</td>
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<tr>
<td>Louisbourg</td>
<td></td>
<td>J. Fraser returned to builders at year end</td>
<td>J. Fraser purchased by RCMP for Gaspe station in 1932</td>
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<tr>
<td>cruiser</td>
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<td>Ultras</td>
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<td>chartered cruiser</td>
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<td>Adversus</td>
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<td>cruiser</td>
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<td>Patrol No.10</td>
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<tr>
<td>Motor launch</td>
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</tbody>
</table>
replaced it from June to early November with the sailing vessel Victoria under the command of Captain L.A. Demers, previously First Mate of the Constance.\(^8\) The Victoria made no seizures and her charter was not renewed in 1898, although in Captain Spain’s opinion, "she no doubt helped in a great way to deter the numerous bands of smugglers which infest this coast from carrying on their nefarious operations.\(^6\)

In patrolling the Gulf of St. Lawrence the Constance routinely stopped and examined suspicious vessels but the only reported seizure of a vessel carrying contraband near Cape Breton was the sloop Petite Jeanne which had been stopped by a Fisheries vessel in October 1898.\(^9\) In 1900 the Constance’s patrols were extended to Nova Scotia’s Atlantic coast and she began visiting Sydney once or twice each year. By 1904 attempts to land contraband anywhere in the Constance’s patrol area were reported to be so few and such a small scale that they were undetectable. That year the only vessel reported to have been stopped near Cape Breton was smuggling liquor from St. Pierre and Miquelon to Cheticamp, Cape Breton. Although stopped twice by the Constance, each time her clearance papers were in order and her cargo of twelve to fifteen gallons of assorted wines and spirits declared to Canadian Customs at Cheticamp.\(^11\)

In the early 1900s the few charges of infractions of the Customs Act at North Sydney were often dismissed and between 1904 and 1909 only one vessel paid a fine.\(^12\) In 1910 a new provincial law prohibited the sale of alcoholic beverages anywhere in Nova Scotia (except the City of Halifax) but could not prevent bringing liquor into the province when Canadian Customs and Excise duties had been paid. Concern in Cape Breton that this law would increase the smuggling of liquor from St. Pierre and Miquelon appear to have been born out.\(^13\) Reports late in the summer of 1910 maintained that "liquor was landed almost every day at Lingan and Bras d’Or and brought into the towns with very little attempt at secrecy."\(^14\)

That summer, after one of the crew of the schooner Miannotomah turned "King’s Evidence," John Bourinet, the Arachat Preventive officer, found five 60-gallon casks and eighty cases of liquor from St. Pierre hidden on Scaterie island. Charges of evading Customs were laid against Captain Edward Dicks, his crew and a passenger, the Glace Bay liquor dealer M. Manganet.\(^15\) Eventually the Captain, three of his crew and Manganet were each sentenced to a $50 fine or three months in jail. Captain Dicks was fined an additional $150 or three months in jail for landing liquor as well as a sentence of three months in jail with no option of a fine.\(^16\) His sentences were appealed to the Nova Scotia Supreme Court but, because he had falsified much of his testimony, he spent fourteen months in a federal penitentiary for perjury.\(^17\) The Chief Preventive Officer had warned that "In the future smugglers could expect prison sentences instead of fines."\(^18\) Yet from then until the start of World War I, no reports have been found of prison sentences for smuggling and all five vessels reported to have been seized by Customs at North Sydney were released after paying fines of $25 to $400.\(^19\)

1914-1920

During the war years there was either very little smuggling at North Sydney or it was almost entirely ignored by Customs. In 1917 war-time legislation prohibited the importation of alcoholic beverages into Canada.\(^20\) To counter any increase in smuggling the Preventive Service chartered the yacht Restless at North Sydney in June, then returned the vessel to her owner in July.\(^21\) That year the only reported seizure was the steamer Ranger which paid and was refunded a deposit of $200 in August.\(^22\)

In 1918, anticipating that the Restless would again be employed in Preventive work, the following newspaper advertisement appeared for a week in May: "CREW WANTED. Wanted sailors, fireman and stewards for Revenue Cruiser Restless. Apply to Captain on board. McKinnon’s Wharf."\(^23\) There is, however, no further record of her charter being renewed until 1921.\(^24\)

At the end of 1918 the cruiser Margaret was returned to the Preventive Service from war time duties.\(^25\) During 1919 and 1920 it was the only Preventive cruiser patrolling Canada’s East Coast. No seizures were made at sea in either year.\(^26\) The only vessel seized at North Sydney in 1920 was the schooner Catherine Burke which was released after paying a fine of $400.\(^27\)

The Preventive Service in the first years of large-scale smuggling at Cape Breton. 1921

Provincial laws prohibiting the sale of alcohol had been unable to prevent legally acquired liquor from being brought into the province until post-war amendments to the Canada Temperance Act allowed each province to decide by referendum whether the sale of alcohol would be allowed of prohibited. With this change in the Federal law provincial laws could prevent importing and by 1921 all provinces except Quebec and British Columbia had complete prohibition.\(^28\) In 1920, immediately after the American Prohibition Act (the Volstead Act) became law in the United States, rum runners had begun landing contraband liquor on the American coasts and by 1921 rum running was increasing in the Maritime provinces. In an attempt to cope with the increase, the Canadian Preventive Service began adding to its patrol vessels and, following the example of the Canadian Navy’s Gulf of St. Lawrence patrol during World War I, used North Sydney as a base for vessels at Cape Breton.\(^29\)

The only Preventive vessels on Canada’s East Coast in the spring of 1921 were the cruiser Margaret in the Gulf of St. Lawrence commanded by Captain Alfred La Coutée and the cruiser Grib on Nova Scotia’s Atlantic coast under the command of Captain Russell Coffin (previously First Mate of the Margaret). In mid summer the Restless was chartered at North Sydney to patrol around Cape Breton under the command of Captain Bragg. The operations of both the Margaret and Grib were directed by the Chief Preventive Officer in Ottawa and the Restless was directly controlled by Angus Young, Special Preventive Officer at North Sydney since January 1916.\(^30\)

Except for a small amount in Halifax and Guysborough counties, almost all the liquor seized in Nova Scotia in 1921 was in and around Cape Breton.\(^31\) Between June and September, the Grib (Captain Coffin) seized "a dozen casks of booze"
at Canso, the Newfoundland schooner Helen C. Morse at North Sydney with 150 gallons of rum (released when her captain said that his cargo was for his home port), and a number of casks of rum and cases of whiskey and champagne valued at more than $21,000 seized inland at Port Morion. During September and November the Restless (Captain Bragg) seized the auxiliary motor schooner Marona (owned by John Crucickshank of Sydney) off Low Point at the entrance to Sydney Harbour with a cargo reported to have been 10,000 gallons of rum (but was probably only about a thousand gallons); the auxiliary motor schooner Vagrant at the wharf at Gabarus Bay with forty-two barrels of liquor hidden behind a false bulkhead; and sixty-five kegs of liquor from the schooner Isma at Mait-a-Dieu. During the seizure of the Isma's cargo some shots were fired and an additional thirty kegs were said to have been landed before the arrival of the Customs officers. At North Sydney the schooner Lewis H. Smith, found to have two kegs and a jar of liquor on board, was released with a $400 fine.

Some large seizures had therefore been made at Cape Breton in 1921. Nevertheless, the Preventive Service had only been able to prevent part of the landings of liquor on the island. This was acknowledged by Captain La Couvé when the Margaret arrived at Sydney in November to take two hundred cases and casks of seized liquor to Halifax. Couvé said that "the only way to keep booze out of Cape Breton is to place a cordon of about 25,000 soldiers around the island." Although unable to stop all rum running, the presence of a Preventive Service patrol vessel was sometimes enough to deter landings. On December 1, 1921, a few days before a Federal election, the schooner Yvette, which had been cleared for Nassau with $80,000 worth of duty-free liquor, came into Sydney for repairs. However, liquor was an integral part of political campaigning in Nova Scotia and newspaper reports suggested that the liquor was really "election booze." To forestall attempts to unload the cargo, Captain Bragg tied the Restless up alongside the schooner and on Election Day the Yvette was reported to be hoovering just outside the three mile limit with her cargo apparently still intact.

1922

In the spring of 1922 the Preventive Service purchased the schooner Vagrant, renamed it Patrol Boat No. 2, and stationed it at North Sydney under the command of Capt. J. McKinnon. The charter of the Restless was renewed at about the same time. However, it was a maxim of Nova Scotian politics that "Election rum is like Holy Water. It is understood by all to be sacred stuff, not to be seized." The interference of Restless with the Yvette the previous December had therefore been enough of a political irritant that her charter was abruptly cancelled at the end of May. Her owner, W.N. MacDonald, subsequently won a suit for $90,000 against the federal government for breach of contract.

Until a replacement for the Restless could be found, the Margaret patrolled around Cape Breton and seized the schooner Adana C. in June, two and a half miles off Glace Bay and four miles from Atlantic Island. The schooner's crew threw its liquor overboard but the cruiser was right alongside and counted the parcels as they were jettisoned. The following month the Margaret seized the Newfoundland schooner Sea King in Sydney Bight off Bras d'Or; its cargo was confiscated and the vessel released.

