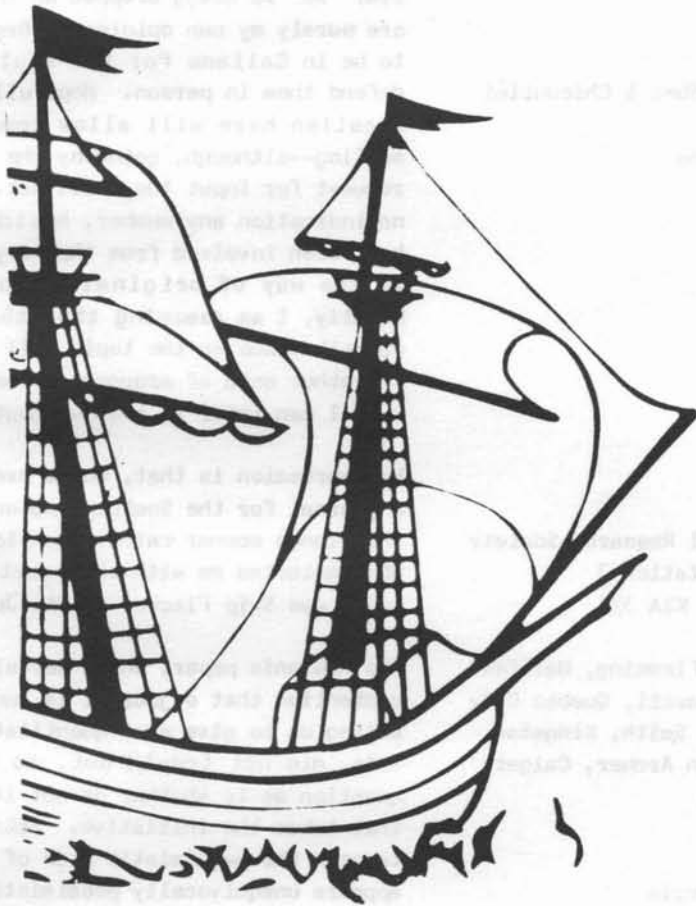


The Newsletter of



# The Canadian Nautical Research Society

Volume 3 Number two  
30 June 1986

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1981

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## THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

President	Gerry Panting Memorial University, Newfoundland
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Editorial: So Near and Yet so Far:  
A Publication Policy for the CNRS.

These comments are being written with the purpose of establishing one set of arguments for the discussion of a publication policy for the Society. The editorial 'we' is being dropped on this occasion as these are purely my own opinions. Regrettably, I am unable to be in Galiano for the meetings and thus cannot defend them in person. Hopefully their advance publication here will allow some thought before the meeting--although, going by the response to our last request for input they will not. In effect there is no indication any member, besides three or four who have been involved from the very beginning, has much in the way of original thought in the matter. Finally, I am assuming that the McGinnis and Gough contributions on the topic will form at least one of the other sets of arguments presented at Galiano and that I can refer to them without quoting them.

My impression is that, while everyone is in favour of a journal for the Society, no-one is willing to take the plunge sooner rather than later. The only person who contacted me with constructive, optimistic comments was Skip Fischer in St. John's.

The McGinnis paper, while certainly adding fuel to our contention that a journal is needed, as well as enabling us to give some quantitative data in support of this, did not (could not, to be fair) address the question as to whether or not it should be our Society that takes the initiative. McGinnis obviously leans towards the pessimistic side of things. Barry Gough appears unequivocally pessimistic. In Barry's case, the solution he suggests, of a fancier newsletter, would, I argue, delay the appearance of a journal. It would deplete our coffers at an alarming extent while giving no impetus to establishing a journal. His proposal, at para (4), for "most rigorous methods of vetting" I cannot agree with. To me that would automatically exclude all but one percent, or thereabouts, of our nonacademic members from ever participating actively in the journal.

Even Skip was not wholly optimistic, and in particular he argues specifically against one thing suggested by Gough & McGinnis--theme issues or bulletins. As he speaks from experience I tend to agree with him. All of the other suggestions made by these three, some good, some bad, apply with equal force to whatever we eventually turn our hands to and really are details to be determined when we have answered the fundamental question--journal yes or no?

Your newsletter is only as good as the contributions you send in -- so PLEASE CONTRIBUTE.

THEREFORE, I recommend:

1. The Canadian Nautical Research Society takes immediate steps to commence a full-scale journal, the first issue to appear as early as possible in 1988.

The meeting should then establish three committees, to wit:

1. Editorial
2. Financial
3. Administrative

The Editorial Committee:

General - This committee should start now to establish the parameters under which the journal should operate.

- Specific -
1. appoint an Editor & Editorial Board, and instruct these to come up with specific proposals for the first four issues;
  2. give guidance as to the form the journal should take.

The Financial Committee:

General - there seems to be general agreement to remain independent--certainly not dependent on government funds. There must therefore be some creative fund-raising.

Specific - the committee to target selected businesses/universities/philanthropists, etc. to obtain funding commitments, perhaps for specific issues. This follows a McGinnis suggestion, and has been used with success elsewhere. Prior requirement of course is knowledge of cost, which must be worked out as soon as possible.

The Administrative Committee:

This should arrange the details of tendering for printing, establishing distribution networks, and the promotion of the journal wherever possible. I see it being made available--for a higher price--to non-members of the CNRS.

Time Limits--short--must be set up for these steps. I also suggest that the CNRS establish a "Workshop on Thematic Issues" under the aegis of the Canadian Historical Association (see p. 4) at whatever Canadian establishment is willing to co-sponsor the meeting.

The theme should be "Towards the Establishment of a Canadian Maritime History Journal". I took preliminary steps to apply for this grant this year, but lacking time or financial commitment from anywhere I ceased my efforts. This could be the basis for the AGM for 1987.

We must get going now, or all our plans will remain still-born.

FreshWater:

Elsewhere in this issue you will see the editorial of Canada's newest maritime journal. Put out by the Marine Museum of the Great Lakes at Kingston, it is a creditable effort. In this editorial, readers will find the statement that it intends to be regional--some region, as Mr. Churchill might say; it encompasses all of the Great Lakes and creeps down the St. Lawrence to about Montreal. The editor also hopes that "other Journals will develop in other regions" across Canada, and in this particular hope he and we fall out of phase. We cannot endorse a call for another regional journal, when the crying need still remains a country-wide one. It behooves us to support FreshWater--it comes with membership in the host Museum--but we cannot go on forming splinter journals while the general need is still not met.

Book Review Section:

This is particularly strong again--and in fact is the sole area of our endeavours in which we are getting a sustained and worth-while response. Verily are we beginning slowly! In particular we commend Milner's gracious review of the Arbuckle work on Naval Etiquette. Of great interest to your editor was the acclaim from various Canadian military dignitaries expressed in the latter, while they ignored Milner's own substantive work on the Royal Canadian Navy during WW II. It would appear our senior naval officers appreciate etiquette more than education!

We Receive Letters:

Last issue's was from Victoria, this one is from Newfoundland and Labrador. The writer also was intimately involved with the Hal Banks mess--yet another indication of the pervasiveness of that gentleman's impact on the fragile Canadian merchant marine. He remembers some chilling episodes of those times--as well as recounting the less-than-patriotic response of some WW II merchant seamen in the face of the enemy. He has few kind words to say of the way in which the Canadian government has consistently turned its back on the idea of a national flag merchant marine.

"Besides researching characters and events...I have--through professed sentimentalism--been gathering information on the last PARK ship under the Canadian flag. She was the Outremount Park, launched Montreal in 1944. In 1946 she was converted from coal to oil burning, and sold to Furness-Withy. She was re-named the Brazilian Prince. In 1950 she was transferred to the British flag, then returned to Canada in 1959 as the Federal Pioneer. (I had been on the original Federal Pioneer in 1947 and again in 1948/49). She was one of the better ships that annually supplied the Canadian arctic, and faithfully carried out the task until she was sold to China for scrap in 1970, or '71, and delivered by a Canadian crew.

