

ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XIX Number Four
October 2002

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

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ARGONAUTA is published four times a year—January, April, July and October

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Annual Membership including four issues of *ARGONAUTA*
and four issues of *THE NORTHERN MARINER/LE MARINDUNORD*:
Within Canada: Individuals, \$55.00; Institutions, \$80.00; Students, \$35.00
International: Individuals, \$65.00; Institutions, \$90.00; Students, \$45.00

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Editorial

It will be the historians of the future who will decide if "9/11" really does have a permanent effect on North America, but today we are still watching its effects spread. The consequences to the global economy are obvious and painful, indeed a second tragedy to some hard-hit families. Western countries are devoting more thought, if not actual expenditure, to national security and anyone who has flown recently knows all about the increased hassle at the airport. There are some other unfortunate results, of at least circumstantial interest to us, that aren't as well publicised.

All too apparent are the supposedly improved "security" measures involving international travel. Many are no more than the actual enforcement of long-established regulation, but annoying nevertheless. For many years private boat owners on both sides of the St Lawrence River were in the habit of nipping across to the other side to go fishing, have dinner, or perhaps just for the pleasure of the boat ride. That's all changed, now. This past August, your "scuba editor" went with his

club to for the annual trip to Rockport Ontario. Always a pleasant weekend, with a number of interesting wrecks to dive on. Several of the more popular, including the superb steamer *Keystorm* (sunk 1912) happen to be just the other side of that hitherto imaginary line. Always before, the dive charter operators just motored up to the site, tied-off to the mooring, and over the side we went.

Those carefree days are over. Now, everyone must first register with American Customs and Immigration. Naturally, they don't actually open until 10 am. A small matter: until it's your dive boat tied up alongside the quay until almost noon, because you weren't the very first in line. To be fair, it's important to remember that the rules haven't changed very much: they're simply being respected. And in what could be seen as an even-handed gesture, the Canadian authorities are also enforcing similar regulations – American pleasure boats don't seem to be visiting the Canadian wrecks quite so frequently (nor so often seen alongside Canadian restaurants).

Why do I think that my grumblings might be of interest to *Argonauta* readers? Simple: making it more of a nuisance to travel or putting a layer of difficulty between the casual visitor and a historic site seriously discourages the customer. The Rockport Boat Line has "temporarily cancelled" the stopovers to Boldt Castle on Heart Island, instead of running was amounted to a regular shuttle service – and I'm sure that Boldt Castle have noticed a decrease in their takings. Granted, there isn't an admission fee to dive on the wrecks – but they are protected and in some cases conserved not so much because of law but through popular support. The support of divers and dive charter operators. It's not a few minutes of delay tied up quayside while the Immigration authorities fiddle with the paperwork: divers typically expect two dives on their outings, and it is now very difficult for the charter operators to squeeze the pair of dives in, safely, for both the morning and afternoon parties. Bottom line: fewer divers going out; fewer divers getting an up close and personal look at the history of the St Lawrence River – in many cases, the only exposure they'll ever have to marine history. It will soon be an even more formidable challenge to get support – ie money – for such simple matters as putting in moorings so boats don't anchor directly to the wrecks.

And the rather obvious question: "are the peaceful citizens on either side of the St Lawrence any safer because of these newly enforced policies?" It's little different from the toughened protective measures at the airport: few thinking travellers feel any safer at all – indeed, it's not unlikely that the now overburdened security agencies are too busy to notice the actual criminals wandering through.

WS

President's Corner

The final item in my previous "President's Corner" informed members that the Society had awarded an honorary membership to Dr. W.A.B. Douglas. I am delighted to report that "Alec" accepted his new honour with great pleasure. He also sent me a short history of the founding of the CNRS and invited me to share it with you. Alec wrote:

"It is perhaps appropriate, in accepting this honour, to recall that the CNRS had its origins in 1972, during a conference at the University of Maine, in Orono, designed to bring together historians working in the field of "oceanic history". Those of us Canadians present politely declined to accept an invitation to join the American sub-commission of the International Commission of Maritime History. We had our own sub-commission, and saw the need to form a Canadian organization to parallel the North American Society for Oceanic History, (NASOH), that was being created by our American cousins.

"Keith Matthews and Gerry Panting, two of the least pretentious and most effective scholars it has ever been my pleasure to know, had made the Memorial University of Newfoundland an exceptionally important centre of study in the field, with their timely acquisition of British shipping records, and Dr. Leslie Harris of Memorial gave them the necessary encouragement to provide the institutional support vital to the organization of the new society. Other individuals too numerous to mention played their part in the organization. They included at least three retired senior naval officers: Vice Admiral Bob

Stephens, Rear Admiral H.F. Pullen and Captain T.C. Pullen. The prospects for the society were most encouraging, and after a preliminary meeting during the Learned Societies meeting at Ottawa in 1981, when Keith Matthews was elected president and I became secretary, we had our first conference at the Royal Military College in Kingston in 1982.

"There was clear need for a learned journal in the field. We started talking about this at least as early as 1981, and in 1983 Ken Mackenzie, (then archivist for Canadian National Railways) offered to edit a newsletter which we hoped might develop into a journal. In those days we rejoiced in the cumbersome titles of "The Canadian Society for the Promotion of Nautical Research," and the first issue of the newsletter came out in May 1984 as "The Precambrian: The Newsletter of the Central Canada Section of the Canadian Society for the Promotion of Nautical Research." It came out just in time to report the tragic and untimely death of Keith Matthews. In September Ken brought out the first issue of a generally circulated newsletter which he called *The Canadian* and asked members, 'What title do you suggest?' We settled on *Argonauta*. In December 1984 the first issue of *Argonauta* announced the incorporation of the Society as the Canadian Society for Nautical Research."

Under the CNRS's new by-laws, we have an Investment Committee. Its members are the president, treasurer and past president. Committee members met on 23 July to consider the current status and future direction of the Society's funds. There are three kinds of funds: bonds, mutual funds and GICs. The GICs that came due last year had been deposited in the cash account in order to support our publishing

programme, if needed, as CNRS entered the real world without subsidies. Committee members decided to put the bulk of the Society's cash account funds to work by placing them in 30-day paper to earn some interest while preserving security of capital and flexibility in case of need. The earned interest will be used for mailing some of the extra issues of *The Northern Mariner* during the coming year.

You received the July 2002 issue of *The Northern Mariner* (Vol. 12 No. 3) along with this copy of *Argonauta*. Congratulations to Bill Glover whose effort to get our journal to you is slowly catching up to real time. Bill is planning to deliver the July 2003 issue of TMN/LMN to members in July 2003. We are not out of the woods yet, but our editor deserves praise for also negotiating with Canada Post and getting commercial, domestic and international rates for our publications: hence the Canada Post imprint on the envelope. This represents a considerable saving to the Society.

Thanks to the work of Rich Gimblett, Faye Kert and Bill Schleihauß a new membership application form is available in both English and French on the Society's website. It can easily be printed off on your personal computer for handy delivery to interested friends and acquaintances who are not yet members the CNRS or even aware of our existence. Check out our website at <http://www.marmus.ca/CNRS/> today and download a membership application form. A one-year membership in the CNRS would make an attractive Christmas gift for a favourite young person with a nautical bent. Growth of the Society is achieved by one new member at a time. Download a copy of the form for yourself, and use it to renew your 2003

membership early. The individual membership rate for next year is \$65.00 domestic and \$75.00 international.

