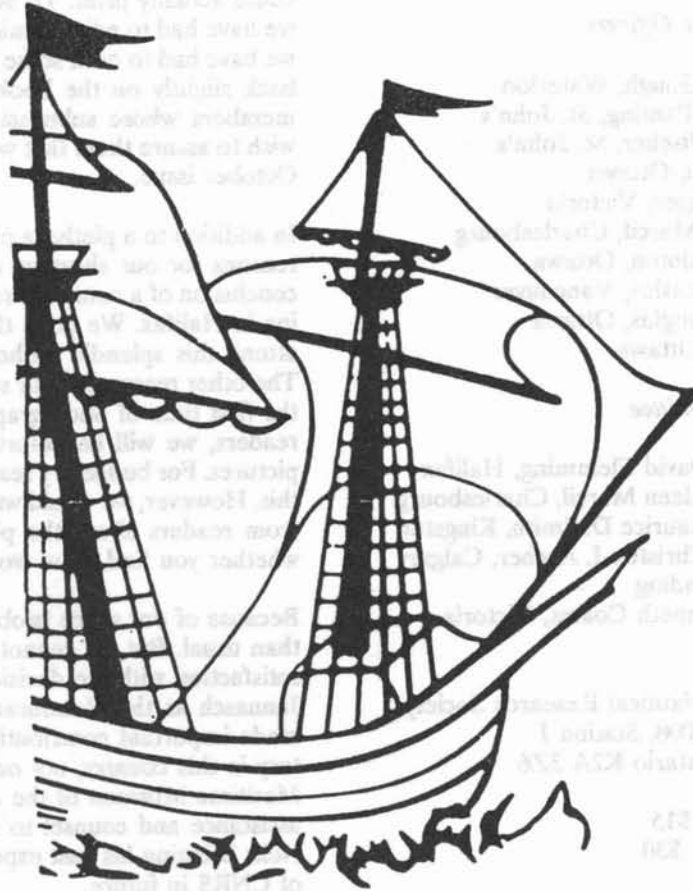


# ARGONAUTA

The Newsletter of



## The Canadian Nautical Research Society

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## THE CANADIAN NAUTICAL RESEARCH SOCIETY

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## ARGONAUTA

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ARGONAUTA is edited for the Canadian Nautical Research Society within the Maritime Studies Research Unit at Memorial University of Newfoundland.

In preparing this issue of ARGONAUTA, we found ourselves in the novel position of having far more material than we could actually print. To accommodate as much as possible, we have had to edit submissions drastically. But even at this, we have had to omit some material provided to us and to cut back slightly on the book reviews. We apologize to those members whose submissions did not make this issue and wish to assure them that we will publish their material in the October issue.

In addition to a plethora of submissions, there are two other reasons for our shortage of space in this issue. One is the conclusion of a complete report on the CNRS Annual Meeting in Halifax. We hope that members who were unable to attend this splendid gathering will find the reports useful. The other reason for our space problems is the inclusion for the first time of photographs. In response to requests from readers, we will henceforth print two pages which contain pictures. For budgetary reasons, at present we cannot expand this. However, we would welcome comments and suggestions from readers about the photographs, and especially about whether you find them worthwhile.

Because of our space problems, this editorial will be briefer than usual. But we cannot conclude without expressing our satisfaction with the decision made in Halifax to elect Neils Jannasch as the Honourary President of CNRS. Neils has made important contributions to the study of maritime history in this country, not only as the founding curator of the Maritime Museum of the Atlantic but also in his unstinting assistance and counsel to researchers. We look forward to Neils bringing his vast experience and wisdom to the affairs of CNRS in future.

Lewis R. Fischer  
 Gerald E. Panting

## PRESIDENT'S CORNER

Since I last wrote about these things, our own C.S. Forester, Victor Suthren of Ottawa, has been at it again. The second book in his series on hero Edward Mainwaring, the young American lieutenant in the Royal Navy, has appeared jointly from St. Martin's Press in New York and Hodder and Stoughton in London. Entitled *The Golden Galleon*, this novel has Lieutenant Mainwaring in command of a sloop-of-war. His beloved Anne Brixham has been kidnapped by Spanish privateers, but Edward sets off in hot pursuit, rounds the Horn, and finds his love in the Marquesas. A good read. And speaking of good reads, if a CNRS member cannot find something of liking in member John Holland's Nautica Bookstore at 1579 Dresden Row, Halifax, N.S. B3J 2K4, then something must be wrong. A friend of mine got the last copy of the classic *Drinking with Pepys*, while I found enough in the sea power section to keep me entertained for days. Nautica catalogues are available on application, but don't

delay on your requested purchases because titles are not long on the shelves.

Barry M. Gough  
Waterloo, Ontario

#### ERRATA IN VOLUME VI, NO. 2

Careful readers will have noted a problem in the last issue with the repetition of words and phrases. This is a function of a problem in the data base management system that we are currently using. Now that we are aware the problem, we have notified the manufacturer, who is trying to rectify it. More to the point, we have used this knowledge in our proofreading of this issue. We apologize for any inconvenience that this may have caused.

We are also aware of some more substantive problems in the last issue. In David J. McDougall's "Notes on the Customs Preventive Cruisers, 1897-1931," there are several corrections to be made. On p. 7 we incorrectly claim that Albert Ascah was master of the *Margaret*. In fact, David advises us that Ascah was Second Mate of the *Margaret* from 1927 until 1929, and then master of the *Madawaska* in 1930. Second, on p. 8 we printed that Hubert Coffin was "formerly" First Mate of the *Margaret*. In fact, Coffin was First Mate from May 1922 until July 1926, when he took command of the *Cartier*. Both of these errors had in fact been corrected by the author during the revision stage, and the editors were at fault for not ensuring that the changes were made. We apologize to David McDougall for this oversight.

We also owe an apology to R.E. Wells. In the "Personal News" column on page 17 we incorrectly identified the "Sydney Inlet Mystery Wreck" as the *Lord Wells*. In fact, it should have read *Lord Western*. We hope to have a fuller account of his exciting discoveries in the October issue of *ARGONAUTA* and promise to try to get the name of the vessel correct!