"The ship had a not uneventful career; she had been pampered and abused by her kindred crew. In browsing through some old union papers, she was acclaimed 'the cleanest ship in the PARK ship fleet' in 1945. A well earned accolade for a coal-burner in a mixed fleet of coal and oil burners! In 1948, a fire in the aft quarters in South America forced the crew ashore while the renovations were conducted in a shipyard. A not unwelcome sojourn by a Canadian crew of the milieu--but the bane of the latin constabulary of the port. I had a home town friend of mine aboard at the time, and I am awaiting information of the episode. During the 1949 strike, the vindictive, departing CSU crew put sand in the bearings of the main engine and auxiliaries, in Buenos Airies [sic], Argentina, before they were jailed."

#### Naval Cap Ribbon Collection

BYTOWN Naval Officers Mess in Ottawa has a unique display of cap tallies of HMC ships. A current project is to expand the collection with the aim of formally displaying every Canadian cap tally. The project team wishes to contact anyone who can direct them to collectors who would be interested in contributing or trading. The address is:

#### Cap Tally Project

BYTOWN Naval Officers Mess  
78 Lisgar Street  
Ottawa, Ontario  
K2P 0C1

Telephone: (613) 235-7496 or 996-7540

Your co-operation in spreading the word would be most appreciated.

#### Canada's Newest Maritime Journal: FreshWater

##### Editorial

Nineteen eighty-six marks the tenth anniversary of the Marine Museum. In that short period of time the site has undergone a major renovation/restoration and material history, library and archival collections have grown at a rate we hardly expected. Most important, people, large numbers of them, are now using the Museum and its resources.

The Museum has been a clearing house for all kinds of ideas. We are custodians of a treasure trove of material that must be made more accessible. It seems natural then, on our anniversary to publish FreshWater, a Journal of Great Lakes Marine History that will get those ideas circulating.

I have before me Volume 1. Number 1. of The Mariner's Mirror, The American Neptune, and Inland Seas, all venerable journals devoted to marine history. The example they provide, over one hundred and sixty years of excellence, is both stimulating and daunting. We will attempt to be similar but not exactly the same. We are beginning in a different time and a different place and our Members may have other ideas. At the end of each year Members will be asked to let us know how we, the Editors, are doing.

Regionalism is a fact of life in Canada and we hope to build on regional strength but in concert with the Canadian Nautical Research Society, an organization that provides for a medium of exchange across the country. I hope other Journals will develop in other regions. Our Canadian marine history is rich in content and one journal cannot do it all.

Success of course will depend on the continued support from the Membership. Bring a Member with you; consider a gift Membership for a fellow enthusiast. Regard the Journal and the Newsletter as yours for your ideas. Contributions to FreshWater are welcome.

A 'launch' is always a special event, especially for those who have worked so hard to make it possible. Their names are on the pages of this journal.

Maurice D. Smith

Editor

FreshWater

Marine Museum of the Great Lakes  
Kingston, Ontario

2. WORKSHOPS ON THEMATIC ISSUES

In the summer of 1984, CHA Council decided to fund, on an annual basis, a series of thematic workshops. The association will provide up to \$2,500 for workshops co-sponsored by history departments at Canadian universities or by other appropriate institutions. For the academic year 1986-87, three such workshops will be funded. The CHA believes that the historical profession can be advanced by encouraging workshops that cover a broad range of themes and topics. Proposals will be evaluated through an adjudication system authorized by the Council of the Association. Proposals (300 words, maximum) must be received by the CHA Secretariat by 1 May 1986. Proposals will be evaluated by 1 July by a three member committee authorized by the CHA Council. The following criteria will be used:

1. Importance for historians with diverse interests (e.g., non-canadianists, canadianists, social, intellectual, political);
2. Theoretical significance;
3. Methodological implications;
4. Organizational format;
5. Allocation of grants to meet needs of historians in different regions over a reasonable period of time;
6. Level of support from cohosting institutions.

Application forms are available from the Secretariat of the Canadian Historical Association. Proposals should be sent to "Workshops on Thematic Issues", Secretariat, Canadian Historical Association, 395 Wellington Street, Ottawa, Ontario. K1A 0N3.

In 1985-86: one workshop funded, organized by Peter Baskerville, University of Victoria, on A Micro History Workshop: Theory and Method for Regional Studies.

2. COLLOQUES SUBVENTIONNÉS PAR LA SHC

A l'été 1984, le conseil de la Société historique du Canada (SHC) a décidé de subventionner, sur une base annuelle, quelques colloques jusqu'à un maximum de 2,500\$ chacun. La SHC croit que toute la profession historique saura profiter, au cours des ans, de cet encouragement monétaire. Ces colloques, qui peuvent traiter d'un seul sujet à caractère historique ou de plusieurs thèmes à la fois, doivent également être subventionnés par un (ou des) département(s) d'histoire d'universités canadiennes ou par d'autre(s) institution(s) qualifiée(s) (par exemple, des agences gouvernementales). Pour l'année académique 1986-87, trois colloques seront ainsi appuyés. Les propositions devront être reçues par le secrétariat de la SHC au plus tard, le 1er mai 1986: ces résumés ne devront pas dépasser 300 mots. Leur évaluation sera faite, avant le 1er juillet 1986, par un comité de trois membres autorisé par le conseil de la SHC. Ce comité basera ses décisions sur les critères suivants:

1. importance du colloque pour tous les historiens (non canadianistes, canadianistes, sociaux, intellectuels, politiques, etc.);
2. signification théorique;
3. méthodologie;
4. organisation;
5. distribution des subventions, au cours des ans, de façon à satisfaire toutes les régions du pays;
6. niveau de l'appui fourni par les autres institutions participantes.

Pour obtenir les formulaires appropriés ou tout autre renseignement, veuillez vous adresser à: Colloques, Secrétariat, La Société historiques du Canada, 395, rue Wellington, Ottawa, Ontario. K1A 0N3.

Année 1985-86: un colloque subventionné, organisé par Peter Baskerville à l'université de Victoria, sur A Micro History Workshop: Theory and Method for Regional Studies.

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### RESEARCH IN MARITIME HISTORY IN NORWAY

Lewis R. Fischer, St. John's

As befits a nation which can trace its maritime heritage back to the Vikings, research in maritime history in Norway is flourishing. This is true especially in the universities. The University of Bergen offers courses in maritime history while the Norwegian School of Economics and Business Administration grants degrees in shipping economics. Research into the history of the fisheries is a major concern, especially in Trondheim and Bergen, and graduate theses have recently been completed in maritime history at the other two university centres, Oslo and Tromsø.

But the universities by no means have a monopoly on maritime research. Indeed, the maritime museums increasingly are centres of research and writing on maritime topics. The Bergen Maritime Museum, headed by Mr. Lauritz Pettersen, has published a splendid four volume history of Bergen shipping. As the principal shipping town in the country, Bergen is of particular importance. And for those interested in Canadian topics, the final two volumes in the series are useful for comparative analysis. Pettersen's study of Bergen shipping in the 1850-1914 period goes far toward suggesting why Norway continued to flourish as a shipping nation while Canada stagnated. Atle Thowsen's volume on post-World War I shipping tells the story of continued expansion in the industry.