In August the Preventive Service chartered the yacht Sagamore from E.S. Auld of Sydney and placed it under the command of Capt. J.C. Peters. Later that year, in early November, Sagamore seized the auxiliary schooner Edna H. off Low Point with a full cargo of whiskey and rum. A few days later the Sagamore left Sydney for Halifax with four hundred and six packages of liquor seized over the previous twelve months. The cargo consisted about equally of whiskey and brandy (in cases) and St. Pierre and Demerara rum (in five and ten gallon kegs). This was about two and a half times the amount of liquor sent to Halifax the previous fall with at least part of it taken from bootleggers selling liquor to troops who had been set to Sydney to break a coal miners strike.

1923

In the spring of 1923, the Edna H. was purchased by the Preventive Service and renamed Patrol Boat No. 3, under the command of Mathew Ryan. The schooner joined the Sagamore (J.C. Peters) and Patrol Boat No. 2 (J. McKinnon) at North Sydney. That year, on the grounds that they had been seized outside Canada's territorial limit of three nautical miles, the Department of Customs and Excise returned all but one of the cargoes of liquor taken by the Margaret in 1922 and early 1923 to their owners. As one result of this ruling, all of the seizures that year at Cape Breton were on land or close to shore and none were made at sea. These included a schooner brought in by Patrol Boat No. 2 (J. Mackinnon) whose cargo of liquor had been found hidden in a lime kiln at Black Rock, Bouarderie; one hundred and fifty gallons of liquor found hidden in the hold of the Newfoundland schooner Lena by Mathew Ryan, master of Patrol Boat No. 3; and several cases of whiskey, brandy and champagne and a few bottles of rum on the steamer Pro Patria and twenty-three cases of liquor on the steamer Hubert Green when they arrived at North Sydney from Newfoundland.

1924

In the spring of 1924, no longer concerned with being seized outside the three mile limit, rum runners began hovering off Sydney and Glace Bay and landing their cargoes with small boats. The first seizure was a dory with eleven packages of liquor by Patrol Boat No. 2 (Mathew Ryan) off Big Glace Bay in late May. During July, three more dories were seized near North Sydney, loaded with liquor, by H.W. Clarke in a shallow-draft speed boat later named Patrol Boat No. 6. However, by mid-August the patrol boats had been able to prevent the three rum runners off Sydney from landing any of their cargo, and about a month later the "Rum Row" off Sydney was reported to have been scattered by a storm. In late December the Sagamore, now under the command of a Captain Gagnon, took a full cargo of seized liquor to Halifax but, although expected to return to North Sydney, was destroyed by fire at a Halifax dock in late February.
Late in 1924 the US Coast Guard had begun adding World War I destroyers and armed patrol boats to its fleet and in 1925 the American territorial limit was increased from three nautical miles to "one hour steaming time" (approximately twelve nautical miles).55 Because there was less danger of being caught or fired on by Canadian Preventive patrol boats, rum runners began to move from the "Rum Row" on the American East Coast to smaller ones in the Maritime provinces. One of these Maritime "Rum Rows" was off Sydney and Glace Bay and the Preventive Service seized more rum runners around Cape Breton in 1925 than in any previous year. However, as in 1923 and 1924, vessels could not be examined or seized outside the three mile limit and two-thirds of the seizures were dories and small motor boats ferrying liquor ashore from hovering vessels.

The first two rum runners appeared off Glace Bay in early May but were prevented from making landings by two "Revenue patrol boats". These were Patrol Boat No. 4 and Patrol Boat No. 3. The first seizure off North Sydney was a dory with three bottles of rum in mid May, followed from then until October by a dozen dories and motor boats and one schooner each with only a few bottles or kegs of liquor.

In early June, Angus Young, the North Sydney Preventive officer, advised Captain La Couvé, master of the Margaret, that Patrol Boat No. 4 (the ex-American submarine chaser and rum runner Stumble Inn) was almost ready for patrol duties and that more than a dozen rum running vessels were hovering off Sydney and Glace Bay:

"We have the rum row as usual, there is today the Schooners Cecil L. Beck, J. D. Hazen, Ada M. Westhaver, Vera E. Himmelman, Inez G. from Demarara, the Almeida, Carrie Bros, Shiloh and the Beatrice and Freeman from St. Pierre between Flint Island and Sydney Harbour."56

Three of them were about to leave (the Almeida, Vera E. Himmelman, and Ida M. Westhaver) and seven others, the steamer Ida M. Zineck (off Sydney since mid May) and the schooners Marion Phyllis, Grace Hilda, D.C. Mulhall, Wilson T., Ronald B., and Dorothy Earl had already left.

Young's particular concern was the small boats bringing liquor ashore at night:

"There is very little being done, that is in any quantity, but two and three cases and keg lots. They are at it all the time, I cannot rest and this night work and worry is getting me unnerved. I do not think I can stand it much longer. I cannot sleep over two or three hours and I am usually tired enough to lie in bed all day."

In mid June Patrol Boat No. 4 under the command of Mathew Ryan began patrol work and within a week, near the entrance to the Bras d'or Lakes, seized the schooner Natow (owned by W. Fraser of Little Bras d'Or) with a cargo of ten 10-gallon kegs of rum. In July she brought in the motor cruiser Kirona which was owned by Malcolm McDonald of Glace Bay and had been seized at the Glace Bay dock; and in August, after a chase of fourteen miles during which six shots were fired from her deck gun, the motor launch Daisy C. (master Raymond Curtis) with a cargo of twenty-six 10-gallon kegs of rum and two cases of champagne.57 During July and August Patrol Boat No. 2 (Thomas Scott) seized an unregistered motor boat and fifty-two 10-gallon kegs of rum found in a building at Eastern Harbour; the schooner Buena and a forty foot motor launch with 1440 gallons of Demerara rum and one case of Bay Rum at Mabou Harbour; and a large launch with twenty-five 10-gallon kegs of Demerara rum near Canso.58

However, despite the Preventive Service's increased vigilance in stopping landings from hovering vessels, contraband continued to be landed by other means. The 521-ton steamer Aycrow, with a cargo of 150,000 cases of duty-free liquor cleared for Nassau, had been in North Sydney for about a week in July, and some of her cargo was believed to be "finding its way over the side." In an unprecedented move, Jacques Béreau, the minister of Customs and Excise, went on board the Aycrow during a tour of inspection on the Margaret and warned its master; the steamer left port shortly thereafter.59 That fall, the contraband liquor seized during the previous twelve months was again sent to Halifax but in December the Chief Preventive Officer in Ottawa directed that liquor seized at Cape Breton in the future was to be destroyed at North Sydney.60

Although the Preventive Service had some success in stopping smuggling in the Maritimes, elsewhere in the country, with the contrivance of officers of Customs and Excise, goods were being allowed to enter Canada without paying duty. The ability of the Minister of Customs and Excise to properly discharge his duties began to be questioned and to avoid political repercussions, two months before the General Elections of October 1925, Jacques Béreau was replaced as Minister by Georges Boivin.

1926

Early in 1926 a Parliamentary committee began an investigation of the Department of Customs and Excise and found enough evidence of mismanagement and criminal activity to justify a county-wide inquiry by a Royal Commission.61 In part because of this "Customs Scandal," the government in Ottawa changed from Liberal to Conservative and back to Liberal between June and September.62

The number of patrol vessels at Cape Breton had been increased in March when the old Fisheries (and Customs) cruiser Constance, under the command of Captain D. Carmichael, was chartered from the Margaree Steam Ship Company of Sydney.63 That year, although there is no indication that smuggling had decreased, almost all liquor seizures at Cape Breton were made on land and no rum running vessels were seized until October. The Parliamentary committee had not found any wrong doing by the Preventive Service in the Maritimes and the reasons for this lack of activity are uncertain. One possibility is inaction by the Chief Preventive Officer in Ottawa during a time of political changes and a second is the replacement of experienced patrol boat masters at Cape Breton by patronage appointments.

Although patrol boat masters were usually appointed in the spring of each year, in mid July 1926, about two weeks after the Conservatives formed a government in Ottawa, all except Captain Carmichael, master of the chartered...
Constance, were discharged and new masters appointed. One of the discharged masters, Thomas Scott, was immediately reappointed to command of Patrol Boat No. 2 and a second, J.R.B. Maguire, was reappointed to Patrol Boat No. 4 about a month after the Liberals returned to power in Ottawa. At about the same time the federal Preventive Service at Glace Bay was also dismissed because he had been "too active in his duties."

That August, Angus Young told a hearing of the Royal Commission at Halifax that the Department of Customs and Excise seemed to have little interest in increasing the number of patrol vessels at Cape Breton. The motor launch Stella Maris had been reconditioned for use as a patrol boat in 1924 but his superiors in Ottawa had not appointed any suitable officers and, when he tried to purchase the seized motor boat Rambler, it was sold to the rum runner, Captain Cruickshank, for about half its value.

In late September Customs Regulations were changed to allow seizures of cargoes of vessels hovering outside the three mile limit. Ten days later the cargoes of a dozen schooners were seized for hovering, two of which were at Cape Breton. The only other vessel seizure known to have been made at Cape Breton in 1926 was the motor boat Duchess, apparently at the dock at North Sydney, in January.