#### ARTICLES

##### THE RCN'S 105 FOOT "LLEWELLYN" CLASS SHIPS

By Fraser M. McKee  
Markdale, Ontario

#### Introduction and Development

The German Navy introduced magnetic influence sea mines, in both moored and bottom-laid configurations, as anticipated, in October 1939, almost as soon as the Second World War began. Their fuse operation was determined when one was heroically dismantled by LCDR J.G.D. Ouvry in the Thames estuary on November 23, 1939. Even in Canada it was appreciated that with the U-Boats operating off the east coast there would be a danger of magnetic mine-laying, unlike the prognosis in the First World War, when the Navy

did not believe that U-Boats could or would reach Canadian waters. Despite a struggle during 1939-40 to cope with the need to construct every type of warship desperately required in the larger Battle of the Atlantic, it was realised in Canadian Naval Headquarters that specialized non-steel, non-magnetic vessels to replace the *Suderoy V* and *VI* ex-whale catchers would be needed to cope with such mines. Not unnaturally, an existing Royal Navy design was selected on April 4, 1941 and ships were ordered on June 6. These were the 105 foot "Admiralty Type" Motor Minesweepers (MMS) of which the British were to acquire 286 by 1944. Thirty-three of these craft were constructed in Canada and an additional six in Newfoundland, with thirty then transferred to the Royal Indian Navy and others to the navies of the Netherlands, Belgium, France, Greece and Russia.

The RCN itself ordered two of these wooden-hulled ships from Chantier Maritime de St. Laurent of Ile d'Orleans, just below Québec City, for a tender price of \$135,487 and a total fully-fitted cost of \$276,881. This firm had been building very similar small wooden *goelettes* and tugs used in the pulpwood hauling trade on the lower St. Lawrence River and Gulf of St. Lawrence. Engines for the two vessels were contracted from Fairbanks-Morse Company's Beliot, Wisconsin plant, due to a shortage of diesel engine manufacturing establishments in eastern Canada. These two ships were to become HMCS *Llewellyn* and *Lloyd George*. They were intended for service on the east coast, and were launched in mid-1942. Motors, weapons, and w/t sets were installed and final fitting-out took place after the two were in naval hands and had been towed to Québec City. SA gear for acoustic mine-sweeping and degaussing equipment for magnetic signature reduction were fitted upon the arrival of the ships in Halifax.

Having made the decision to employ this type of vessel, the question of where to build them needed to be solved. Many of the east coast, St. Lawrence and Great Lakes' yards were fully committed with building the RN's 105 foot MMSs and Fairmile Motor Launches. Others, especially in the Maritimes, were accustomed to building large steel trawlers and lacked experience in wooden ship construction. Thus, when on May 2, 1942 Cabinet approved eight more of the so-called "LLs" the orders were placed with four shipyards on the west coast, each of which were contracted for two vessels. The diesel engines for these ships were all provided by a Vancouver manufacturer. Tender price was between \$212,976 and \$214,650 per ship, with a fitted cost of \$319,800 each, plus a few post-order adjustments and allowances.

These 105 foot LLs were to be followed later in the year by orders for fourteen similar but larger 126 foot "Lake" Class MMSs. These vessels did not see wartime service with the RCN. Instead, the ten that were completed for naval use were sold upon completion to the Russians.

While the two eastern ships were built and commissioned in just over a year, progress on the vessels built on the west coast was much slower. Even the discovery of magnetic

mines off Halifax on June 1, 1943, laid by U-119, did not speed completion. The delays were due to other pressures on the yards, as well as chronic shortages of often minor parts and a scarcity of technicians. There was also the feeling that the risks from mines were lessening as the war progressed. It was not until almost two years after the initial order, on April 22, 1944 that the first of the west coast ships was commissioned into the RCN; the last one was received on October 2. Of the eight, only two remained fitted for LL mine-sweeping; the rest were quickly stripped of that gear and used instead for offshore patrols and guard ships. It was proposed that depth charge rails capable of holding four charges be added and that a "Y" gun be fitted, but as the vessels lacked ASDICS for submarine detection, which required major modifications (including the fact that rails would interfere with the LL gear if it were again required), these proposals were abandoned. These vessels were retained on the west coast; only one, HMCS *Revelstoke*, which was transferred at war's end to Halifax, was retained by the Navy. On the other hand, both of the east coast ships were retained, along with *Revelstoke*, into the 1950s on a sporadic use basis. While the first two names were selected with the LL connotation, "ingenuity seems to have failed when it came to naming the rest of the class." The western ships were all given traditional town names or equivalents from the west, with the exception of HMCS *St. Joseph*, which was named for St. Joseph de Grantham, Québec!

These ships were fitted more austere than the Fairmiles, but reputedly were better seaboats. Naval armament, ships'



Figure 1. HMCS *Llewellyn*, off Halifax.

Source: Courtesy of Mr. John Roué.

stores, and fittings provided by the Navy were valued at an average of \$93,000 per ship--plus \$16,800 in Federal sales tax.

### Minesweeping

Sweeping for magnetic mines usually involved operating in pairs, with one ship designated "master" and the other "slave." Each would trail 525 foot cables from the stern and current was pulsed between the tails from generators carried in the holds in order to trigger the contact needles in the mines. Sweep speed was generally between five and seven knots. While paired sweeping, called "Double L," was more efficient and enabled coverage of a wider area, single ship sweeping was possible in narrow channels or when only one vessel was available. In this case, the current pulsed between the long end of the tail to a shorter, three hundred foot section, via the two fifty-foot long copper electrodes in each tail, with the seawater acting as the conductor. The generators produced one hundred ampere current, stored temporarily in batteries, and the pulse was triggered every thirty seconds. Each pulse lasted four and one-half seconds, in alternate directions, to trigger either north or south sensitive mines.



Figure 2. West Coast-Built HMCS *St. Joseph*, 1945.

Source: National Archives of Canada Photo PMR 83755.

As the war progressed, sweeping was done mostly by day, and the ships returned at night either to harbour or to a secluded anchorage. Night sweeping was impractical since the vessels were fitted with only modest navigation equipment such as a magnetic compass, which made the compilation of an accurate record of the "swept path" difficult. Acoustic sweeping could be done by a single ship, with the "A" frame and its pneumatic hammer noisemaker lowered into the water over the bow. But so far as is known, no acoustic mines were swept.

