ARGONAUTA

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The Canadian Nautical Research Society

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Editorial (1)

It is a grey, blustery, cold day as I write this, even though a few days of summer still remain. Very appropriate, as this issue should be in your hands sometime in November. No doubt there will be a few who, through good luck or better planning, find themselves reading this in sunnier climes, but for most of the membership November weather encourages indoor activities. For many, it is a time of reflection, for in Canada, it is the time of Remembrance.

A sadly dwindling number have first hand memories of the Second World War and Korea - and perhaps even of growing up during the Great War and its immediate aftermath. Others, like myself, have parents and uncles and aunts who served, and thus a personal connection to Remembrance Day. Many, perhaps now even most, are linked by more distant relationships.

We, as a group of people fascinated by history, are very aware of the ebb and flow of events over the long term - of the way in which individuals are joined by a tangled skein of happenings and coincidence to the lives of earlier generations. There might be disagreement over the details, but we are well aware how the world today was formed by the past. Sadly, too many outside our circle don't know this - even the popular media decries the appalling ignorance of our history by the average Canadian. Some of us, through positions in academia or connections with the press, are in a position to help stem the tide. But all of us, as private individuals, can do something.

I'm sure that everyone wears their poppy as Remembrance Day draws near, and stops by the local cenotaph on 11 November, or at least

observes the 2 minutes Silence now being encouraged by Parliament and the Royal Canadian Legion. Even the TV news carries a few seconds on the meaning of Remembrance Day, sometimes bothering to show wartime clips of Canadian sailors, soldiers and airmen, instead of the more easily found footage of a certain Allied nation located nearby. Once each year, Canadian History gets airtime, the focus being on the sacrifices of Canadian veterans. But what happens the next day, or next month?

We could, I suppose, pack everything away for the year, and leave off mentioning anything historical to anyone not part of the magic circle. But tangible remnants of our history are visible everywhere you look, and are worth visiting. And supporting. It's more than simply a matter of money. There's no point in preserving some memorial or collection of artifacts if no-one ever comes to see them. This is one place that each of us can make a small, but important, contribution: encouraging people to go visit these markers, parks, museums, ruins, or whatever. Earlier this year, I noticed the memorial gardens maintained by the Legion alongside the Thames River in Chatham Ontario. Simply having a family picnic in a place like that, and letting your kids read a couple of the marker stones alongside the path, is a subtle way of making them aware of a little bit of history. In downtown Montreal, there are some cannon in Dominion Square, alongside René Lévesque (the street that used to be Dorchester - but the blithe expunging of heritage for political purposes is a topic for another day). *Russian* cannon. Probably not one person out of every hundred that walk by know that odd little fact, and fewer still that they are a tangible piece of the Crimean War. *We* know where curios like that can be found. And by stopping to look at them ourselves, and pointing them out to others, we can do our bit to keep their meaning alive. Something to think about, perhaps, as we sit inside this winter, planning our summer outings.

WS

Editorial (2) -
Ruminations on the Real Thing

The Danes have a terrific museum on the Roskilde waterfront devoted to Viking ships. Adjacent to their very popular museum is a nautical institute staffed with archaeologists. They work mostly in the Baltic countries. Among the tools of understanding they use is experimental archaeology. They build full sized replicas of Danish ships. They are sailed, rowed and otherwise engaged in a variety of occupations that come as close as possible to 10th century practise. They take it all very seriously. Their published papers contain wind charts showing performance under sail, theories abound and there are lots of footnotes. The scholarly work of 'working archaeologists who get wet' in replicas, has changed the perspective of historians who more traditionally use documents to arrive at conclusions.

Closer to home I had an opportunity to spend a day under sail aboard the US Brig *Niagara* out of Erie Pennsylvania. She is 123 feet on deck with a sparred length of almost 200 feet. She has over 12,000 square feet of sail. Her location is not accidental since Erie is where the original sailed from in 1813. She, and a fleet of others met the British fleet out of Amherstburg at the western end of Lake Erie. After two hours of carnage where the losses were great the Americans prevailed in this War of 1812 battle. The *Niagara*, in Trafalgar terms

is strictly small fry, but no less remarkable for that. Her Captain, Walter Rybka describes her as an industrial workplace with every worker on board required to perform very skilled tasks. Even the lowest rating had to do the job right or pay a consequence in the operating efficiency of the vessel. Serious students of war-under-sail do their best to ship aboard this vessel. It does not tell them everything but it does bring them closer to the period.

Viking ships and replica brigs are environments that help us understand the past but there is something we can all do that is far less expensive. We can start putting a value on the experience of those who have been to sea. It is the very stuff academics and authors years from now will search out to give them an insight into -- our own generation and that which has just passed. So start collecting all those old timers and vets. Sit down with them and encourage them to put their stories down on paper or on tape - and if they cannot do it, then you do it for them.
MS

Council Corner

There are several things arising from the annual conference and associated general meeting held in Ottawa in June that are of importance and concern to all members of the Society. They are first, the financial records of the Society; second, the announcement by Skip Fischer of his intention to step down as the editor of *The Northern Mariner*, and third, the ever-present problem of membership.

It is necessary, I am afraid, to ask members to bear with us a little bit longer as we work to prepare properly reviewed financial statements for adoption by a general meeting. Between the combined reign of Ed Reed and Ann Martin as successive treasurers, and Greg Hannah volunteering to step into the breach, we had a rather unsatisfactory interregnum. In retrospect the individual found that there was more work required and less time to do it than had originally been anticipated. The problem of reconstructing satisfactory records today of that period is compounded by an accidental flood in the basement where records were kept. At the Ottawa AGM a motion was adopted directing the Council to have an extra-ordinary meeting to sort out the mess. That meeting was held in Kingston on 27 August. Muriel Gimblett, the CGA who reviews our books, and Greg Hannah, our treasurer, had done yeoman work to prepare for that meeting. After it, together they gave me a detailed list of the exact substantiation that is needed for Muriel to be able to sign the records as having been properly reviewed. It all dates to the period of our unfortunate interregnum of treasurers. Their specific needs have in turn been passed on to those who are in a position to provide the needed information. Once it has been received it will be possible to close off the books for past years still left open, and to present properly reviewed financial statements for the membership at the next AGM. Before leaving this subject, let me assure all members that we are talking only about supporting documentation for expenses in the 1998-99 period. It all predates the President's Appeal drive for endowment money.

The financial health of the Society has direct bearing on the next matter. Skip Fischer, who has been the editor of *The Northern Mariner* since we began it, has advised us that with the issue of October 2002 he will step

down as editor. That will complete twelve years at the helm. We all owe him a great debt for what he done to create a premier maritime history journal. Closer to the time, his contribution will be properly recognized. In the interim however, we are very grateful to Skip for giving us so much lead time to find a successor. Members of long standing will remember that when the journal was started, we received considerable financial support from the Memorial University of Newfoundland. In 1998, as that university faced its own financial problems, the support was removed, except for the work of Margaret Gulliver, who has been the Managing Editor of our journal since it began. With Skip goes Margaret. An important part of the work of the Search Committee for the new editor is to determine how the work of the managing editor will be done in the future, and at what cost. To that extent therefore, the work to sort out our records so they can survive scrutiny of any possible funding agency is very important. The annual President's Appeal is also important, both to build up our endowment so that increased costs will not have to be absorbed directly by members through an increase in subscriptions, and also as a demonstration of our own internal fund raising efforts that we can point to when we look outside for funding.