Canada's maritime history pops up in curious places. Treasures hidden beneath the sand on Southampton beach on the shore of Lake Huron get "curiouser and curiouser." The October 16, 2002 issue of the *Saugeen Shores Shoreline Beacon* revealed that this past summer archaeologist Ken Cassavoy and his group of volunteers uncovered enough of the original vessel discovered in April 2001 to identify it as a schooner, but they also found a cannon, about one metre long, that once sat on the rail of the ship. Though the vessel does not appear to be connected to the War of 1812-1814, based on recent findings the ship is believed to predate 1850. Were small cannon – swivel guns – used as signal guns on the Great Lakes? A mystery. Ideas anyone?

James Pritchard
President, CNRS

Notes of Interest

Commonwealth Memorial Gates

Her Majesty The Queen unveiled a striking set of giant Memorial Gates on 6 November to commemorate the contribution and sacrifice of millions of Service personnel from the Commonwealth who served during the two World Wars.

The four Portland Stone Pillars, located at the top of Constitution Hill near Hyde Park corner, are the work of the Memorial Gates Trust. The pillars are inscribed with the names of the Commonwealth contingents, while an

accompanying stone pavilion lists 62 Commonwealth personnel awarded the Victoria Cross. It is often forgotten, for example, that the Indian Army in the Second World War was the largest volunteer military force in history.

<http://www.mgtrust.org/>

HMCS *Haida* is About to Move!

The tardiness of this October issue at least allows a moderately fresh update on the status of HMCS *Haida*. On the 4th of December, Carla Morse reported:

"The major break through has been made! The causeway at Ontario Place was opened to the harbour on Monday and dredging is almost complete. *Haida* now has a clear path to follow into the lake. On Sunday, a diver did an underwater inspection and has indicated that the bottom is very soft.

"The ship's underwater bubble harbour, cathodic protection system and telephone lines have been removed and last minute preparations are being made for the removal of the ship next week.

"We now know that the ship will be removed anytime between Dec 10th-12th and as more information about the weather becomes available we will get more precise information about the timing of the move. Once a date has been chosen, tugs will come in the night before and hookup their lines and the ship will move at first daylight, probably around 7:00am."

Regular progress reports are being posted on the internet at:

<http://www3.sympatico.ca/hrc/haida/whatnew.htm>

"The Boundless Deep" from the John Carter Brown Library

Newport Rhode Island ought to be a travel objective for Society members in 2003: under the curatorial leadership of John B. Hattendorf, the John Carter Brown library will have an exhibit at the Newport Art Museum sub-titled "The European Conquest of the Oceans, 1450 to 1840." This three-month exhibition, beginning in late April, consists of more than 200 items from the John Carter Brown collection, made up almost entirely of books, charts and manuscripts. The exhibition and Professor Hattendorf's accompanying catalogue is divided into seven parts:

- S** *Discovering the Globe and the Sky*
- S** *Discovering the Nature of the Sea and Its Winds, Tide, and Currents*
- S** *Preparing to Sail*
- S** *Life at Sea*
- S** *Destinations*
- S** *Activities on the Ocean*
- S** *Voyage Literature*

No doubt more information will appear on the JCB website: www.jcbl.org

300 Year Old Chinese Warships Found

Chinese archaeologists have found two wrecks near the port of Dongshan that appear to have belonged to Zheng Chenggong, who wrested Taiwan from the Dutch about 300 years ago.

One of Franklin's Ships?

In October 2002, the *Ottawa Citizen* reported that some "anomalous squiggles" on a magnetometer tracing may show where the remains of HM Ships *Erebus* or *Terror* lie, just off King William Island. The "Irish-Canadian

Franklin Search Expedition" used a snowmobile to run a search pattern over the ice this past May, the results of which physicist Brad Nelson has been analysing. In the summer of 2003 the site will be surveyed with sonar and possibly divers to see what is lurking below. This location was identified in part through Inuit oral history.

Free Newsletter from the PRO

The Public Record Office has setup a monthly newsletter, distributed via e-mail, that will let subscribers know about newly released documents, new services and various special events. More information can be found on the PRO website:

www.pro.gov.uk

Finding Aid to CO 194 Papers Now On-line

For historians engaged in research into the history of Newfoundland during the eighteenth and nineteenth centuries, the CO 194 papers are perhaps the single most important series of primary materials. Despatches and their enclosures that were sent to the Board of Trade or to the Secretary of State from merchants engaged in the fishery at Newfoundland, from civil administrators stationed there, from naval officers stationed in Newfoundland, and from a host of other individuals were all assigned to this series. This is where researchers will find petitions, reports, complaints, and representations relating to the fisheries, trade, and defence of Newfoundland.

The originals, kept in the Public Record Office in Kew, England, have been copied for archives in Ottawa, St. John's, Halifax, Washington, and elsewhere, so the series is widely available. However, to this point, no

comprehensive finding aid to the series has ever been developed, with the result that each researcher wishing to search the individual volumes or microfilm copies must do so from scratch.

This is now beginning to change. Under the supervision of Dr. Olaf Janzen at the Sir Wilfred Grenfell College campus in Corner Brook of Memorial University of Newfoundland, students have been going through the many volumes of the CO 194 papers, developing a comprehensive finding aid which is then published on-line. The focus thus far has been on the volumes up to and including 1815, for a set of this limited run of the papers is available at SWGC's Ferriss Hodgett Library. Over two dozen volumes have been done, and while many more remain to be completed, it is hoped that eventually the work can proceed beyond 1815 through the nineteenth century.

The finding aid can be found at:

www.swgc.mun.ca/nfld_history/CO194/index.htm

Visitors to the site are invited to send comments, suggestions, and the inevitable corrections to Dr. Janzen at olaf@swgc.mun.ca.

Increased Costs at the NAC?

This past November, your editors heard a rumour that the National Archives of Canada were contemplating an increase in the costs of making photocopies: doubling from 20 to 40 cents, and up to 80 cents for "quick service." That information has disappeared from the NAC website, but researchers may wish to keep an eye on the situation – and that includes the various service and handling charges. Their site: www.archives.ca.

Just as we were putting the finishing touches to this issue of *Argonauta*, Ms Sylvie Robitaille of NAC sent us a copy of the information, which had been available on their website till 15 November, the end of their consultation period:

Proposed New Fee Structure for Copying Services at the National Archives of Canada

How are fees changing?

Fees for copies of textual documents, of cartographic and architectural documents on microfiches, from self-serve microfilms and fees for original documents copied on slides and transparencies are increasing. There will be, however, a decrease in the fee for electronic records copied onto compact disc or diskette. The National Archives is introducing a new rush service for copies of textual documents and for cartographic and architectural documents on microfiche. It is also introducing a service fee for copies of its photographic, audio-visual and microform holdings provided to clients by private sector suppliers.

Why are fees increasing?

The operational cost to maintain Copying Services has risen in recent years. Demand for Copying Services has increased rapidly as more and more Canadians learn about Archives holdings through our presence on the Internet. Revenue collected will be spent to improve the National Archives's Copying Services and to meet the increased client demand for copies.

When was the last fee increase?

This is the first fee increase for National Archives Copying Services since 1994. The National Archives is introducing a new service fee for copies of its holdings provided by private sector suppliers.

Is the Archives trying to recover the full cost of copying services?

Definitely not. For example, a recent study showed that to recover total real costs for the administration of the Copying Service, the National Archives would have to charge users \$0.68 per page rather than the proposed new fee of \$0.40 per page.

Will all new funds go to support client services?

The National Archives recently received authority from the Treasury Board to spend revenues from its Copying

Services to maintain and enhance Copying Services for clients.

How do National Archives fees compare with other archival institutions?

We have completed a survey that shows our rates for copying textual records from paper and microforms have for some time been substantially lower than other archival institutions. The new fee structure will bring the National Archives into line with the fee structures of archival institutions in Canada and internationally.

How will the new rush service work?