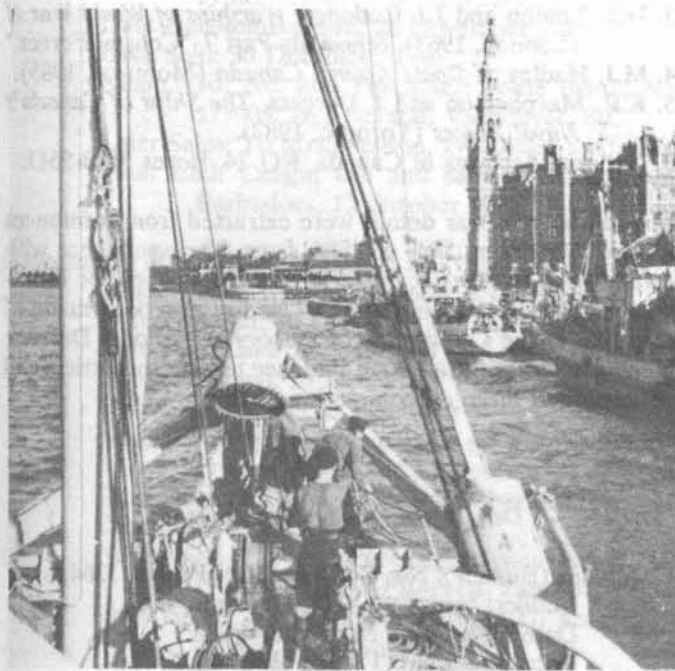


Figure 3. Sweepers Returning to Antwerp Dock.

Source: National Archives of Canada Photo 42887.

#### Postwar

All ships survived the conflict. Three were retained for general duties, such as Naval Reserve tenders, pilot vessels, and dispatch boats. These were the *Llewellyn* (until January 1957), the *Lloyd George* (to 1959), and the *Revelstoke* (until March 1957). The latter was transferred for a time to the Department of Transport and then to Northern Affairs as a relief ship for a year when RMS *Nascopie* was lost in the Arctic.

As for the other vessels, their fates were more varied. The *Coquitlam*, then renamed the MV *Wilcox*, drove ashore on Anticosti Island in the Gulf of St. Lawrence in June 1954 and was abandoned. Four were lost by fire while either fishing or freighting: *Daerwood* (October 1973); *Kalamalka* (March 1968); *Lavallee* (March 1967); and *Revelstoke* (October 1979). *Daerwood* was lost near Bridgetown, Barbadoes, while on transfer to the east coast; the master and two crew drowned. *Lavallee* and *Revelstoke* both were lost off Newfoundland while fishing and freighting. *Lloyd George* was to have become a floating restaurant at Bridgewater, N.S., but due to mooring and service problems, she was abandoned and eventually rotted out. *Llewellyn* sprang a leak and foundered off Cape Breton in October 1960 while in service as a freighter. Two vessels, *Cranbrook* and *St. Joseph*, still under their original names, were sold to Mexican owners in 1947 and 1949, respectively. Both lasted until about 1980, by which time they were no longer listed in *Lloyd's* and presumably were scrapped. HMCS *Rossland*, which became MV *La*

*Verne*, was sold to Seattle interests in 1972 and is still afloat, although not operating as she waits for engine repairs and re-surveying. She is listed as a pleasure boat and is owned by Miss Dale Soules of Seattle, who would sell her as a commemorative vessel, if asked.

#### Specifications

The vessels are referred to as the "105 Foot Type" or sometimes as the "Llewellyn" class. The dimensions were 105 feet between perpendiculars, 119 feet four inches o.a.; extreme breadth, twenty-two feet; draft forward, seven feet two inches; and draft aft, eight feet eight inches at full load. The hull was carvel-built, with a transom stern. They were constructed out of various woods, as available. Beams were of rock elm, oak, fir and cypress, while planks were made from fir or pine. In naval trim, the vessels measured 228 GRT; later, they ranged between 170 and 190 GRT, depending upon modifications. Eastern-built ships had a five foot ten inch high bullet-proof plating around the after gun and by the bridge, while western ships were unprotected.

The main engines also varied depending upon place of build. The two eastern vessels were powered by single Fairbanks-Morse 1941 five cylinder engines capable of developing five hundred BHP and propelling the craft at a speed of ten knots. The eight western ships were powered by single Vivian Engine Works Co. (later Vivian Engine and Munitions Co.) 1943 and 1944 ten-cylinder diesel engines, generating four hundred BHP (or with superchargers giving 625 BHP) at five hundred rpm and capable of speeds of twelve knots. They carried 6,140 gallons of diesel fuel, sufficient for twelve days of 3,500 miles.



Figure 4. MV *Wilcox*, ex HMCS *Coquitlam*, Aground on Anticosti Island, Gulf of St. Lawrence, about 1960.

Source: Quebec Tourism Board.

The LL generators were identical regardless of where the vessel was built. Each ship carried two Cummins four-cylinder machines operating at 250 volts, 111 amps, and seventy kilowatts. The auxiliary generators were of various makes, but all were 225 volt, 25 kilowatts for the ship's supply. All craft also carried storage batteries.

The sweeps were also virtually identical. Each western ship had a Mark III magnetic sweep supplied by the National Research Council of buoyant cables mounted on large power-operated reels aft; in the eastern vessels, the sweep was operated manually. All ships were equipped with SA Mark II acoustic hammers in a conical form mounted on an "A" frame on pivoting arms over the bow. There was considerable concern as to whether this arrangement could stand up to the weather in the western North Atlantic, since they were designed in fact for use in the English Channel.

A variety of weapons were provided. Each ship had two twin .303 Lewis or Bren machine guns on each wing of the bridge and were supplied with 6100 rounds. Each also had a single 0.5 Browning or Colt MG on the centreline, aft of the funnel. These could draw upon 5800 rounds of ball, armour-piercing and tracer ammunition. Each vessel was also equipped with from two to six .303 Lee Enfield rifles and from one to six .455 Webley or Smith and Wesson revolvers. Three of the vessels also had a 9mm Sten gun. All carried a line-throwing rifle, rocket flares and a signalling pistol. A couple of the west coast vessels may have carried some depth charges for a period of time.

There also was a variety of other equipment fitted. All used an FR12T w/t transmitter-receiver, but none had DF or HF/DF capabilities. Radar was not fitted, although it may have been tested in one or two boats late in the war. After the war, the vessels were all fitted with radar. Each had an eight inch signal projector, a four inch Aldis light, and one (!) pair of binoculars. All had a sixteen foot trawler-type dinghy and two eight by ten foot Carley floats. Each carried three anchors of 4½, 4, and 2½ (kedg) hundredweights. In the refitting that was done after the war, all of these specifications became highly variable. The *Kalamalka*, for example, had an upper bridge added for fishing, and all of the vessels had their holds rebuilt for fish packing or freight.