The Bergen Museum also engages in primary research which may be of use to other scholars. It is presently completing a computerized listing of all Norwegian steam vessels from the inception of steam to the present. It will be possible for scholars in Canada and other foreign nations to gain access to this data base for research purposes. The Museum is also planning an intensive study of Notraship, the Norwegian "crown corporation" which operated the fleet during the Nazi occupation in World War II. The museum also publishes an annual yearbook, which contains a blend of scholarly and general interest articles. Most are in Norwegian, but articles in English are also published, and there are English summaries of all essays.

The Bergen Museum is not the only museum centre for maritime research. The National Maritime Museum in Oslo, directed by Dr. Bard Kolltveit, is also important. Located in a magnificent setting on the Bygdøy Peninsula across the harbour from downtown Oslo, the museum shares its site with two other important museums: the Kon-tiki Museum, which houses both Heyerdahl's Kon-Tiki and Ra; and the Fram Museum, which displays the only vessel ever to have visited

both the North and South Polar regions. And just down the road is the Viking Ships Museum, with four splendid archaeological reconstructions of Viking craft. Not surprisingly, in this setting Dr. Kolltveit and his staff have assembled not only an important museum but also an important archive. The director has published a number of important works, especially on Norwegian shipowners and liner companies. The museum also produces an annual yearbook along the lines of the Bergen model cited above.

The maritime traditions of the Norwegian people make the funding of research much easier than in Canada. Government and private industry have been most generous in providing research funds. Both government and the shipping industry have financed Anders Bjarne Fossen's forthcoming history of Bergen harbour. The national oil company, Statoil, has financed the research that resulted in a recent column entitled The North Sea, which contains essays on maritime history stretching from the Vikings to modern bulk carriers. Various shipping companies have also contributed to the publication of a monograph series by the Stavanger Maritime Museum, including the seminal study of the Stavanger fleet recently published by Harald Hamre.

Private researchers have also been rather prolific. A study of the Prebensen family, Norway's largest shipowners in the pre-World War I period, has just appeared. Maritime histories of towns such as Kristiansand, Tonsberg and Arendal have been published in recent years. Indeed, there is now a man in the south of Norway who is working on a study of Norwegian shipping in the Newfoundland fish trade!

One reason for this plethora of publications is the wealth of source material available, much of it previously unutilized by historians. The Prebensen material, housed in Kristiansand, is one of the most complete collections of documentation on any family of shipowners in the world, and there are many other similar, if smaller, collections in the various archives around the country. In Bergen, my colleague Helge Nordvik and I have been working on the seven-volume shipping ledger of the nation's largest nineteenth century shipowner, Peter Jebsen. But perhaps the most important collection of unused shipping documents are in the Wedervang "Wage and Price Archives" at the Norwegian School of Economics. Nordvik and I managed last year to compile a file on over 560,000 Norwegian seamen who served in the Norwegian merchant marine between 1850 and 1914. This file was created from the bemandingliste, or crew lists, which Dr. Wedervang collected with the aid of a grant from the Rockefeller Foundation in the 1930s. We have also discovered previously unknown crew lists

in various repositories around the country, and we hope within the next year to have almost doubled the size of the file.

CANADIAN NAUTICAL RESEARCH SOCIETY

Responsibilities of Regional Liaison Members

If maritime tradition and excellent source material have helped to spur maritime research, there is one other factor of particular interest to readers of Argonauta which should be mentioned--the work of our counterpart in Norway, the Norwegian Subcommission for Maritime History. Under the Presidency of Lauritz Pettersen, this is the only national commission in the Nordic countries. The commission holds regular conferences and encourages research into various topics. It also sponsors contributions to the conference of the International Commission; at the last conference in Stuttgart, there was an entire session devoted to Norwegian topics. With a good mix of professors, museum people, and interested citizens, the Norwegian Subcommission is a model not only for the other Nordic countries but also for relatively new societies such as our own.

Realize the objectives of the Canadian Nautical Research Society in their region by:

- a) encouraging membership in the Society;
- b) publicizing and promoting the aims of the Society;
- c) encouraging formation of local and/or regional chapters/branches;
- d) encouraging and/or arranging at regional or local levels meetings for discussion, lectures, etc.;
- e) cooperating and coordinating with similar or like-minded organizations and institutions in their region, e.g. marine museums, historical societies, etc. to enhance the interest in nautical research;
- f) providing a focal point in their region which can receive proposals, suggestions, recommendations from individual members or branches;
- g) providing contact point with provincial governments in their respective regions;
- h) providing a continuous feedback to the national council on their regional activities, proposals and/or problems;
- i) submit at least annually, and preferably two months before the Annual General Meeting, a summary report and their recommendations.

Obviously, nothing as brief as this little essay can convey the entire range of research interests in Norway. Indeed, I have not even attempted here to survey the broad range of research projects in naval topics. But anyone interested in pursuing the topic further can do so by writing to me or to Lauritz Pettersen, President, Norwegian Subcommission for Maritime History, Bergen Maritime Museum, N-5000 Bergen, Norway.

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VESELS IN NEWFOUNDLAND GULF & COASTAL SERVICE  
A CHRONOLOGICAL LIST  
1898 - 1980

provided by

CN MARINE  
PUBLIC AFFAIRS & MARKETING  
ST. JOHN'S, NFLD.

<u>VESSEL NAME</u>	<u>OPERATOR</u>	<u>ACQUIRED</u>	<u>LENGTH</u>	<u>GROSS TONS</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>OTHER HISTORICAL DATA</u>
S.S. BRUCE	Reid	1897	237(BP)	1155	1897	A. & J. Inglis, Glasgow Scotland	First sailing ex Port Aux Basques to North Sydney, 30 June 1898; lost near Louisbourg, 24 March 1911, two passengers drowned.
S.S. GLENCOE	Reid-NR -CN	1899	208(BP)	767	1899	A. & J. Inglis, Glasgow Scotland	Sold June 1959, scrapped at Sorel, P.Q.
S.S. ARGYLE	Reid	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Sold 1941; subsequently lost near Cuba; 14 July 1946
S.S. CLYDE	Reid-NR	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Sold to Crosbie & Co. 1948; Lost, Williams- port, 17 Dec. 1951.
S.S. DUNDEE	Reid	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Lost Grassy Is. Gander Bay, 25 Dec. 1919.
S.S. ETHIE	Reid	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Lost Martin's Point, St. Barbe Coast, 11 Dec. 1919.
S.S. FIFE	Reid	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Lost on First Voyage, Strait of Belle Isle, 14 Nov. 1900 SEE NOTE A.



VESSEL NAME	OPERATOR	ACQUIRED	LENGTH	GROSS TONS	BUILT	BUILDER	OTHER HISTORICAL DATA
S.S. HOME	Reid-NR	1900	155(BP)	439	1900	A. & J. Inglis, Glasgow Scotland	Sold 1948; Sank in Jersey Hr. Fortune Bay.
S.S. VIRGINIA LAKE	Reid	1900(A)	180(BP)	760	1888	A. MacMillan & Son Dumbarton, Scotland	Lost at Seal Hunt, March 1909.
S.S. INVERMORE	Reid	1909	250(BP)	975	1881	Barclay, Curle & Co. Glasgow, Scotland	Formerly S.S. Dromedary; Lost Brig Harbour Point, Labrador 10 July 1914.
S.S. BRUCE (SECOND)	Reid	1912	250(BP)	1553	1912	Napier & Miller Ltd. Glasgow, Scotland	Sold to Russian Govt., 1915.
S.S. KYLE	Reid-NR -CN	1913	220(BP)	1055	1913	Swan Hunter, Newcastle, England	Sold Dec. 1959, Ran aground in Harbour Grace, 1962(A); lying derelict.
S.S. LINTROSE	Reid	1913	255(BP)	1616	1913	Swan Hunter, Newcastle, England	Sold to Russian Govt., 1915.
S.S. MEIGLE	Reid-NR	1914(A)	220(BP)	836	1881	Barclay, Curle & Co. Glasgow, Scotland	Sold 1936.
S.S. SAGONA	Reid-NR	1914(A)	175(BP)	808	1912	Dundee Ship Building Dundee, Scotland	Sold 1940(A) - SEE NOTE B.
S.S. PORTIA	NR	1924	218(A)	978	1904	Murdoch & Murray Glasgow, Scotland	Sold 1940(A) - SEE NOTE C.
S.S. PROSPERO	NR	1924	218(OA)	978	1904	Murdoch & Murray Glasgow, Scotland	Sold 1937 - SEE NOTE C.
S.S. CARIBOU	NR	1925	276(OA)	2222	1925	A. Goodwin Hamilton Adamson, Rotterdam Netherlands	Torpedoed and sunk in Cabot Strait, 14 Oct. 1942; 137 lives lost.
S.S. MALAKOFF	NR	1925(A)	136(BP)	321	1918	Canadian Car & Foundry Fort William, Ontario	Transferred to Dept. Natural Resources, 1936.
S.S. NORTHERN RANGER	NR-CN	1936	228(OA)	1366	1936	Fleming & Ferguson Paisley, Scotland	Retired 16 Sept. 1966; sold as scrap July 1967.