And so we come to membership. At the end of August, our individual and institutional membership stood at approximately 270. It is very important for several reasons that we all work in double that figure. First, the larger the circulation of the journal, the easier it will be to attract a new editor. Second, the larger the print run of the journal, the lower the unit cost per copy. That means that the subscription money goes farther. Third, the larger the membership of the society, the easier fund raising becomes. Membership is built one by one. It is something we can all do. For example, if you are a member of an institution with a library, does it subscribe to *The Northern Mariner*? What about your friends, family, and colleagues? Is there no one amongst them who might like to become a member? What about giving it as a Christmas gift! Remember that members receive both *Argonauta*, the newsletter, and *The Northern Mariner*, a refereed journal. It features what is widely regarded as the most comprehensive English language book review section dealing with maritime topics. The articles are written both by new scholars at the leading edge of research, and well established people with international reputations. It is unusual for a journal of this importance to be published by a society as small as ours, rather than by a museum or a university. The Society also promotes maritime history in several ways. The annual conference provides a venue for papers to be presented and people with common interests to meet and discuss questions of interest. We promote excellence through our awards. The Keith Matthews Book Award recognizes the best book published by a Canadian on a maritime topic, or by anyone on a Canadian maritime topic. The Keith Matthews Article Award recognizes the best article published in our journal. The Gerald Panting New Scholar Award provides a travel bursary for a new scholar working in the field of maritime history to present a paper at our conference. If we, who are interested in maritime history do not promote this work, how can we expect someone else to do it? This work will expand and grow if we have a healthy society with a large membership. Please look for a new member. The individual membership is $45. Cheques and details can be mailed to:

PO Box 511, Kingston, Ontario, K7L 4W5.

Maritime history is indeed a flourishing field. In August I went to Oslo to attend the meeting of the International Commission for Maritime History and to represent CNRS at the business meeting. The conference papers covered a wide and varied range of topics, from case studies of British shipyard management in the 1970s to how immigrants dressed when they travelled by sail to Australia, as well as Scandinavian subjects that are largely unknown in English language scholarship. At the business meeting, along with Timothy Runyan of East Carolina University and Graydon Henning from Australia, I was elected a Vice President of the ICMH. In that capacity I am succeeding Alec Douglas, a founder and past president of CNRS. We can consider it an honour that our society has twice been recognized in this manner.

Bill Glover
President, CNRS

The President's Appeal

Thank You All Very Much

It is with great pleasure and enormous appreciation that I can report to the membership the results of the President's Appeal. As I write this in September the Appeal has raised a total of $5,190. Donors were invited to direct their gift to one of three programmes. The break down is:

Publishing Programme:	$2,160
Awards Programme:	$1,770
General Operating Expenses:	$1,260

This money is being safeguarded as capital endowment. The interest only will be spent in the various programmes as directed by the donors. The Council formed an investments committee identified by position and composed of the Past President, the President, and the Treasurer to invest the money. It was decided to place the money in the Bank of Montreal equity mutual fund that has had a strong and safe record of returns in excess of bank interest.

It is my pleasure to be able to recognize the following donors:

Sustaining Member
a gift in memory of Richard and Constance Glover

Patron
Cmdre J. Drent
Arthur B. Harris
Roger Sarty
a gift in memory of Jack and Murray Smith

Benefactor
an anonymous gift to the publishing programme
an anonymous gift for general operating expenses

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Shannon Ryan
Maurice D. Smith
Robert Stephens
Awards Programme (1 anonymous)
General Operating Expenses (3 anonymous)
Publishing Programme (2 anonymous)

To all donors on behalf of present and future members of CNRS and future maritime historians who will benefit from this endowment, I extend a very sincere Thank You.

Bill Glover
President

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Volume X, Number 3 (July 200)
Erratum

Unfortunately, the captions and figures for W. Schleihauf's article "Disaster in Harbour: the Loss of HMS *Vanguard* 1917" got out of step:

Figure 2:	is a sketch of the Hold Deck
Figure 3:	is a sketch of the Lower Deck
Figure 4:	is a sketch of the Middle Deck
Figure 6:	the section at 'Q' Turret

Research Queries

Iron Hulled Lightships on the St Lawrence
Rollie Webb (Rwebb56467@AOL.COM) asks:

For well over half a century and indeed up to 75 years a total of at least 10 iron hulled, unpowered lightships were in service at various locations along the St. Lawrence River. Various reports in the Sessional Papers of the Canadian Government , including an 1872 Report by officials of Trinity House after an inspection of navigation aides identify the origins of some of them but not all. Originally they were unregistered vessels but about 1891 they were all registered at Ottawa as Official numbers 96881 to 96890 inclusive.

No dates of construction are shown nor builders. Dimensions ranged from 56' x 15.6' x 7.2' and 46 rt to 102' x 22.0' x 10.6' and 152 rt. Names were as follows:

- *Lake St. Louis Nos. 1, 2* and *3* (date of build unknown)
- *Lake St. Peter Nos. 1, 2* and *3* (stated in the Sessional Papers as having been built in 1856)
- *Manicougan* (stated as built in England in 1872 by Richardson, Duck & Co. of Stockton -on-Tees)
- *Red Island*, initial date unknown
- *Lower Traverse*, initial date unknown
- *Upper Traverse*, first put in position in 1871

At the time most of these were built, Trinity House actually managed the navigation Aids on the St. Lawrence before Confederation and it is assumed they actually arranged for the construction of the vessels. I am interested in identifying the builders. During this period in time metal vessels that were listed as being built in Canada were indeed being just erected and were actually fabricated in England or Scotland.

Towing small, unpowered vessels across the Atlantic could have been the method of delivery but more likely they were shipped out in pieces and erected in Canada. Any information to help identify the builders and how they got across the Atlantic will be appreciated.

Artifacts from the *Empress of Ireland*

[press release from the Lost Liners Foundation]

The 1914 loss of the *Empress of Ireland* is remembered as Canada's worst peacetime maritime disaster, second only to the sinking of *Titanic*. Within 14 minutes the ship had slipped beneath the waters of the St-Lawrence River, 7 miles off Father Point, Quebec, leaving 1,012 dead. The *Empress of Ireland*, a perfect example of Edwardian-era society, has long been a diver's dream, for she rests only 85' of water, at the shallowest point, making her treasures easily accessible. Unfortunately, she now holds the dubious honour of being the "most pillaged shipwreck in modern history", having been continuously stripped of her ornaments and machinery since the early 70's. Most of these items have gone to the United States.

Philip Beaudry is the present owner of Canada's most significant collection of maritime treasures, the artifacts from the *Empress of Ireland*. Mr. Beaudry has long been a proponent of their preservation, but after 30 years of collecting and fighting for the full protection of the wreck, he has decided to retire from the struggle and has put his collection up for sale. The current offer of $1.5 million US by an American dealer, would result, not only a loss to Canada's maritime history, but the dispersal of items of the collection. Heritage Canada has placed restrictions on the sale until December 16, 2000 so there is an opportunity to keep the collection in Canada, where they belong.