1927. Reorganization of the Preventive Service

In March 1927, the Department of Customs and Excise became the Department of National Revenue and as part of the reorganization, F.W. Cowan, previously head of the Narcotics Division of the Department of Health, replaced W.F. Wilson as the Chief Preventive Officer. The new Chief Preventive Officer made his first tour of the Maritimes in April and by the end of the next month all the Cape Breton patrol boat masters, except Carmichael and Scott, were replaced. Recommendations to increase the numbers of patrol vessels, automobiles and land-based Preventive officers, throughout the Maritimes began to be implemented. However, while the land-based personnel at Cape Breton was increased, the only addition to the vessels was the machine-gun-equipped motor launch Whirl, initially at Canso and later at Big Bras d’Or. Still, seventy seizures were made on land, more than three times the number in 1926, apparently because of the increased number of land officers.

At North Sydney, Preventive officers seized a motor boat, a rowboat, two kegs of "rum" (one of which was found floating near New Waterford), and the motor vessel Imp which was released after paying a $100 fine. A schooner owned by Captain George Bragg was seized near Glace Bay with a quantity of liquor on board. Two seizures were made by Patrol Boat No. 2 (Thomas Scott). One was a large motor launch owned by John C. Roddam of Mulgrave, Nova Scotia which was found drifting outside the "limit" near Fourchou winning Point in August with five hundred cases of whiskey and one hundred and fifty gallons of rum from St. Pierre. The other was the schooner Judique with a cargo of ninety kegs of rum and one hundred and thirty cases of assorted liquors in November. When Roddam's case came to court the patrol boat's engineer confirmed that the launch's motor could not be started because of a defective battery and the jury returned a verdict of "not guilty" without leaving the court room.

1928

Even though the territorial limit for Canadian vessels was increased from three to twelve nautical miles in 1928, only two of the relatively few seizures reported that year at Cape Breton appear to have been made more than three miles off shore. Later events suggest that the few seizures made by the Preventive vessels in both 1927 and 1928 may have been because patrol boat masters were turning a blind eye to smuggling.

Customs officers at North Sydney seized two motor boats and a dory in June which were released with fines of $400. The schooner Judique, which had been seized at North Sydney the previous November, and a second time at Halifax in June, was seized for a third time at North Sydney in July and fined $100. In August, the schooner Mary S. was found sinking at sea by the Constance (D. Carmichael) which managed to salvage five of her cargo of thirty-five kegs of rum before using her ram bow to sink the derelict. In September, about five miles off Scaberie island, Patrol Boat No. 4 (Thomas Scott) stopped the schooner Sigfrid by firing a shot across her bow and seized the vessel and her cargo of one hundred and forty-five kegs of rum for smuggling. However the charge of smuggling against her master, Captain Almen Munro of Whitehead near Canso, Nova Scotia should have been hovering, because the Sigfrid had French registry and had been outside the three mile limit. Consequently, the case was dismissed by the Nova Scotia Supreme Court.

Another incident that summer, the rum running schooner Russel Zinek lost her anchor and drifted inside the limit off Sydney Harbour. An unidentified master of a patrol boat was said to have been persuaded (possibly by bribery) to check the distance from shore by returning to the harbour mouth and, while unattended the schooner was able to get outside the limit by using her sails.

1929

Charles Ballard, a Cape Breton bootlegger who appears with some frequency (along with his wife) in Preventive Service reports of seizures between 1927 and 1931, wrote to the St. Pierre liquor merchant Henri Moraze in the spring of 1929 that: "Scott had been taken off the Stumble Inn, Patrol Boat No. 4 replaced by someone from Le Have, N.S., Rossignol Patrol Boat No. 2 and Carey Patrol Boat No. 3 had been fired, Williams was up near Halifax on Constance. Landry on Whirl at Canso had been fired."

Because he no longer had any "reliable" men on the Preventive patrol boats, Ballard was concerned about the safety of his liquor shipments from St. Pierre. Indeed, that spring, almost all the patrol boat masters were replaced. E.L. Croft (previously master of Patrol Boat 6-29 at Le Have, N.S.) took command of Patrol Boat No. 4 and the masters appointed to replace the men who had been "fired" were J. Fraser on Patrol Boat No. 2; C.W. Heath on Patrol Boat No. 3; and J.W. Bonner on the Whirl. Thomas Scott was given command of the new motor
launch Tenacity patrolling Sydney Harbour and in September J. Fraser replaced W. Williams on the Constance. 99

The shake-up in the service was timely. In 1929, more rum runners had moved from the Atlantic coast to the Gulf of St. Lawrence. 69 Along with liquor from Canadian bonded warehouses and rum from the Caribbean (the preferred drink in Cape Breton) their cargoes began to include alcohol ("wiskie blanc") from St. Pierre and Miquelon, indicating that the destination was neither northern New Brunswick or eastern Quebec. 69 The increased traffic past Cape Breton combined with the "twelve mile limit" and more reliable masters on the patrol boat resulted in a greater volume of liquor being seized at Cape Breton than in any previous year. [see Table III]. For instance, in mid June Patrol Boat No. 4 (E.L. Croft) stopped the schooner Dorothy M. Smari ten miles off Low Point with a cargo of six hundred and forty-two kegs of rum, five kegs of malt whiskey and two hundred and sixty-nine bags and cases of assorted liquor. 69 During the summer a motor boat, whose cargo of liquor had been thrown overboard, was seized at Glace Bay, a dory with one hundred and forty-eight bottles of liquor and three kegs of brandy was seized by Tenacity (Thomas Scott) in Sydney Harbour, and the schooner Lake-o-Law with one hundred and one bottles of whiskey and twelve bottles of gin was seized at North Sydney. 94 In September off Cape Percy, Patrol Boat No. 4 (E.L. Croft) seized the schooner Aspiner with four hundred and seventy-one bottles of brandy and whiskey and the thirty-five-foot Glace Bay speed boat Mary E. with eleven kegs of rum. 99

The most dramatic event of the year, described as an "open Bouffe" in one report, was the seizure of the schooner Minnie May which had gone aground in the fog at Ingonish on December 14. In addition to three hundred and fourteen bags and cases of assorted liquor and fifty drums of alcohol from St. Pierre, there were four Italians who were trying to enter Canada illegally. Her crew initially resisted seizure by throwing a boarding party from the Constance back into their boat and then surrendered when the Constance (J. Fraser) and the Patrol Boat No. 4 (E.L. Croft) prepared to open fire with their deck guns. The Minnie May's captain J.L. Tremblay, was arrested along with his brothers Edward and Arthur Tremblay, and Phillip Garneau. After their arrest a group of local men tried to steal the cargo but were stopped by Customs officers. Captain Tremblay was no tyro at rum running. His background included an effort to land 15,000 gallons of contraband liquor on the St. Lawrence river near Montreal in 1924. 98

1930

Two new patrol vessels were stationed at North Sydney in 1930. The Constance had been returned to her owners the previous December, and was now replaced by the diesel-powered cruiser Louisbourg in June. 97 Patrol Boat No. 3 would be sunk in Glace Bay harbour in May and was therefore replaced by the motor launch, Salwart (sister ship of the Tenacity) in July. 98 1930 was also the year in which Canada placed an embargo on shipments of liquor to countries with prohibition laws in response to two years of diplomatic pressure by the Americans. 99 This, however, did not necessarily slow the flow of illegal booze. Although cargoes of duty-free Canadian liquor destined for the United States could no longer be cleared from Canadian ports, rum runners continued to be able to get both Canadian and foreign liquor at the French islands of St. Pierre and Miquelon. 100 The Canadian embargo was therefore followed by an increase in the number of vessels from St. Pierre passing Cape Breton as they carried cargoes intended for the northeastern United States to New Brunswick and eastern Quebec. 100 This, in turn, was reflected by the volume of seizures, estimated to have been more than 10,000 gallons, an amount greater than in any previous year [Table III].

A number of small seizures were made at North Sydney including the schooner Hermunda with eleven bags of whisky and fifty-five bottles of liquor; the schooner Marion Mosher with a bag of whisky, two tins of alcohol and two bottles of brandy. 102 The patrol boats also made several large seizures, sometimes using their armaments to force a rum runner to stop. Off Kempt Head on the Bras d'or Lakes the Whirl (T.D. Mabe) chased the forty-two foot motor launch Herbert Phillip for several miles and had to fire several shots before capturing the launch with a cargo of one hundred kegs of rum, two kegs of malt whiskey and about thirteen cases of assorted liquors. 103 The Louisbourg (J. Fraser) seized the Newfoundland schooner Angela with a cargo of one hundred and ninety-two bags of assorted liquor, while Tenacity (Thomas Scott) recovered $27,000 worth of rum which had been jettisoned by a rum runner in Sydney Harbour. 104 Two and a half miles off the entrance to Sydney Harbour Patrol Boat No. 4 (W.L. Croft) had to fire several rounds from her deck gun to stop the Newfoundland schooner A.B. Francis with a cargo of two hundred and fifty cases of liquor. 105 She was less successful with the motor vessel W.A.F., which escaped after jettisoning one hundred and eighty tins of alcohol and seventy-five gallons of rum. 106