VESSEL NAME	OPERATOR	ACQUIRED	LENGTH	GROSS		BUILT	BUILDER	OTHER HISTORICAL DATA
				TONS				
S.S. BURGED	NR-CN	1940	242(OA)	1421		1940	Fleming & Ferguson Paisley, Scotland	Retired 1969; sold as scrap.
S.S. BACCALIEU	NR-CN	1940	242(OA)	1421		1940	Fleming & Ferguson Paisley, Scotland	Retired 1969; sold as scrap.
S.S. MOYRA	NR	1942(A)	248(BP)	1396		1931	Swan Hunter & Wigham Richardson, Sunderland, England	Lost, St. Lawrence River, 1945(A).
S.S. RANDOM	NR-CN	1942(A)	279(OA)	1792		1921	Nusche & Company Stettin, Germany	Formerly S.S. Hondu; originally S.S. Gustav Fischer; sold 1961.
S.S. NORTHTON	NR	1943	248(BP)	2227		1924	Swan Hunter & Wigham Richardson, Newcastle, England	Sold 1946.
M.V. HENRY W. STONE	NR-CN	1944(A)	138(OA)	265		1942	H.W. Stone, Monroe, T. Bay, Nfld.	Lost, Lake Melville, 1959.
M.V. CLARENVILLE	NR-CN	1944	135(OA)	322		1944	Clarenville Shipyard Clarenville, Nfld.	Sold 1964(A) - SEE NOTE D.
M.V. BURIN	NR-CN	1945	135(OA)	322		1945	Clarenville Shipyard Clarenville, Nfld.	Sold 1965 - SEE NOTE D.
M.V. CODROY	NR-CN	1945	135(OA)	322		1945	Clarenville Shipyard Clarenville, Nfld.	Sold 1964(A) - SEE NOTE D.
M.V. BONNE BAY	NR	1945(A)	135(A)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	Lost St. Shotts Nfld., 1946 - SEE NOTE D.
M.V. TREPASSEY	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.
M.V. GLENWOOD	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.
M.V. EXPLOITS	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.
M.V. PLACENTIA	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.
M.V. FERRYLAND	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.
M.V. TWILLINGATE	NR	1945(A)	135(OA)	322		1945(A)	Clarenville Shipyard Clarenville, Nfld.	SEE NOTE D.

VESSEL NAME	OPERATOR	ACQUIRED	LENGTH	GROSS TONS	BUILT	BUILDER	OTHER HISTORICAL DATA
S.S. BRIGUS	NR-CN	1946(A)	315(BP)	2875	1943	Foundation Maritime Pictou, N.S.	Formerly S.S. Rockcliffe Park; sold 1955.
S.S. CABOT STRAIT	NR-CN	1947	272(OA)	2045	1947	Fleming & Ferguson Paisley, Scotland	Retired 1974; sold as scrap, 1978.
S.S. SPRINGDALE	NR-CN	1948	210(OA)	1138	1948	Fleming & Ferguson Paisley, Scotland	Retired 1973; sold as scrap.
S.S. BAR HAVEN	NR-CN	1948	210(OA)	1138	1948	Fleming & Ferguson Paisley, Scotland	Retired 1973; sold as scrap.
M.V. WILLIAM CARSON	CN	1955	351(OA)	8272	1955	Canadian Vickers Montreal, P.Q.	Commenced reg. Gulf Service October 1958; re-assigned to Labrador Service 1976; lost off Square Island, 2 June 1977.
M.V. BONAVIDA	CN	1956	214(OA)	1173	1956	Hall, Russell & Co. Aberdeen, Scotland.	
M.V. NONIA	CN	1956	214(OA)	1173	1956	Hall, Russell & Co. Aberdeen, Scotland	Re-assigned to Fed. Fisheries Dept. 1976; sold by Crown Assets 1980.
M.V. HOPEDALE	CN	1960	188(OA)	1105	1960	Collingwood Shipyards Collingwood, Ontario.	
M.V. PETITE FORTE	CN	1961	173(OA)	1048	1961	Saint John Shipbuilding Saint John, N.B.	Sold.
M.V. TAVERNER	CN	1962	188(OA)	1135	1962	Collingwood Shipyards Collingwood, Ontario.	
S.S. PATRICK MORRIS	CN	1965	467(OA)	10135	1951	Canadian Vickers Montreal, P.Q.	Formerly S.S. New Grand Haven; lost, 20 April 1970; four officers died.
M.V. LEIF EIRIKSSON	CN	1966	377(OA)	6066	1964	Werft Nobiskrug Rendsburg, W. Germany	Formerly M.V. Prins Bertil; sold 1976; re-named M.V. Ionian Star.

VESEL NAME	OPERATOR	ACQUIRED	LENGTH	GROSS TONS	BUILT	BUILDER	OTHER HISTORICAL DATA
M.V. AMBROSE SHEA	CN	1967	391(OA)	9465	1967	Marine Industries Ltd. Sorel, P.Q.	
M.V. FREDERICK CARTER	CN	1968	486(OA)	12220	1968	Davie Shipbuilding Lauzon, P.Q.	
M.V. STENA CARRIER	CN*	1970	347(OA)	1599	1970	Kristiansands Mek Verksted, Kristiansand Norway	Charter terminated 1974.
M.V. JOHN HAMILTON GRAY	CN	1971	400(OA)	11260	1968	Marine Industries Ltd. Sorel, P.Q.	P.E.I. vessel used in Gulf service 1971-72.
M.V. LUCY MAUD MONTGOMERY	CN	1971	283(OA)	4245	1965	Ateliers et Chantiers de la Seine Maritime, Le Trait, France	Formerly M.V. Stena Danica; P.E.I. vessel used in Gulf service 1971-72.
M.V. MARINE CRUISER	CN*	1973	372(OA)	4141	1959	New South Wales Govt. Engineering & Shipbldg. Newcastle, Australia	Formerly M.V. Princess of Tasmania.
M.V. STENA TRAILER	CN*	1973	343(OA)	1306	1972	Akers Trondhjems Trondheim, Norway	Charter terminated 1974.
M.V. JARL TRANSPORTER	CN*	1973	345(OA)	1301	1973	Akers Trondhjems Trondheim, Norway	Charter terminated 1974.
M.V. SEATRADER	CN*	1973	378(OA)	2572	1973	A. Vuyk & Zonnen Capelle, Netherlands	Charter terminated 1976.
M.V. STENA SAILER	CN*	1974	378(OA)	2500	1973	A. Vuyk & Zonnen Capelle, Netherlands	Charter terminated 1975.
M.V. MARINE PACKER	CN*	1974	232(OA)	1101	1965	Soviknes Verft Syvikgrend, Norway	Formerly M.V. Blikur.
M.V. PERCY M. CROSBIE	CN*	1974	275(OA)	2362	1959	Pusnes Mek Verksted Arendal, Norway	Formerly M.V. Perla Dan; charter termi- nated 1977.
M.V. MARINE SPRINTER	CN*	1974	94(OA)	128	1974	Camcraft Inc. Crown Point, Louisiana	
M.V. MARINE NAUTICA	CN*	1974	396(OA)	5443	1974	Rickmers Werft Bremerhaven, W. Germany	Formerly M.V. Stena Nautica.
M.V. MARINE ATLANTICA	CN*	1975	396(OA)	5441	1975	Rickmers Werft Bremerhaven, W. Germany.	