The *Llewellyn* boats carried two or three officers and had provision for nineteen or twenty men when sweeping, but fewer were required for day running. As civilian commercial vessels after the war, they were run with small crews of four to six, plus onboard fish packers or fishermen if appropriate.

#### References

The following sources were used in constructing this essay:

1. S.W. Roskill, *The War at Sea* (London, 1957), Vol. 1.
2. G.N. Tucker, *The Naval Service of Canada* (Ottawa, 1952), Volume II.

3. H.T. Lenton and J.J. Colledge, *Warships of World War II* (London, 1963), especially Part 7, "Coastal Forces."
4. M.J. Hadley, *U-Boats Against Canada* (Montreal, 1985).
5. K.R. Macpherson and J. Burgess, *The Ships of Canada's Naval Forces* (Toronto, 1982).
6. National Archives of Canada, RG 24, Boxes 5608-5611.

In addition post-war details were extracted from references in *Lloyd's Register*, 1949 to 1986, from correspondence with owners, and from record cards of the Department of Transport Registry section in Ottawa. Use has also been made of ship files in the Directorate of History at National Defence Headquarters in Ottawa. All evidence used in this article will be deposited there on completion of this project.

#### Appendix

##### Details of Llewellyn Class Vessels

- Coquitlam* (Builder's No. CN 488; RCN Pt. No. J364)  
 Builder: Newcastle S.B., Nanaimo, B.C.  
 Date Ordered: 6 November 1942  
 Date Keel Laid: 31 December 1942  
 Date Launched: 5 January 1944  
 Date Commissioned: 25 July 1944  
 Naval Use: west coast, patrols off Esquimalt and Prince Rupert  
 Date Decommissioned: 30 November 1945  
 Date Sold: October 1946  
 Name, Off. No. and Purchaser: *Wilcox*, No. 176135, Anticosti Shipping, Montreal  
 Later Sales: Nil  
 Final End: Aground, Anticosti Islands, 17 June 1954
- Cranbrook* (Builder's No. CN485; RCN Pt. No. J372)  
 Builder: Star Shipyards (Mercer's), New Westminster, B.C.  
 Date Ordered: 10 October 1942  
 Date Keel Laid: 4 January 1943  
 Date Launched: 5 June 1943  
 Date Commissioned: 12 May 1944  
 Naval Use: west coast, patrols off Esquimalt and Prince Rupert  
 Date Decommissioned: 3 November 1945  
 Date Sold: November 1947  
 Name, Off. No. and Purchaser: Not registered, W.Y. and T.L. Higgs, Nanaimo Towing  
 Later Sales: Motonaves Mex. S.A., Mexico (No. 06428, same name)  
 Final End: No record. Not registered after 1950
- Daerwood* (Builder's No. CN 483; RCN Pt. No. J357)  
 Builder: Vancouver Shipyard, Vancouver, B.C.  
 Date Ordered: 9 October 1942  
 Date Keel Laid: 3 December 1942  
 Date Launched: 14 August 1943  
 Date Commissioned: 22 April 1944  
 Naval Use: west coast, patrols off Esquimalt and

**Prince Rupert (No LL gear)**

Date Decommissioned: 28 November 1945  
 Date Sold: 30 December 1946  
 Name, Off. No. and Purchaser: Same name; No. 177605, J.C. Neilson, Vancouver, B.C.  
 Later Sales: To Mrs. Neilson, 1968; used for fishing  
 Final End: Caught fire and sank at Bridgetown, Barbadoes, 13 October 1973

**Kalamalka (Builder's No. CN 482; RCN Pt. No. J395)**

Builder: A.C. Benson Shipyard, Vancouver, B.C.  
 Date Ordered: 10 October 1942  
 Date Keel Laid: 28 May 1943  
 Date Launched: 29 December 1943  
 Date Commissioned: 2 October 1944  
 Naval Use: west coast, patrols off Esquimalt and Prince Rupert and LL reserve  
 Date Decommissioned: 16 November 1945  
 Date Sold: 13 December 1947  
 Name, Off. No. and Purchaser: Same name, No. 190303, National Fisheries, Vancouver, B.C.  
 Later Sales: To J.E. Fiddler, 1956; To Kalamalka Fishing, Vancouver, 1968  
 Final End: Burned and sank at Wallis Bay, B.C., 18 March 1968

**Lavallee (Builder's No. CN 481; RCN Pt. No. J371)**

Builder: A.C. Benson Shipyard, Vancouver, B.C.  
 Date Ordered: 10 October 1942  
 Date Keel Laid: 12 December 1942  
 Date Launched: 27 May 1943  
 Date Commissioned: 21 June 1944  
 Naval Use: west coast, patrols and DG vessel, Esquimalt  
 Date Decommissioned: 27 December 1945  
 Date Sold: 13 November 1947  
 Name, Off. No. and Purchaser: Same name, No. 178817, National Fisheries, Vancouver, B.C.  
 Later Sales: To B.C. Packers, 16 February 1954; used as a whaler-seiner  
 Final End: Caught fire and sank fourteen miles west of Burgeo, Nfld., 1 March 1967

**Llewellyn (Builder's No. 1 and CN 276; RCN Pt. No. J278)**

Builder: Chantier Maritime de St. Laurent, Ile d'Orleans, Québec  
 Date Ordered: 26 May 1941  
 Date Keel Laid: 5 July 1941  
 Date Launched: 12 August 1942  
 Date Commissioned: 24 August 1942  
 Naval Use: Halifax LL, tender; recommissioned July 1949  
 Date Decommissioned: 31 October 1951  
 Date Sold: January 1957  
 Name, Off. No. and Purchaser: J.P. Porter, Montreal, Québec, for resale  
 Later Sales: *Llewellyn II*, No. 189038, W.B. Blackmore, St. John's, Nfld.

