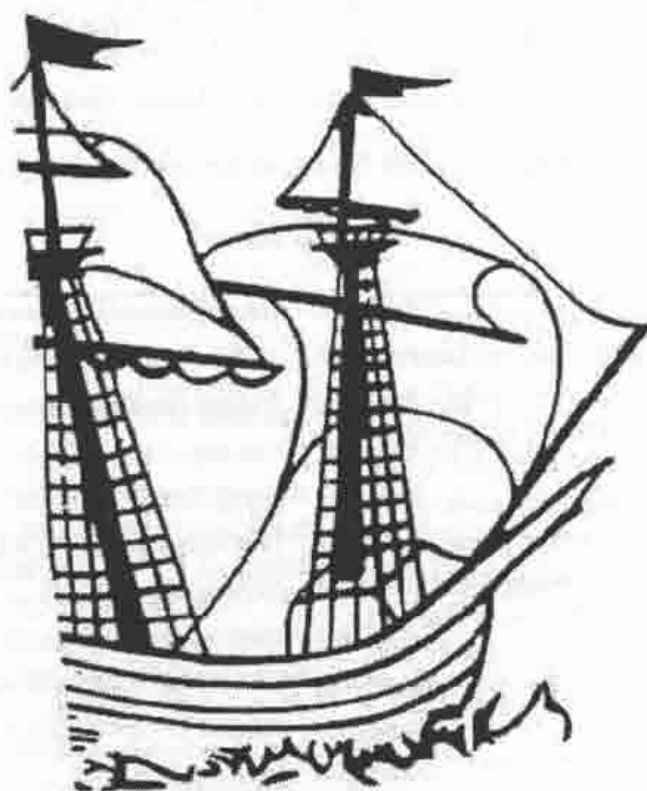


ARGONAUTA

The Newsletter of



**The Canadian Nautical
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Editorial

Those of us with a historical bent are certainly more aware of, and perhaps more appreciative of, recent advances in communications than some of our friends and neighbours. Our waking hours may be spent thinking about how things were done the old fashioned way, but that doesn't mean we dislike the new: modern technology certainly has made life easier for the historian. I earn my living in the computer field, and some of my professional time is spent trying to achieve sub-second response time across the Internet. Nevertheless, a few days ago even this somewhat jaded net-head sat back saying "gosh!"

Three small events coincided to remind me of just where we stand. First, I was reading a book that mentioned the round-the-world trip by Lieutenant-Colonel Hardin Burnly-Campbell in 1907. Using regular commercial steamships and railways (including the CPR's liner *Empress of Ireland*), his circumnavigation

was done in 40 days, 19 ½ hours. Quite a remarkable demonstration of progress in its own right, even though nowadays we might smile at the thought of taking over a month to make that same trip, non-stop. Nevertheless, think about it: one hundred years ago, it was possible to travel right round the globe simply by buying tickets for ships and trains that were running to schedule. At least Burnly-Campbell will have travelled in style: much more comfortably than anyone flying today.

The airplane has reduced such travel times by an order of magnitude – trip durations are measured in hours and minutes, rather than days. Only a week after reading about Burnly-Campbell came the news that British Airways was cancelling their Concorde service. At least for the next few months, anyone with pockets deep enough can still buy a ticket that will get them across the Atlantic in about 3 ½ hours. Even the 6-7 hour flight time of regular jetliners (the ones you and I take) is a significant advance from the five or so days needed by our

Edwardian forebears to travel between England and eastern North America.

Today of course one can make those travel arrangements without even having to leave home. Anyone with a credit card and telephone can do it: but that seems positively archaic to those who find the most convenient flights and cheapest fare through a few mouse-clicks on the Web. I'm writing this a few days before heading off to the UK for some vacation and a few days research: naturally, I bought my tickets on the Internet. Simple enough. But what caused me to stop for a moment was the realisation that my vacation is several days shorter than it would had to have been otherwise because of the catalogue searching I've been doing online.

The 21st Century historian, sitting in the comfort of his home (glass of refreshment convenient to hand), anywhere on the planet that has access to the Internet, can look through the catalogues and finding aids of most major record repositories, libraries and museums. On this trip I'm focussed on a specific project: it only took me a couple of hours one Saturday afternoon to discover not only that my primary targets are in the Public Record Office, British Library and National Maritime Museum, but to get their exact reference numbers. And once I find my mislaid PRO reader's ticket, I'll be able to have the first few items waiting for me when I show up. Today, it's nothing out of the ordinary (indeed, it's expected) to go to an archive's website to search their holdings. Even so, I'm glad that things coincided in such a way that I was able to take a moment to appreciate just how simple and convenient it all is now.

And that makes the perfect opportunity for this occasional researcher to say "thanks" to all those who have invested the time, labour and money to make their institution's catalogue available online. Not only have the holdings now visible to everyone, the huge savings in time means that research is much less costly, making it possible for many more people to delve into the things that interest them. This benefits everyone, and we shouldn't take it completely for granted.

WS

President's Corner

Members of Council held their semiannual, winter meeting at Kingston at the Marine Museum of the Great Lakes on February 8. Attendance was outstanding with only one unavoidable absence due to ill health. Our new honorary member, former president Alec Douglas, also attended and contributed to our deliberations. The excellent turn out indicates, at least to my mind, that council members' strongly desire to make the CNRS work in our new stand-alone condition. Among several items on the agenda were the replacement of the book review editor, consideration of our financial situation, and discussion of a business plan.

Faye Kert, our Membership Secretary, agreed to add the job of book review editor to her tasks. She is currently hard at work to return the book review section of *The Northern Mariner* to its past size and excellence. Some may agree with me that under Olaf Jansen the *Mariner's* book review section was the best book review section devoted to maritime history in the world. Faye's first effort may be examined in the next edition of the journal. We

wish Faye all the best in the challenge that lies ahead. In order that Faye not be crushed under the burdens she has assumed, Alec Douglas accepted Council's request to look after our Awards programme during the coming year.

The process of decoupling our financial affairs from previous arrangements with Memorial University of Newfoundland has been difficult. The last issue of *Argonauta* contained a photo of Muriel Gimblett who attended the Council meeting. Muriel has worked very hard with treasurer Gregg Hannah on your behalf. During the last half of 2002 she completed her financial review of the Society's accounts since the last audited statement was presented to a meeting of the general membership in 1998. Work on the accounts continues. Gregg has taken the ball from Muriel and is consulting with an accountant in order that he or his delegate can to present the examined financial statements for the last four years, from 1999 to 2002, at the AGM in Vancouver in August for your approval. If all goes as planned, the CNRS will finally stand free and be able to focus its energies on the future. As part of weaning ourselves from previous arrangements, Council decided to hire a part-time book-keeper to assist the treasurer. On behalf of CNRS I thanked Muriel for all her hard work on your behalf.