<u>VESSEL NAME</u>	<u>OPERATOR</u>	<u>ACQUIRED</u>	<u>LENGTH</u>	<u>GROSS TONS</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>OTHER HISTORICAL DATA</u>
M.V. MARINE RUNNER	CN*	1975	91(OA)	138	1975	Camcraft Inc. Crown Point, Louisiana.	
M.V. SIR ROBERT BOND	CN	1975	443(OA)	10433	1975	Port Weller Drydocks Port Weller, Ontario.	
M.V. STENA NORDICA	CN*	1976	394(OA)	5429	1976	Rickmers Werft Bremerhaven, W. Germany.	

KEY TO ABBREVIATIONS, ETC.

- \* - Vessel acquired by CN on bare-boat charter.
- (A) - Approximately.
- (BP) - Between perpendiculars; the distance on the summer load waterline from the fore side of the stem to the after side of the rudder post.
- (OA) - Overall measurement; where this value was not available, length between perpendiculars has been given.
- Reid - R.G. Reid, later incorporated as Reid Newfoundland Company, operators of Newfoundland's Railway System 1898 to 1923.
- NR - Newfoundland Railway, a Government agency, which operated the system from 1923 to 1949.
- CN - Canadian National, later CN Marine, assumed operation in 1949.

NOTES

- A. - The Reid Company acquired a second vessel of this name around 1908, a 108-foot (BP) steam yacht of 96 gross tons, used for private purposes. The Reids also acquired a 129-foot (BP) salvage tug of 346 gross tons about the same time. This vessel, S.S. Petrel, was turned over to Government with the rest of the fleet in 1923, but was scrapped two years later.
- B. - This vessel was originally operated by Crosbie and Company in a subsidized coastal service northward from St. John's, but was acquired by the Reids around 1914.
- C. - Portia and Prospero were sister ships, built for Bowring Brothers, operated for 20 years under a government subsidy contract. On the expiration of the contract in 1924 they were acquired by the Newfoundland Railway.
- D. - The "Splinter Fleet" was a group of ten wooden ships built at Clarenville during the mid 1940's. They were owned by the Department of Resources, but operated by the Newfoundland Railway. CN acquired three of them in 1949, while the government retained the remainder, soon selling them to private operators.  
M.V. Irepassey operated in Northern Labrador for a decade, on time charter to CN, until delivery of M.V. Hopedale in 1960.

EDITOR'S NOTE

This is intended to be a complete chronological list of all vessels operated in Newfoundland Coastal and Gulf Service by the railway companies since the beginning of combined rail-sea operation in 1898. Sources of information include Lloyd's Registers, Registration Records of the Port of St. John's contained in Newfoundland Archives, CN Marine files and personal knowledge of employees past and present. While the information contained herein cannot be guaranteed correct in every respect, considerable care, including cross checking of most entries, has been taken to ensure that it is as accurate as possible.

All vessels owned by the Crown or the railway companies, or acquired on bare-boat charter, are included. Vessels which operated on time-charter are not listed.

T.G. Bartlett, St. John's

### LOSS OF U 311

U 311 (Kapitänleutnant Joachim Zander) left Brest on 9 March 1944 for operations in the Atlantic. She made her last signal on 2 April from AL 84 reporting the non-appearance of U 358 and her fuel state as being 83 m<sup>3</sup>. (U 358 had been ordered to meet U 311 on 31 March to transfer diesel oil to the latter. U 358 had, however, been sunk on 1 March by ships of the 1st Escort Group.) On 10 May, after U 311 had failed to answer signals, she was presumed lost.

A post-war assessment concluded that U 311 had been destroyed by Sunderland 'A' of 423 Squadron RCAF in an attack at 1347B on 24 April 1944 in position 50°36'N, 18°36'W. In reality, however, that attack was on U 672, which was extensively damaged as a result.

According to BdU U 311's estimated positions at 0800 daily between the time of her last signal and the date on which it was apparent to BdU that she had been lost, U 311 was most probably lost somewhere in the area from 51°00'N to 53°40'N and from 16°00'W to 26°30'W. Apart from the above-mentioned attack by A/423 there are four other recorded A/S attacks in that general area during the period indicated above. They were:

1. By the Matane and Swansea of the 9th Escort Group (RCN) at 1956Z on 22 April in position 52°09'N, 19°07'W.
2. By Liberator 'M' of 120 Squadron at 0105B on 24 April in position 51°44'N, 19°53'W.
3. By the Flint Castle and Hesperus at 1625Z on 27 April in position 50°46'N, 18°52'W.
4. By the Rushen Castle at 1702Z on 27 April in position 50°40'N, 18°50'W.

The attack by Liberator M/120 can be disregarded, since it too was on U 672. As for the attacks by the Flint Castle and Hesperus and by the Rushen Castle, contacts were considered doubtful, and the Assessment Committee concluded that there was "Insufficient evidence of the presence of a U-boat". On the basis of an examination of the German records, that conclusion would seem to be justified. In the case of the attack by the Matane and the Swansea, in contrast, there appears to be fairly good evidence for assuming that a

U-boat was present. On the other hand, there is no firm indication that it was either destroyed or damaged. Contact was gained in the Matane at 1400 yards. Speed was reduced to 7 knots and preparation made for a Hedgehog attack. As the range closed rapidly and bearing drew right, the attack was delayed to ensure a deliberate approach. However, the swirl of a U-boat was then seen, followed by the periscope at 200 yards on the starboard bow. The ship would soon have been ideally placed for a Hedgehog attack, but it was decided to drop a pattern of depth-charges immediately by eye, owing to the vulnerability of the remainder of the group, who were closing. This was unfortunate, as the charges were dropped too early and speed was not great enough for a shallow pattern. Contact was regained, and the Swansea being also in contact was ordered to attack. The Swansea closed at reduced speed to 500 yards, when contact was lost, and fired a pattern at full speed. Contact was regained at 300 yards and held to 600 yards, then lost. A/S conditions were very poor and minutes later contact was lost in all ships. Shortly afterwards the Stormont, Swansea and Owen Sound carried out operation "Observant" (two-mile square search), while the Matane investigated round the position of the last contact, but sweeps throughout the night produced no result. The Assessment Committee considered that "visual evidence confirms the presence of a U-boat", but judged that the Matane's attack by eye was inaccurate and too deep and, there being no recorder traces available from the Swansea, finally decided there was "Insufficient evidence of damage".

If, as acknowledged by the Assessment Committee, a U-boat was present, then it must have been U 311, for, apart from U 672, which can be shown not to have been attacked on 22 April, there was no other U-boat anywhere near the vicinity of the attack. Had the U-boat escaped destruction, it is reasonable to expect that sooner or later it would have reported the incident in a signal to BdU. In the absence of such a signal, it would appear likely that the attack could have succeeded in sinking the U-boat, the lethal pattern coming from the Swansea rather than the Matane. In the event, therefore, since there is no other more obvious explanation for the loss of U 311, it is proposed that the Matane and Swansea be credited with her destruction.