Upon request, the new rush service will respond to on-site orders within two working days and written requests within five working days. A hundred percent surcharge applies for this new faster service.

Why is National Archives introducing a service fee for copies of its holdings provided by private sector suppliers?

A 20% service fee based on the rate charged by private sector suppliers for copies of photographic, audio-visual and microform documents has been established to partially recover National Archives costs to produce print masters (copy negatives, transparencies, microfilm reels and microfiches) and for any other work involved in preparing the material. Print masters are needed by the supplier to produce copies for clients.

Are any fees decreasing?

Yes. For copies of electronic records, National Archives used to charge \$20.00 per data set plus \$20.00 per tape or \$5.00 per diskette. The new fee will be \$20.00 per data set of electronic records copied on CD or diskette.

How long do I have to send in my comments?

The deadline for receiving your comments on the new fees structure is November 15, 2002.

The full set of proposed fee changes may be found on pages 26 and 27.

**Maritime Provinces Steam
Passenger Vessels**

By Robin H. Wyllie

S. S. Elaine

Specifications:

Official Number:	111156
Builder:	Newburgh, N.Y.
Date Built:	1888
Gross Tonnage:	272
Overall Length:	112.7 feet
Breadth:	23.8 feet
Draught:	7.8 feet
Engine Builder:	T. S. Marvel & Co., Newburgh, N.Y.
Engines:	two cylinder 16" - 26"
Propulsion:	single screw

There are many mysteries connected with the sea, but only a handful of them, such as that involving the Marie Celeste, have managed to pique the interest of the populace at large. The more mundane mysteries attract little attention, unless it be that of the curious researcher, who stumbles across one in the course of his or her studies.

The post-WWI career of the Elaine falls into this latter category and your enlightenment of this author's perplexity is solicited.

History:

The *Elaine* was one of many small general purpose steamers built for service on the lower Hudson River. Like her contemporaries, she was designed to carry people, freight and general cargo between the small market towns which dotted the shores of the lower Hudson and New York City. With her five hundred passenger capacity, a fairly generous hold and a wide expanse of covered

cargo space on the main deck, *Elaine* was ideally suited for the early morning carriage of people and produce to the New York markets, returning in the late afternoon with all manner of manufactured goods.

As the population of the area boomed, railroads began to fan out across the countryside. However, where water still provided the sole means of transportation, *Elaine*, like many vessels of similar size and capacity, was replaced by a succession of ever larger passenger and vehicular ferries.

In 1900, the twelve-year-old vessel was sold to the Bras d'Or Steamboat Company, who placed her on their weekly run from Sydney, through the lakes and St. Peter's Canal to Mulgrave, where she tied up overnight before continuing on to west coast Cape Breton ports. In 1904, *Elaine's* ownership was transferred to The "Elaine" Steamship Company of Halifax and she was subsequently offered for sale.

Purchased by The Hampstead Steamship Company of Oak Point, New Brunswick, *Elaine* was placed on the main Fredericton-Saint John run in competition with the Star Line's *Victoria*.

By 1911, the cut-throat competition on the river had reached a point where few, if any, vessels, were showing a profit. Consolidation appeared to offer a solution and a number of owners, including the Hampstead Company and the Star Line, banded together to form the St. John River Steamship Company. With the big, former Star Line *Victoria*, on the main river, there was little need for a second vessel and *Elaine* was transferred to the Northumberland Strait, where she was placed on a seasonal run

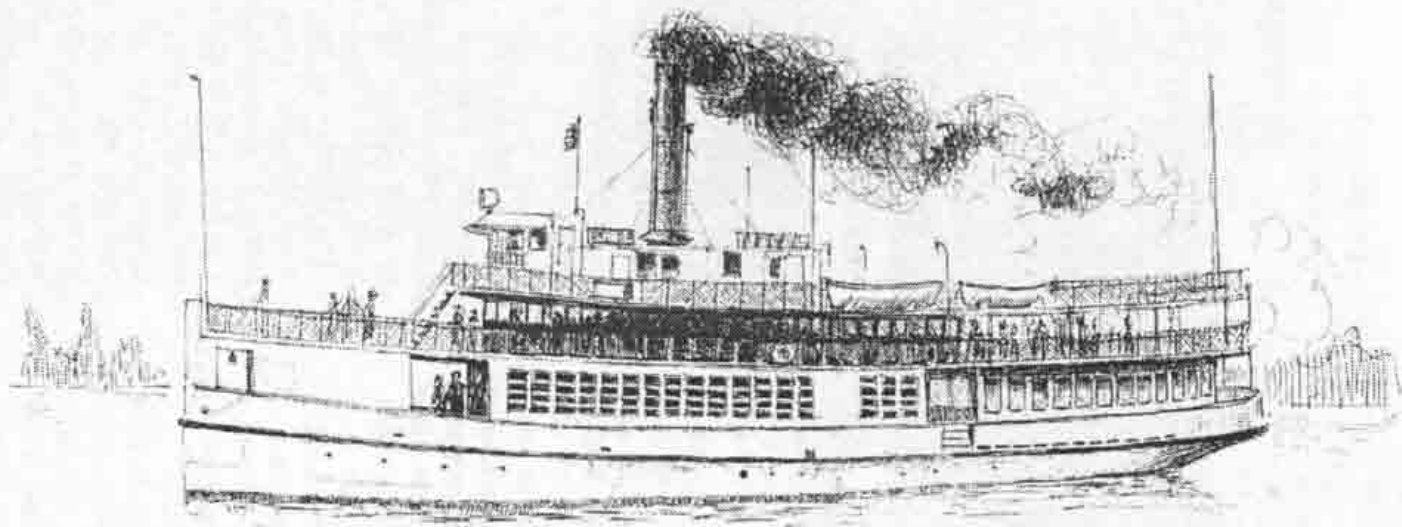
between Shediac and western Prince Edward Island ports.

The outbreak of war in 1914 created a major disruption in Maritime Provinces coastal shipping. Many of the larger iron- and steel-hulled boats were taken over by the government and, while some services were reduced, others were cancelled.

Among the latter was the *Elaine's* Northumberland Strait run and the 1915 *Steamboat Inspection Report* shows her as not having been inspected on account of being "Not in Commission." The following year, Dayton, in his *Steamboat Days*, notes that, in 1916, "*Elaine*, a New York propeller" was chartered by the Providence, Fall River and Newport Steamboat Company.

From this point on, we find no record of *Elaine* until 1922, when there is a note in the registry to the effect that the vessel, formerly registered in Newfoundland, was now registered in Kingston, Jamaica.

While this appears to be the last official entry regarding *Elaine*, seven years later, in 1929, W. G. Buckley, took at least two photographs of the vessel in Eastern Canada Coastal S.S. Co. livery, with two masts and her cargo deck ports plated in as far aft as the dining saloon. His note that she was on the "Guysboro - Mulgrave" run at the time suggests that she was one of the vessels Eastern tried out on the route as replacements for the *Robert G. Cann*, which they wanted for the Grand Manan run.



S.S. ELAINE

ROSE H. WYLLIE 1901

A composite drawing of *Elaine* as she appeared during the latter part of her career on the Saint John River, from photographs in the McCord Museum and other collections.

Elaine's appearance at Guysborough raises a number of questions – why is there no record of her registration at this time? What was she doing there, when Mills lists her as being sold to Jamaican owners in 1925? Lastly, what happened to her after that?

Although these questions will probably remain unanswered, one must remember that, during Prohibition, a lot of strange things happened as far as vessel registrations are concerned. In addition, it was, without doubt, a time when one might have found good use for a foreign-flagged coastal boat with a cargo capacity of somewhere around one thousand barrels.