The Canadian co-founder of the LostLiners Foundation, Chris Cadieux, has met with Mr. Beaudry, who has stated that he is willing to sell to anyone who matches or surpasses his asking price. The *Empress*' fully restored compass, known as a 'Spirit Compass' was the first artifact to be returned from the United States. It was presented by Mrs. Diane Strong, of Guam in June, 2000 at the ceremony held in Pointe-au-Pere, Quebec to mark the opening the Empress Pavilion at the Museum. Mrs. Strong had participated in many recovery dives during the 1970's and her donation was prompted, in a large part by the work of The LostLiners Foundation.

We at the Foundation are dedicated to bringing artifacts of the *Empress* home to Canada so that tragedy of the wreck, in which all 123 children on board died in their sleep as the ship rolled onto its side, and went down, can be memorialized.

The LostLiners Foundation is now asking for the help of Canadians, individual and corporate to help save these artifacts so that future generations may remember and understand Canada's "*Titanic*". Contact LostLiners Foundation at: www.lostliners.org

Chris Cadieux
281 Pierre-Lafontaine
Gatineau, Quebec
819-561-9450

An Introduction to Doug Maginley

continued from January 2000

Part 3 - The Lap of Luxury

After spending Christmas 1948 with my family in Montserrat, I went from Antigua to Bermuda as a passenger in the *Lady Nelson* on one of her last voyages under the Canadian

Ensign and C.N.S. house flag. There I joined the *Queen of Bermuda* on her second visit after resuming service. The *Monarch of Bermuda* and *Queen of Bermuda* were built in the early 30s, a time that saw the completion of some extremely high class passenger ships culminating, of course, with the *Queen Mary*. Employed as AMCs and troopships during the war, the *Monarch* was the first to be refurbished, but just as she was completing she caught fire and the upper decks were destroyed. The company took the insurance and, as the hull was undamaged, the ship was rebuilt as the *New Australia* to carry emigrants and later was operated by Home Lines. The *Queen* completed her refit successfully and in January 1949 she started weekly New York to Bermuda runs. She was a magnificent ship with three funnels, (one a dummy). At 22,500 gross tons she was shorter but beamier than other ships of the same tonnage, as she was designed for a specific berth in Hamilton harbour. She could carry 730 passengers, in accommodation varying from luxurious suites to four berth cabins on E-deck; but all in one class.

Her engineering plant was very sophisticated as she was fitted with a quadruple screw turbo-electric installation. Two boiler rooms had the turbo generators mounted between them and aft of the second boiler room was the motor compartment with the auxiliary engine room above. This took a large staff of engineers and electrical officers to run. Normal speed was 18 knots and 19 could be attained by cross coupling the generators and motors. Crewing, in general, was on a lavish scale. She had a Captain, Staff Captain, six navigating officers, four cadets and large numbers of engineers, electricians, pursers and stewards..

There followed a year of which it could be said that "we never had it so good". We were well paid in US dollars, not at the scale of American or Canadian ships, but far above the UK based personnel. One cadet understudied the cargo officer (Furness was the first company to introduce containers of their own design for use by these ships). In port the other cadets maintained a security watch on the bridge, answering the telephone and monitoring the fire and flood detection equipment. At sea, each watch had a senior and junior officer of the watch, a cadet and two quartermasters. We cleaned the acres of brass on the bridge during the early hours but otherwise did no manual work. The ship was fitted with Loran A and two radar sets but astro-navigation was conducted by officers and cadets and the ceremony of the noon sight was duly observed, with everyone comparing their altitude and then independently working up the position. Protocol was rigid: the starboard side of the bridge was reserved for the senior officer and the Captain was an August Being who you did not address unless he spoke to you first. However, in the night watches a phone call to the night galley would bring a steward with a silver tray of elegantly cut sandwiches and strong coffee. America was beginning the period of post-war prosperity and smartly dressed New Yorkers took the sea a voyage to Bermuda. Officers and cadets were not supposed to fraternize with the passengers, but of course we did, (discretely), and could make arrangements to meet ashore; while there was nothing against having guests on board in port. Visits to beaches and hotels were somewhat constrained by watchkeeping but we all had white dinner jackets to wear to the hotel dances in the evenings, except our Scots cadet Jock, who went in full kilted highland regalia. We had two nights in port in Bermuda and one

in New York every week. In New York, the Apprentices Club saw us not. Instead, we managed to get into all kinds of classy places like the St. Regis hotel, and the 21, (the downstairs bar for one drink). There was an Irish bar which we shared with the *Queen Mary*: *Queen Elizabeth* people never went there. The senior cadet developed a taste for the ponies and would be off to the track in a checked jacket and bow tie, looking just like the gamblers in "Guys and Dolls". I went to the Met and Carnegie Hall and connected with relatives in Long Island. Later, when I returned to New York as an officer, much better paid, I never managed to regain the standard of social life we enjoyed as cadets on the *Queen*. I still don't know how we did it: it was something to do with the euphoria of that first year after the austerity of Britain.

No account of life on the *Queen of Bermuda* would be complete without describing the high drama of our departure from Pier 97 on the Hudson River. At ten minutes to sailing time, the buttons on the heeling tank were pushed to give the ship a one and a half degree list to port. This was to counteract the weight of all the passengers going to the starboard side, where innumerable coloured paper ribbons connected the ship to the shore and the families and friends who were seeing the passengers off. The Captain appeared in his pulpit on the wing of the bridge and the Marine Superintendent himself went to the end of the pier to signal that the river was clear of traffic. The lines, except for the forward spring, were taken in and the order given: "Slow Ahead Port Inner". This eased the stern away from the pier. Then: "Stop Port Inner. Half Astern All Four Engines". At this, the Captain depressed the electric whistle control and six large brass steam whistles, harmonized for tone, filled the air with more noise than can be imagined! After a long blast, all that could be heard was screaming from the crowd on the deck while several people had heart attacks. (Well, I exaggerate!). Then three short blasts and we were doing about 10 knots astern past the end of the pier. The tumult died as the ship was spun to head downstream, (she was very manoeuvrable). Departure was at two in the afternoon. In the morning watch we would enter the Gulf Stream, very pleasant in winter, and after a day and another night at sea, would blow a blast on the whistle at precisely eight o'clock as we went through Two Rock Passage into Hamilton harbour. (In the 80s, my wife and I had a holiday in Bermuda and found the Home Line's *Atlantic* was on exactly the same schedule and docking at the same berth). In the winter, the Bermuda run would sometimes be varied with a cruise to Cuba or South America.