Final End: Foundered 125 miles off Cape Breton, N.S., 28 October 1960

**Lloyd George (Builder's No. 2 and CN 277; RCN Pt. No. J279)**

Builder: Chantier Maritime de St. Laurent, Ile d'Orleans, Québec  
 Date Ordered: 26 May 1941  
 Date Keel Laid: 5 July 1941  
 Date Launched: 12 August 1942  
 Date Commissioned: 24 August 1942  
 Naval Use: Halifax LL, Bathy vessel  
 Date Decommissioned: 16 July 1948  
 Date Sold: 14 May 1951  
 Name, Off. No. and Purchaser: Buyer not indicated  
 Later Sales: To R.D. Russel, Bridgewater, N.S., 1959 (for use as restaurant)  
 Final End: Abandoned and rotted-out, 1961-62

**Revelstoke (Builder's No. CN 486; RCN Pt. No. J373)**

Builder: Star Shipyards (Mercer's), New Westminster, B.C.  
 Date Ordered: 9 October 1942  
 Date Keel Laid: 31 March 1943  
 Date Launched: 14 August 1943  
 Date Commissioned: 15 July 1944  
 Naval Use: west coast, LL patrol; then east coast, tender and DOT  
 Date Decommissioned: 23 October 1953  
 Date Sold: 27 March 1957  
 Name, Off. No. and Purchaser: Province of Prince Edward Island for resale  
 Later Sales: same name, No. 189605, Percy R. White, 1959; To Royal White as *Shirley Ann W.*; used for east coast freighting  
 Final End: Burnt off Newfoundland, 12 October 1979

**Rossland (Builder's No. CN 484; RCN Pt. No. J358)**

Builder: Vancouver Shipyard, Vancouver, B.C.  
 Date Ordered: 9 October 1942  
 Date Keel Laid: 31 March 1943  
 Date Launched: 14 August 1943  
 Date Commissioned: 15 July 1944  
 Naval Use: west coast, patrol off Esquimalt and Prince Rupert  
 Date Decommissioned: 1 November 1945  
 Date Sold: 1946  
 Name, Off. No. and Purchaser: *La Verne*, No. 179470, Vancouver Tug Boat Co., Vancouver, B.C., for use as tug  
 Later Sales: To William Wood, U.S., 20 December 1971, for atmospheric research  
 Final End: Still afloat, owned by Dale Soules, Seattle, Wash., No. 539306, used as pleasure boat

**St. Joseph (Builder's No. CN 487; RCN Pt. No. J359)**

Builder: Newcastle S.B., Nanaimo, B.C.  
 Date Ordered: 6 November 1942  
 Date Keel Laid: 7 December 1942  
 Date Launched: 14 September 1943  
 Date Commissioned: 24 May 1944  
 Naval Use: west coast, patrols from Esquimalt (no LL gear)  
 Date Decommissioned: 8 November 1945  
 Date Sold: 1947  
 Name, Off. No. and Purchaser: Same name, No. 24451, M.C. Torrente, Mexico  
 Later Sales: None  
 Final End: Not registered or listed in 1988 *Lloyd's Register*

*SOME THOUGHTS ON JOHN GORHAM'S  
"WAST BOOK AND DAYLY JOURNAL"*

*By Grant Mouser III  
Williamsburg, Virginia*

(Eds. Note: Members who are interested in the maritime history of Nova Scotia and New Brunswick will no doubt be interested in the following comments by Grant Mouser, a descendant of John Gorham, on Gorham's "Wast Book and Dayly Journal." The original journal has been placed in the Kittredge Collection at the Sturgis Library in Barnstable, Massachusetts. The document has been copied by the U.S. Army War College at Carlisle, Pennsylvania, and Mr. Mouser indicates that he plans to give a copy to the library at Fortress Louisbourg as well).

Colonel John Gorham of Barnstable, Massachusetts, was the great-grandson of Captain John Gorham, who arrived in Plymouth with his father in 1635 from Benefield in Northamptonshire. John married Desire Howland, daughter of the Mayflower Howlands, in 1643. They lived in Plymouth and Marshfield before moving to Yarmouth and then to Barnstable in 1652; they owned property in both of the latter. The first American John Gorham died in 1675 and his widow resided in the Barnstable home until her death. John was, like several generations to follow, a property owner, a merchant/farmer, and a soldier for the Crown.

The old Gorham house on East Main Street in Barnstable was built *circa* 1686-90 on the site of the first John's house by his son, also named John. It is presently being restored with loving care to its late seventeenth century appearance. The house provided a direct link with the "Wast Book" on that its author grew up in this house, and owned it after his father's death. The "Wast Book" certainly reposed there at various times and it has indeed come home to Barnstable.

The "Wast Book" came into the possession of Eben Parsons of Massachusetts, presumably after he married Mary Gorham in 1767. It remained in his family until Gorham Parsons died in 1844 at which point, perhaps after an inter-

val, it passed to my great-great uncle, John M. Gorham, originally from Connecticut and later a resident of Cleveland, Ohio because of his native state's ties with the Western Reserve. My grandfather, Sands Kenyon Gorham, and his daughters after him, kept the book in a large iron safe (still in the family) until it came to me.

Excerpts from the "Wast Book" were published in various journals, including *The Mayflower Descendant* and the *New York Genealogical and Biographical Record* in the late nineteenth and early twentieth centuries. The late Frank William Sprague of Barnstable published several monographs on the "Wast Book" and the Barnstable Gorhams. Thereafter, the book passed from public scrutiny, a development for which my immediate forebears must assume responsibility. After we returned from our last diplomatic assignment in 1985, my wife, Lena Edwards Little of Laurel, Maryland, urged me to make the "Wast Book" available to scholars and to give it a proper home. After much discussion and thought in the family, we decided that it should go home to Barnstable and repose in the Sturgis Library, with its rich collection of Cape Cod history and memorabilia. Coincidentally, my wife's ancestors were contemporaries of John and Desire Howland Gorham in Marshfield, Massachusetts in the 1630s and 1640s.

Aside from the manuscript's intrinsic value as an historical, genealogical and biographical document, the involvement of the Barnstable Gorhams in the two British sieges of French Louisbourg on Cape Breton Island makes the "Wast Book" of particular interest to Canadian and American naval and military historians. Our John Gorham was Lt.-Colonel in the Seventh Massachusetts Regiment commanded by his father, Shubael. These "Massachusetts Rangers" participated in the first siege of Louisbourg in 1745, constituting a major component of the besieging force under the leadership of Sir William Pepperrell. John became Colonel of the Regiment when his father died before Louisbourg. John began his "Wast Book" at Louisbourg with the inscription, still plainly visible, that the "Wast Book belonging to Jn. Gorham began in Louisbourg August 28th 1745." His comments on the siege are of particular interest as a primary source on this event. When one visits the Fortress of Louisbourg, as I do every few years as the guest of Canadian military historians, the two sieges come to life. For example, Kennington Cove on Gabarus Bay where John Gorham and the Rangers landed in 1745 is virtually unchanged today. Above the beach, my Canadian friends have pointed out the place where Gorham and his company bivouacked. There is a plaque on the lighthouse overlooking the main harbour alluding to the land below as the spot where Colonel Gorham and his troops camped during the siege. And, of course, the Canadian government has done a magnificent job in reconstructing the Fortress and surrounding town. But all of these sights come alive in the pages of the *Wast Book*.