Sources:

Dayton, Fred Erving, *Steamboat Days*. Tudor Publishing Company, New York N.Y., 1939.

MacBeath, Dr. George and Taylor, Capt. Donald F. *Steamboat Days on the St. John 1816 - 1946*, Print'n Press Ltd., St. Stephen, NB, 1982.

Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809 - 1930*. The Steamship Historical Society of America, Providence, R.I., 1979.

Shipping registers in the Collection of the Maritime Museum of the Atlantic.

Contemporary timetables, newspapers and almanacs.

The Russian State Archives of the Navy

(Rossiiskii gosudarstvennyi arkhiv Voennno-morskogo flota, RGAVMF)

by Steve McLaughlin

In the summer of 2002 I had an opportunity to visit the Naval Archives in St. Petersburg for two weeks, and a few notes on this archive may be of interest. I was throughout my stay guided by Sergei Vinogradov, a researcher of great experience. He showed me the ropes and also served as translator, since my command of Russian is limited to reading – having no particular talent for languages and having studied Russian relatively late in life, I have been unable to gain a true mastery of it.

I should state at the outset that most of what appears below applies to research into ship design, my primary area of interest. But research into operational history is presumably similar, and subject to the same constraints.

The archives are located near the Hermitage Museum, on Millionaya Street directly across from the portico supported by ten giant sculpted figures – a popular spot for newlywed couples to have their photos taken.

The entrance to the archives is not on the street itself, but through a small courtyard – a common feature in St. Petersburg architecture. The first step in gaining admittance was to visit the administrative office to get a pass (*propusk*). This involved writing a brief letter outlining my area of research ("Russian warship construction at the end of the XIX - beginning of the XX centuries") and having a chat with the assistant director. This latter



The building that houses the naval archives in St. Petersburg. The Hermitage is located just off the right edge of the photo (courtesy Steve McLaughlin).

proved to be a common feature of doing research in Russia – at both the Central Naval Library and the Central Naval Museum’s photographic centre there were similar brief interviews with the directors or assistant directors of the institutions. The assistant director having given her approval to my use of the archives, I showed my passport and paid 30 rubles (about one US dollar) and received my pass. (It would be helpful, by the way, to have a passport-style photo handy for attachment to the pass; otherwise you’ll always need to show your passport along with your pass.) The entire process took only about half an hour. The director’s office is across the small courtyard from the entrance to the archives itself. There I showed my pass to the security guard from the Ministry of Internal

Affairs (MVD – *Ministerstvo Vnutrennikh Del*) and was issued a small piece of paper with my name on it. Although notebooks, pens and pencils may be taken inside, bags and backpacks are not permitted, but there are cubbyholes in the entryway for them. The reading room of the archives is located on the third floor, reached by a circular staircase. Once there, I turned in my little piece of paper to the archivist on duty and was, in theory, ready to start work.

Researchers accustomed to the Public Record Office in London or the National Archives in Washington will be in for a bit of a surprise at this point. The reading room is small, about two dozen tables in two rather small rooms. But this is strictly a naval

archive, not an aggregated government archive like the PRO or NARA, and its size matches its specific focus. Moreover, this archive has material only up to 1940; later materials are held at a separate facility at Gatchina, some distance from Petersburg. During the first week of my visit, the archives were well attended, and all the tables were taken. A few latecomers had to find places in corners or window sills where they could work. The second week was less busy, for reasons that will be described later on.

Most Russian archives use a similar system for organizing materials. The first division is the *fond* (plural *fondy*), which is basically a group of documents from a single agency – for example, the Naval Technical Committee. Within this broad division there are various lists (*opisi*, singular *opis'*) of documents – essentially registers of documents (*dely*, singular *delo*), not arranged in any particular order. Thus, in looking for files on a given subject (in my case, battleships), you scan through the entire range of activities of a department: submarines, cruisers, destroyers, reports of acceptance trials, technical summaries, memos, etc. It can take a while to locate the material relevant to your topic. There are some additional finding aids to particular topics – drawings of battleships, for example – but these are usually far from exhaustive. It should also be noted that some lists (especially the older ones) are hand-written, and old Russian script can be difficult to decipher.

The final element of a citation is the individual sheet (*list*, plural *listy*) that contains the specific information. A typical citation therefore looks something like this:

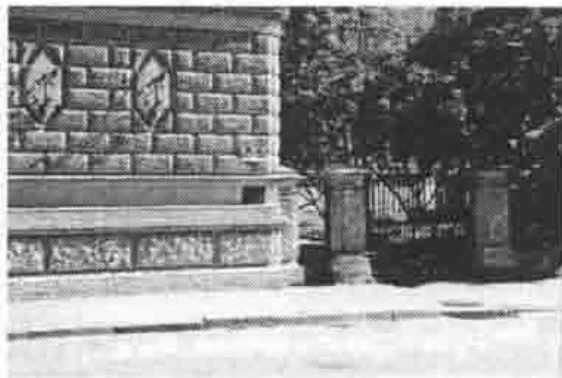
f.421, op. 1, d. 1680, l. 28.

Having identified the documents you want, you fill out a request form and turn it in to the archivist; for this purpose you only need to specify down to the file (*delo*) level. Then you wait for the material to appear, not for hours but for days. When I was there the archives were both busy and short-staffed (summer being the time when Russians go on vacation); it took two or three days for documents to arrive, with drawings taking longer because they're kept in a separate building. To speed up the process Sergei had requested some files for me in advance, but due to a recent change in the file organization, Sergei's citations were no longer valid and nothing was retrieved. I therefore spent my first few days in the archives reviewing the lists, noting interesting items for future reference.

I started work on Monday and my first documents arrived on Wednesday. These were microfilms, and presented some initial conceptual difficulties. About half of the reader tables were equipped with microfilm readers, somewhat antiquated but familiar enough in principle; what caused me some dismay was the lack of reels. Although the readers are built to use film on reels, the film actually comes tightly wound in small containers, and the general practice is to simply thread the film through the machine and pull it back and forth by hand to scan it. Rewinding is a time-consuming and tedious process. Bifocal wearers (like me) should be aware that you read the films looking upward, which can be something of a strain after a while.

The next difficulty that will be a surprise to western users is the relative absence of copying facilities. The archives

cannot make copies of (or from) microfilm; nor can it copy blueprints. Photocopies of individual pages or of positive (black-on-white) drawings are possible (Fees?). As an amateur researcher who has to squeeze archival visits into a limited vacation period, my usual technique is to photocopy everything that looks interesting and analyse it when I get home. This approach is not really viable at the Russian naval archives, since they are not set up for mass photocopying. Research is basically done the old-fashioned way, by reading the documents at the archives and making copious notes. Perhaps something could be done with a notebook computer and a hand-held scanner (there were researchers with notebook computers while I was there, and there seemed to be no objection to these), but of course microfilms (which make up a good portion of the collection) are not scannable.



The gate leading to the courtyard entrance of the archives. Note the lack of signs or distinguishing marks! (courtesy Steve McLaughlin)

In some cases there are sketch designs on microfilm, and tracing these as projected by the reader is the only way to walk away with a copy. The process is particularly challenging, since your own shadow tends to

get in the way, and the image jiggles and shifts as your unsteady hands try to hold the paper in place. Nevertheless, I was able to make some very rough sketches of several very interesting designs. These of course have to be re-drawn later, but it is possible to make quick tracings and notes sufficient to eventually produce finished drawings. Other researchers were tracing large drawings – ship's lines, for example – from originals four or five feet long. The well-prepared researcher will want to have tracing paper, pencils, pens, straight-edges and curves handy if the goal is to reproduce drawings.