Just before returning to England to sit for my 2nd. Mate's Certificate, I managed to do two trips to the West Indies as acting 4th. officer on the *Fort Amherst*. This allowed short family visits when the ship was in Antigua. The *Fort Amherst* and *Fort Townshend* were 3,500 ton passenger and cargo steamers built in 1936 for the New York - Halifax - St. John's Newfoundland service, replacing older ships that Furness had inherited from Bowring's Red Cross Line. They continued on this essential service throughout the war, but when air travel and improved ferries across the Cabot Strait reduced the need for passenger ships, they were placed on the West Indies route. It was a three week round trip to the Virgin Islands, across the Caribbean to Trinidad, then up the chain of the lesser Antillies and back to New York. The ships carried cargo for all destinations and

nearly 100 passengers in accommodation that could not be described as luxurious; but the round trip passengers enjoyed themselves and seemed to like the informal atmosphere. The crews of both ships were practically all from Newfoundland. Captain Kean of the *Amherst* was the nephew of the famous sealing Captain, Abram Kean. He had several relatives in the crew and used to go forward every Tuesday to eat "fish and brewis" with them. Captain Henrikson of the *Townshend* had arrived in St. John's's in a Finnish schooner at the age of 11. He deserted, worked his way up, and became a Master Mariner in the Bowring and Furness lines. Mr. Burke, the Chief Officer of the *Amherst*, was dead against Confederation with Canada. Fortunately, he had married an American lady and so was able to become a U.S. citizen. His slogan was: "Come close at your peril, Canadian wolf!" He showed, with pride, a poem published in the St. John's's paper dedicated to the last British Governor, who had promoted Confederation. It was a fulsome eulogy, but if you read the first letters of each line downwards, they spelt "The Bastard"!

In April 1950 I returned to England on the *Nova Scotia* to attend the nautical school in Liverpool for several weeks before attempting the examinations, which I passed without much trouble, as we had learned most of it on the Conway. With the hurdle of 2nd. Mate's certificate passed, I would now get a position as an officer on one of the company's ships.

Part 4: 3rd. and 2nd. Mate

My first ship as 3rd. Mate was the *Pacific Ranger*, (another Liberty ship), but the trip was to the Mediterranean: Gibraltar and Tripoli with military stores (it was 1950 and Libya was still occupied by a British army), then Alexandria. This was before the Suez Crisis but Nasser was in power and there was a lot of anti-British sentiment because of western recognition of Israel. Everyone was minutely questioned to see if the ship or any individual had ever been to Israel, and we were not allowed to leave the dock area. The next stop was Beirut. Lebanon was then a peaceful and prosperous country. A group of four of us decided to hire a taxi, (a new American Plymouth), for a day. We were driven over the mountains, stopping at a winery run by monks and through the Bekaa valley, (camels and poppy fields), to Baalbek, which has the remains of a Roman temple on top of huge, much older blocks which had been brought there from the upper Nile by methods we do not know. Intricate gold and silver embroidery on silk was available from merchants who, we were told, cultivated their own silk worms. Returning, the taxi driver and owner entertained us at his house on a ridge in the mountains, (he had another in Beirut). We drank tea and ate apples on a verandah and were a source of great amusement to the women of the household who could be heard laughing at us from behind the jalousied windows of their quarters. We had spent all our money on the trip, and on wine and silk, so were unable to sample the fabled and exotic Beirut night life.

The next stop was Morphou Bay in Cyprus to load manganese ore, which was all dumped in the lower holds. This would make the ship very stiff, but we had a good weather voyage to Rotterdam. A word about Liberty ships. They were quickly welded together during the war at a time when it was considered that if they survived two trips they would have

fulfilled their purpose. Their chief drawback was that in extreme conditions they tended to break in two just forward of the superstructure. Apart from this, they were efficient cargo carriers, very well equipped with two heavy lift derricks, a 30 ton and a 15 ton, and deep tanks in two holds for the carriage of liquid cargoes. A rivetted doubled sheerstrake cured the breaking in two problem and many Liberty ships lasted a long time after the war, some modified beyond recognition. The accommodation was normal for the time but I had a wonderful fan that swung on a bronze ring right into the open porthole and could be reversed to draw air either in or out. When the *John W. Brown* visited Halifax in 1996, I was able to go straight to my old cabin.

After the Pacific Ranger I reported to Portsmouth for my R.N.R. Acting Sub-Lieutenant's courses which were held at various naval establishments: the Portsmouth area, Portland, and Chatham. These took four months and included some day trips in training squadron ships to practise anti submarine warfare and gunnery. There was much that was new to be learned. On completion I was assigned as Junior 3rd. Officer to the brand new *Ocean Monarch*, just completing on the Tyne. This was the replacement for the *Monarch of Bermuda* but was only 13,600 tons gross and a much simpler, twin screw turbine ship. After speed and endurance trials on the west coast of Scotland and final adjustments at Tilbury we crossed the Atlantic and started a triangular run: New York - St.Georges, Bermuda - Nassau., with occasional Caribbean cruises. After six months, it was back to the West Indies run on the *Fort Townshend*, with a trip off in Antigua, then the New York to Newfoundland service in the *Fort Hamilton* and *Fort Avalon*. The former had been the *Stuart Prince*, only 1,950 tons gross and the latter a new vessel, a very neat little freighter, 3,500 tons, with a small geared turbine giving 14 kts.

It was now time to study for a First Mate's certificate, and with a bit of money in the bank, I chose the University of Southampton's school at Warsash and was able to afford an old Singer sports car. I took the full three months course plus leave and was able to exchange visits with my brother who was going through his engineering apprenticeship in Glasgow. I passed my First Mate's exams in February 1953 and went by the *Nova Scotia* back to the USA to rejoin the *Ocean Monarch* as Junior 2nd. Officer. Not long after arriving, I received from the R.N.R. an offer to come to London to take part in the Queen's Coronation ceremonies. As I had only recently started my new job, I declined, greatly to my subsequent regret. I should have appreciated that I would have been taking part in an historic occasion that would have been remembered and valued for the rest of my life. This was one of those decisions I would have liked to have over.

The *Ocean Monarch*, which I would say was my favourite among all the merchant ships I sailed in, was crewed on the same lavish scale as the *Queen*. In any other line, a ship of that size would have had four navigating officers. We had six, plus a Staff Captain. It was company policy that every officer in charge of a watch on the larger passenger ships should have a Master's certificate. This meant that, pleasant as life was, I was not getting any credit for time towards the next certificate. After nine months, I managed to get a transfer to the *Fort Hamilton* as 2nd. Mate. (Note that one tends to say "Officer" on a passenger ship but "Mate" on

a freighter, but they mean the same thing).

In the summer of 1954, there was bad news. The days of plentiful US dollars were over: the company was reverting the New York ships to UK pay. The *Fort Hamilton* was sent to Glasgow for a refit. As the Canadian Chief Mate didn't want to go, I was temporarily promoted. The Atlantic was overcast but the weather was good and, wanting to make a good impression, I put the crew to cleaning out the holds as there never had been time to do this on the run. (This also gave them a bit of overtime: a little extra money before they were discharged and sent back to Newfoundland). There was about a foot of old dunnage and grime in some places and only the worst of it could be dealt with, but a cosmetic coat of black bitumastic paint around the winches and between the hatches and some white lead on the shrouds smartened the ship up and the Superintendent was complimentary when we arrived in Glasgow. There I was able to spend some time with my brother who was now well into his engineering training. With a refit over, we sailed with a Scottish crew, but they did not like the work, the weather or the run and before long the company added a small dollar bonus to the pay and the Newfoundlanders came back, accepting a lower rate than before.