The "Dayly Journal of 1737," which was bound with the "Wast Book" by my great-great uncle, is not as interesting historically as the latter. But it is of some value for social historians



in describing life in early Massachusetts, and may be of interest to maritime historians for its description of a trip by ship to London in that year.

The U.S. Army War College in Carlisle, Pennsylvania borrowed the manuscript from me to copy for research and for use by students as a primary source in the study of military history. I also plan to donate a copy to the Fortress of Louisbourg for use in its archives. In this way, I hope that both Canadian and American scholars will be able to utilize this important document more fully than in the past.

### THE BARQUE ELEUTHERIA, 1835-1854

By Annette R. Wolff  
Montreal, P.Q.

Abraham Joseph (1815-1886) was a commission merchant in Québec, having been sent there in 1836 to represent the family tobacco business. Abraham by all accounts was a very enterprising young man. He made friends easily and was an enthusiastic participant in a variety of activities. For example, he was secretary, and later president, of the Québec branch of the St. George's Society and a member of the Literary and Historical Society and the Québec Debating Society. His business skills were also excellent, leading him to the presidency of the Québec Board of Trade and later of the Dominion Board of Trade. He was the founder and president of the Québec Marine Insurance Company; an officer of the St. Lawrence Tow-Boat Company; and a founding director of the Québec and Gulf Ports Steamship Company (later the Québec Steamship Company). He was also founder and president of the Stadacona Bank.

Abraham Joseph was also my great-grandfather. This is significant principally because he kept extensive diaries, which are now in my possession. These are valuable documents for a variety of reasons, not the least of which is the light they shed on shipping at the port of Québec. Joseph's diary entries generally began with records of vessels and observations on the weather. He always noted various craft that have entered into or cleared from port, and was especially assiduous in recording the first vessel to enter from overseas in the spring and the last to depart in the autumn. There are also details of launchings, fires, accidents, and the like, as well as things such as times of arrival in winter of Cunard ships in Halifax and Boston. It is my hope that a publisher may soon be found for this fascinating and important Victorian record. Meanwhile, it is my intention to publish several selections from the diaries in a briefer format.

Along with his other activities, Abraham Joseph was also a shipowner and an agent. Joseph represented various Montreal merchants and at times his duties included "topping up" vessels which had been partially loaded in Montreal. He would finish the loading and clearance in Québec prior to despatching them to overseas destinations, most often to

English ports. One of the vessels that he represented was the barque *Eleutheria*. Thanks to the kindness of Graeme Somner of the Central Records section of the World Ship Society we can detail briefly the life story of this vessel. This 404-ton barque was built at Shields in 1835 and had dimensions of 101 feet nine inches in length, twenty-four feet one inch in width, and nineteen feet one inch in depth. Owned originally by Young and Sons of South Shields, she was sold in 1842 to Hickson of Tralee before passing in 1853 to Lyall and Company of Glasgow. She appears in *Lloyd's Register* in 1855 and 1856, albeit with no owners listed, and then was deleted. This might have suggested that she had been sold "foreign," but after checking the Board of Trade records in the Public Record Office in Kew, there is reference to her being abandoned in 1854 at "Sail River," a vague location most likely on the coast of Australia. The last reference in *Lloyd's List* is that she arrived at Melbourne on 5 January 1854, ex-Clyde.

But these details, of course, do not really tell us very much about the way in which the vessel was actually used. Evidence on the actual operation of vessels is relatively scarce; this is particularly true from the perspective of what we might call "maritime middlemen," of whom Abraham Joseph was one. The scarcity of such observations makes his diary that much more valuable. In the following excerpts we can see clearly the problems entailed for Joseph by the wreck in late 1840 of the *Eleutheria*.

Tuesday, Oct. 23, 1838 "...Yesterday & today receiving goods ex *Elutheria* from London consigned by BH & Co..." [AJ always misspelt the name of the barque]

Thursday, 26 November 1840 "...The Steamer *Canada* arriv'd in the night and left again at 8 A.M. for the *Elutheria* a-ground at Lake St. Peter...The *Canada* besides barges & schooners brought from Montreal rem'r of the square rigged vessels--*Erin Go Bragh*--*Courier* & *Alexander*. She left Montreal with her fleet on Saturday morning last 21st. Very great bustle & confusion in Steamboats wharves today--cargo discharging--Some parts of the barges are like blocks of ice. Strong easterly wind--weather very cold...ship *Cataraqui* sailed today leaving the *Erin Go Bragh* & *Elutheria* latter towed down this afternoon by the *British America*..."

Saturday, 28 November 1840...[The diarist went to Lower Town at 10 and] "closed with Bristow for frts per *Elutheria*. Weather milder."

Sunday, 29 November 1840 "...went to *Elutheria*--in Gillespie & Co.'s office--got Bills Ladg signed and certificates made... At 2 went with Bristow etc to residence of Collector--passed entry--they cleared the *Elutheria*--*Erin Go Bragh* sailed this afternoon..."

Monday, 30 November 1840 "The *Elutheria* last vessel from Canada this year--left port at 11 A.M. today. It is blowing very hard..."

Tuesday, 1 December 1840 "With the month a great change in the weather. Thermr yesterday at 45 degrees down to zero at 8 a.m. this morning...Very unexpectedly at 6 P.M. the steamers *Canada* & *Lady Colborne* arrived with heavy cargoes from Montreal; they met a great deal of ice. On arrival they commenced discharging in order to get away as soon as possible--*Canada* was off at 10 but the *Colborne* not until after 11 P.M. both for winter quarters [Sorel]...The horse boats to Point Levy ceased crossing today..."

Wednesday, 2 December 1840 "...I was surprised to find the *Lady Colborne* at the wharf this morning--It appears she met the ebbtide at Pointe au Tremble with too much ice to allow of her proceeding--she went on until a hole was cut into one of her sides. At about noon the boat was taken into Wolfe's Cove for the winter..."