Photocopying takes a day or two. You fill out a request form and submit it and the material to be copied to the archivist. When your copies are ready, you have a chance to look them over, then you take the bill over to the administrative offices and pay the requisite fee. You get a stamped receipt, which you then take back to the archivist, who in turn gives you the copies. The process can take a bit of time, and should not be left until the end of the day.

At the end of the day, you turn in your materials; if you're finished with them, you sign off on them and they go off for re-shelving, but it is also possible to have items held for several days so that they will be ready for use next morning. Once your materials have been returned or set aside for later use, the archivist stamps your little piece of paper and returns it to you. You then turn it in to the guard at the desk downstairs when you leave the building. The purpose of this little slip of paper is a bit mysterious, the most reasonable hypothesis being that it provides confirmation by the archivist that you haven't

done anything wrong while using the collections, and so may be permitted to leave.

My two-week visit featured both successes and disappointments. My initial hopes of getting a lot of photocopies were soon dashed by the realities of the situation. I did find a lot of material on the early Russian dreadnought design process, and came away with a substantial amount of notes, as well as some rough tracings of microfilmed drawings and photocopies of others. On the other hand, going through the lists to locate the materials I wanted for later Soviet designs proved very time-consuming, and by the time I had identified the items I wanted, it was too late to request them. The archives was due to close the week after I left, and so during my second week no new paging requests were being accepted because there would be insufficient time to page and re-shelve them. This explained the sudden drop-off in attendance by researchers that last week before closing, and was the major let-down of my visit.

The naval archives house a vast amount of material, and little weeding seems to have been done (perhaps a beneficial side-effect of limited staffing!). I can imagine many topics worthy of research – for example, the intimate relationship between the Naval Ministry and the British firm of Vickers before the First World War. But to make a good job of it, a diligent researcher would need several months of daily work at the archives, since there's no list that says "Vickers Material." Instead, it would be necessary to review all the papers of the departments likely to have had dealings with the firm, following many hunches and false leads. The material is there; only time is lacking. Clearly the pace of research is

slower than westerners are accustomed to, and I suspect that the volume of material to peruse for any given subject is both more voluminous and more scattered than is usual in the west. Russia, after all, has always been a bureaucratic state, and bureaucracies have a tendency to generate large amounts of paper. This, and the fact that the material on, say, a given ship design is not pulled together in the equivalent of a "ship's cover," probably explains some of the seemingly peculiar aspects of Russian naval writing on ship design – why, for example, authors often give preliminary rather than final weight break-downs, or illustrate articles with early sketches of a design rather than an "as fitted" drawing. In many cases, it is likely that these pieces were the discoverable elements of long and complex design processes, with some papers lost under misleading entries in the registers. Another problem is that fact that drawings have been separated from the related correspondence, presumably for convenience of storage. But this means that in quite a few cases there is little or no identifying information associated with a drawing. Thus while the archives holds a great deal of material, locating it and then making the necessary connections to reconstruct a design process, could take years.

Under these circumstances, the achievements of Russian naval writers are all the more impressive. Detailed design histories, soundly based on archival sources, have appeared in book (or booklet) form, as well as in articles in journals such as *Gangut*, *Tsitadel'* and the venerable *Sudostroenie*. Nor should the accomplishments of the archivists be overlooked; despite shortages of funds and staffing, they have managed to preserve and make available a vast body of documentary

material. It would be wise for the western researcher to bear these facts in mind at those (inevitable) moments when frustration arises over the slow pace of retrieval or the lack of familiar facilities.

A few last details should be noted by anyone looking to conduct research at the naval archives. There are few English-speakers on the staff (how many Russian-speakers are on hand at the PRO or NARA?), so unless you have a good command of the language, an interpreter will be necessary. Don't be surprised by changes in schedules – there is still an arbitrary quality to Russian life that the westerner can find frustrating. Hours are 10:00 to 5:00 pm (17:00 by the usual Russian method of reckoning time) Monday through Thursday, closing an hour earlier on Fridays. Bear in mind that the archives closes for a month or more during the summer (usually from late July to the end of August). Serviceable toilets are available, but the westerner is well advised to keep a small pack of tissue paper handy at all times (true not just of the archives but for all of Russia). There is no cafeteria on the premises, but there are several small cafes nearby where a quick and inexpensive meal can be obtained. Electrical outlets are available for notebook computers (220V), which are becoming more common in Russia. And above all, be patient; the process of research can be slow and painful, but it can also be rewarding.

Steve McLaughlin is well known to subscribers of MARHST-L and is a regular contributor to the annual publication Warship. His new book Russian and Soviet Battleships is due to be published by the Naval Institute Press in the summer of 2003.

Members' News

It's taken a bit longer than expected, but the third edition of *The Ships of Canada's Naval Forces 1910-2002* was released by Vanwell Publishing in October. Authors **Ken Macpherson** and **Ron Barrie** are to be commended, for as excellent as the first edition, way back in 1981 was, this one is even better again. Great short histories of pretty much every HMC Ship, plus clear photos of just about every vessel. It is literally the "standard reference," and quite simply deserves to be on the bookshelf of everyone with even a mild interest in Canadian Naval Forces.

WS

It is with sadness that we report the passing of **David J. McDougall** this autumn, a long-time member of the society.

Fraser McKee has put together a list of all the RCN's Second World War Commanding Officers: 874 names in 1,673 ships. Included: first names; nicknames; decorations; "long" courses taken; list of ships commanded; statistical summary; and a list of most of the Canadians who commanded RN ships. All this in a binder, including postage, for \$9.65 – cheques only, he can't take credit cards – direct from Fraser, at:

Ste. 2104, 1320 Islington Ave,
Etobicoke, Ontario M9A 5C6
(e-mail: fraser.mckee@sympatico.ca)

Michael Whitby is the recipient of one of the Society for Military History's Moncado Prizes, for his article "Matelots, Martinets, and Mutineers: The Mutiny in HMCS *Iroquois*, 19 July 1943" in the January 2001 issue of *Journal of Military History*.

**Minutes of the Annual General Meeting
Halifax, Nova Scotia
22 July, 2002**

Present: Paul Adamthwaite, John G. Armstrong, Michael Dove, William H. Flayhart, Richard Gimblett, Bill Glover, Richard Goette, Julian Gwyn, Peter Haydon, Larry Hickey, Olaf Janzen, Frank Jones, Chris Madsen, Charles D. Maginley, Christopher McKee, Bill Miles, Marc Milner, James Pritchard, Alan Ruffman, Bill Schleihauf, Maurice Smith, Edward Tummers, Christopher Willmes

1. Call to Order and Approval of Agenda

The meeting was called to order by the President at 14:05 in a conference room of the Holiday Inn, Dartmouth.

AGREED without motion to proceed with the business of the meeting as per the agenda (not reproduced).

2. Minutes of the Previous Meeting

The President noted that there was one correction to the Minutes of the AGM held on 26 May, 2001, viz.: that under **Item 8 By-Law Review**, it should read "Notice of Motion was Given," instead of "Tabled" in regards to the modifications to the Society's by-laws published in *Argonauta*.

AGREED unanimously (Jones/Gwyn) that the minutes of Annual General Meeting of 26 May 2001 be adopted.

3. By-Laws Adoption

The President noted that no questions, queries or requests for modifications had been received after the proposed changes to the Society's by-laws had been promulgated in *Argonauta*.

AGREED (Gimblett/Armstrong) that the by-laws as published in the July 2001 issue of *Argonauta* be adopted.

Pursuant to the adoption of the by-laws, Bill Glover spoke on Honorary Membership: Council may recommend that as a special mark of recognition an individual may be granted Honorary Membership in the Society, with the privileges of "voice but not vote" on Council; and free subscriptions to *The Northern Mariner/le Marin du Nord* and *Argonauta*.