As for me, I was getting tired of being footloose and living by the principle that all my worldly goods should fit in two suitcases. First of all, I needed to become a citizen of a proper country, as the Federation of the West Indies had broken up and I wasn't certain of UK residency as only two of my grandparents had been born in the U.K. I also wanted a "foot on the land" and had bought a car that I kept in Halifax where I had a girl friend. (I did all the night duties in St. John's's so as to be free in Halifax). In November 1954 I temporarily signed off, went over to the famous Pier 21, became a landed immigrant to Canada, and signed on again. (No problem for a British Subject in those days). I thought of joining the meteorological service. (The Department of Transport fleet did not occur to me - they were so inconspicuous). The months rolled on: 72 hours at sea and 72 in port with storms all winter, ice off Newfoundland all spring and fog all summer. I was really getting tired of it, so I followed a number of other Furness Withy officers and applied for a Short Service Commission in the Royal Canadian Navy. I left the old *Fort Hamilton* in Halifax on Sept. 9, 1955 after 8 years and 6 months with the Furness Line. They had always treated me well. I would like to have had a few decisions over again but most of it was very interesting and enjoyable.

I have read a number of nautical memoirs by retired Masters who went to sea in the early years of the century, the 20s, 30s or more recently. Except for those who started in sail, their early experiences and reactions seem remarkably similar and very much like my own. The Merchant Navy was quite a "normal" career for British youth throughout the entire period. Everyone in Britain knew somebody who went to sea. Nowadays, the nautical profession is an unusual occupation for westerners. Merchant ships fly flags of convenience and have multi-national crews, but life on board still provides the same challenges and rewards as well as boredom, separation from the family and occasionally fear. I examine and try to identify every ship I see with great interest and wonder where the crew members have come from and how they like

their work. The world's goods must be moved and they are the people who do it. They deserve our respect and support.

Nautical Nostalgia

by William Glover

The warm days of fall are reminiscent of summer heat (that is, if you had any this year in your part of the country!) but the changing colours of the leaves are the advent of winter waiting around the corner. It is a time for nostalgia, looking back on the highlights of the summer, and perhaps on the omissions. My trip to Oslo for the meetings of the International Commission for Maritime History included both, with lots of Canadian maritime content.

The maritime museum at Oslo has two ships that are important in Arctic history. They are the *Fram* and the *Gjoa*. As this past summer also saw the departure from Vancouver of the *St Roch II* to retrace the 1940s voyage of the original ship, now at the Vancouver maritime museum, it seems timely to remember these earlier arctic exploring vessels. *Fram* is associated with three famous explorers: Fridtjof Nansen, for whom she was built, and who used her to drift across the polar sea; Otto Sverdrup who led the second Norwegian Arctic Expedition, and discovered some of the islands in the high Canadian arctic, and Roald Amundsen who used the ship for his successful attempt to reach the south pole. After pieces of the American ship *Jeanette* had been discovered in the eastern arctic, Nansen concluded that the best way to reach the pole would be to use the elements rather than fight them, and to allow a ship to be frozen in the polar sea, and to drift over, or at least near the pole, with the current. A ship suitable for this type of arctic exploration would have to be able to withstand the enormous pressures of the ice pack. He reasoned that an egg's shell was extremely strong, and could withstand enormous pressure. Therefore, *Fram* was built along those lines. Sverdrup, who had been the master of the *Fram* when Nansen was the expedition leader, was both leader and master for the expedition of 1898 - 1902. He wintered at Ellesmere Island over four years. His accomplishments included the discovery of Axel Heiberg and Amund Rignes islands, and excellent maps of the Ellesmere Island and the area. Originally claimed for Norway, ownership of the large area he discovered was ceded to Canada in 1931. After this trip *Fram* went south to the Antarctic for Amundsen's successful bid to reach the South Pole. As originally designed *Fram* had a length overall of 128 feet, a beam of 36 feet, and a displacement of about 400 tons. Her upper works were altered for each of the later expeditions, and she can be toured today in her final state. The museum has a very good collection of maps and artifacts that relate to of the exploring ventures. For those interested in arctic exploration, it is a fascinating ship to see. But ideas of "ships of wood, men of steel" are better reserved. Outside the building that encloses *Fram* is Amundsen's tiny *Gjoa*.

Like *Fram*, Amundsen began in the north. Amundsen bought the *Gjoa* while Sverdrup was away with *Fram* in the arctic. She was already twenty-nine years old (as was Amundsen), and had been used in the herring fishery. She had one mast with a gaff rigged sail. Amundsen added a small engine. When she sailed for the first vessel transit of the Northwest Passage, she displaced a mere 47 tons. This is about the same size as the

Nonsuch, but because of her single mast and fore and aft rig she seems smaller. By comparison, at 80 tons, the *St Roch* is huge. On 16 June 1903 Amundsen sailed from Norway for his east to west transit of the Northwest Passage. It was on this trip that he learned many of the travelling techniques that were to stand him in such good stead on his southern expedition. He was extremely lucky with his weather and ice conditions, and in early September he had reached Simpson Strait where he found suitable winter quarters. This of course is now known by the name Gjoa Haven. Many ships have been named after a place, but how many places take their name from a ship? (If anyone knows of others, I would be delighted to be told.) Amundsen spent the year of 1904 at Gjoa Haven, taking observations and conducting field exploration trips. On 13 August 1905 he departed sailing to the west. On the 26th they sighted an American vessel out of San Francisco. The North West passage had been traversed. Both *Fram* and *Gjoa* represent important parts of our northern maritime heritage and are well worth a visit.

Trips to cities for conferences seldom allow enough time to see the city, and therefore the tourist has to make choices. Because I went to the Maritime Museum I did not have time to see the Viking Museum - an omission. It would have been a nice complement to last year's conference trip to L'Ance Aux Meadows. Those who did make it a priority say it was well worth the visit. Should you find yourself in Oslo, try to make time for both. who But there have been other oversights. In my last column I mentioned classic boat shows in Ottawa and Victoria. It might be helpful for readers if other shows could also be advertised or announced in future spring issues of *Argonauta*. I would appreciate all information that you could pass on to me. I also omitted to mention in that column, because I did not know of it, the visit of the Liberty ship to the Great Lakes. Any information about future sailings of that ship, *or of other working historic vessels* would also be greatly appreciated. I can be reached by mail through the Society's mail box, PO Box 511, Kingston, Ontario, K7L 4W5, or more expeditiously by e-mail, at:

williamglover@sympatico.ca

Members' News

A note from the editors. We had been planning on including a Members' Directory in this issue, listing everyone's primary research interests and a small selection of their publications. Unfortunately, the vast majority of members preferred not to be listed: at least that's what we assume, as only a tiny number have bothered to provide the necessary information. These few entries are included below. It's a pity, as at the June AGM quite a number of people mentioned how useful they found a proper directory to be. For reasons of space, our more prolific members have had their list of publications trimmed to three.

Dean C. Allard:

Institution: U.S. Naval Historical Center (Retired)
2701 N. Quincy Street,
Arlington, VA, 2207, USA.
Home: (703) 525-4233
Fax: as above, call first
E-mail: allard@prodigy.net
Interests: U.S. Naval History; Spencer Fullerton Baird (1823-1887); 19th Century Marine Biology.
Publications: *Anglo-American Differences in*

WW1 (1980); *The Fish Commission Laboratory and Its Influence on the Founding of the Marine Biological Laboratory*, (1990).

N. Roger Cole continues to win prestigious awards, the most recent being a Silver Medal in Class A, Division 1 at the 2000 Ship Model Competition held at the Mariner's Museum, Newport News, V.A. The award was for a fully-framed clenched-lap model of the Naval Cutter *Alert* of 1777.