You should all rest assured that the Society's finances are sound. Not a little of this is due to Bill Glover's work last summer and fall when he followed up suggestions made to him after last year's meeting at Halifax and successfully negotiated a major reduction in the postal rates charged to the Society by Canada Post for mailing out the *Argonauta* and *The Northern Mariner*. Bill is co-editor of *TMN/LMN*. His plan to publish the July, 2003

issue of *The Northern Mariner* in July remains on track. His biggest need is for manuscripts for publication. Keep them coming, and encourage your friends to join the Society and to send their articles to our editor.

Council also considered a business plan proposal presented by Bill Glover with the assistance of Peter Haydon. The need for a plan arises from our efforts to stand alone. The plan's purpose is to consider what we must do to stay in business in light of our revenues and expenses. With that in mind let me invite any member who recently published a book to suggest to his publisher that the Society's publications offer an advertising opportunity by targeting a very specialized audience. Our rates are a bargain. If you are interested get in touch with the editors of *Argonauta* and *The Northern Mariner*. A small committee of three council members was struck to consider the present costs and future direction in cyberspace (i.e. electronic or e-publishing) of the Society's publications. It will report to Council in August prior to the AGM. Any members with experience in publishing on-line or on the web who would like to offer their views for this committee's consideration are welcome to send their comments to me c/o the Society's post box or by e-mail at, jp@post.queensu.ca, and I will forward them to committee members.

One of the final duties of Council, before retiring for dinner and further jollification, is always to review plans for our annual conferences. This meeting was no exception. The good news is that plans for next August's annual meeting in Vancouver are well in hand. Bill Glover is planning several exciting sessions and tours. Please get in touch with him if you have a proposal for a paper. An opening address will be held at the Vancouver Maritime

Museum on Wednesday the 13th, the banquet will be on Friday evening, and the AGM on Saturday afternoon. I hope many of you, especially those living on the West Coast, will reserve from the 13th to the 16th of August to attend the conference. I look forward to meeting many of you for the first time.

James Pritchard
President, CNRS

Notes of Interest

English High Court Record Online

It was reported on MARHST-L that indexed and searchable summaries of all Old Bailey High Court cases between 1674-1834 have been put online:

www.oldbaileyonline.org

Included are overseas cases within the jurisdiction of the Admiralty Division, including pre-revolutionary North American waters.

The Halifax Explosion - a two part series, "Shattered City"

The explosion that levelled Halifax during the First World War is the subject of a new CBC two-part mini-series, "Shattered City." It is being filmed on location and will recount the events of December 6, 1917 when the Norwegian ship *Imo* collided with the French vessel *Mont-Blanc*, which was carrying 3,000 tonnes of munitions and explosives. The blast wiped out six square kilometres of Halifax, and killed 2,000 people.

The Canadian Society of Marine Artists

From **Paul Adamthwaite**, CNRS member and principal with the *Archives and Collections Society*. The **Canadian Society of Marine Artists - CSMA** - was founded on March 8th, 1983, to promote the recording of Canada's marine heritage by all forms of fine art, to promote interest in marine art and the artists through regular exhibitions across Canada and to collaborate with other Societies of marine art and artists around the world. To celebrate the Twentieth Anniversary of the CSMA, the Archives and Collections Society is proud and honoured to announce that the Canadian Society of Marine Artists will now be based in Prince Edward County under the leadership of a joint Board of Directors and under the management of the Archives and Collections staff. The Archives and Collections Society, a non profit Charity in Picton, Ontario is dedicated to marine conservation and preservation, nautical education and maritime research.

The Edward S. Miller Research Fellowship in Naval History

The Edward S. Miller Research Fellowship in Naval History. The Naval War College Foundation intends to award one grant of \$1,000 to the researcher who has the greatest need and can make the optimum use of research materials for naval history located in the Naval War College's Archives, Naval Historical Collection, and Henry E. Eccles Library. A guide to the College's manuscript, archival, and oral history collections may be found on the Naval War College's website <http://www.nwc.navy.mil>. Click on "Library," then "Library Publications," then "Naval Historical Collection." Further information and

copies of the registers for specific collections are available on request from the Head, Naval Historical Collection: cherpake@nwc.navy.mil

The recipient will be a Research Fellow in the Naval War College's Maritime History Department, which will provide administrative support. Submit detailed research proposal, c.v., one letter of recommendation, and relevant background information to Miller Naval History Fellowship Committee, Naval War College Foundation, 686 Cushing Road, Newport RI 02841-1207, by 1 August 2003. Employees of the U.S. Naval War College or any agency of the U.S. Department of Defense are not eligible for consideration; EEO/AA regulations apply.

The purpose of the Naval War College Foundation's \$1,000 award is to encourage graduate student and other non-US Government researchers, who would not otherwise be able to afford to travel, to use the valuable archival, manuscript, and museum collections for naval history located at the Naval War College.

Russian Library and Museum to Join American Internet Project

The US Library of Congress signed an agreement with St. Petersburg's Anthropology and Ethnography Museum and the Library of the Russian Academy on Sciences in early April that will allow St. Petersburg's cultural institutions to join the Library of Congress' "Meeting of Frontiers" Internet project, a bilingual library offering information about the history of the American West, Siberia and Russian-US relations concerning Alaska.

This library will provide access to more than 100,000 books and various documents from over 12 libraries and museums in Russia

and the United States, including the US Library of Congress, the Russian State Library, a number of Siberian libraries and the University of Alaska.

Australian Periodical Publications 1840-1845 Online

A useful internet site is:

<http://www.nla.gov.au/ferg/>

which is a digital library of Australian publications that began publication between 1840 and 1845. Included in the list of titles are *The Shipping Gazette* and *Sydney General Trade List*.

US National Archives New Electronic Database

The National Archives and Records Administration (NARA) recently launched Access to Archival Databases (AAD), a new research tool that makes a selection of the Archives' most popular electronic records available to the public over the Internet:

<http://www.archives.gov/aad>

AAD is the first publicly accessible application developed under the auspices of the National Archives Electronic Records Archives Program. The Electronic Records Archives Program is addressing the larger challenges of preserving the increasing variety and volume of Government records that have been created and stored in electronic form. AAD addresses access to a specific type of electronic record – databases and records that are structured like databases.