Directorate of History  
Ottawa

BOOK REVIEWS

Thomas G. Lynch. The Flying 400--Canada's Hydrofoil Project. Halifax: Nimbus Publishing, 1983. iii + 126 pp., appendices, glossary, index, illustrations, tables.

This spirited account of yet another of Canada's abortive (or aborted) attempts at technical innovation is an important contribution, both to the history of the project itself and to an understanding of the development and current application of large hydrofoil craft. We are given a comprehensive review of the Defence Research Board's interest and considerable activity during the 1940s and 1950s leading to the somewhat revolutionary "canard" configuration with the main foils aft. A protagonist for naval construction in Canada (as is this reviewer) would take somewhat badly the author's initial comment that "Bras d'Or [made] the evolution of the St. Laurent class...seem small in vision", but this does not detract from the innovative daring that was displayed.

The book takes readers through the various stages of development: the inception of the design, details of construction of all the complex systems, the disastrous fire in 1966, and the subsequent trial period. The demonstration in the latter phase of the capability to operate in Sea State 5 and to undertake trips as far away as Bermuda were the apogees. Undoubtedly all concerned were striving for more than could be readily accomplished given the state of the art, but it is no bad thing that, as Browning observed, "man's reach should exceed his grasp."

With its wealth of technical detail, the book is not an "easy read" but as a comprehensive account it provides an admirable record. What is lacking--and the author must not be blamed for what he probably did not intend--is any significant assessment of the very great efforts by RCN officers (of whom this reviewer was one) both to get the project approved in the first place and then sustained in the face of mounting costs. An adequate account of the decision-making process--both to start and to stop--has yet to be written.

What is evident is that this vessel with its wide range of potential uses and its small crew was--and probably still is--a prime and cost-effective contender for the various tasks involved in sovereignty protection. Perhaps the concept will some day be revived as a fitting memorial to all those who laboured on its behalf--but in vain.

As a mild carping comment, the author has greatly overused the exclamation mark (!)--rare is the page

that does not include at least one! But the illustrations, and especially the colour photo on the cover, are admirable. The book--in common with the project itself--is a testament to boldness as well as to the difficulties that such an approach entails.

S. Mathwin Davis  
Kingston, Ontario

Thomas G. Lynch and James B. Lamb. Illustrations by L.B. Jensen. Gunshield Graffiti: Unofficial Badges of Canada's Wartime Navy. Halifax Nimbus Publishing Limited, 1984. 144 pp., naval history, photographs, sketches.

Gunshield Graffiti is a uniquely important little book if for nothing else than its extensive presentation of Canadian Naval ships' badges from the World War II era. But it is more than that. The authors have contrived to convey an art form which captures the spirit of Canada's small ship navy. The young men who flocked from the cities, towns and rural areas to join Canada's rapidly expanding navy brought with them their mores and culture. It was these "Wavy Navy" volunteers who, for the most part, manned the small unsophisticated corvettes that became the workhorses of the RCN's convoy escort force. The badges and gunshield crests, drawn mainly by amateurs, tended to reflect the youthful personalities and spirits of the ships in particular and the RCNVR in general. Hollywood cartoon and comic strip characters feature prominently on many of the badges and there are many imaginative presentations such as a devil beating a drum on the HMCS Drumheller crest. These are a far cry from the heraldically pristine badges produced at National Defence Headquarters for the modern navy.

The book contains a good "Historical View", by way of introduction, which sets the tone for the badge presentation to follow. Each of the 112 badges is complemented by a useful annotation providing background. Regrettably, there are no colour reproductions as the pictorial record in the Department of National Defence archives contains mainly black and white photography. Two "fin" badges from modern Canadian submarines are included, although the crews of HMCS Okanagan will take issue with the spelling of the name. The book is well produced except for the binding, which is weak.

Gunshield Graffiti is both an interesting and enjoyable book representing specialized research. The authors have made a valuable contribution to the presentation of the art and history of the Royal Canadian Navy.

W.G.D. Lund  
Halifax, Nova Scotia

David Butcher. The Driftermen. Reading: Tops'1 Books, 1979. 152 pp., photographs, drawings, glossary, select bibliography.

David Butcher. The Trawlermen. Reading: Tops'1 Books, 1980. 152 pp., photographs, drawings, glossary, select bibliography.

David Butcher. Living from the Sea. Sulhamstead: Tops'1 Books, 1982. 152 pp., photographs, drawings, glossary, select bibliography.

This is an intriguing triad of small books. The Driftermen focuses on the sailors who manned Britain's now vanished herring fleets. The Trawlermen relates the story of those fleets in sail and steam that went after cod and other demersal (ground) fish in the nearby North Sea as well as in the distant waters of Iceland and the Newfoundland Banks. Living from the Sea, as one might expect, is a recital of "the memories of shoreside life" as enjoyed by both groups of seafaring breadwinners, with suitable emphasis on the role of stay-at-home wives barred by custom and prejudice from treading a deck.

The principal focus of the books is on East Anglia, that portion of Britain's southeast coast dominated by the ports of Lowestoft and Great Yarmouth. For readers in the fishing areas of Canada, the books offer a touch of deja vu. This is true especially of The Driftermen, in which Butcher chronicles the rise and decline of the herring fishery after "the European industrial fishery of the 1950s and 1960s began to pillage the nursery areas and damage stocks irreparably". This, of course, is a classic description of what happened to the eastern Canadian fishery, which is just now beginning to show signs of recovery after decades of overfishing by foreign fleets.

The wanderings of The Trawlermen further emphasize the contemporary preoccupation with overfishing, environmental pollution and declining fish stocks. The descent of the Scots and other northern folk to the Dogger Bank and beyond is a kind of preview of what happened after the Second World War when the European "invasion" of the Northwest Atlantic sounded a warning bugle that led to the growing movement to check their excesses.

Many readers will also be interested in the recollections and experiences of the men who dared to fish in the stark Greenland Sea and who ran into Davis Strait for shelter. They even used "t'git over towards Newfoundland" where they saw some "funny icebergs" and couldn't touch bottom with a 1000-fathom echometer; wherever the latter took place, it could not have been on the Grand Banks.

English fishermen exploited the Newfoundland cod in the 18th century after the Icelandic catches declined. But English exploitation of Newfoundland waters was also of brief duration, and British fishermen quickly returned to reaping the harvests of the deep closer to home. The short stint may have been partially caused by the gradual though unofficial colonization of the island by settlers who preferred to catch the fish and market it themselves. In any case, by the late 18th century the West Country of England had a monopoly on the Newfoundland fish trade, and East Anglia and environs concentrated on serving the more open markets of the populous European mainland.

Having run the gamut of the trials and successes of the herring and cod fishermen, the author next dipped into the mores, behaviours, and general lifestyles of their homeports. Living from the Sea, Butcher insists, is not a sociological study but rather a general picture of onshore life in the fishing villages of that part of Britain. Nevertheless, there is a distinct sociological "undertow" to some of his observations. For example, even though he devotes particular attention to the roles played by women, he can find little evidence of their presence offshore. Nonetheless, he cannot avoid commenting that "even in these heady days of sex equality I have heard of no regular female crew members on British deep sea fishing boats". The comment is gratuitous: as the author demonstrates, lack of opportunity in offshore work is a function of custom and tradition rather than discrimination. Still, the underlying attitude is reminiscent of the 1985 furore in Canada over the demands of women to become "fishermen" in small boats or large factory freezer trawlers.