During the autumn and earlier winter the schooner Joseph Earl was seized at Glace Bay, along with a schooner-load of liquor (one hundred cases of alcohol, one hundred and six kegs of rum and fifty-one cases of whiskey and gin) which had been hidden in caves in the cliffs at Deep Cove, Gabarus Bay. 107 The Louisbourg (J. Fraser) seized the schooner Joseph Patrick with twenty-four drums of alcohol and five kegs of rum. 108 Six miles off Forchu the Louisbourg stopped the schooner Laisrene with a cargo from St. Pierre of sixty-six kegs, cases, and bags of rum, two hundred and twenty-five kegs and cases of whiskey, five kegs of malt whiskey, one hundred and ninety-three drums, cases and tins of alcohol, forty-seven bags and cases of cognac, brandy and gin and one bag of wine. The schooner had refused to heave-to until a shot was fired across her bow and two more into her hull. However, because she had French registry and had been outside the three mile limit, both cargo and vessel were returned to her owners about seven months later. 109

Late in the year the number of North Sydney based patrol vessels was reduced to four when the Whirl was destroyed by fire in November and the Louisbourg failed to meet contract specifications and was returned to her builders in December. 108
1931 and 1932
In 1931 additional changes were made in vessels reverted to three nautical miles. The events leading to this change had not have the authority to enact a twelve mile limit for Canadian vessels: was accepted by that Court, which ruled the legislation to be ultra vires. That decision was eventually appealed successfully to the Judicial Committee of the Imperial Privy Council in London by the Department of National Revenue. Nevertheless, the "three mile limit" prevailed until it was replaced in 1938 by a "twelve mile limit," and even then, it applied only to British vessels.

During 1931, smugglers remained active on Canada's east coast and in the estuary of the St. Lawrence River. However, seizures of rum runners at and near Cape Breton decreased considerably. The only vessels found by Customs officers at North Sydney to have contraband were the schooners Reliance and Vignette, each with five bottles of liquor and some tobacco on board. The only report of activity by the patrol boats involved Patrol Boat No. 4 (J.W. Garland), which went to the aid of the disabled schooner J.E. Garland in November and brought in the crew of the Leonard Brothers when that fishing launch burned at sea in January.

By 1931 the Great Depression of the 1930s had reached its lowest levels and "in the interest of efficiency and economy," the Conservative government, elected in the general election of the summer of 1930, began planning the absorption of the Preventive Service into the Royal Canadian Mounted Police. When the transfer was completed on April 1, 1932, Angus Young, District Chief Preventive Officer for Cape Breton, was retired and all of the Cape Breton patrol boat masters (except Thomas Scott) were appointed RCMP constables.

The Preventive cruisers and patrol boats became the RCMP Marine Section and continued preventive work until the start of World War II. In the summer of 1932 the Ulna was moved to Gaspé Bay, the Adversus to Halifax and only Patrol Boat No. 4 continued to be based at North Sydney until it was taken out of service in 1934.

Notes

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Table III
Summary of estimated liquor seizures

The amount of liquor seized by the Preventive Service at Cape Breton was usually reported in the North Sydney Customs seizures ledger and newspapers as the number of containers ("bottles", "cases", "bags", "Kgs", "tins", etc.). Although the actual liquid measure in gallons was only occasionally reported, the number of gallons seized each year can be approximated by making reasonable assumptions about the number and/or sizes of these containers. On that basis the gallonage seized each year from 1921 to 1931 is calculated to have been:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>GALLONS</th>
<th>YEAR</th>
<th>GALLONS</th>
</tr>
</thead>
<tbody>
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<td>1921</td>
<td>11,340</td>
<td>1927</td>
<td>2,199</td>
</tr>
<tr>
<td>1922</td>
<td>1,690</td>
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<tr>
<td>1923</td>
<td>171</td>
<td>1929</td>
<td>7,577</td>
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<td>1924</td>
<td>286</td>
<td>1930</td>
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<tr>
<td>1925</td>
<td>4,691</td>
<td>1931</td>
<td>793</td>
</tr>
<tr>
<td>1926</td>
<td>916</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note 1 - Prior to 1921 the only large seizure known to have been made at Cape Breton was approximately 550 gallons of liquor landed by the schooner Atlanticmarch in 1910.

Note 2 - The 11,340 gallons shown for 1921 includes a reported 10,000 gallons of rum seized from the schooner Morante. This amount has been exaggerated because "without any containers (bottles, kegs, etc.), 10,000 gallons of liquid would have filled the 14.95 net ton (1495 cubic foot) hull of the Morante almost to overflowing. A probably better estimate of the volume of seizures for 1921 is approximately 2,000 gallons.

the Preventive vessels at Cape Breton. In June the steam yacht Ulna, under the command of J. Fraser, was chartered from the Margaree Steamship Company of North Sydney; and in November the new cruiser Adversus arrived at North Sydney under the command of E.L. Croft. In the spring the reconditioned motor launch Patrol Boat No. 4 (D. Campbell) was stationed at Big Bras d'Or and in September Patrol Boat No. 2 was sold.

In June 1931 the Supreme Court of Canada disallowed the legislation creating the "twelve mile limit," with the result that the territorial limit for Canadian


16. Sydney Record, August 1, 6, 9, 17, 18, 19, 22, 25, September 1 and 10 1910.


23. Sydney Record, May 1 to 6 1918.


32. Halifax Chronicle, June 25 1921; Halifax Herald, August 17 1921; Sydney Record, September 6 1921.

33. Letter from Geoff Robinson, March 7 1991; Sydney Record October 12 and 17 1921; Halifax Herald November 29 1921.

34. Sydney Record, November 24 and 25; Halifax Chronicle November 25 1921.


36. Sydney Record, November 18 1921.

37. See Morton, Kingstons, pp. 434-435.

38. Sydney Record, December 1 and 6 1921; Halifax Chronicle, December 3 1921.


42. Halifax Herald, July 28 1925.


45. Halifax Chronicle, November 3 1922.

46. Halifax Chronicle, November 7 and 19 1922.

47. Quebec Daily Telegraph, August 15 and 17 1922.


49. Royal Commission, Ottawa, September 1, 1927.

50. Halifax Chronicle September 12 and 19 1923; North Sydney seizures, August 28, 1923; Quebec Daily Telegraph, December 20 1923.

51. Halifax Chronicle May 23, 1924

52. McDougall, "An Annotated List," p. 5; North Sydney seizures, July 8, 10 and 19 1924.

53. Halifax Chronicle, August 24 and September 20, 1924.

54. Sydney Record, January 2 and February 23, 1925.


57. North Sydney seizures, May 14, June 8 and 22, July 3, 14, and 28, September 21, October 3, 1925.


59. Sydney Record, June 13, July 5 and August 17, 1925.

60. Sydney Record, July 22, July 16, August 5 and August 17, 1925.

61. Sydney Record, July 19; Halifax Herald, July 19, 1925.

62. North Sydney seizures: Notes on disposal: Sent to Halifax February, 3 to November 12, 1925; Destroyed, December 13, 1925 et seq.


64. Morton, Kingstons, pp. 451-452.


67. McIntosh, Collectors, pp. 267-270.


69. W.F. Wilson to H.Coffin, master of the Cartier, September 21, 1926, Hubert Coffin records.

70. Halifax Herald, October 1, 1926.

71. North Sydney seizures, January 4, 1926.


76. North Sydney seizures, May 30 to November 12, 1927.

77. North Sydney seizures, June 20, August 6, 1927.

78. Sydney Record, May 26, 1927.

79. Sydney Record, August 6, 1927; North Sydney seizures, August 4, 1927.

80. North Sydney seizures, November 1, 1927.


SAILING THE INTERNET

The MARHST-L archives for 1994/95 consisting of over 3,000 postings has been mounted on the Web site: http://www.MarMus.ca. The 1996 postings will be available in early January. This is a rich sources of information for maritime historians. Comments and suggestions are welcome by the moderators of MARHST-L: Walter Lewis at walter.lewis@sheridanc.on.ca or Maurice Smith at mmsesum@quedn.queensu.ca.

Does anyone know what happened to the IMO web site?

CONFERENCES AND CALLS FOR PAPERS

The Centre for Foreign Policy Studies announces that the eighth in the very successful series of International Maritime Security Conferences will be held at Dalhousie University over the weekend 30 May to 1 June 1997. This year's theme will be: THE STRATEGIC IMPORTANCE OF INTERNATIONAL SHIPPING. The aim of the 1997 conference, which will take the form of an informal colloquium, is to examine the strategic importance of shipping in the broadest political terms. Specifically, the conference will examine a series of issues with the potential to influence the future nature of international shipping, its function as a component of the world economy, and its relative importance to individual governments and port communities, and multinational corporations. It will also examine its vulnerability to disruption and the potential for situations demanding political attention. Provisional themes and topics are: Trends in trade by sea; Trends in the regulation of shipping; Political issues; disruption of trade; and what are the most pressing issues for Canada?

REGISTRATION

A registration fee of $75.00 will be charged for the full event. To register, submit a proposal for a paper, or for more information please contact either conference coordinator, Mr. Peter Haydon, or the Director of the Centre, Professor Timothy M. Shaw, at: The Centre for Foreign Policy Studies Dalhousie University, Halifax, NS, Canada, B3H 4H6 Telephone: (902) 494-3769 Fax: (902) 494-3825 E-mail: centre@is.dai.ca


Siena College is continuing its sponsorship of annual, international, multi-disciplinary conferences on the Anniversary of World War II - but now on two levels.