AAD provides researchers with online access to more than 350 databases, which were created by over 20 Federal agencies. NARA plans to expand the system to more than 500

databases. Notable databases in the initial release of AAD include:

- S** preservation survey of Civil War sites
- S** combat casualties from the Vietnam and Korean Wars
- S** POWs from World War II and Korean War
- S** Japanese-American Internee Files from World War II
- S** Port of New York ship passenger lists, 1846-1851 (Irish Famine database)
- S** death records from the Gorgas Hospital Mortuary in Panama, 1906-1991
- S** indices to black and white and colour NASA photographs, 1958-1991
- S** after-action combat and air sortie reports from the Vietnam War
- S** military Prime Contracts in excess of \$10,000, 1965-1975
- S** Securities and Exchange Commission (SEC) Ownership Reporting System, 1978-1998
- S** SEC Proposed Sales of Securities System (Insider trading), 1972-1993

**Publication on Maritime Archaeology
from l'Association des archéologues du
Québec**

L'Association des archéologues du Québec has recently published a thematic issue dedicated to maritime archaeology that will be of interest to some members of the Society. Entitled *Mer et Monde: Questions d'archéologie maritime*, this 240 page volume presents 14 papers, either in French or in English, by leading scholars and underwater archaeologists from Canada and from abroad. With a preface by Robert Grenier of Parks Canada's Underwater Archaeology Services, this issue reviews the current state of research in maritime archaeology in Canada.

The cost is \$20 per copy (plus S+H), and is available from:

Association des archéologues du Québec
Archéologiques
C.P. 322, Succ. Haute-Ville
Québec, Qc
G1R 4P8

www.archeologie.qc.ca

**John Carter Brown Library Exhibition on
Maritime History to Open at Newport Art
Museum**

The Newport Art Museum in Rhode Island is venturing into new territory with the opening on Sunday, April 27th, of an exhibition of books, maps, and manuscripts relating to maritime history. The sea, and the art it has often inspired, are not strangers to the Museum, located as it is in the yachting capital of the world. What is novel is an historical exhibition at the Museum that features classic texts and cartographic works, from the era of Columbus to the time of Captain Cook and beyond.

Entitled *The Boundless Deep: The European Conquest of the Oceans, 1450 to 1840*, the objects to be displayed are entirely from the holdings of the John Carter Brown Library in Providence, Rhode Island. The John Carter Brown Library is an independently funded and administered institution, located on the campus of Brown University since 1901. Its collection of maritime books from this early modern era—in Spanish, Portuguese, French, Dutch, English, German, and Italian—has few rivals in the world.

The exhibition, which will remain open through July 27th, addresses the epic story of the European expansion across the oceans, beginning with the Portuguese voyages down

the west coast of Africa in the middle of the fifteenth century and culminating in the great scientific expeditions of the eighteenth and early nineteenth centuries. This achievement, which on land often caused extraordinary and painful disruptions in traditional societies around the world, at the same time made possible the geographical unification of the earth and the overcoming of human isolation in every corner of the globe.

No earlier material achievements in the West, no Gothic cathedrals or Roman aqueducts, surpass the development of craftsmanship and the mastery of technical information that, taken as a whole, made possible, for example, the first circumnavigation of the globe by Magellan's expedition between 1519 and 1522. From the prodigious navigational feats of Columbus and Vasco da Gama to the information-gathering missions three centuries later of Captain Cook and Alejandro Malaspina, the European oceanic enterprises vastly extended the reach of Western commerce and culture, created permanent links between hitherto separated continents, and brought back substantial new knowledge. It was the period when the foundations of global commerce and global culture, so evident today, were first established.

From a printed exhibition catalogue of approximately 215 items, more than 130 pieces have been selected for the show, above all for their visual interest and beauty. Because of the antiquity and craftsmanship evident in these works, their display for a public audience far transcends a merely historical exposition. These objects may be marveled at for their intrinsic beauty—the beauty that inheres in almost any handwork of an earlier era and that derives as well from a deliberate desire on the part of the

maker to impress the viewer. Moreover, there clings to many of these objects, because of their extreme rarity and their association with crucial human initiatives, the aura that comes from concrete embodiment of the irrecoverable past.

The Catalogue

The exhibition catalogue was written by **John B. Hattendorf**, the Ernest J. King Professor of Maritime History at the Naval War College in Newport, and former Adjunct Director of the Munson Institute of American Maritime History at Mystic Seaport. The designer of the exhibition is Sarah Buie, Professor of Graphic Design at Clark University in Worcester, Massachusetts. The staff of the John Carter Brown Library actively assisted in the preparation of the catalogue and the exhibition. (The catalogue will be available for sale from the John Carter Brown Library and the Newport Art Museum after April 25.)

Basil Greenhill

Born on February 26, 1920. He died on April 8, 2003, aged 83. *Editor's note: There are few in the world whose impact on maritime preservation can equal that of Basil Greenhill. Eric Ruff (Yarmouth County Museum) and I have both had wonderful times with him but we both knew that below the surface he could be difficult personality as well as equally demanding and generous professionally. Above all, he was a of a time when there was an opportunity to bring together the direct experience of life in sail and that of scholarship. There are strong pioneering Canadian connections in his work.*

With apologies to many sources for the following.
MDS

As Director of the National Maritime Museum at Greenwich from 1967 to 1983, Basil Greenhill transformed an old-fashioned picture gallery and dusty shrine to Admiral Horatio Nelson into a much more dynamic and wide-ranging institution of both national and worldwide importance. Arriving at the National Maritime Museum, he saw the need to widen the scope of the collections to include ancient and modern commercial fleet activities of all sorts. An enthusiasm for boat archaeology was fired by a visit to the Danish Viking Ship Museum at Roskilde, where five longboats, sunk as a barricade at Skuldelev about a thousand years ago, had been restored.

He instituted a conservation programme and set up an archaeological research centre. Greenhill's campaign to bring marine archaeology to Britain was boosted by the discovery in 1970 of an Anglo-Saxon boat near the village of Graveney, near Whitstable, which was dated to CE 800 - CE 900. By 1975 he had been instrumental in founding the International Congress of Maritime Museums, and his personal reputation was such that he was its first president until 1981.

He was driven by ambitions both for himself and the museum, and his previous experience with the Foreign Office had given him an understanding of government departments and a particular skill in efficiently extracting money from Whitehall. At the end of a financial year, for example, it was always the National Maritime Museum that had ready a realistic and costed plan to mop up awkward underspending in other people's budgets.

As a 16-year-old he absented himself from school in order to take passage in the four-masted Finnish barque *Viking* from the

Severn to Kotka in the Gulf of Finland, so starting a long and fruitful association with that country and the Baltic.

Greenhill read philosophy, politics and economics at Bristol University, where his course was interrupted after two years by the Second World War. He enlisted in the Royal Naval Volunteer Reserve as a telegraphist, and having volunteered for the Fleet Air Arm he was promoted to leading radar mechanic and subsequently commissioned as a sub-lieutenant. Leaving the Navy with the rank of lieutenant in 1946, he returned to Bristol University to complete his degree and then joined the Dominions Office, subsequently the Commonwealth Relations Office. His career in the diplomatic service lasted for almost 20 years.