The main problem that this reviewer finds with these otherwise stimulating volumes is that the text becomes virtually unintelligible at times because of Butcher's decision to include large sections of verbatim recollections couched in the rich dialects of southeastern England. Indeed, there are times when it appears that the books may have been intended for linguists or grammarians rather than the average intelligent reader. Because of the overuse of the vernacular, it is unlikely that any of the trilogy will become a bestseller. But at the same time, the books' weaknesses are also their strengths. As the author declares, these volumes are not "researched just from manuscripts and old records"; instead, they are "living histories". Although it is often difficult to understand many of the reminiscences, David Butcher has performed a distinct service by preserving these remnants of what is clearly a threatened way of life.

Michael Harrington  
St. John's, Newfoundland



Gilles Proulx. Between France and New France; Life Aboard the Tall Sailing Ships. Toronto and Charlottetown: Dundurn Press, in co-operation with Parks Canada and the Canadian Government Publishing Centre, Supply and Services Canada, 1984. 173 pp., appendices, illustrations (colour and b&w), endnotes, bibliography, name index.

According to its preface, Between France and New France "...is a study of life aboard the sailing vessels that plied the North Atlantic during the heyday of the French colonial efforts in North America". It is, in fact, both more and less than that. It is more, because its organization into four broad chapters permits Proulx to examine not just life aboard ship, but also the ships themselves, the state of 18th century navigation, the nature of French North Atlantic commerce, the outfitting of ships and vessels for transoceanic voyages, and so on. It is less, because Proulx allows his narrative to be determined by his sources, sources which he has compiled over the years but which do not necessarily reflect the full experience of French seafarers in the North Atlantic of the 18th century.

The general reader will undoubtedly find the book fascinating and informative. It is well-illustrated and the narrative is supported by numerous tables as well as appendices which provide extracts of documents. There are detailed and extensive endnotes. Yet the prose is always clear and readable. In an age which remembers the sailing ship with nostalgia and romanticism, this book provides an explicit and sobering reminder that, in reality, conditions on board an 18th century sailing ship were uncomfortable and unhygienic at best, and frequently exhausting and dangerous. In short, it is a book which will impress many readers with its seeming thoroughness and authority.

Those who are already familiar with the world of 18th century North Atlantic commerce will, however, be much more critical of the book. The narrative strongly reflects the bias of its sources. Thus, the book focuses heavily on voyages from Bordeaux or La Rochelle to Quebec or Louisbourg; other important sources of French North Atlantic shipping, such as St. Malo and Granville, are rarely mentioned. As a result, the French North Atlantic fishery, which annually employed ten to fifteen thousand men (approximately 25% of all registrants in the official Inscription maritime), is practically ignored. This is a major omission because the type of shipping, the nature and conditions of work, the terms of remuneration which characterized the fishery, all differed significantly from what

Proulx describes. More serious are the interpretive distortions which follow from such an omission. For instance, based on the average complement of the ships he has examined (Table II), Proulx claims that "To have a crew of 15 or more, a vessel had to have a capacity of 100 or more tons" (p. 81). Yet fishing vessels, which commonly carried crews of forty or fifty men, rarely had a capacity that great. Other biases are also evident. Thus, life aboard naval vessels is given fuller treatment than life aboard merchant vessels; life on the quarterdeck is given fuller treatment than life in the foc'sle. These biases may be understandable, but they distort the generalizations which Proulx makes about life at sea during the 18th century--and that, after all, is what this book is intended to describe. Most sailors did not serve in the navy; a significant proportion of French sailors in the North Atlantic did not work aboard large merchantmen sailing out of Bordeaux or La Rochelle.

There are other problems. I'm not convinced that the numerous tables are as useful as Proulx would like them to be. The limitations of Table II have already been mentioned. Table 12 (p. 86) uses only two samples to describe wages; each sample is from a year of war (1745) or near-war (1755), and no standard deviation is provided for either year. How typical would wages in those years have been, and how valid can generalizations be, based on these data? Some of Proulx's conclusions about pirates (p. 71) and French naval strategy during the 18th century (p. 72) are either wrong or out-moded. In the end, one is left with the impression that Between France and New France falls short of what it intended to achieve, or even what it might have achieved.

Olaf U. Janzen  
Corner Brook, Newfoundland

Lt. (N) Graeme Arbuckle. Customs and Traditions of the Canadian Navy. Halifax, N.S.: Nimbus, 1985. 179 pp., bibliography, illustrations.

In the 75 short years since its founding, the Canadian Navy has had little opportunity to develop uniquely Canadian customs and traditions. Moreover, throughout most of its history the Navy has drawn--with understandable enthusiasm--on the heritage of its parent service, the Royal Navy. In the absence of home-grown varieties, and with the weight of five centuries of British history bearing down, it is evident from Arbuckle's book that Canadian traditions and customs remain a variation on a theme.

Customs and Traditions of the Canadian Navy is very much a "How to" book. It explains the origins and rationale for salutes, how to receive visiting VIPs, the wearing of flags and pennants, ships colours, the conduct of retreats and tattoos, launching and commissioning a ship, changes of command, funerals, and the like. The book also turns to lesser matters, such as rum rations, bos'n's calls, commissions and warrants, decorations, rank and badges. As Arbuckle notes in his preface, the coverage of these essentially international naval peculiarities is meant to illustrate how Canadians do them. It is unfortunate, though, that he makes little effort to explain just when, how, and why Canadian practice differs. The book is then--as its author intended--a guide for young sailors, and in that respect it does an admirable job.

For students of Canada's naval heritage Customs and Traditions of the Canadian Navy is a poignant commentary on our naval history. Significantly, it devotes one very tiny section to "The Canadian Touch". Its brevity and content speak volumes. Four things are included, in four short pages: the origins of the "C" in HMCS, the distinctive Barber Pole funnel markings of Destroyer Squadron 5, Battle of the Atlantic Sunday, and Trafalgar Day celebrations. Unfortunately, the use of the first letter of a nation's name in the official title of its warships is not uniquely Canadian, nor indeed is Trafalgar Day. In the end, funnel bands are not unique to the Canadian Navy either, and the author is in error in claiming that the original Barber Pole Brigade was C.5: actually it was C.3. If there was an identifiably Canadian artistic practice it was the corvette's colourful gunshield art, which Arbuckle fails to mention.

All of which brings us to Battle of the Atlantic Sunday, and ultimately to what are Canadian naval traditions and what are the traditions of the Canadian Navy. The irony is that gunshield art and the boring routine of escorting convoys represent the reservists' war. The professional service played midwife and stepmother to this Sheepdog Navy, but focused much of its attention on operations of its larger ships--which were few in number and generally arrived too late--with the RN. Sadly, perhaps, the routine of the last two years of the Second World War and the war in Korea left little scope for building gallant traditions. Arbuckle's book reflects this fact accurately

The old RCN and much of the new Navy cling to essentially British traditions, modified where necessary to suit Canadian needs. The misfits and mayhem of the Sheepdog Navy aside, Canada's naval tradition has been

one of solid, generally quiet, uncomplaining, typically efficient and only occasionally spectacular service to a land-oriented nation which just happens to have the second longest coastline in the world. If there is a broader value in Arbuckle's book it is in providing insight into the traditions which the uninitiated find bizarre. Its value as a reference work is undoubted, and much of it makes very interesting reading indeed.

Marc Milner  
Ottawa, Ontario

R.J. Cunningham and K.R. Mabee. Tall Ships and Master Mariners. St. John's: Tops'l Books, 1985. 191 pp., bibliography, photographs.