The foci for 1998 will be 1938, World War II - Beginnings, papers on Fascism and Nazism, Spain, Austria, Munich, Literature, Art, Film, Women's Studies and Jewish Studies dealing with the era. Obviously, papers on the Sino-Japanese War remain highly appropriate. In the second focus, World War II - The Aftermath, 1948, papers dealing with the Holocaust, displaced persons, War
Crimes Trials, Literary and Cinematic studies of the war, veterans affairs, the G.I. Bill and economic reconversion, as well as papers dealing with broad issues of earlier years and the origins of the Cold War will be welcome. In either focus, art, music, women's and minorities studies will be of interest.

Send a brief (1-3 pg) outline or abstract of the proposal with some sense of sources, archive materials, etc., consult a recent c.v. or brief current biographical sketch. To Thomas G. Kelly, II Professor of History Co-Director World War II Conference Siena College 515 Loudon Road, Loudonville NY 12211-1462 USA phone 518 783 2512 Fax 786-5052

Final Papers Due: March 15, 1998
Deadline for submissions of proposals: December 1, 1997

THE PERIODICAL LITERATURE

By Olaf U. Janzen


THE AMERICAN NEPTUNE (LVI, No. 2, SPRING 1996)

Edward Prados, "Traditional Fishing Craft of the Tihamah and Southwestern Arabian Coast," 89-115
Frederick C. Leiner, "The Seizure of the Flying Fish," 131-43
David C. Holly, "Communication: Recovery of the Crosshead Engine of the Steamboat Columbus," 163-6

INLAND SEAS (LII, No. 3, FALL 1996)

Carl A. Norberg, "Life Aboard the Schooner Lucia A. Simpson in 1926," 161-6
Gregory W. Streb, "One Night on Lake Superior," 167-3 [on the laker George W. Perkins in December 1942]
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To January 14
"Thomas Eakins: The Rowing Pictures," Exhibit, Yale University Art Gallery, New Haven, CT (Information: Yale University Art Gallery, 1111 Chapel St., New Haven [WWW: http://www.cis.yale.edu/yups/yuag])

To January 26
"Pictures of the Port," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 12 Fulton St., New York, NY 10038 [tel.: +1 212-248-8600; FAX: +1 212-248-8610; e-mail: webmaster@southstreetseaport.org; WWW: http://www.southstseaport.org])

To January 31
"Michigan's Remarkable Lighthouses," Exhibit, Michigan Maritime Museum, South Haven, MI (Information: Michigan Maritime Museum, PO Box 534, South Haven, MI 49090 [tel.: +1 616-637-8078; FAX: +1 616-637-1594])

To January 31
"Les clippers, célébration du centenaire
du Belem," Exhibit, Musée de la Mar-
ine, Paris (Information: Sylvie David-

To February
"Reaching Home: Pacific Salmon, Pa-
cific People," Exhibit, Thomas Burke Memorial State Museum, Seattle, WA (Information: Thomas Burke Memorial State Museum, University of Washington, Seattle, WA 98195 [tel.: +1 206-543-5590])

To February
"Across the Western Ocean: American
Ships by Liverpool Artists," Exhibit, Independence Seaport Museum, Phila-

To March 16
"Figureheads and Carvings," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222 or +1 804-581-7245; FAX: +1 804-591-8212; e-mail: info@mariner.org; WWW: http://www.mariner.org])

To March 31

To April 14
"Trapped in the Ice: How Willem
Barentsz Survived the Winter of 1596-

To April 30
"Lighthouses and Keepers," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222 or +1 804-581-7245; FAX: +1 804-591-8212; e-mail: info@mariner.org; WWW: http://www.mariner.org])

To May 11
"Secrets of Amazonia," Exhibit, Musée de la Civilisation, Québec, QC (Information: Musée de la Civilisation, 85 rue Dalhousie, CP 155, Succ. B, Québec, QC GIK 7A6 [tel.: +1 418-643-2158; FAX: +1 418-646-9705; e-mail: mcqweb@mcq.qc.ca; WWW: http://www.mcq.org])

To Spring
"Sculptures from the Vasa," HMS Mary
Rose, Royal Naval Museum, Portsmouth, UK (Information: Royal Naval Museum, HM Naval Base, Portsmouth POI 3LR [tel.: +44 1705-812931; FAX: +44 1705-875806; e-mail: maryrose@cix.compulink.co.uk; WWW: http://www.compulink.co.uk/yama])

To Spring
"The Longbows of the Mary Rose," Exhibit, Vasa Museum, Stockholm, Sweden (Information: Viveca Lindenstrand, Vasa Museum, PO Box 27131, S-102 52 Stockholm [tel.: +46 8-666-4870; FAX: +46 8-666-4888; e-mail: vasamuseet@vasamuseet.se; WWW: http://www.vasamuseet.se])

To Spring 1997
"The Patten Family of Bath," Exhibit, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 243 Washington St., Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665; e-mail: maritime@bathmaine.com; http://www.bathmaine.com])

To June
"Old Ironsides and the US Navy: 200
Years in Scale Models," Exhibit, USS Constitution Museum, Boston, MA (Information: USS Constitution Museum, PO Box 1812, Charlestown, MA 02129-1797 [tel.: +1 617-426-1812; e-mail: sail@navtap.navy.mil; WWW: http://www.nets.navy.mil/homepages/constitution])
To October 19
"When Immigrants Talk," Exhibit, Musée de la Civilisation, Quebec, QC (Information: Musée de la Civilisation, 85 rue Dalhousie, CP 155, Succ. B, Quebec, QC G1K 7A6 [tel.: +1 418-643-2158; FAX: +1 418-646-9705; e-mail: mcqweb@iq.mq.qc.ca; WWW: http://www.cmcc.muse.digital.ca])

To Fall
"The Sailing Circle: 19th-Century Seafaring Women from New York," Exhibit, Mystic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, 75 Greenmanville Ave., PO Box 6000, Mystic, CT 06355-0990 [tel.: +1 860-572-5359; FAX: +1 860-572-5329; e-mail: info@mystic.org; WWW: http://www.mystic.org])

January 8-12
Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Corpus Christi, TX (Information: David L. Carlson, Program Coordinator, Dept. of Anthropology, Texas A&M University, College Station, TX 77843-4352 [tel.: +1 409-847-9248; FAX: +1 409-845-4070; e-mail: dcarlson@tamu.edu; WWW: http://www.aastarnet.com/~sha/meet97.html])

January 9-March 10
"Mission in the South Seas," Exhibit, 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])

January 12
Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: Prof. dr. L. Hacquebord (University of Groningen), "Nederlandse nederzetting en in het poolgebied" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

January 16
British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Alan G. Jamieson (University of Exeter), "British Shipping Policy in the Post World War II Period" (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; e-mail: dmw@leicester.ac.uk])

January 17-19
"Art Deco at Sea: Celebrating the Great Liners of the 1930s," Conference/Exhibit, Miami, FL (Information: Steamship Historical Society of America, 300 Ray Drive, Suite 4, Providence, RI 02906 [tel.: +1 401-274-0805])

January 18

January 30
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 [tel: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

January 30

January 30-31
1st Annual Fish and Work Boat Show, Vancouver, BC (Information: Laura Lee Radatzke [tel.: +1 604-576-8032; FAX: +1 604-576-1054])

February 7-9
Annual Conference of the Colonial
February 9
Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: Dr. C.D. van Duyn, "Het Behoud en Huys als ziekenhuis: Medische aspekt en van leven in het poolgebied" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

February 11
Royal Institute of Navigation, Lecture Series, HQS Wellington, London, UK; Speakers: Dr. W. Mullarky and Cdr. P. Bell, "Pilothouse Experiences on the River Severn" (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: http://tintrad@atlas.co.uk])

February 13
Conference '97, Ontario Heritage Foundation, Toronto, ON [tel.: +1 416-325-5218; FAX: +1 416-325-5021; e-mail: terry.hughes@dial.pipex.com; WWW: http://www.hydrography.ims.plymac.uk/rin/solent.htm]

February 19
"Electronic Displays for Use at Sea," Conference, London, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: http://tintrad@atlas.co.uk])

February 20
Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: Nigel Kelland (Sonardyne Ltd.), "A Bulls Eye in 1000 Metres of Water" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: terry.hughes@dial.pipex.com; WWW: http://hydrography.ims.plymac.uk/rin/solent.htm))

February 22-25
MariTrends '97, Passenger Vessel Association at Exhibition, New Orleans, LA (Information: Passenger Vessel Association, 1600 Wilson Blvd., Suite 1000-A, Arlington, VA [tel.: +1 703-807-0100; FAX: +1 703-807-0103; e-mail: PasVess1@mes.com; WWW: http://www.p-v-a.com])

February 23
Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: Prof. dr. M. Spies (University of Amsterdam), "De wereld van Barentsz" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

February 25

February 27
British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Graeme J. Milne (University of Liverpool), "The Scale of Entrepreneurial Operation: Shipowners and Traders in Liverpool in the Mid-Nineteenth 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; e-mail: dmw@leicester.ac.uk])