Enthusiasm for the sea and seafaring prompted his first, and perhaps his most successful, publication, *The Merchant Schooners*. The first volume was written "in a dingy flat in Paddington after a hard day's graft in Charles Street" and appeared in 1951, followed by a second volume in 1957. This survey of the history of the small fore and aft rigged merchant sailing ships of England and Wales in the years 1870-1940 was to run to four editions.

His first foreign posting was to East Pakistan, now Bangladesh, and he also served in Karachi, Pakistan, and in Afghanistan. He and Gillian returned to England from Central Asia by road in an Austin A70 saloon. Following a tour with the Ninth General Assembly of the United Nations in New York, Greenhill was appointed Head of Chancery in Tokyo in 1955, where colleagues recall a forthright man of action with wide interests,

including publishing articles on the construction of Japanese fishing boats. His return to Pakistan as Deputy High Commissioner saw him devoting his spare time to research for his book *Boats and Boatmen of Pakistan*, which appeared in 1971. His wife died in Pakistan of amoebic dysentery in 1959.

In 1961 he married Ann Giffard, herself a renowned historian, with whom he wrote several books and monographs. *Sailing for a Living* and, more importantly, *Westcountrymen in Prince Edward's Isle*, a study of mainly Cornish émigrés who operated boat-building enterprises in the 19th century, were the first of these. *Westcountrymen* was later made into an award-winning film.

Between 1970 and 1995 he produced a multitude of books and articles on the history of boats and ships, concentrating largely on Edwardian and Victorian sailing vessels but with much material about the transition to steam and the sociology of seafarers.

His Scandinavian and Finnish connections inspired an acclaimed history, written with his wife, *The British Assault on Finland 1854-1855: A Forgotten Naval War*, which appeared in 1988. He also cultivated warm relationships at the port of Mariehamn, the home of the last line of large carriers in sail, and wrote a number of books about these. He was appointed a Knight Commander of the Order of the White Rose by the Finnish Government in 1980.

He was appointed CB on leaving the National Maritime Museum in 1981. The following year he became chairman for a decade (and subsequently vice-president) of the SS *Great Britain* Project which aims to restore

and conserve Isambard Kingdom Brunel's magnificent ocean-going steamship in a graving dock at Bristol. He is remembered there as a strong character who brought valuable expertise; from fragmentary evidence, for instance, he was able to deduce how the ship's masts must have been rigged.

Greenhill was a tireless and talented lecturer, traveling widely to plug the campaign of the moment. He was a governor of Dulwich College and chairman of Dulwich Picture Gallery, as well as chairman of the Centre for Maritime Historical Studies at Exeter University. He was awarded a doctorate by Bristol University and honorary doctorates by Plymouth and Hull Universities, the latter in recognition of his work for its Maritime History Trust. His very extensive library has been presented to Hull.

He is survived by his wife, Ann, their son and the son of his first marriage.

Capital Ship Terminology

by Brooks A. Rowlett

The following first appeared as an e-mail on the e-mail list Emp-Comm-Forces@topica.com, and had been slightly revised for Argonauta. It's a useful guide for those unfamiliar with 20th Century warship terminology.

Calling an aircraft carrier (or just about any warship) a "battleship" is a major annoyance to naval historians and history fans, caused by carelessness in the most recent *Associated Press Style Manual*. Since this is a 'Bible' for media reportage, it is being assiduously adhered to despite the fact that it is

absurdly wrong and overturns a century of well-understood terminology.

It erroneously took the word "battleship" to be synonymous with *any* warship. Among those who know the real story there has been much complaining and gnashing of teeth (which have been set on edge by this exercise in ignorance).

A capital ship was legally defined by, for example, the Washington Naval Treaty; while the Treaty is no longer in force, the definition was correct for all purposes and should be retained. Capital ships whose main weapon systems were guns, by definition in the 20th Century, thus included battleships and battle cruisers.

The term "dreadnought" (the correct spelling, since it derives from the name of the example ship) derives from the first 'all-big-gun' example of the type, completed in 1906 for the Royal Navy. Upon her completion, all previous battleships of the "standard type" ("standard battleship") were rendered obsolescent, and they soon came to be known as "pre-dreadnoughts." But the actual RN official ship type description, ditto USN, and in fact translated German type, is "battleship." (The French and Italian terminology is not so explicit, unfortunately).

The hybrid type, the battle cruiser, was generally included in the capital ship realm by virtue of its gun armament. They started out as vastly enlarged armoured cruisers, with cruiser armour and speed, but battleship gun calibre. The inventory of the "capital ships," used in force comparisons both inside and outside of government, did include battleships and battle cruisers.

Note that *Jane's Fighting Ships* referred to examples of low-end, prototypical fast battleships built in the 1930's as battle cruisers, but this was in comparison to the older slower ships; the navies that owned these new ships in fact considered them small battleships rather than super-cruisers. The public definition of battle cruiser thus become fuzzy, but the official definition seems more logical than *Jane's* definition, in retrospect, since all new battleships of this era were fast by comparison with the WWI-era ships, and there were in fact efforts to negotiate naval limitation treaties which would have reduced the maximum permissible size of battleships.

Strictly speaking, the technical name of the capital ship type thus includes the standard type battleship starting around the 1880s (the British *Royal Sovereign* class of that era is often considered as one of the first examples of the standard type, ie the pre-dreadnoughts); the dreadnought battleships; and the dreadnought battle cruisers. "Dreadnought," in this sense, was used to distinguish the all-big-gun ship from the previous "standard type" and became most accurately a modifier for the term "battleship."

While the term "dreadnought" was then used publicly by itself, it should be understood as being less formal than the term "battleship." This is further evidenced by the fact that the first generations of dreadnought battleships retaining the 11-12 inch guns of their standard type predecessors (German or British respectively): when the British introduced the 13.5 inch gun, these ships with larger calibre weapons were then frequently publicly described as "super-dreadnoughts." The super-dreadnought standard then rose as later generations further enlarged their guns, until,

eventually, the super-dreadnought term more or less fell out of use, and indeed the older standard-type ships were scrapped after WWI. That essentially eliminated the need for the "dreadnought" descriptor, since there were no longer a significant number of pre-dreadnoughts around. Indeed the older "standard battleship" vessels, are now more often remembered as 'pre-dreadnoughts.'