On the previous day, Council had voted to recommend that Professor W. A. B. (Alec) Douglas become the Society's first Honorary Member. In support of this recommendation, Glover provided a brief summary of Alec Douglas' career; his many accomplishments in the historical field; his keen support of new scholars and the Directorate of History's support of scholarship at the University of Waterloo. Therefore, a motion (Milner/Gwyn) was made to grant Honorary Membership to Alec Douglas.

Doug Maginley suggested that for Alec, it probably ought to be a "life" membership, in that Honorary Members usually come from outside of an organisation. Bill Glover responded that the by-law is for Honorary Membership and that it is a means for our Society to recognize a signal contribution to maritime history.

Julian Gwyn noted that he is an Honorary Member of the Canadian Historical Association, and that he likes the principle – especially the free membership.

Richard Goette thinks that it should be "Honoured Member," but Glover pointed out that this is not how the by-law is worded.

AGREED unanimously that Dr. W. A. B. Douglas be awarded Honorary Membership in the Canadian Nautical Research Society.

4. Treasurer's Report

The President introduced the topic with a synopsis of the cut-off of support to the Society from Memorial University. The problems that we need to rectify are:

- S** the lack of solid financial data – eg. 2001 was the 1st time we had a real handle on publication costs
- S** the need for a business plan, as suggested by Peter Haydon, and thus the need for a target membership number – Council has agreed that 350 members is an appropriate target for the CNRS

Our understanding of our financial system is not as complete as it should be and the Council members are all volunteers. All information is honest albeit some numbers are probably attached to the wrong line items and receipt of some data is delayed.

Jim Pritchard, presented on Gregg Hannah's behalf the balance sheet for 2001, as of the 31st of December (attached), and proposed a budget for 2003 (attached).

AGREED (Armstrong/McKee) to receive the unexamined financial statement for 2001. Jim Pritchard noted that the data is not complete – for example, some dues were received in 2002. Also, there was no deficit in 2001.

AGREED (Gwyn/McKee) to appoint Muriel Gimblett as the Financial Examiner. The ensuing discussion noted that Muriel Gimblett and the Society's officers are continuing to organise our financial records.

AGREED (McKee/Jones) to approve the proposed budget for 2003. The discussion between the making of the motion and the vote by the attendees began with a reminder that this budget is a copy of the 2002 budget, which had been approved by the membership. We now have data for the production costs – and there is no reason to change the figures in the 2003 budget. Our forecast deficit (approved by the membership for three years) may well be less. Also we've produced extra issues of *The Northern Mariner* in 2002/2003, and so the deficit is temporary.

Chris Madsen noted our goal of increased membership.

Alan Ruffin expressed concern over the discrepancy in the mailing costs between the years. It may just be the result of some data ending up on different line items. Also, of the roughly \$12,000, the mailing costs are some 25%.

Olaf Janzen asked about the source for the projected costs of this conference. Rich Gimblett responded that these numbers were based on past history, plus the costs of the Panting Awards, etc. The Society did quite well with last year's conference in Kingston. For 2002, the actual amount: \$6,800; the projected: \$7,500. There may be a \$300 – \$400 profit. Money was saved thanks to Dan Conlin and Larry Hickey's provision of audio/visual equipment.

Frank Jones asked if the Society is a charitable organisation and if we ought to get some government grant money. The reply noted that the CNRS certainly is a charitable organisation, and we issue tax receipts for donations. Our size does not make us very attractive in regards to government or other support, but we will work on getting some corporate assistance. We simply aren't big enough to get a subsidy for publications; it's imperative that we grow. Dr. Zimmerman, the Reviews Editor, will receive some support from his institution for postage costs: the Society pays one half, up to a total of \$2,000. Olaf Janzen noted just how difficult it is for a charitable organisation to get grant moneys.

Th President then opened a discussion of membership fees: the previous day, Council had agreed to recommend a \$10 increase for private and institutional members, but not for students, whose dues will remain

at \$35 per annum. The reason for the increase is that the Society's publication costs are \$12,000 per year. With 275 members, we just break even with 2002 rates. Other costs throw us over. A motion was therefore made (Pritchard/Janzen) to raise the annual membership by \$10 per annum for private and institutional members, except for students.

Christopher McKee asked if this will lead to a decrease in our membership. Bill Glover answered that experience tells us that there won't be any problems: the last increase was in 1999. Now, 25% of our money goes towards postage, and the members' benefits are a quality, refereed journal. The CNRS membership of \$55 (the new rate), in comparison with the annual dues of other organisations, is "pretty good."

Julian Gwyn asked about converting to a half-yearly, vice quarterly, publication schedule. Glover noted that Council and the Editorial Board had discussed this before: we will continue the current level of service to our members, until we get our finances in order. This will be reviewed in three years time. Also, significant savings are not anticipated with the introduction of a thicker half-yearly journal and the resulting increased postage.

Richard Goette asked about putting *Argonauta* online. Bill Glover replied that we have thought about this, but only if we get a large enough base of "online" members, will we encourage online distribution.

Jim Pritchard pointed out that the increase in postage rates is some 400 times higher than the inflation rate.

Marc Milner noted that *Conflict Quarterly* went to a half-yearly schedule, with no increase in workload, and but there was a marginal reduction in printing costs, a small savings in money not necessarily worth the effort.

Christopher McKee recommended that this fee increase be explained to the membership in some detail.

Olaf Janzen suggested that we try to soften the blow through a reduced 3-year rate. Bill Glover answered that this had been discussed in yesterday's Council meeting. There are significant troubles from the accounting point-of-view, but we may discuss it again in the January 2003 Council meeting, before the increases go out. Richard Gimblett noted that "we need the money" and we don't want to tie our hands in case of future postage increases.

Paul Adamthwaite asked if the shortfall projected for 2003 includes the increase in membership dues: the answer being that it does not.

The above motion to increase the membership fees was **AGREED**.

5. Membership Report

The President read the report faxed by the Membership Secretary, Faye Kert:

Membership data for CNRS reflects the current figures as of June 10, 2002.

It is anticipated that there will be more renewals received at the AGM, plus new memberships, both individual and institutional.

INDIVIDUAL

No. of individual members (2001)	-	195
Renewed for 2002	-	130
New individual members (2001)	-	20
New individual members (2002)	-	7

Deceased members 2001 to date: 2 (Frank Broeze, Neils Jannasch)

INSTITUTIONAL

No. of institutional members (2001)	-	52
Renewed for 2002	-	22
New institutional Members (2001)	-	6 (2 Cdn, 2 US, 1 UK, 1 EU)
New institutional Members (2002)	-	1 (1 Cdn)

Pritchard/Milner moved that the Membership Secretary's report as read be approved.

Christopher McKee wished to learn more about the 350 member target. Bill Glover answered that this figure was based on the current numbers belonging to the Navy Records Society and the Champlain Historical Society, and 350 seems to be a realistic target for us. We will need to do quite a bit of active recruiting. Jim Pritchard explained that we have an active campaign to recruit new institutional members, and that the membership form will be added to our website. Peter Haydon volunteered to insert the membership forms into the final issue of *Maritime Affairs*. Olaf Janzen noted that we did have brief success with the exchange of membership lists with other societies, that were then used for direct mailings.

Alan Ruffman noted that there was some confusion concerning the recent CNRS membership renewal notice and the option to renew membership available on the AGM registration form. Both Bill Glover and Jim Pritchard agreed that there needs to be more co-ordination between the Membership Secretary and the Treasurer.