The 1979 publication of Clement W. Crowell's Novascotiaman was an important event for maritime historians. This handsomely-produced volume of the Nova Scotia Museum was basically an edited version of the records of the full-rigged ship N.B. Lewis of Yarmouth between 1880 and 1893. The letters of the Captains Gullison and the records pertaining to the operation of the vessel gave maritime historians invaluable insights into the eastern Canadian shipping industry in a crucial period. Clement Crowell's editorial work enhanced the entire project: he believed that his role was to provide the context of events and to explain obscure references, but essentially he let the parties involved tell the story. The result was first-rate.

This comparison with the Novascotiaman provides an important context for understanding what is wrong with Tall Ships and Master Mariners. As the authors tell us, the book is based largely upon logs compiled between 1833 and 1855 by Simon Graham, a master mariner from Richibucto. Graham was an active seafarer; indeed, he made over 80 voyages in little more than two decades. Such a continuous record of one man's experiences at sea is unique in Atlantic Canada, and relatively rare elsewhere as well. Graham's observations are also important because they focus on a period for which only scanty documentary evidence has survived. This material should have formed the basis for an excellent book. That it did not is chiefly because the editorial work is weak in precisely those areas in which Crowell's was strong.

The most maddening aspect of the book is that Cunningham and Mabee follow no consistent plan in presenting the primary materials. Often Simon Graham is allowed to speak for himself, but with equal frequency the

authors paraphrase his words. This could have been a reasonable approach, since logs are frequently repetitious and sometimes cryptic. But the authors have not used paraphrasing to avoid these difficulties; instead, they too often allow Graham to repeat himself while themselves summarizing important observations. The juxtaposition of the two techniques is distracting and detracts from the book's readability.

The approach which the authors have used is also anecdotal. The chief criteria for the inclusion of material too often appears to be "isn't that interesting" rather than "now that's important." This flaw is particularly noticeable in the last seven chapters, none of which is based on Graham's logs. Instead, the authors have written essays which highlight various aspects of shipboard life and operations. While some of these chapters serve as useful introductions to important topics, others are comprised of a jumble of seemingly unrelated statements. In particular, I defy anyone to make sense of the important question of changing ship construction after reading the section entitled "Winds of Change."

There is some useful information here, to be sure, but on balance the book is remarkably flawed. Breakwater Press, and its affiliate Tops'l Books, has published some important volumes in the "Canada's Atlantic Folklore-Folklife" series, but this is not one of them. Clement Crowell's earlier work still provides the model for what this type of book ought to be.

Lewis R. Fischer  
St. John's, Newfoundland

Thomas G. Lynch. Canada's Flowers: History of the Corvettes of Canada, 1939-1945. Halifax: Nimbus Publishing, 1981. 103 pp., appendices, photographs, plans, charts.

Although about half the text and a number of charts are devoted to Canadian corvette operations in World War II, the real value of this book lies in the information it gives about the ships themselves: their construction, layout, weapons, detection equipment, camouflage schemes, origins and, in some cases, fates. Copiously illustrated with black and white photographs, most of high quality and some unique, it gives a vivid impression of these strange little ships--not only the technical details but also an idea of the effect of foul North Atlantic weather on the appearance and motion of the crafts. The photograph of HMCS Eyebright on p. 60 will cause a heave of reminiscent nausea in anyone who ever sailed in a corvette!

This is a book of practical knowledge, particularly for the artist and the model-builder. The artist will be able to sense the way the ships moved and sat in the water; the attitude varied according to the class and the latest modifications made. The model-builder will find profiles and deck plans, illustrations of weapons and other equipment, bridge layouts of various periods, and details of both the camouflage schemes and the paints used for them--paints, by the way, which tended to wash off in great sheets!

The book, however, is not perfect. Appendices 1 and 2, which detail the building programmes and list the Commanding Officers, should be used with caution; subsequent research, most notably by Macpherson and Burgess in Ships of Canada's Naval Forces, 1910-1985, has amended both dates and names. Yet in other respects, Canada's Flowers remains a unique record of these sturdy little ships which formed the backbone of our navy. Among other groups, it is likely that the book will appeal to old corvette sailors, who will find here a myriad of things to jog their memories. For instance, the cover illustration is an excellent photo of HMCS Kitchener in 1943, complete with the funnel band of Escort Group C3--the Barber Pole group. It was about this time that Surgeon Lieutenant W.A. Paddon sat in her wardroom and to the tune of "Road to the Isles" wrote the "Barber Pole Song." The song became one of the two best-known in the RCN, and Tony went on to become the present Lieutenant-Governor of Newfoundland. I would like to think that the spirit now is the same as it was then. Thus does Canada's Flowers stir the memory!

Daniel L. Hanington  
Halifax, Nova Scotia

A Canadian Enterprise, The Welland Canals: The 'Merritt Day' Lectures--1978-82. St. Catharines: St. Catharines Historical Museum publication No. 4, 1984. v + 74 pp., illustrations.

This brief publication consists of three speeches (for 1978, 1981, and 1982) given at the St. Catharines Historical Museum's apparently annual "Merritt Day" commemoration. Two of the speeches, J.J. Talman on "The Welland Canals and their Importance to the General Development of the Canadian Economy" and James A. Gibson on "The Sons of William Hamilton Merritt", were clearly meant for oral presentation to a local audience, and they seem likely to have been very effective and appropriate to the occasion. But they do not translate especially well to the printed page. The third speech, a very brief comparison by John N.

Jackson of the Erie and Welland Canals, stressing the significance of the international boundary running, unnaturally in regional terms, down the Niagara River, might be useful to local school teachers, who could send interested students to it for succinct comparisons and contrasts of the two canal systems over 150 years. Material of maritime or economic interest in the three articles and their illustrations is, however, either familiar or altogether anecdotal and lacking in context. Thus, despite the title, this work is not centrally or originally about Canadian enterprise or the Welland Canals, and it contains little if anything new either for informed amateur students of the Niagara region or for readers of Argonauta.

Douglas McCalla  
Peterborough, Ontario

Clarissa M. Silitch (ed.). The Perilous Sea. Dublin, N.H.: Yankee Books, 1985. 192 pp., illustrations.

The catchy title and the foreward by John H. Ackerman of the New Bedford Standard-Times characterize the nature of this book. It is a collection of twenty-three short articles relating to life at sea, originally published in Yankee Magazine. The text portrays

vividly the challenges and demands of maritime life. The physical strain and the ever-present potential for tragedy are highlighted. In particular, the demands on family life are well-presented. As one author put it, "how can you know your family well enough to live with them the rest of your life, when you only see your wife and children no more than two or three days every few weeks, for five, ten, or twenty years?"

This book is especially important to readers of a generation which has forgotten the importance of the world's oceans. Air and road travel have to a great extent eliminated travel by sea. In Newfoundland, for example, we no longer have coastal shipping to serve the scattered communities, nor do the large number of ocean-going vessels which once carried out trade call in local ports. Shipping was once central to a way of life, but to a younger generation it is really foreign to their experience.

This is an excellent book, filled with interesting, yet easily read tales. But with its emphasis on the human side of the maritime experience, the stories are also thought-provoking. The Perilous Sea is a volume worth owning.

Harry Roberts  
St. John's, Newfoundland

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1986

COMING EVENTS

- 10 JUN - 01 SEP Vancouver Maritime Museum
- 26 JUN - 28 JUN Memorial University, St. John's
- 25 JUL - 27 JUL Galiano Island, BC
- 27 JUL Galiano Island, BC
- 24 JUL - 31 JUL Vancouver, BC
- 16 SEP - 11 JAN Vancouver Maritime Museum

Exhibit: "The Doomed Voyage of Laperouse"

Maritime History Group international conference.

CNRS Annual General Meeting and conference.

Business Meeting

CN Lexington Group Meetings; CN/World Ship Society sponsored meetings. Plan to drop in to the latter after CNRS at Galiano. Final details in separate mailing.

Exhibit: "The Advance of Seapower"