I believe that *Jane's* was the source of the term "super-dreadnought." *Jane's* is also the source for the label "pocket battleship" for the unusual German vessels of the *Deutschland* class, which was basically an attempt to describe what was in some respects a low-end battle cruiser, rather than a small battleship. The confusion was caused by some multi-language readings of the terms of the Versailles Treaty in its French form, and that the so-called "pocket battleships" were built to replace over-aged pre-dreadnought battleships Germany was allowed to retain after the First World War. The French term for battleships of the post ironclad type being "armoured ship" (*cuirassé*) and the Versailles Treaty employing the French term, the Germans, when building these ships, referred to them exclusively as "armoured ships" (*panzerschiffe*) until WWII, when they were classified (more accurately) as "heavy cruisers." 'Pocket battleship' is a handy shorthand, given that "armoured ship" does not refer to a specific ship type in English, but it is still not very accurate a descriptor. I have since seen the Thai Coast Defence ships (with cruiser-calibre guns) of the *Sri Ayuthia* class referred to as "pocket heavy cruisers" but only in one or two sources.

At any rate, any news article from the 1990s onwards that refers to any modern naval ship as a "battleship" was probably written with

reference to the *AP Style Manual*, and should be read with a grimace and the mental substitution of the word "warship." All battleships are most certainly warships, but most warships are not battleships.

The reign of the dreadnought almost certainly can be considered to have lasted more than 15 years: from 1906, the commissioning of HMS *Dreadnought* until 1941, when the role of the aircraft carrier in the destruction of *Bismarck* and the attack on Pearl Harbor, and the sinking of HM Ships *Prince of Wales* and *Repulse*. Coupled with the carrier battles of 1942, it was demonstrated that the determining factor in a navy's capability at sea was measured by the amount of airpower it could project over the sea, typically from aircraft carriers.

Since the 1950's, it has been suggested many times that the appearance of the nuclear-powered attack submarine, and then the ballistic missile submarine, has resulted in the supersession of the aircraft carrier as *the* capital ship, by the submarine. Fortunately no war has yet firmly demonstrated (or disproved) this status. *Jane's Fighting Ships* however, which through WWII and into the early postwar period listed ships in terms of a priority of capital ships first, various combatants, then working down through fast escorts, submarines, slow escorts, patrol craft and auxiliaries, spent much of the early Cold War period describing aircraft carriers as capital ships, and giving them precedence. Soon after the appearance of the nuclear or the ballistic missile submarine, *Jane's* began listing submarines first, followed by aircraft carriers; and the few battleships left actually were listed after small missile destroyers.

Maritime Provinces Steam Passenger Vessels

By Robin H. Wyllie

P. S. *Admiral* (2)

Specifications:

Official Number:	88306
Built:	Brooklyn, New York
Date Built:	1864
Gross Tonnage:	681
Overall Length:	176.0 feet
Breadth:	29.0 feet
Draught:	17.6 feet
Engines:	walking beam
Propulsion:	side paddles

No fewer than three paddle steamers named Admiral have been registered in Canada. The first was a wooden river steamer built in Queenston, Ontario in 1842; the second an 1864 US-built seagoing vessel; and the last, a tug, built in Portland, New Brunswick in 1876. This has resulted in some confusion over the identification of a number of published photographs and it is hoped that this profile of the second Admiral will serve to resolve the matter.

History:

The iron paddle steamer *Admiral* was built in 1864 for the Boston-Salem-Gloucester run. As a major part of her route lay outwith the protected waters of Boston Bay, her 17.6 foot draught, short sponsons and classic fore and aft schooner rig were exactly what one might expect to find in a short haul general purpose seagoing vessel of her day.

By 1881, despite competition from the Boston-built *Charles Houghton* and other

vessels, traffic appears to have increased to a point where either a larger vessel was needed for the run, or *Admiral's* owners received an offer for the vessel which they could not refuse. In any event, the following year, the seventeen-year-old *Admiral* had been replaced by the *City of Gloucester*, a new screw steamer with a large open deck area.

In the era following the American Civil War, a growing economy had created a prosperous new middle class whose members had the means to remove their families from the sickly summer heat in the big coastal cities. Pretty towns and villages within an hour or so of town were rapidly transformed into popular resorts, and amusement parks, catering to day excursionists sprang up in every beach community within a steamer ride of Baltimore, New York, and Boston.

This intrusion of the masses into the former reserves of the upper class led to the development of a number of fancy summer colonies, catering specifically to society's elite. Among them was Campobello Island in New Brunswick, a major part of which had been purchased by a group of Boston speculators in 1881. Their purpose was to promote the area around Welshpool and Friar's Bay as an exclusive resort, and to establish a "rustic" summer colony which might attract the cream of American society.

A steamer was required to transport building materials and work crews to the island from Eastport, Maine, a short distance across Passamaquoddy Bay. *Admiral* was the chosen vessel and she appears to have been ideally suited to the work. However, once the hotels were completed and had opened for

business, *Admiral* underwent an elevation in her status from work boat to "The Campobello Company Yacht." In this capacity, in addition to hauling supplies for the colony, she was used to ferry the hotel guests to and from Eastport and took them on cruises to St Andrews and other points of interest.

A photograph of *Admiral* churning across Friar's Bay during this period shows the vessel still in her distinguished Boston and Gloucester livery of black hull and funnel, with white paddle boxes and deck houses panelled in pastel colours – probably the popular shades of cream, or pale blue and pink.

To cut a long story short, by 1883, the whole Campobello scheme had begun to come apart. Out of hundreds, only twenty or thirty cottage lots had been sold and the three big hotels, which had been built solely to attract prospective buyers, were operating at a considerable loss. They would very soon have to be abandoned and, in the meantime, the cost of operating the steamer could no longer be justified. *Admiral* was placed on the market at the close of the 1883 season, and, the following year, her duties were taken over by an odd-looking little steam launch named the *Emmett*.

By chance, the Lunt Brothers of Saint John were looking for a vessel and *Admiral* appeared to meet most of their requirements. She was subsequently purchased, repainted all white and registered in Saint John. To increase her passenger-carrying capacity, the upper deck was extended and railed. Two large saloons were then added, before and aft of the funnel, detracting somewhat from her

original looks and making her appear a little top heavy.

In the main, *Admiral* was used on the run from Saint John to southern New Brunswick and Passamaquoddy Bay ports, a route previously worked by the *City of St. John*. This was, however, a twenty-year old ship and she was beginning to show a little wear and tear. As a result, perhaps of failing her inspection, she was put in for repair in the spring of 1886. However, apart from her boilers, which had to be re-tubed, there does not appear to have been anything seriously wrong with the vessel and, by June 23rd, she was back in service.

The vessel continued on her southern New Brunswick run until around 1889, when increased competition from New Brunswick's rapidly expanding railway system appears to have forced her withdrawal.