February 27
March 2-7
Gordon Research Conference on Sea Ice Ecology, Ventura, CA (Information: Gordon Research Conferences, University of Rhode Island, West Kingston, RI 02892-0984 [email: grc@grcmail.uri.edu; WWW: http://www.grc.uri.edu])

March 5-7
Ship and Ocean Technology Conference, Kharagpur, India (Information: Organising Committee, SHOT 97, Dept. of Ocean Engineering and Naval Architecture, Indian Institute of Technology, Kharagpur 721 302 [tel: +91 3222-2221; e-mail: misra@naval.iitkgp.ernet.in])

March 9
Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: G.J.D. Wildeman (Nederlands Scheepvaartmuseum), "De achtergronden van de reizen naar het Noorden" (Information: Orville Magoon, 2221 10 18 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

March 11-15
Seatrade Cruise Shipping Convention, Miami Beach, FL (Information: Miller Freeman Princeton Inc., 125 Village Blvd., Princeton, NJ 08540-5703 [tel: +1 609-452-9414; FAX: +1 609-452-9374])

March 11-April 30
"Collingwood Skiffs and Side Launches," Exhibit, 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])

March 13
British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Andrew Gordon, "Historians, Navigation and the Battle of Jutland" (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; e-mail: dmw@leicester.ac.uk])

March 14-16
"Surveying the Record: North American Scientific Exploration to 1900," Philadelphia, PA (Information: North American Exploration Conference, American Philosophical Society Library, 105 South Fifth Street, Philadelphia, PA 19106-3386 [e-mail: ecarter@mail. sas.upenn.edu])

March 15

March 17-19
Thematic Conference on Remote Sensing for Marine and Coastal Environments, Orlando, FL (Information: Robert Rogers, ERIM, Box 134001, Ann Arbor, MI 48113-4001 [tel.: +1 313-994-1200, ext. 3382; FAX: +1 313-994-5123; e-mail: rogers@erim.org; WWW: http://www.erim.org/CONF/conf.html])

March 20

March 20
Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: Prof. J. Shepherd (University of Southampton), "The UK's Role in World Oceanography" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: terry.hughes@solent.pipex.com; WWW: http://hydrography.ims.plym.ac.uk/ri/n/soilent.htm))

March 23
Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: Prof. dr. J.R. Bruin (University of Leiden), "De Nederlandse Walvisvaart: Van bloei naar ondergang g" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

April 4-5
"The Future of Business History," Conference, Hagley Museum and Library, Wilmington, DE (Information and Proposals by November 1, 1996: Dr. Roger Horowitz, Hagley Museum and Library, PO Box 3630, Wilmington, DE 19807 [tel: +1 302-658-2400; FAX: +1 302-655-3188; e-mail: rh@udel.edu])

April 7-10

April 11-13
"Vikings '97: An Exploration of the Viking and Saxon World of 10th-Century Devon and Cornwall," Conference, Kelly College, Tavistock, UK (Information: Vikings '97, 39 Bannawell St., Tavistock, PL19 0DN)

April 16-20
21st Annual Conference of the North
American Society for Oceanic History, Newport, RI (Information: Dr. John B. Hattendorf, Naval War College, 686 Cushing Rd., Newport, RI 02841-1207 [tel.: +1 401-841-2101; FAX: +1 401-841-4258])

April 17
British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Margarette Lincoln (National Maritime Museum), "Shipwreck Narratives in the Eighteenth and Early Nineteenth Centuries" (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; e-mail: d.m.williams@leicester.ac.uk])

April 17
Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: W.H. Sandford (Royal Institute of Navigation), "An Update on GMDSS and the Work of the RIN Small Craft group" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: terry.hughes@dial.pipex.com; WWW: http://wwwhydrography.ims.plym.ac.uk/~tin/solent.html))

April 19

April 20-23
Third International Conference on the Technical Aspects of the Preservation of Historic Vessels, San Francisco, CA (Information: Russell Booth, National Maritime Museum Association, PO Box 470310, San Francisco, CA 94147-0310 [tel.: +1 415-441-5819; FAX: +1 415-441-0365; e-mail: pannapicno@aol.com])

April 21-23
RIN 97: "Orientation and Navigation," Conference, St. Anne's College, Oxford, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: http://rindir@atlas.co.uk])

April 21-23
"International Competitiveness by 2000: A Progress Report," 1997 Ship Production Symposium sponsored by the National Shipbuilding Research Program and the Society of Naval Architects and Marine Engineers, New Orleans, LA (Information: NSRP 1997 Ship Production Symposium Coordinator, SNAMES, 601 Povonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975; e-mail: seai@umich.edu; WWW: http://www.jhuapl.edu/ASNE/shippdsymp.html])

April 22-24
Third CF/CRAD Conference on Naval Applications of Materials Technology and Internal Naval Corruption, Halifax, NS (Information: Dr. J.R. Matthews, Defense Research Establishment Atlantic, Dockyard Laboratory, Bldg. D17, FMO Halifax, NS B3K 2X0)

April 22-24
4th North Pacific Rim Fisheries Conference, Tokyo, Japan (Information: Steve Cowper, US Co-Chair, North Pacific Rim Fisheries Conference, ACIB, University of Alaska at Anchorage, 3211 Providence Dr., Anchorage, AK 99508 [tel.: +1 907-786-4300; FAX: +1 907-786-4319])

April 23-24
123rd Annual Meeting of the US Naval Institute, and 7th Annapolis Seminar, US Naval Academy, Annapolis, MD (Information: Seminar Manager, United States Naval Institute, Annapolis, MD [tel.: +1 410-268-6110; e-mail: bauer@usni.org; WWW: http://www.usni.org/seminars])

April 23-27
HMCS Malahat 50th Anniversary Celebration, Victoria, BC (Information: LCdr David Harris, HMCS Malahat, 20 Huron St., Victoria, BC)

April 24

April 24-26
Economic and Business Historical Society, Annual Conference, Richmond, VA (Information: Michael S. Smith, Economic and Business Historical Society, Dept. of History, University of South Carolina, Columbia, SC 29208 [FAX: +1 803-777-4494; e-mail: smithsm@garnet. cl.sc.edu])

April
"Mutiny at Spithead," Conference, Portsmouth, UK (Information: Ms. A.V. Coats or Dr. P. MacDougall, 1797 Committee, 44 Lindley Ave., Southsea, Hampshire PO4 9NU)

May 1-3
"Tradition and Innovation," BC Studies Conference 1997, Nanaimo, BC (Information: Cheryl Krasnick-Warsh, Dept. of History, Malaspina University-College, Nanaimo, BC V9R 5S5 [tel.: +1 604-573-3245, ext. 2113; FAX: +1 604-741-2667; e-mail: warshc@mala.bc.ca])

May 2-3
Eighth Military History Colloquium, Wilfrid Laurier University, Waterloo, ON (Information and Proposals by January 31, 1997: Mike Beechhold, Laurier Centre for Strategic and Disarmament Studies, Wilfrid Laurier University, Waterloo, ON N2L 3C5 [tel.: +1 519-884-1970, ext. 4594; FAX: +1 519-886-5057; e-mail: mbechtho@macle. wlu.ca])

May 2-4
25th Annual Maritime History Conference, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 243 Washington St., Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665; e-mail: mmm@mainemuseum.org]}
May 6-9
"International Maritime Defence Asia," Conference/Exhibition, Singapore (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ, UK [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: imdexasi@speahhead.co.uk; WWW: http://acrso.ns.ca/~spearhead/IMA97/imdexasi.html])

May 8
British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Nick Slope (Thames Valley University), " HMS Trent 1796-1803, A Social Survey: Recruitment, Promotion, Discipline and Crew Turnover" (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; e-mail: dmwilliams@leicester.ac.uk])

May 12-14
Oceanology International Pacific Rim, Singapore (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ, UK [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: oiasia@speahhead.co.uk; WWW: http://acrso.ns.ca/spearhead/oipacificrim97/oipacificrim.html])

May 10

May 17

May 18
"International Maritime Defence Asia," Conference/Exhibition, Singapore (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ, UK [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: imdexasi@speahhead.co.uk; WWW: http://acrso.ns.ca/~spearhead/IMA97/imdexasi.html])

May 25-30
7th International Offshore and Polar Engineering Conference, Honolulu, HI (Information: Jin S. Chung, ISOPE, PO Box 1107, Golden, CO 80402-1107 [tel.: +1 303-273-3673; FAX: +1 303-420-3760])

May 26-30
Third International Conference on Engine Room Simulators, Svendborg, Denmark (Information: Stephen Stallwood, Chair, Conference Organising Committee [tel.: +44 1489-576908; e-mail: steveStallwood@athene.co.uk])

May 29

May 29-31

May 29-June 1
Society for Industrial Archaeology Annual Conference, Michigan Technological University, Houghton, MI (Information: David Landon, SIA Headquarters, Dept. of Social Sciences, Michigan Technological University, Houghton, MI 49931 [tel.: +1 906-487-2366; FAX: +1 906-487-2468; E-mail: DBland@mtu.edu])

May 30
Fifth One-Day Conference on British Port History, University of Leeds, Leeds, UK (Information: Dr. Wendy R. Childs, School of History, University of Leeds, Leeds LS2 9JT [tel.: +44-113-233-3588; FAX: +44 113-234-2759; e-mail: W.R. Childs@leeds.ac.uk])