Address: 42 Pendle Hill Court
Toronto, Ontario. M1H 2L9
Home: (416) 438-3101
Interests: Plank-on-Frame Ship Modelling; wood ship and boat construction; Traditional Working Craft.
Publications:"Clenched-Lap Planking Over a Framed Hull: Building the Naval Cutter *Alert*" (*Nautical Research Journal*, Vol 44, No 4, December 1999) - Part 1; "Coppering a Clenched-Lap Hull: Building the Naval Cutter *Alert* (

, Vol 45, No. 1, March 2000).

Jan Drent:

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Home: (250) 598-1661
Fax: (250) 598 -1661
E-mail: jdrent@pacificcoast.net
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Lewis (Skip) R. Fischer:

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Office: (709) 737-8424
Home: (709) 738-2909
Fax: (709) 737-8424 (O)
E-mail: lfischer@morgan.ucs.mun.ca
Interests: Economics of International Shipping, 1850-1914; International Port History; Maritime Labour Markets
Publications: "David M. Williams and the Writing of Modern Maritime History" (Lars U. Scholl (comp.). *Merchants and Mariners: Selected Maritime Writings of David M. Williams*. St. John's: International Maritime Economic History Association, 2000); "Harbours and Havens: Essays in Port History in Honour of Gordon Jackson" (St. John's: International Maritime Economic History Association, *Research in Maritime History* No. 16, 1999 (Co-Ed. with A. Jarvis)); "Port Policies: Seaport Planning around the North Atlantic, 1850-1939" (Fischer and Jarvis (eds.). "Harbours and Havens").

Rob Fisher is the Archivist in the Canadian Archives Branch (formerly the Manuscript Division) of the National Archives, responsible for collections relating to intellectual life, scholarship and religion.
E-mail: robandsheila@home.com
Interests: the Battle of the Atlantic, 1939-1945.
Publications: "Victory in the North Atlantic Reconsidered, May 1943" (paper presented to the Canadian Military History Conference, Ottawa, Ontario, 6 May 2000); "Group *Wotan* and the Battle for Convoy SC 104, 11-17 October 1942" (*The Mariner's Mirror* 84, No 1, February 1998).

Professor **Barry Gough** is seeking information about Professor Arthur Marder: "correspondence and anecdotes of Arthur Jacob Marder (1910 - 80), historian of the Royal Navy

in the Fisher Era and after, best known for the 5-volume *From the Dreadnought to Scapa Flow*. Sparring partner of Stephen Roskill, offical naval historian, Marder received acclaim for a painstaking study and brilliant narrative of the Royal Navy's numerous challenges". He also has available (for the cost of the postage) back issues of *The Northern Mariner*, *Argonauta* and *The Mariners Mirror*.

Institution: Wilfrid Laurier University, Waterloo, Ontario N2L 3C5, Canada.
E-mail: bgough@wlu.ca

From **Arthur B. Harris** of Windsor, Ontario who writes as a follow up to the last issue of Argonauta. "As you know, following her stay in Toledo, Ohio for rivet replacement, *John W. Brown* visited Detroit as one of her Great Lakes stops, except for draft reasons she was berthed in Windsor. I made the cruise on July 22nd and it was sold out well ahead of the date. I understand there were around 700 on board - too many in fact - getting into the ship's stores was nearly impossible because of the crowd. And thanks Rollie for your *Argonauta* article."

Olaf U. Janzen:

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Office: (709) 637-6282
Home: (709) 634-2124
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Home Fax: (709) 634-0162
E-mail: olaf@swgc.mun.ca
Interests: Eighteenth-century Maritime History; Royal Navy in Newfoundland; North Atlantic Maritime Commerce; Newfoundland Fisher Society and Economy.
Publications: "A Scottish Sack Ship in the Newfoundland Trade, 1726-27," (*Scottish Economic And Social History* XVIII, Part 1, 1998); "The Problem of Piracy in the Newfoundland Fishery in the Aftermath of the War of the Spanish Succession," (Poul Holm, Olaf Janzen, eds., *Northern Seas: Yearbook 1997, Association For The History Of The Northern Seas*, Fiskeri- og Sofartsmuseets studieserie, nr.10; Esbjerg, Denmark: Fiskeri- og Sofartsmuseet, 1998); "Newfoundland and the International Fishery," (Chapt. 7 (pp. 280-324) of *Canadian History: A Reader's Guide. Vol. I: Beginnings To Confederation*, Toronto: University of Toronto Press, 1994, ed. M. Brook Taylor).

Trevor Kenchington reports that his fisheries-science consulting business has greatly expanded in the past year, so he will be spending much of his time in New England where his firm is designing a radically new way to manage the sea scallop fisheries. Although keeping him away from more historical activities, he will take a week off at sea under square rig.

Institution: Gadus Associates R.R.#1, Musquodoboit Harbour, Nova Scotia B0J 2L0
Office: (902) 889-9250
Home: (902) 889-3555
Fax: (902) 889-9251
E-mail: Gadus@istar.ca
Interests: Structures of wooden ships in the post-medieval to modern era; History of Marine Fisheries; Shipwreck Archaeology.
Publications: "On the early development of the trawl fishery in the northern North Sea"

(*Mariner's Mirror* 76: 252-253, 1990); "Long-term stability and change in the commercial groundfish longline fishing grounds of the northwest Atlantic" (*Fisheries Research* 25: 139-154, 1996); Kenchington, T.J. & C. Whitelock "The United States Mail Steamer *Humboldt*, 1851-53: Initial report" *International Journal of Nautical Archaeology* 25: 207-223, 1996).

Eric Lawson is now an advisor and the Canadian representative to the World Ship Trust. He would welcome information on current Canadian ship preservation or replica activities or indeed any ship related projects for possible inclusion in the quarterly newsletter of the World Ship Trust.

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Bowen Island,
British Columbia, V0N 1G0
Home: (604) 947-9526
Office: (604) 947-9529
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Interests: 19th Century Wooden Ship Construction.

Fraser M. McKee is working on a forthcoming book on Canada's sixty-seven lost merchantmen and fishing schooners in WW2. The book will include individual loss stories and, he says, "much harder", photographs of the ships. He is also working on a history of the Royal Canadian Navy's Prince Class vessels.

Home: Greenknowe, Box 3,
Markdale, Ontario. N0C 1H0
Home: (519) 986-3840
E-mail: fmkee@bmts.com
Interests: Royal Canadian Navy, 30-50; Canadian Merchant Navy; Submarines: - U-boats and Allied.
Publications: *The Canadian Naval Chronicle* (co-ed); *HMCS Swansea*; *Canada's Armed Yachts*.

Captain Keith McLaren:

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Interests: Archival Maritime Photography; General Canadian Maritime History 1850-1950.
Publications : *Bluenose II* (Hounslow Press, Willowdale, Ontario, 1981); *Light on the Water; Early Photography of Coastal British Columbia* (Douglas and McIntyre, Vancouver, BC, 1998).

Alan Ruffman:

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Interests: Northwest Atlantic Hurricanes that attacked Atlantic Canada, especially the Sept 10-12, 1775 event, the gale of October 4-5, 1869 and the hurricane of August 24-25, 1873; November 18, 1929 earthquake and tsunami that affected Newfoundland and Nova Scotia; the *Titanic* and Atlantic Canada as well as other disasters including the December 1919 Explosion in Halifax Harbour.