Three years later, in 1892, the Conservative government of Sir John Abbott created the Subsidies Branch of the Canadian Maritime Commission. Designed to assist shipping companies in maintaining what were considered to be essential services, the first recipient of this largesse was Patrick Kelly of Quebec, who was granted a subsidy for a general freight, mail and passenger service from Campbellton to Dalhousie and Gaspé.

All he needed was a suitable vessel, but the river steamers of the upper St Lawrence, with their shallow draught and long overhanging paddle guards, were totally unsuited to the rough coastal waters of the Gulf. *Admiral*, on the other hand, having been designed for very rough coastal waters

off the coast of Massachusetts, was exactly what he had been looking for.

After negotiating the purchase of the vessel, Kelly registered *Admiral* at Quebec City and placed her on a twice-weekly mail run, seasonal of course, departing every Wednesday and Saturday from the railway wharf at Campbellton, for Dalhousie, Bay of Chaleur ports and Gaspé.

Some question remains as to how long *Admiral* remained in this service, however, given the politics of the day, it is not inconceivable that it might well have been until sometime, just prior to October 1904, when she was destroyed by fire at Montreal.

The following year, the Inter Provincial Navigation Company of Canada Ltd was awarded the subsidy and placed their brand-new Port Glasgow-built screw steamer, *Lady Eileen*, on the Campbellton-Gaspé run.

Sources:

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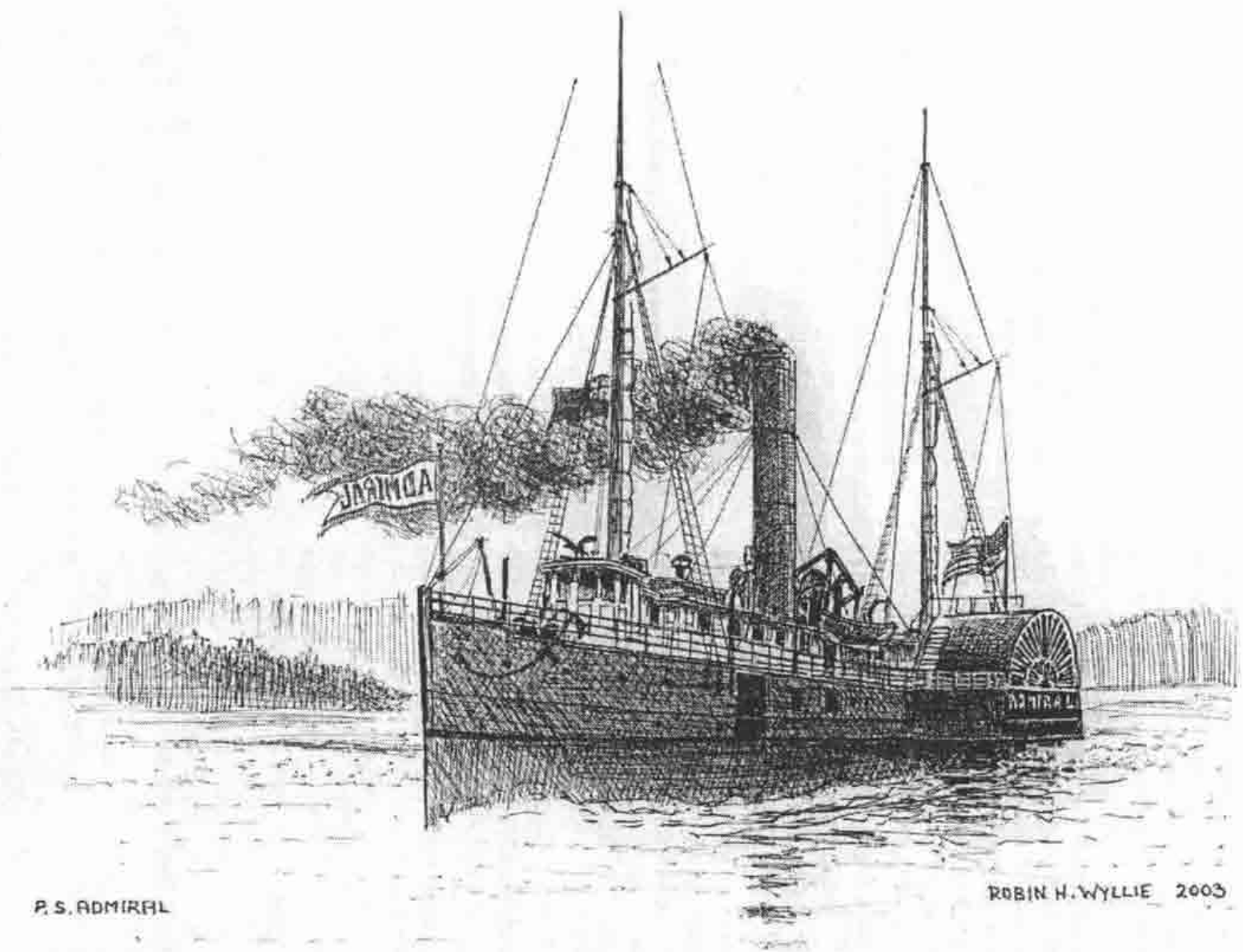
Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809 - 1930*. The Steamship Historical Society of America, Providence, RI, 1979.

The Eastport Sentinel (various issues), The Quoddy Times Foundation Marine Library, Eastport, Maine.

The Quoddy Times (various issues), The Quoddy Times Foundation Marine Library, Eastport, Maine.

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

Contemporary timetables, newspapers and almanacs.



Admiral in Passamaquoddy Bay from photographs in the National Archives of Canada

Wooden Steam Drifters (C.D.s) Completed but Not Delivered, 1918

A small tidbit from Robin H. Wyllie, which connects to his "Maritime Provinces Steam Passenger Vessels" column in the April 1994 edition, dealing with the S.S. Arichat.

The vessels below were laid up in St Peters Canal basin, Nova Scotia and subsequently sold to private owners.*

<u>Vessel</u>	<u>Builder</u>	<u>Off. No.</u>	<u>Notes</u>
<i>Grace Hankinson</i>	Montreal Harbour Commissioners	141580	Weymouth-Freeport-Saint John
<i>Pearl Cann</i>	as above	141653	Halifax to Richmond County ports
<i>Arichat</i>	Canadian Govt. Shipyard, Sorel	150294	Mulgrave to Richmond County ports
<i>Mary Currie</i>	as above	150247	wrecked Louisburg, 1926
<i>Richmond III</i>	as above	150242	Mulgrave to Richmond County ports
<i>Mary Patricia</i>	Canadian Vickers, Montreal	150246	Halifax-Bras d'Or Lakes and E. Coast Cape Breton

- At least seven other vessels were completed after the war was over. They were sold to private owners in the Montreal area.