May 31-June 6

May
"The Cultural Heritage and Identity of Islands and Small States," Conference, Valletta, Malta (Information: Mrs. Maryrose Vella, Islands and Small States Institute, Foundation for International Studies, Valletta, Malta [tel.: +356-2482-18; FAX: +356-23055311; e-mail: lbrig@unint.ml])

June 3-5
"Fisheries Management under Uncertainty: Objectives and Uncertainties in Fisheries Management with Emphasis on Three North Atlantic Ecosystems," Conference, University of Bergen, Bergen, Norway (Information: Arild Folkvord, Department of Fisheries and Marine Biology, University of Bergen, Høyteknologisenteret, N-5020 Bergen [Phone: +47 55-584456; FAX: +47 55-584450; e-mail: arild.folkvord@fmb.uib.no; WWW: http://www.fmb.uib.no])
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www.ifm.uib.no/fimu/)

June 4-7
"Coastal Shipping and the European Economy, c. 1750-1950," Conference, Hamburg, Germany (Information: Dr. Andreas Kunz, Institute für Europäische Geschichte, Abteilung Universalgeschichte, Alte Universitätstrasse 19, D-5516 Mainz, Germany [tel.: +49 6131-399360 or +49 6131-226143; FAX: +49 6131-237988] or Prof. John Armstrong, School of Business, Thames Valley University, Walpole House, 18-22 Bond St., Ealing, London W5 5AA, UK [tel.: +44 181-231-2570, FAX: +44 181-566-1353; e-mail: Armstrong_J@thames-valley.sloough.ac.uk])

June 5-8
"Oceans Management Strategy for the Northwest Atlantic," Naval Officers Association of Canada, Annual Conference, St. John's, NF (Information: Naval Officers Association of Canada, PO Box 26083, Nepean, ON K2H 9R6 [tel.: +1 613-832-3045; FAX: +1 613-832-3052; e-mail: vinsonl@ccmail.orst.edu])

June 7-9
Annual Meeting of the Canadian Historical Association, including sessions on "Maritime/Seafaring Labour" and "The Early Modern Atlantic World," Memorial University of Newfoundland, St. John's, NF (Information: Dr. J.K. Hiller, Program Chair, Dept. of History, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: +1 709-737-8435; FAX: +1 709-737-2164; e-mail: cha-97@ morgan. ucs.mun.ca; WWW: http://www.newcomm.net/cabo500/world])

June 10-12
"Circumpolar Change," 5th Circumpolar Universities Cooperation Conference, Luleå, Sweden (Information: Paula Wennberg, Conference Coordinator, Luleå University, S-971 87 Luleå [tel.: +46 920-91405; FAX: +46 920-72160; e-mail: euc@ies. luth.se])

June 12-16
"Cabot and His World," Conference, St. John's and Bonavista, NF (Information: Dr. J.K. Hiller, Dept. of History, Memorial U. of Nfld., St. John's, NF A1C 5S7 [tel.: +1 709-737-8435; FAX: +1 709-737-2164; e-mail: jhillier@morgan.ues.mun.ca; WWW: http://www.newcomm.net/cabot500/world])

June 16-18
4th Annual NAVSEA/NAVSUP NAV AIR International Logistics Symposium, Crystal City, VA (Information: American Society of Naval Engineers, N1LS 97, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-491; FAX: +1 703-836-6727; e-mail: asne@mcimail.com; WWW: http://www.jhuapl.edu/ASNE/N1LS97.html])

June 16-19
International Symposium on Cold Regions Development, Anchorage, AK (Information: Ted Vinson, Dept. of Civil Engineering, Oregon State University, Corvallis, OR 97331-2302 [tel.: +1 503-753-0725; FAX: +1 503-753-3052; e-mail: vinsonl@ccmail.orst.edu])

June 23-25
Coastal '97, Third International Conference on Coastal Engineering, La Coruña, Spain (Information: Sue Owen, Coastal '97 Conference Secretariat, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO40 7AA, UK [tel.: +44 1703-292853; FAX: +44 1703-292853; e-mail: sue@wessex.ac.uk; WWW: http://www.wessex.ac.uk])

June 23-25
"Electronic Engineering in Oceanography," Seventh International Conference of the Institute of Electrical Engineers, Southampton Oceanography Centre, Southampton, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: http://www.rindir @atlas.co.uk])

June 21-29
Vasco da Gama Quincentenary Conference, La Trobe and Curtin Universities, Melbourne, VIC, and Perth, WA (Information: Dr. Anthony Disney, School of History, LaTrobe University, Bendora, VIC 3083 [tel.: +61 3-9479-2430; FAX: +61 3-9479-1942])

June
"Maritime Technologies," Conference sponsored by the Greek Branch of the International Conference for the Conservation of Industrial Heritage, Thessaloniki, Greece

June
Third Annual Canadian Battle of Normandy Study Tour, France (Information: Dr. S.F. Wise, Dept. of History, Carleton University, Ottawa, ON K1S 5V6)

June
"Mutiny at the Nore" Conference, Chatham, UK (Information: Ms. A.V. Coats or Dr. P. MacDougall, 1797 Committee, 44 Lindley Ave., Southsea, Hampshire PO4 9NU)

Spring
"Horizons Mondiaux de la Normandie XVIe-XXe Siècles," Conference, Université du Rouen, Rouen, France

June 30-July 4
"Latin America and the World Economy in the Nineteenth and Twentieth Centuries: Explorations in Quantitative Economic History Conference," Pre-Conference at the Bellagio Study and Conference Center, Italy (Information: Dr. Alan M. Taylor, Dept. of Economics, Northwestern University, 2003 Sheridan Road, Evanston, IL 60208-2600 [tel.: +1 847-491-8234; FAX: +1 847-491-7001; e-mail: amat@ nwu.edu])

July 3-5
Fourth Anglo-Dutch Maritime History Conference, Leiden, Netherlands

July 4-6
Joint Conference of the Business History Society, Association of British Historians and the Business Archives Council, Glasgow, UK (Information: Prof. L. Hannah, London School of Economics, Houghton Street, London WC2A 2AE [tel.: +44 171-955-7013; FAX: +44 171-404-5510; e-mail: l.hannah@lse.ac.uk])

July 7-10
Asia-Pacific Fishing Conference, Cairns, Australia (Information: Baird Publications, 10 Oxford St., South Yarra, VIC 3140 [tel.: +61 39-826-874; FAX: +61 39-827-0704])

July 12-October 5
"Ocean Planet," Exhibit, Bishop Museum, Honolulu, HI (Information: Bishop
op Museum, 1525 Bernice St., PO Box 19000, Honolulu, HI 96817-0916 [tel.: +1 847-3511; e-mail: info@bishop. hawaii. org; WWW: http://www.bishop. hawaii.org:80])

July 20-26
"Coastal Zone '97: Charting the Future of Coastal Zone Management," Conference, Boston, MA

July 21-23
FAST '97: Fourth International Conference on Fast Sea Transportation, University of New South Wales, Sydney, NSW (Information: Secretariat, FAST '97, Baird Publications Pty. Ltd., PO Box 460, South Yarra, VIC 3141 [tel.: +61 3-9826-8741; FAX: +61 3-9827-0744])

August 22-24
"Financing the Maritime Sector," Fifth North Sea History Conference, Rotterdam, Netherlands (Information: Dr. Ian Harrison, Keeper of Fisheries, National Fishing Heritage Centre, Alexandra Dock, Great Grimsby, North East Lincolnshire DN31 1UZ, UK [tel.: +44 1472-323345; FAX: +44 1472-323555])

September 1-6
"Understanding and Managing the Oceans," 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; WWW: http://www.newcomm.net/cabot500/core.htm])

September 5-8
North Atlantic Biocultural Organization, Conference, St. John's, NF (Information: Dr. Priscilla Renouf, Department of Anthropology, Memorial U. of Newfoundland and Labrador, 3600 University Ave., St. John's, NF A1C 5S7 [tel.: +1 709-737-7645; TX: +1 709-737-8686; e-mail: mapr@morgan. ucs.mun.ca; WWW: http://maxweber.hunter.cuny.edu/anthro/nabo.html])

September 7-9
"The Leading Edge," Conference, St. John's, NF

September 7-9
"The New World of Maritime Education: Meeting Challenges, Seizing Opportunities, Managing Change," International Maritime Lecturers Association Conference, St. John's, NF (Information and Proposals by November 15, 1996: Philip Bulman, School of Maritime Studies, Marine Institute, PO Box 4920, Memorial University of Newfoundland, St. John's, NF A1C 5R3 [tel.: +1 709-778-0641; FAX: +1 709-778-0659; e-mail: imla97@gill.ifmt.nf.ca; WWW: http://inseine.ifmt.nf.ca/~imla97])

September 7-9
Canadian Association of Petroleum Producers/Hibernia Management and Development Co., Conference and Exhibition, St. John's, NF

September 7-10
"The Future of the Panama Canal," Conference, Panama City, Panama (Information: Melba Raven, Organizing Committee, Future of the Panama Canal Conference [tel.: +507 228-5454; FAX: +507 228-8690])