Richard Goette wondered if there had been any thought of reaching out to other maritime-related organisations, not necessarily historical ones. Bill Glover answered in the affirmative. The very first mail-out for the CNRS went to members of the NOAC. However, our journal is largely dependent upon the academic community, which means academics are potentially more profitable.

Frank Jones asked about offering a 1-year introductory membership to specific groups. Bill Glover replied that we already do so for students. Otherwise, the price basically just covers the cost.

It was then **AGREED** to approve the above motion to approve the Membership Secretary's report.

6. Editorial Board

Roger Sarty provided the Editorial Board report. He stated that he was very impressed with the co-operation given by the CNRS Council and the Board. He noted that our goal is to maintain international links, revive younger scholarship, and diversify the field. New candidates for the Editorial Board have been proposed: Sarah Palmer; Nicholas Landry; Anne Morton; and Elizabeth Elliott-Miesel. Lastly, Bill Glover has done a great job in getting out two issues of *The Northern Mariner* in the past few months.

Richard Goette wanted to know about turn-around time for publication. Bill Glover answered that it all depends upon the referees' schedules and the topic, but we can be as quick as three months. The referees are the critical path.

7. Awards Report

On Faye Kert's behalf, Roger Sarty had read the Awards Committee report at the previous evening's banquet.

AGREED (Ruffman/Gimblett) that both the Editorial Board and Awards Committee reports be accepted as read.

8. Other Business Arising from the Minutes

Nil.

9. **President's Address**

During his address to the Membership, Bill Glover noted that:

- he had represented the Society at various conferences
- he had discovered the Canadian Heritage Information Network (CHIN) and we have been signed-up with same
- we need more content for the CNRS website
- our 2003 Conference will be in Vancouver 13-16 August, the theme "Ships: Their Lives, Work and People" – further information will follow in *Argonauta*
- the 2004 Conference will be in Ottawa, in conjunction with the Canadian Hydrographic Service
- the 2005 Conference isn't solid, yet – we are considering St Catharines, which would provide an opportunity for a tour of the Welland Canal – all this will be investigated, and Toronto remains a possibility

The President's Appeal was originally intended to be an annual effort, but the publication delays mean there was no appeal in 2001. Council has agreed to proceed with the appeal for 2002: members will be invited to contribute towards: the Gerry Panting Award; the Keith Mathews Award; offset publication costs; or the general costs of the organisation itself. The Investment Committee, made up of the President, Past President and the Treasurer will advise.

Finally, Bill Glover thanked all who served with him during his three years service on Council.

10. **Nominating Committee Report**

Bill Glover read the following on behalf of Ed Reed:

The Nominating Committee has received the following nominations:

For election as President: James S. Pritchard

For election as First Vice-President: Richard H. Gimblett

For election as Secretary: William Schleihauf

For election as Treasurer: Greg Hannah

For election as Councillors: Peter Haydon; Christopher Madsen; Maurice Smith; and Paul Webb

The Nominating Committee received no nominations for the office of Second Vice-President and therefore recommends that this vacancy remain unfilled for the time being.

In every other instance, the number of nominees corresponds to the number of vacancies to be filled and, accordingly, the above-named individual are deemed to have been duly elected as officers and councillors of the Society.

Respectfully submitted,

G. Edward Reed

Chairman

Nominating Committee

AGREED (Janzen/Jones) to accept the report as read, and thus accept the acclamation of the new Executive Council. It was noted that this is the very first time that Skip Fischer and Olaf Janzen's names will be absent from the list.

Jim Pritchard's inaugural statement thanked Bill Glover.

11. New Business

Olaf Janzen noted the passing of members Niels Jannasch and Frank Broeze and asked to note this in the minutes of the AGM. The Canadian Nautical Research Society deeply regrets the loss of these two distinguished historians.

AGREED (Adamthwaite/Gimblett) that: "Given that the art and work of the maritime historian relies upon tradition, heritage and culture, this Society strongly recommends the use in the English language of the feminine gender when referring to ships." This motion was carried with general acclaim and no dissenting votes, albeit one abstention.

Thanks and congratulations were then given to the new Past President and the Programme Committee for a superb organisational job on the 2002 Conference and Annual General Meeting, and there being no further business, the meeting adjourned at 15:35.

James Prichard,
President

William Schleihau,
Secretary

Attachment – Budget for 2003

Expenses

<i>Argonauta</i>	
Printing	2000
Postage	1000
Misc.	250
<i>Northern Mariner</i>	
Printing	7600
Postage	4000
Misc	100
Annual Conference	7500
Mathews Award	200
Panting Award	500
Admin Expenses	500
Book Review Editor Support	2000
Total:	26650

Revenue

Dues	15000
General Donations	500
Annual Conference	7500
Interest	0
Publication Sales	250
Other	0
Total:	23250

Net Shortfall: \$3,400

Attachment – Balance Sheet

Balance Sheet As At 6/16/02

Page 1

ASSETS

Assets		0.00
Bank Accounts		
Savings	0.00	
Chequing	26,803.58	
BOM Merchant	2,552.94	
CIBC Merchant	1,828.16	
HSBC	1,712.64	
Bank Total		32,895.32
Investments		0.00
GIC	0.00	
Savings Bonds	3,536.73	
Mutual Funds	5,337.40	
Total Investments		8,874.13
Accounts Receivable		0.00
Cash		0.00
Total Assets		41,769.45

TOTAL ASSETS 41,769.45

LIABILITIES

Liabilities		0.00
Future years Dues		0.00
Accounts Payable		0.00
Trust Funds		0.00
Journal	1,042.72	
Printing - New Scholar	179.16	
Mathew's Award	888.28	
Total Trust Fund		2,110.16
President's Appeal		500.00
Publishing	2,180.00	
Awards	1,870.00	
General	1,260.00	
President's Appeal Total		5,290.00
Total Liabilities		7,900.16

TOTAL LIABILITIES 7,900.16

EQUITY

Equity		
Equity	29,083.10	
Current Earnings	4,786.19	
Total Equity	33,869.29	

TOTAL EQUITY 33,869.29

LIABILITIES AND EQUITY 41,769.45

Printed On: 6/16/02

Income Statement 1/1/02 to 6/16/02

REVENUE

Revenue		0.00
Dues		
Individual Dues	5,033.70	
Institutional Dues	1,180.00	
Old Year Dues	2,997.85	
Total Dues		9,211.55
Interest		0.00
Sales Northern Mariner		382.50
Conference Revenue		0.00
Donations		0.00
General Operating Expenses	715.00	
President's Appeal	0.00	
Conference Donations	0.00	
Total Donations		715.00
Misc Revenue		0.00
Total Revenue		10,309.05

TOTAL REVENUE 10,309.05

EXPENSE

Expenses		
Bank Charges		85.23
Credit Card Fees		0.00
Master Card Fees	30.50	
Visa Fees	9.80	
Total Credit Card Fees		40.30
Administration Fees		107.39
Publications Costs		0.00
Argonauta Printing	298.37	
Argonauta Mailing	0.00	
Argonauta Misc	103.13	
Northern Mariner Printing	3,531.60	
Northern Mariner Mailing	1,287.32	
Northern Mariner Misc	69.52	
Total Publication Costs		5,289.94
Conference Expenses		0.00
Total Expenses		5,522.86

TOTAL EXPENSE 5,522.86

NET INCOME 4,786.19

Page 2

Call for Papers // Appel de Communications

A Canadian Celebration of Hydrography

The Canadian Nautical Research Society is working with the Canadian Hydrographic Service (CHS) to plan a special conference to mark the centenary of the establishment of the CHS. The conference will be held in Ottawa in May, 2004.