The Big White Golf Ball

By Ieuan Dolby

I remember well the first ship that I joined that had a Satellite Phone on her. I joined as Chief Engineer on this tiny little Research Vessel on a tiny little river in Papua New Guinea, and I never saw the ship when I arrived at the wharf, all I could see was this massive white Golf Ball perched high on the top deck. Looked as if it was pushing what little there was of the ship down into the water. I remained in awe of that UFO for the first half of the trip and for the remainder I wished that I could afford the six-pounds per minute that it cost to use!

Yeah, satellites and all that went with them sneaked up on all ship's staff without notice or prior warning. Once upon a time we could leave port and not be heard from, left to our own devices until the next port but now we are being constantly monitored and required to send daily reports through to the company. No longer is it "have a safe trip and see you when you get there," now it is "we'll be watching you." Ah, long gone have those days when we where a team all alone on the high seas!

Engineers never really became involved with the Sat phones for many years. One day sunbathing on the Monkey Island, and the next, a UFO had landed on your favourite spot. And the funny thing was that nobody ever really talked about it at all. If it had been a new generator or a new ballast pump then everybody would have been discussing it for months before and after. "At last we are getting a new one," the Chief would say and the Captain would respond with "no more blackouts then, eh?" Faxes and

telexes would fly around and all would be posted for all to see, even the cook would become enthused due to the excitement surrounding him. "A new ballast pump eh?" the cook would say at dinner, "yep, 300 m³/hour" the third would reply enthusiastically. The cook would then typically respond with "good, great, no more blackouts then, eh?" having totally crossed his wires. But the satellite remained a silent misnomer that was unheard of one day and then the next, installed and running. I am never sure why this was, as the whole idea and set-up far exceeds that of new machinery or anything else, but there we have it. I would hazard a guess for the secrecy and lack of conversation regarding this advent – that of fear of such tremendous change. So new and so large an alteration in the way of life at sea, but this is only a guess.

And the Captains? Well, they all changed. Most became serious recluses (more so than before) and watched these phones day in day out, warding off Engineers and others alike from getting close. Padlocks and intricate codes were used to prevent usage other than by themselves, and those that could, installed the phone in their cabins. It was a stressful time and lasted nearly ten years. Ten years of complete disintegration of any normalcy between Engineers and Captains and ten years of Engineers having to beg, borrow or steal to even get close to the Black Handset. I suppose it was such an advanced and sudden change that it took a while to get used to and become accepted as an everyday piece of equipment – just another one that may break down or require maintenance.

Of course over time everything got cheaper, the white golf balls became smaller and have all but disappeared. Handsets reduced in size from large and awkward monstrosities to those resembling typical household phones (except for the padlock that the Captains could never actually dispense with) and Engineers suddenly became necessary in the operation of the associated software. Why do I say that? Well, let me digress for a moment. When Engineers and Deck Officers step ashore in an unknown and distant port it rapidly becomes apparent that the Engineers are far more able to navigate their way back to the vessel. The same becomes clear when computers are involved. There is the Captain with a nice little sat phone and software through which he can do his departure checks, send daily reports, order stores, check his private e-mail and on more advanced systems check the latest stock prices. But he has an ongoing problem as everytime he presses "send" nothing happens, or he has lost his latest daily report to some unknown "chip with legs" inside the white box that hums.

Oh deary me! Scratching of the head ensues and attempts at throwing the computer or phone over the side are resisted. It is then that an Engineer happens to be passing by and that he notices that the Captain is suffering from high blood pressure. Then a couple of mouse clicks later the whole problem is solved, the missing file relocated or the e-mail winging its way upwards or across the blue ocean. Yes, I have found that the majority of Engineers have an easier grasp or ability to understand computers and the software involved than have the Navigators. Not sure why and I am not going to get into this subject but believe me it is fact!

Satellite phones also changed the way of communication with the outside world. Before, all communication from and to the ship went via the Captain. Every piece of writing could be censored or displayed at the Master's discretion but nowadays Chief Engineers, Mates and even Second Engineers are sending their own stores orders and e-mails to Head Office. Engineers talk directly to Superintendents about their mechanical problems, mates read incoming e-mails when alone on watch and all can be done without others being able to oversee or hear what is being said. The satellite phone has brought to the ship a sense of industry ashore, the ability to communicate and talk easily when and where you want without having to wait for a week or two or without having to use an intermediary to pass the messages along.

Nowadays a ship without some form of e-mail/sat communication is improbable and all at sea are fully familiar with the system and expect to be able to use it when and where they want. All part of being at sea in the Modern day Merchant Navy one could say! E-mails and mobile phones have become a part of life everywhere so why should seafarers be any different? Now with such systems being commonplace, calls are cheaper and affordable. E-mails can be written whenever the computer is free and sent at minimal cost, this cost often being carried by the company as 'pennies rather than pounds' are involved.

Imagine the future, instant diagnosis of engine problems, expert advice at hand for the engineers. The Engineers have a serious problem and have broken down in the middle of the Atlantic Ocean. They are scratching their heads as to what has gone wrong and the

only people that can help them are 2000 miles away in an Office unaware as to the drifting vessel's plight. Today we can call these experts up and describe the problem and thus gain invaluable insight into what may be wrong or what they can possibly do to rectify the problem. The future gives them this: a mobile phone to take down to the work site, a video camera to send instant pictures of area and problems to Head Office, a recording of full conversation to replay later (for insurance and blame), instant download of possible solution or temporary repair of the problem and immediate advice from the expert ashore who can see exactly what is going on.

Yep, that is the future that we will look towards, a few years down the line. We have gone from haphazard and unstable radio communication to instant and clear access anywhere anytime!

What will the next fifteen years bring? Whatever it may be just make sure that you have an Engineer at hand.

Mariner Ieuan Dolby has served "from Cadet to Chief Engineer" on a variety of merchant vessels.

The CNRS Conference in August and the Appeal of Parts West

What follows is by no means comprehensive but it does represent the special opinion of several authors and marine history correspondents from the West - all of course intended to entice you to **CNRS West** - the Society's 2003 AGM 13-16 August.

This from **Keith McLaren**. "One site that jumps to mind is the ship breakwater at

Royston, just below Courtney. About sixteen ships lay there as part of a breakwater, the oldest is the *Melanope* built in 1876. I'm sure Rick James would be thrilled to arrange a boating excursion to them. Of course there is travel out to the west coast to Bamfield on the *Lady Rose* and out to Nootka Sound on the *Uchuck III*, both wonderful trips on heritage vessels. And tours of the bridge and engine room of the *Spirits of BC* and *Vancouver Island* while traveling to Vancouver Island would certainly be a possibility. In fact I could be the point man for anything dealing with BC Ferry Services, Ltd (as we are now called). An arrangement might be made for an excursion on the SALT society vessel, *Pacific Swift*, but it is their busy time of year and the *Pacific Grace* will be away to the South Seas."