September 7-11
Pacific Coasts and Ports '97, Conference, Christchurch, NZ (Information and Proposals by December 31, 1996: Dr. Priscilla Renouf, Department of Anthropology, Memorial U. of Newfoundland and Labrador, 3600 University Ave., St. John's, NF A1C 5S7 [tel.: +1 709-737-6453; FAX: +1 709-737-8686; e-mail: mapr@morgan. ucs.mun.ca; WWW: http://maxweber.hunter.cuny.edu/anthro/nabo.html])

September 9-11
Fisheries Council of Canada, Conference, St. John's, NF

September 9-12
"Offshore Europe '97," Aberdeen, UK (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: bob@spearhead.co.uk; WWW: http://aeros.co.uk/~spearhead/IMA97/index.html])

September 10-11
Annual Norfolk Seminar, Sponsored by the US Naval Institute, Norfolk, VA (Information: Seminar Manager, United States Naval Institute, Annapolis, MD [tel.: +1 410-268-6111; e-mail: lbauer@usni.org; WWW: http://www.usni.org/seminars])

September 10-12
"Atlantic Islands: Offshore Oil and Development," North Atlantic Islands Conference, St. John's, NF (Information
and Proposals: Mark Shrimpton, Community Resource Services Ltd., PO Box 5936, St. John's, NF A1C 5X4 [tel.: +1 709-753-8493; FAX: +1 709-576-6946; e-mail: mshrimpton@morgan.ucs.mun.ca]

September 10-12
"A Shift in Paradigm: Visioning Sustainable Harvests from the Northwest Atlantic in the Twenty-First Century," Conference sponsored by the Northwest Atlantic Fisheries Organization, St. John's, NF (Information: Hans Lassen, Danish Institute for Fisheries Research, Charlottenlund Slot, DK-2920 Charlottenlund, Denmark [tel.: +45 33-96330 0; FAX: +45 33-963333; e-mail: HL@dfu.min.dk])

September 10-12
Institute for Social and Economic Research/Fishermen, Food and Allied Workers Conference, St. John's, NF

September 11-13
International Coalition of Fisheries Associations, Conference, St. John's, NF

September 12-14
"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 16-19
Second Congress on Archaeometry, University of Zaragoza, Zaragoza, Spain (Information: Josefina Perez Armentegui, Dpto. Quimica Analitica, Facultad de Ciencias, Universidad de Zaragoza, Pl. San Francisco, s/n, 50009 Zaragoza [tel.: +34 76-76-1000; FAX: +34 76-76-1292; e-mail: jperez@msf.unizar.es])

September 22-26
86th Annual American Association of Port Authorities Convention, Jacksonville, FL (Information: Sandra Hartley, Conference Chair, Jacksonville Port Authority, 2831 Talleyrand Ave., PO Box 3005, Jacksonville, FL 32206 [tel.: +1 904-630-3023; FAX: +1 904-630-3010; e-mail: info@jaxport.com; WWW:http://www.jaxport.com/aapa97.html])

September 24-27
Eighth International Symposium on Boat and Ship Archaeology, Centrale Museum Morskie, Gdansk, Poland (Information: Dr. Jerzy Litwin, Secretariat ISBSA 8, Centrale Museum Morskie, il. Szeroka 67/68, 80-835 Gdansk, Poland [FAX: +48 58-318 453])

October 1-4

October 7-10
International Maritime Defence Conference and Exhibition, Greenwich, UK (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: isabella@spearhead.co.uk; WWW: http://acrso.nsa.acrso.ns.cal-spearhead/imdex.html])

October 8-11
International Symposium on Fishery Stock Assessment Models for the 21st Century, Anchorage, AK (Information: Brenda Baxter, Alaska Sea Grant College Program, University of Alaska-Fairbanks, Fairbanks, AK 99775 [e-mail: fbbrb@aurora.alaska.edu])

October 15-19
Society of Naval Architects and Marine Engineers Annual Conference, Ottawa, ON (Information: Barbara Tremtham, SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800 or +1 800-798-2188; FAX: +1 201-798-4975; e-mail: btrentham@sname.org; WWW:http://www.sname.org/news])

October 16-19
Annual Conference of the Society for the History of Technology Huntington Library, Pasadena, CA (Information: Prof. Miriam R. Levin, SHOT Program Chair, Program in the History of Technology and Science, Dept. of History, Case Western Reserve U., Cleveland, OH 44106 [tel.: +1 216-368-2380; FAX: +1 216-368-4681; e-mail: mlevin13@po.cmru.edu; WWW: http://www.auburn.edu/academic/societies/shot/#/conferences]

October 22-25
Ocean Optics XIII, Conference, Halifax, NS (Information: Trudy D. Lewis, Lewis International Inc., Richmond Terminal, Pier 9, 3295 Barrington St., Halifax, NS B3K 5X8 [tel.: +1 902-492-4988; e-mail: trudy@salantic.com; WWW:http://raptor.ocean.dal.ca/~optics])

October 25-February 1, 1998
"James Bard, Marine Painter," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 12 Fulton St., New York, NY 10038 [tel.: +1 212-248-8600; FAX: +1 212-248-8610; e-mail: webmaster@southstreetseaport.org; WWW: http://www.southstreetseaport.org])

ICMH NEWS

by Lewis R. Fischer

The International Commission for Maritime History has begun publishing a quarterly newsletter. Edited by the Secretary-General, Adrian Jarvis, the newsletter is designed to disseminate information to and among the various national commissions and affiliated bodies. We will let you know periodically about the contents of this publication as it evolves.

While the Commission carries out much important work to promote maritime history, it is equally true that the national commissions and affiliated organizations also do yeoman work. In this column I would like to tell you a bit about one of our sister societies, the British Commission for Maritime History.

Although the British Commission does not publish a journal like The Northern Mariner/Le Marin du nord, or a newsletter of the scope of ARGONAUTA, it is nonetheless a vibrant organization. For example, each year it sponsors a
The Admiralty encourages excellence in research, writing, and publication relating to U.S. naval history.


Requests for award criteria and nominations for articles published in scholarly journals in 1996 may be sent to: Senior Historian, Naval Historical Center, 901 M Street, SE, Bldg. 57 Washington Navy Yard, Washington, DC 20374-5060. Articles will be judged on the originality of their contribution to U.S. naval history and on their scholarship.

USN Grants, Fellowships and Internship Opportunities, 1997

The Naval Historical Center, Department of History, offers research support for established scholars, doctoral candidates, and undergraduate students.

The Center will make two Research Grants, named in honor of Vice Admiral Edwin B. Hooper, of up to $2,500 each to individuals undertaking research and writing in the field of U.S. naval history. Applicants should have either the Ph.D. or equivalent credentials, and they must be U.S. citizens. The deadline for submitting applications is February 28, 1997.

The Center will award the Rear Admiral John D. Hayes fellowship of $8,000 to a pre-doctoral candidate who is undertaking research and writing on a dissertation in the field of U.S. naval history. Applicants must be U.S. citizens enrolled in an accredited graduate school who will have completed all requirements for the Ph.D. except the dissertation by June 30, 1997. The deadline for applications is February 28, 1997.

The Center welcomes internship applications from undergraduates who wish to spend up to four weeks engaged in applied history projects in the Washington Navy Yard. Limited funds are available to support living expenses. Historical research and writing, archival, library, underwater archaeological, and art and artifact curatorial assignments are available. Applications should be submitted at least two months before the desired beginning date of the internship. Application forms for the research grant, pre-doctoral fellowship, and internships may be obtained by writing: Senior Historian Naval Historical Center Washington Navy Yard 901 M Street SE Washington, DC 20374-5060

Is your collection of The Northern Mariner/Le Marin du Nord incomplete?

The Canadian Nautical Research Society has just reprinted the following issues which were previously out of print: Vol. I, no. 1 and no. 4, Vol. V, no. 3 and no. 4

All back issues of The Northern Mariner/Le Marin du Nord can be purchased at a cost of CDN $10 each. Mail your cheque or money order to:

THE CANADIAN NAUTICAL RESEARCH SOCIETY
P.O. Box 55035
240 Sparks Street
Ottawa, ON K1P 1A1

CANADA
The theme "PORTS AND PEOPLE" lends itself to a wide range of subjects, including engineering works; issues of political development; economic aspects of trade and ports; fishing; ports and transportation; ships, shipbuilding or shipping companies based in a port; the hydrographic survey of a region; imperial conflict centred on a port; or a variety of other questions. The "people" can include port officials, sailors, merchants, shipowners, local dignitaries, labourers, or any other social group or persons associated with a port and its activities. The theme has no limitations as to time period or geography.

Faculty members with graduate students working in this or a related area are urged to remind them of the Canadian Nautical Research Society's "Young Scholar's Award," which provides travel assistance for a young or new scholar to present a paper. Information is available from CNRS.

All proposals accepted for presentation are with the condition that the Society's refereed journal, The Northern Mariner/Le Marin du nord, is given the right of first refusal for publication.

Proposals for a paper or session, or requests for information, should be sent as soon as possible to:

LCdr. William Glover
Commanding Officer
HMCD Prevost
19 Becher Street
London, Ontario
N6C 1A4

Telephone: (519) 660-5296  FAX: (519) 660-5046

Proposals or requests for information may also be sent electronically to:

Ann Martin
Government Archives Division
National Archives of Canada
E-mail: amartin@archives.ca