Thursday, 3 December 1840 "News reached town today that 3 vessels were ashore at Goose Island--I hope the *Elutheria* is not as reported one of the vessels, as Harts have much property on board--some of it I shipped..."

Monday, 7 December 1840 "...Met Gillespie who informed me of Bristow's return from Goose Island--*Elutheria*, *Countess of Mulgrave* & *Monarch* are names of the 3 vessels that were on Goose Island. The *El[uther]ia* was carried away by the ice & would not doubt be a total loss--After dinner according to promise I went to office of Gillespie & Co.--when Gillespie read to me copy of their letter for London giving full account of *Elutheria*...We had a lot of ashes for *Elutheria* and by mistake--fortunately--went on board the *Erin Go Bragh*. At my office until 10..."

Monday, 14 December 1840 "...per mail...1 from Jacob [his brother] & three enclosing Powers of Atty from B Hart & Co, T Wragg & Co, & Dougall--requesting me to act for them and endeavour to get what can be saved from the wreck of the *Elutheria*. I have not proceeded to the spot having arranged with Bristow--who sent down directions--nothing to be disposed of without my sanction...Bristow was in my office today..."

Tuesday, 15 December 1840 "...My business letters urged my following up instructions regarding goods saved from the wreck of the *Elutheria*. I saw Bristow & Campbell on the subject & not agreeing with them I consulted Black who advised going down imm'y--Wrote to BH & Co--to Jacob...drove up to Payne's--lunched--while John packed a few articles into my carpet bag--drove down to Market place and at 1/2 past 2 P.M. took my departure for Point Levy--3/4 of an hour crossing--procured a horse at Hough's--changed horses at Beaumont while waiting for fresh horse was well amused chatting with pretty little Miss Fraser--left Beaumont at 5 1/4 P.M.--Did not stop at St. Michel, St. Valier or Berthier--Arrived at St. St. Thomas at 8 1/2--took dinner & Tea (1 meal)--listening at same time to Mrs Fournier on politics--was an hour at St. Thomas--I continued with same horse driven by young Fraser to L'Islet which we reached at

midnight--drove up to B Pouliot's--a soft snow falling made my coat gloves etc wet--was an hour at L'Islet--took a glass brandy and water with Mr. Pouliot--Left with a fresh horse at 1 A.M.--Did not stop at St. Jean Port Joli--Wind increased after leaving L'Islet--a heavy drift with a slight fall of snow made the travelling very disagreeable. Night dark--Stop'd half an hour at St. Rocks--left it at 6 A.M. with same horse--lost our way several times--horse often over her back in snow but the little animal was as good as the sound of her name was to my ears--"Fanny". [name of current girl friend]

Reached River Ouelle at 1/2 past 8 A.M.--very tired--there is neither tavern nor hotel in this place--which--considering its population & size--is very strange. My carter drove me to a Mr. Hamel--blacksmith, who said he would be glad to give me a room--I enter'd a large home with dozens of children. I dried my clothes--washed and shaved dressed and breakfasted--Having procured a cariole I was driven to Mr. Tetu's where I met Meyer & Noad. I was introduced to Mr. Tetu and Messrs. Casgran--the former handed me into the house. Introduced me to Mrs. Tetu and to Miss Laurent--Mr. Tetu with marked politeness gave me a pen and ink & paper to write & requested I would make his house my home--I had hardly commenced writing (in drawg room) when Meyer came up & asked in what way I was going to war with him. After some conversation he agreed to my proposal made, & Noad with myself set imm'y to work & surveyed the goods saved from the wreck--All parties were pleased that Meyer & I had settled friendly. We all partook of Mr. Tetu's hospitable table--dined at 1--Noad & Meyer left at 2 P.M. I had not finished my business so could not join them.

Tetu gave me a horse & cariole. I drove the Captain to the point (2 miles) where we had a good view of the *Elutheria*. I fear she will be carried off by the ice--I then drove to Mr. Chapais who was glad to see me. The old gentlemen disappointed me--he walked me into a room where his daughters were--he introduced me to the "Misses Chapais" but ushered me into an adjoining room where we had an hour chat on business regarding the wreck. He wished me to remain the eveng--I returned to Tetu's. After procuring the marks and numbers of all produce saved I joined the ladies...cakes apples etc were brought up in eveng--I left for my room at 9 1/2 where Mr. Tetu showed me my luggage--I first bid Mrs. T and Miss L goodbye...

Wednesday, 16 December 1840 "Mr. Tetu came into my room at 4. I was soon up--washed & dressed--after taking a glass of brandy & milk I took my departure from the very hospitable home of Charles Tetu Esq at 5 A.M. Mr. Tetu requested I should never come that far without drivg up to his door--Bad roads snow and drifting--Left St. Rocks at 7 with a fresh horse & drove to L'Islet 18 miles in 2 hours--Pouliot's favorite horse Fanny was again harnessed for me--The drivers manners of frequently calling to "Fan" "Fanny" was again an amusement to me--when in sight of St. Thomas Fan! resisted the whip & kicked out front of the cariole--driver was astonished at Fanny's behaviour--I left Fanny at

St Thomas--left at 1 with a fresh horse but the storm prevented our reaching Beaumont until 5 1/2 P.M.--21 miles--As I could not cross decided on remg there the night--had dinner & Tea--served me by Miss Fraser--Very bad night--To bed at 9 with orders to be waken'd at 3 A.M.--At Berthier met McKinnon--on his way Home via Halifax--I got out & bid him a good & safe passage across."

Friday, 18 December 1840 "I was roused at 5 A.M. I was soon up washed & dressed--Lft at 6--Blowing & drifting very hard against us--Immense banks of snow into which the horse had to plunge--in one of them a shaft broke--I had to wait until the horse ret'd with a new cariole--Half an hour was lost--with much trouble we reached Point Levy at 1/2 past 8--could not cross until near 10 and then we were an hour and a half crossing--by far the most dangerous part of the trip. Got into a cariole drove to my office & then up to Paynes--I shaved & dressed--lunched at 1--went to Bristow--saw him in his office--Black not to be seen today...wrote BH & Co--left office at 5--to Exchange & then up the hill--bed at 10.

Saturday, 19 December 1840 "Rose at 8 breakfasted at 9--Bristow hurrying my survey. I had to call on Black but was put off to Monday--to which day we postponed readg of our survey..."

Sunday, 20 December 1840 "...to my office at noon--wrote business letter to Hts--Wragg & Co.--Dougall & to Jacob--left office before 4 & drop'd the letters into Post Office..."