And from **Rollie Webb**. "I have recently found the border to be rather benign as there is so little travel the lineups are not that long. The most effective way however, to get south is to take the AMTRAK from Vancouver to Seattle (about \$30 US). It is a neat trip, goes through White Rock, Blaine, Bellingham following the coast to Seattle. Leaves Vancouver in the early evening and returns to Vancouver early in next morning.

"Here in Puget Sound the popular marine sites are Lake Union (Puget Sound Marine Historical Society & old wooden ships) and a ferry ride to Bremerton where the destroyer that started the Vietnam war resides. USS *Turner Joy* is moored just outside the Puget Sound Naval Shipyard and is set up as museum ship. You can see a lot of naval shipyard from the ferry. In August there should be two US carriers there (the *Lincoln* & *Carl Vinson*) plus all sorts of retired US

nuclear subs waiting to be cut up. You can't get in the yard or anywhere close but there are small ferries/excursion vessels in the area that give an interesting tour. There is also a Naval Shipyard museum outside the gates that is ... so-so.

"Make sure people know to have a passport, getting across the border without one is just about impossible."

And these places in Vancouver and Area

Vancouver Maritime Museum. The maritime history of the Pacific coast with exhibits on pirates, shipwrecks, lighthouses, early fur trade, fireboats, warships named Vancouver, deep-ocean exploration, coastal and transpacific steamship lines, Squamish Nation canoes. Historic vessels in Heritage Harbour.

North Vancouver Museum and Archives in North Vancouver who as part of their community mandate have collections about industrial activity, particularly shipbuilding. In the works is a new museum to anchor The Shipyards development on the North Vancouver waterfront.

Granville Island Model Ships Museum. Scale model warships including 13.5ft model of HMS *Hood*. Fleet of scale model submarines from various epochs of submarine history. Scale models of British Columbia coastal tugs and steamers.

UBC Museum of Anthropology. See one of the world's finest collections of Northwest Coast First Nations (maritime communities) art plus many other fascinating exhibits.

Gulf of Georgia Cannery National Historic Site, Richmond. Built in 1894, the Cannery is a dynamic fishing museum offering visitors an entertaining West Coast experience!

On Vancouver Island

Maritime Museum of British Columbia in Victoria near the harbour. Captures the province's seafaring history of the last 130 years. A favorite of mine is the *Tilikum*.

CFB Esquimalt Naval and Military Museum is located at HMCS *Naden* on Canadian Forces Base Esquimalt, in the city of Victoria. In addition to the naval connection there is also an important collection of naval base structures.

Salt Spring Island Museum passed on the way to Vancouver Island, not only because the island is a spectacular place and a mature version of 'flower power' lifestyle but also it is the home of *Argonauta* founding editor (1984), Kenneth MacKenzie.

Members' News

A book launch is always a pleasurable event for authors, this one for **George B. Cann** and his, *West Nova Ships and Their Men: The Cann Boats*. The contents include a chronological list of 740 vessels from the 18th century through World War II. There are details of launchings, captains, seamen and shipwrecks along with descriptions of shipbuilding, voyages and cargoes, finding aids for foreign ports, maps and advertisements. This 740 page work can be purchased from Manley's Bookstore in

Sarnia, Ontario, the Yarmouth County Museum Nova Scotia or directly from the author.

Our members have very diverse interests. **Robert L. Shoop** is pleased to announce that his *Down to the Wire: The Lives of the Triple Crown Champions* will be published by Russel Dean & Company in the spring of 2004.

Robin H. Wyllie continues his ship profile studies but in addition, has undertaken *New Brunswick Coastal and River Steamers 1816 - 1956* as a research project for the Maritime Museum of the Atlantic started in 2000. The intent is to create a document of historical information and visual material to be used as a basis for future study. He also asks if anyone knows the location of the wooden steam drifter (C.D.s) built in Montreal during World War One.

Conferences and Calls for Papers

NEW RESEARCHERS IN MARITIME
HISTORY CONFERENCE
Merseyside Maritime Museum
12-13 March 2004
CALL FOR PAPERS

The 12th New Researchers in Maritime History Conference sponsored by the British Commission for Maritime History and the Society for Nautical Research, will be hosted by Merseyside Maritime Museum on Friday 12 and Saturday 13 March 2004.

The Conference provides an opportunity for those who have recently become engaged in academic or private

research into maritime or naval history to present a paper of twenty to twenty-five minutes duration and then answer questions from a supportive audience of maritime historians and independent scholars.

Proposals in the form of a one-page summary and another page giving details of sources utilised, a brief cv and contact details, including e-mail address should be sent by 30 November 2003, to:

Dr Adrian Jarvis
Curator of Port History
Merseyside Maritime Museum
Albert Dock
Liverpool L3 4AQ
e-mail: adrian.jarvis@nmgm.org

All proposals will be considered and will be replied to by e-mail as soon as possible thereafter. Those interested in attending the Conference to listen to papers should also apply for further details to the above address. Final programme details, accommodation lists, etc., will be forwarded in January 2004. There will be a Conference registration fee for the audience and participants of £20 sterling payable in advance, or on arrival if coming from outwith the United Kingdom.

SHIPS: THEIR LIVES, WORK AND PEOPLE

Canadian Nautical Research Society Annual Conference

Vancouver, BC
13 - 16 August 2003
at the
Best Western Sands by the Sea Hotel
1755 Davie Street

Mark it on your calendar, and plan to attend

The preliminary programme includes:

- an opening address by Jim Delgado, Director of the Vancouver Maritime Museum, with a reception to follow at the Museum
- tours of the Vancouver Vessel Traffic Management system and of the Container Port cargo handling facility

Paper proposals have been accepted from members and scholars from Canada, the United States, Britain, Belgium, and Germany. The topics cover the spectrum from 18th century naval vessels on the west coast of North America to shipbuilding both in Vancouver and in Britain. Social history topics include American sailors before the civil war and crews of vessels in the modern North Atlantic fishery.

People travelling from outside Vancouver should make their own **hotel reservations** at the *Sands by the Sea*, our **conference hotel**. CNRS has been given a special rate of \$149 (plus taxes) per night. A block of rooms is being kept for us until sixty days before the conference - about 13 June. Book now so you will not forget.

Call the hotel direct at (604) 682-1831,
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Ask for the CNRS conference rate.

For more information, contact William Glover at (613) 549-1900,
fax: (613) 546-8428, or e-mail, williamglover@sympatico.ca.

SEE YOU IN VANCOUVER!

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:

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

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 bienvenus:

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

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