William Schleihauf:

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Interests: Commonwealth Naval History,

c1900-1945; Naval Gunnery; Wreck Diving.
Publications: "The Last of Her Tribe: HMCS *Haida*" (*Warship International*, Number 4, 1996); "A Concentrated Effort: Royal Navy Gunnery Exercises at the End of the Great War" (*Warship International*, Number 2, 1998); "Disaster in Harbour: the Loss of HMS *Vanguard*" (*The Northern Mariner*, July 2000).

Jan Skura, Master Mariner - Retired:
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Interests: Polish navy and merchant navy - World War 11, 1939-45; History of Montreal Port Warden's Office

Maurice D. Smith:
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Suzanne Spohn (Mrs):
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Interests: Lighthouses; Biography; People
Publications: "In Command at Sea" (*West Coast Mariner*, October1991).

Richard W. Unger:
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Interests: International Grain Trade, 1250-1914; Navies and Naval Power in the Middle Ages and the Renaissance; History of Shipbuilding and Ship Design.
Publications: "Alfred Thayer Mahan, Ship Design, and the Evolution of Sea Power in the Late Middle Ages" (*The International History Review*, XIX, 3, August, 1997); "Feeding Low Countries Towns: the Grain Trade in the Fifteenth Century" (*Revue Belge de Philolgie et d'Histoire*, 2, 77, 1999); edited with John Hattendorf *Power and Domination: Europe and the Sea in the Middle Ages and the Renaissance* - papers given at a conference at Arrabida, Portugal, 18-19 February, 2000 (Boydell & Brewer, expected 2001).

Conferences and Calls for Papers

The Tenth Maritime History Conference of the Association for the History of the Northern Seas:
A Link in the Chain: Trade and Transhipment on the Northern Seas

The Association for the History of the Northern Seas has built up an enviable reputation both for the quality of work presented and for the hospitality at the various

venues at which its conferences are held. The Association's tenth maritime history conference will be held **on August 19-22 2001** at the Merseyside Maritime Museum, Albert Dock, in Liverpool, England. [*Editors' Note: this date has been changed from that reported in the July issue*]

The conference theme has been chosen to reflect Liverpool's role both as an ocean port and as the hub for a wide variety of transhipment trades, coastal and otherwise. Contributions are invited following this theme over as wide a period as possible and in any part of the Northern Seas. Subsidiary themes which intending contributors may care to consider include intermodal integration, as in the ownership of ports and vessels by railway companies, and the movement of cargoes within ports themselves. The trade of major inland waterways comes within the theme, as does railway traffic inland provided that it relates directly to the handling of sea-borne goods.

Proposals, outlining the scope and argument of the proposed paper and the main sources used, together with a mini-CV, should be sent by *1 December 2000* to: Adrian Jarvis, President, AHNS, Centre for Port & Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ England (fax: +44 151 478 4098; e-mail: adrian.jarvis@nmgmporthist. demon.co.uk). Please note that the AHNS expects a 'right of first refusal' for publication of papers presented at its conferences in the *Northern Seas Yearbook*.

As is usual at AHNS conferences there will be at least one field trip and various social activities. Additional visits will be arranged for accompanying persons if there is sufficient demand.

Specialist Seminar on Port Investment

To be held in parallel with some sessions of the **Conference of the Association for the History of the Northern Seas**, 19-22 August 2001, at Merseyside Maritime Museum, Liverpool.

For some historians of the last generation, such as Bird or Hyde, it was axiomatic that by the second half of the nineteenth century ports could only succeed by continuing with ever-increasing investment in their physical infrastructure.

More recent research still shows this to be broadly correct, but there are many areas of doubt where a more numerical approach to port efficiency is needed. Gordon Jackson's 1992 paper "Do Docks Make Trade?" has implications which have not yet been fully explored, and the application of the traditional techniques of narrative history lends at least as much support to his negative conclusion as it does to the earlier positive ones. Skip Fischer's recent work on comparative port efficiency in different countries looks more important the further he goes with it.

This seminar might address the issue at the strategic level, in which a deceptively simple question such as "Was the development of Rangoon in the late nineteenth century a good idea?" is posed. An alternative is the micro-level, at which little work has been done, which might query, for example, whether investment in double storey transit sheds, which usually about doubled throughput per yard of

CNRS/NASOH Joint Meeting 2001
Kingston, Ontario, Canada

The next annual meeting of the Canadian Nautical Research Society will be held jointly with the North American Society for Oceanic History (NASOH) at Kingston, Ontario, Canada from 23 to 26 May, 2001. The conference theme is "Canadian-American Relations on the Great Lakes in Peace and War." Proposals on all and any maritime topics are welcome. Please send proposals by 15 December 2000 to:

James Pritchard
Department of History,
Queen's University,
Kingston, Ontario,
Canada K7L 2N6,

Fax: (613) 533-6298
E-mail: jp@post.queensu.ca

Watch for more conference details in future issues of *Argonauta*.

quay, but cost about four times as much per yd^2 to build, was profitable. That, in turn, poses the question of how port authorities perceived and measured efficiency.

It seems appropriate to investigate these issues at the Liverpool Conference. In the late nineteenth and early twentieth centuries the majority of major investments in infrastructure took place in the ports of the Northern Seas, and of those which took place elsewhere a fair proportion was in ports in colonies or dependencies of Northern Seas nations.

Expressions of interest or offers of papers, please, to Adrian Jarvis:
e-mail:
adrian.jarvis@nmgmporthist.demon.co.uk
or Fax +44 151 478 4098

The Periodical Literature

by Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. Thus, the May 2000 issue of *National Geographic* (vol. 197, No. 5) carried two related articles – "In Search of Vikings" by Priit J. Vesilind (pp. 2-27), which carries its examination of the Viking Age from Scandinavia east into to Russia and west to Iceland; and "Mystery Ships from a Danish Bog" by Michael Klesius (pp. 28-35), which reports on archaeological excavations at Nydam Mose, discovery site of three Iron Age ships that predate the Viking Age by almost half a millenium. A find of an even older collection of ships has recently been found in Pisa, Italy; "Life Boats" by Robert Kunzig appeared in the magazine *Discover* 21 , 4 (April 2000), 42-49, and describes a small fleet of seventeen vessels dating from 200 BC to 500 AD that have been excavated not far from the famous Leaning Tower. The site appears once to have been a small harbour off a larger Pisan lagoon that eventually silted over. The excavations are revealing a great deal about everyday life on board ship in Roman times, as well as about techniques of ship construction.