It is hoped that topics covered by papers will include:

- port development and transportation infrastructure
- the science and technology of hydrographic techniques
- administrative history relating to the CHS establishment
- comparative national studies of arctic hydrography
- biographical work on prominent figures
- the politics of hydrography and national development

Simultaneous translation services will be available. The CNRS will award the Gerald Panting New Scholars Award to assist with travel expenses for travel to Ottawa to present a paper. All papers presented will be reviewed for publication in *The Northern Mariner / Le marin du nord*.

For further information, contact Dr. William Glover, conference programme chair:
williamglover@sympatico.ca

American Historical Association, Pacific Coast Branch 2003 Conference July 31 and August 1-3, 2003

Raddison Prince Kuhio Hotel
Honolulu, Hawai'i

The Pacific Coast Branch of the American Historical Association will meet

Un Siècle D'hydrographie au Canada

La Société canadienne pour la recherche nautique travaille de concert avec le Service hydrographique du Canada à l'organisation d'une conférence spéciale visant à souligner le centenaire du SHC. La conférence se tiendra à Ottawa, au mois de mai 2004. Les communications traitant des sujets suivants seront bienvenues:

- La construction des ports et de l'infrastructure des transports
- La science et la technologie des techniques en hydrographie
- Les données historiques sur l'établissement du SHC
- Études comparatives nationales sur l'hydrographie dans l'Arctique
- Biographies de personnages marquants
- L'aspect politiques de l'hydrographie et du développement national

Des services de traduction simultanée seront disponibles. La Société canadienne pour la recherche nautique décernera la bourse *Gerald Panting New Scholar's Award*, afin de payer ses frais de voyage à un conférencier et de lui permettre ainsi de venir présenter sa communication à Ottawa. Toutes les communications feront l'objet d'un examen aux fins de publications dans *The Northern Mariner/Le marin du nord*.

Pour de plus amples renseignements, n'hésitez pas à communiquer avec Dr. William Glover, président du programme de la conférence, à l'adresse:
williamglover@sympatico.ca

July 31 and August 1-3, 2003, in the Raddison Prince Kuhio Hotel, Honolulu Hawai'i. The Programme Committee invites single paper proposals or, preferably, complete sessions on historical topics. Sessions of papers on topics other than Western American history are especially solicited.

Proposals are due January 15, 2003. Please send a one-page proposal that includes a title, a short abstract of the paper, research methods, and anticipated audio-visual needs; a one-page vita on each participant; and contact information (name, address, email address, telephone number, and fax number) to one of the programme committee co-chairs:

Professor Gayle Gullett
History Department
Arizona State University
Phoenix, AZ 85287-2501
gayle.gullett@asu.edu

Professor Margaret D. Jacobs
History Department
New Mexico State University
Las Cruces, NM 88003-8001

Local arrangements chair:
David Chappell,
History Department,
University of Hawai'i at Manoa,
2530 Dole street,
Honolulu HI 96822-2383.
Tel: (808) 956-6771,
e-mail: dchappel@hawaii.edu.

**Maritime History Conference of the
Association for the History of Northern
Seas**

The Eleventh Maritime History Conference of the Association for the History of the Northern Seas will be held on August 1-4 2003 in Bremen, Germany. Contributions to the whole range of the history of Northern Seas are welcome. The proposals will be decided upon by March 1, 2003. If participants wish to plan a special workshop

this should be made known to the organisers as soon as possible.

The Association is also offering one bursary and two subsidies to scholars who otherwise would not be able to attend the conference. According to the intention of the founders of the AHNS to further the academic exchange with colleagues in the countries which, at the time, were behind the co-called iron curtain, applications from Poland, Estonia, Lithuania or Latvia will be given a certain preference. A certain preference will also be given to applicants under the age of 35. The bursary will cover travel costs, the costs for the stay in Bremen and the conference fee (including most of the meals during the conference) up to the sum of CDN \$800. Applications must contain: a short curriculum vitae, including any previous publications; the proposal for a paper to be delivered at the conference; a statement that this paper has not already been published and that it will be offered to the editor of the Association yearbook, *Northern Seas*, and a statement indicating the least expensive way to travel to and from Bremen.

Proposals for contributions to this conference, and applications for the AHNS bursary or the subsidies, should be sent by 1 February 2003 to: Prof. Dr. Heide Gerstenberger, Universität Bremen, Postfach 330440, 28340 Bremen, Germany (fax: +49 0421/218-4597; e-mail: gerstenb@uni-bremen.de).

Those who will need a hotel and want to profit from the conference discount that some hotels are offering will have to register by May 30, 2003.

A conference web page has been set up at <www.fks.uni-bremen.de>; as additional details and a preliminary programme become available, they will be posted here. For more information about the Association and past conferences, visit the AHNS web page at: www.swgc.mun.ca/ahns

International Congress of Maritime History

The International Maritime Economic History Association announces the Fourth International Congress of Maritime History, to be held in Corfu, Greece, **on 23-27 June 2004.**

All International Maritime History Congresses have adopted as broad a concept as possible of maritime history as an interdisciplinary field of study that covers all temporal fields. At its core lies the role of the sea in human history: the surface of the sea, the undersea domain and the coastal zone. The sea's surface is a medium for transport: seaborne trade, ports, maritime labour, ships and navigation, shipping companies and shipping-related institutions, such as insurance, finance and international classification companies. The surface of the sea has also been used for power projection, commerce-raiding, corsairing and piracy, naval power (including strategy) and technological experimentation. Much of this has also been influenced by policies adopted by various governments.

The undersea domain includes fishing and related activities, fishers and fishing communities, and the exploitation of the seabed. The maritime environment also involves scientific topics, such as

oceanography and climatology, and is conditioned by government policies regarding marine science and technology in an historical perspective.

In the coastal zone, the interaction of sea and land has been investigated in relation to the development of port cities and their hinterlands, as well as island/ port communities. The sea is also the site for leisure activities: tourism, the sea and coast as regenerative environments and the zone as a focus for recreation and sport in an historical perspective.

Finally, in investigating the maritime past it is crucial to examine the role of the sea in human history as an inspiration for culture and ideology, including literature, the visual and performing arts and concepts of national identity.

Proposals of up to 500 words *for individual papers or for thematic sessions of more than one paper* should be submitted, along with a short biographical note, by *30 January 2003* to Dr. Gelina Harlaftis, Department of Maritime Studies, University of Piraeus, 40, Karaoli and Dimitriou, Piraeus 185 32, Greece (tel.: +30-10-4142536; fax: +30-10-4142571; e-mail: gelina@unipi.gr). Successful applicants will be informed by 1 April 2003. The congress web site is:

www.ivcongressofmaritimehistory.com

America Submerged: Development of the Research in Underwater Archaeology

Within the 51st International Congress of Americanists to be made in Santiago de Chile in 2003, whose themes intend to face the problems and challenges presented to the

American continent viewed from all those disciplines and sciences directed to the study of man, present and past, the subject of the situation which the research of the archaeological underwater heritage is passing through cannot be avoided.

After its approval by the Congress Organizing Committee, the Symposium *America Submerged: the development of research in underwater archaeology* intends to be an open forum for debate to present the advances reached in a context where the growth of this speciality of the archaeological sciences has been as different as similar were the problems which has arisen because of its introduction and development.

Within this context the symposium coordinators wish to invite all colleagues which are working on or have made archaeological projects in American waters, internal as well as off shore, to show their results in this actualization forum.

To know more about this subject, please see:

www.fundacionalbenga.org.ar/albenga/Novedades/Congresoamericanista/1acircular.htm

(In Spanish)

www.fundacionalbenga.org.ar/albenga/Novedades/Congresoamericanista/1stcircularenglish.htm

(In English)

Carlos J. Mey - I

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