"An Open Port: The Berwick Export Trade, 1311-1373" by J. Donnelly appeared in *The Scottish Historical Review* 78, 2, No. 206 (October 1999), 145-169. An article by Brendan Derham, Carl Heron and Derek Maitland entitled "Chemistry on-board the *Mary Rose*" appeared in *Education in Chemistry* 37, No. 3 (May 2000), 78-80. The article shows how analytical organic chemistry enables many artefacts found on Henry VIII's flagship to be identified, and reveals fascinating insights into the use of natural organic materials in the sixteenth century. In "Another Look at Verrazzano's Voyage, 1524," *Acadiensis* 29, 1 (Autumn 1999), 29-42, Luca Codignola assesses what we know, and what we believe, and how far we can take the meagre evidence available on the sixteenth-century Florentine navigator and explorer. In "The Dutch in Japan," *History Today* 50, 4 (April 2000), 36-42, Paul Doolan offers a survey of 400 years of commercial, intellectual and artistic contact between West and East. In "Early Modern Expansion and the Politicization of Oceanic Space," *The Geographical Review* 89, 2 (April 1999), 225-236, Elizabeth Mancke argues that oceanic, rather than terrestrial, dominance characterized early modern European empires, particularly in relation to Africa and Asia,

where indigenous political and economic control prevailed. An article by Robin Haines and Ralph Shlomowitz entitled "Explaining the mortality decline in the eighteenth-century British slave trade" appeared in the *Economic History Review* 53, 2 (May 2000), 213-236. Using the W.E.B. Du Bois Institute database on slaving voyages by British, French and Portuguese ships, they confirm that the death rate did indeed decline on British ships, and they then seek to suggest explanations for this. The *Journal of Economic History* 60, 1 (March 2000), 94-122 carried an article by Farley Grubb on "The Transatlantic Market for British Convict Labour" during the eighteenth century. Noting that "convicts account for at least one-quarter of British migration to mid-eighteenth-century America," Grubb sets out to develop an analytical model of the trade. Among the several implications that his model is able to test is the sized of shipper profits and how convicts were selected for transportation. On pp. 123-144 of that same issue of the *Journal of Economic History*, David Eltis and Stanley L. Engerman re-examine the question of "The Importance of Slavery and the Slave Trade to Industrializing Britain." An article by Iris H. Wilson Engstrand entitled "Of Fish and Men: Spanish Marine Science During the Late Eighteenth Century" examined the mandate and contributions to marine science of men like Tadeo Haenke, Antonio Pineda and José Mariano Moziño who were in Spanish service as part of the expeditions of Alejandro Malaspina (1789-1794) and the Royal Scientific Expedition to New Spain (1785-1803); the article appears in *Pacific Historical Review* 69, 1 (February 2000), 3-30. the *Journal of British Studies* 39, No. 3 (July 2000), pp. 288-316 carried "Free Trade and State Formation; The Political Economy of Fisheries Policy in Britain and the United Kingdom circa 1780-1850." Gamble examines the relationship between economic policy and the consolidation of the British state by analysing the way in which the state used direct public expenditures during the first half of the nineteenth century to encourage a commercial fishing sector in economically backward coastal areas of the UK. The journal *Comparative Studies in Society and History* 42, 1 (January 2000), 209-238 carried "Distribution Fights, Coordination Games, and Lobster Management" by James M. Acheson and Jack Knight; the article explores the ways in which agreements among contending interests were worked out to conserve lobster stocks in the Maine lobster fishing industry. In "Merchants, the State and the Household: Continuity and Change in a 20th-Century Acadian Fishing Village," *Acadiensis* 29, 1 (Autumn 1999), 57-75, Derek Johnston explains how the central role in domestic that local merchants once played in economic strategies, "providing access to money and credit," gave way in the 1950s to the growing role of the Canadian state as a source of cash and security.

If Robert Peary was not, in fact, the first man to stand at the North Pole, as many increasingly now believe was the case, then who was? Christopher Pala suggests that the answer was twenty-four members of a then-secret Soviet expedition which landed by airplane at the North Pole in April 1948. Pala makes his case in "Unlikely heroes: the story of the first men who stood at the North Pole," *Polar Record* 35, 195 (October 1999), 337-342. A third essay in the May 2000 issue of *National Geographic*, "Tall Order: Cape

Hatteras Lighthouse Makes Tracks" (pp. 98-105), provides a brief account of the process by which that historic lighthouse was moved intact to a new location half a mile inland, away from the encroaching Atlantic Ocean. *History Today* 50, 3 (March 2000), 44-51 carried an article by Gillian Cookson entitled "The Transatlantic Cable: Eighth Wonder of the World." This is the story of the attempts that began in 1857 to lay an undersea cable from Great Britain to North America. The 1857 attempt failed, and the 1858 attempt was successful only for seventy-six days before it, too failed. Not until 1866 was the first truly successful cable laid by the *Great Eastern*. Coincidentally, another journal article looks at efforts to develop a trans-Pacific cable; "Imperial Dreams and National Realities: Britain, Canada and the Struggle for a Pacific Telegraph Cable" by Robert W.D. Boyce appeared in the *English Historical Review* 115, 460 (February 2000), 39-70. Elizabeth B. Elliot-Meisel is the author of "Still Unresolved after Fifty Years: The Northwest Passage in Canadian-American Relations, 1946-1998," *The American Review of Canadian Studies* 29, 3 (Autumn 1999), 407-430. The magazine *Geographical* carried an article in 72, 5 (May 2000), 26-31 by Nick Ryan entitled "Crime Waves" which examines the very serious problem of piracy as it is today and will likely continue to be as we enter the twenty-first century.

Susan Rose, an authority in medieval naval history, takes a broad look at "Islam versus Christendom: The Naval Dimension, 1000-1600" in the *Journal of Military History* 63, No. 3 (July 1999), 561-578. The August 2000 issue of *National Geographic*, Vol. 198, No. 2, pp. 72-81 carried ""Phips's Fleet" by underwater archaeologist and CNRS member R. James Ringer; the article provides a fascinating account of the unsuccessful attempt in 1690 by a New England expedition led by Sir William Phips to capture the French colony of New France, then governed by Count Frontenac, and of the discovery of, and subsequent archaeological work being conducted on, the remains of one of Phips's vessels which sank on the voyage home. The European advantage in sea transportation during the seventeenth and eighteenth centuries is one of the critical factors assessed by George Raudzens in his article "Military Revolution or Maritime Evolution? Military Superiorities or Transportation Advantages as Main Causes of European Colonial Conquests to 1788," *Journal of Military History* 63, No. 3 (July 1999), 631-641. A fine historiographical essay by N. A. M. Roger on "Recent Books on the Royal Navy of the Eighteenth Century" also appeared in *Journal of Military History* 63, No. 3 (July 1999), 683-703. According to Thomas M. Barker, only the navy emerged in a credible fashion from "A Debacle of the Peninsular War: The British-Led Amphibious Assault Against Fort Fuengirola 14-15 October 1810," *Journal of Military History* 64, No. 1 (January 2000), 9-52. William H. Roberts contributed an essay entitled "'The Name of Ericsson': Political Engineering in the Union Ironclad Program, 1861-1863" to the *Journal of Military History* 63, No. 4 (October 1999), 823-843. Michael Epkenhans questions whether the "merchants of death" interpretation applies to the Krupp family in "Krupp and the Imperial German Navy, 1898-1914: A Reassessment," *Journal of Military History* 64, No. 2 (April 2000), 335-369.

William Rawling wrote about "The Challenge of Modernisation: The Royal Canadian Navy and Antisubmarine Weapons, 1944-1945" in *Journal of Military History* 63, No. 2 (April 1999), 355-378. Bill's article was immediately followed in that same issue by an article by Carl Boyd on "U.S. Navy Radio Intelligence During the Second World War and the Sinking of the Japanese Submarine I-52," pp. 339-354.

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