I have been copying "trip to River Ouelle" from my travelling book--On next page I copy distances for reference--

Point Levy to Beaumont		12 miles
to St. Michel		3
to St. Valier	3	
to Berthier	3	
to St. Thomas		12
to Cape St. Ignace	9 1/2	
to L'Islet	7 1/2	
to St. Jean	9	
to St. Rock	9	
to St. Ann	7 1/2	
to River Ouelle		4 1/2
miles	78	

Tuesday, 22 December 1840 "...Stopped at Black's on my way to Lower Town--consulting him about goods saved from *Elutheria*--called on Bristow--not in...Bristow in afternoon sent me word that he would either call or were I at home--or if I went over I would find him--I walked over. In his office was Mrs Bristow to whom he introduced me--The affair in dispute between us--cargo of *Elutheria*--was brought on the table--we argued the point for about half an hour--during which the greatest compliments were paid to the Harts and ourselves which I of course took occasion to return in same

coin when alluding to Gillespie Jamieson & co to himself..."

Monday, 15 March 1841 "Fraser was in my office & afterwards in his--we made arrangements for purchasing flour ex *Elutheria* on "Joint a/c" but exceedg our limits none was bot--the Sale I attended--Tetu was there--I invited him to dinner tomorrow..."

Monday, 21 June 1841 "...At 1/2 past 4 I walked down to King's Wf knew the *Unicorn* was going below but did not intend being a passenger--at [Captain] Douglass' solicitation I accepted his invite & embarked--left Wf immy after--we passed 30 to 40 vessels outward bound under canvas--met 4 vessels bound up. Mr & Mrs Scott--Neilson Junr & Pardy were fellow passengers. The *Unicorn* went against tide at great speed--night cold--Tea at 6--went thro' the Traverse and afterwards anchored--1/2 past 10. Had brandy & water etc, talked politics and then "turned in." At 3 A.M. movements on board preparing for a start etc roused me--I got up at 4 A.M."

Tuesday, 22 June 1841 "At 1/2 past 4 we were lashed alongside the wreck of the *Elutheria*--a schooner on the other side of the wreck--Half after 5 the wreck floated for the first time--We [*Unicorn*] started towing wreck & schooner attached astern--after stopping several times etc hawser gave way--we came alongside--after a good deal of work the wreck was made secure, we then "drove on" & splendidly did the *Unicorn* drive through the water--against wind & tide bringing along her a water-logged wreck drawing 19 1/2 ft water beside a heavy schooner...I was reading Waverly most of the day--at intervals admiring the beautiful scenery & then endeavouring to make out names of vessels--we met all those we passed last night & many besides...There was a letter on board *Unicorn* for one of the officers of the 24th on board the Troop Ship *Boyne*--we nailed it to a piece of wood--haild the ship--threw the wood over--they lowered a boat & picked it up--off Crane Island.

Breakfasted at 8--dinner at 2--Douglass could not come down to dinner & requested me to preside. Schooner in tow was cast off--opposite the St. Charles river--*Unicorn* went some up the St. C. & grounded the wreck. We drove up to King's Wf shortly after 9..."

The *Eleutheria* was obviously repaired at Québec and was in service for more than another decade. But about this matter the diary is silent.

#### THE MAXIM GORKY: A COMMENT

by T.C. Pullen  
Ottawa, Ontario

The consequence of travelling too fast through pack ice--multi-year floes in this case--by the Soviet cruise ship *Maxim Gorky*, has been demonstrated once again. To laymen, including reporters, "ice" is invariably taken to mean the glacial

variety--"icebergs." What we seem to have had here, in fact, is another collision with ice originating from the sea rather than the land.

Mild steel plate, with which virtually all ships are built, collapses dramatically under impact loads in low temperatures; examples include damage to the *Manhattan* as well as to Canada's *William Carson* and *Arctic*. Metallurgists call this phenomenon "brittle fracture." The *Gorky*, moving in dangerous conditions at speeds reported by the Norwegians to have been as high as seventeen knots, was (to be charitable) imprudent. On the cruise ships with which I have been associated as ice master, we work the pack (nudging, shoving, pushing) at something on the order of two knots.

Hard old polar floes circulating in the Arctic Ocean are carried by the currents between East Greenland and Spitzbergen into the Greenland Sea, where that cruise ship was operating. This without question is an area in which mariners should exercise the greatest care.

In the presence of scattered floes it is tempting for ships to romp along, deluded by the notion that they can avoid everything in their paths. Yet just one floe, pushed by winds and currents at a deceptively fast speed, can make a collision unavoidable--with stunning results. It is fortunate that in this instance no lives were lost. In any contest between solid and hollow objects, put your money on the former.

#### CNRS CONFERENCE REPORT

The Canadian Nautical Research Society held its annual conference in Halifax, 22-24 June. The following section of *ARGONAUTA* contains complete details for members unable to attend. It includes minutes, a financial statement, a report on the conference from the President, and news on the Matthews Awards.

#### MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE CAMBRIDGE LIBRARY, HALIFAX, FRIDAY, 23 JUNE 1989

*Present:* Barry Gough, President; Lewis Fischer, First Vice President; Eric Sager, Eileen Marcil, Stephen Salmon, Councillors; Alec Douglas, Secretary; Richard Fairweather, David Flemming, Robert Elliot, John Holland, Brian Keefe, Alan Ruffman, Marilyn Smith, David Walker, Annette Wolff.

The meeting was called to order at 2:00 PM and the agenda was passed.

1. The acting secretary reported that paid up membership was about two hundred. Lewis Fischer observed that 240 copies of *ARGONAUTA* were being mailed out, and the acting secretary undertook to verify the mailing list.

#### 2. Treasurer's Report

See the financial statement which follows. There was a short discussion.

Moved by Annette Wolff, seconded by Eric Sager that the treasurer's report be accepted. Passed unanimously.

#### 3. Newsletter Editor's Report

Lewis Fischer reported that two issues had come out since he and Professor Panting assumed the responsibility of editing the newsletter, and that the July issue would contain ten pages of articles (including two pages of photographs), about ten pages of news and ten pages of book reviews. It would be possible to bring out each issue at a cost of about \$300. Considerable discussion followed, with several suggestions for improvement which the editor noted, and observations about the quality of *ARGONAUTA*, described by one member as the finest house organ in Canada for a society of this size.

The president pointed out that the society now guaranteed at least twenty-four pages for each issue. He thanked the editor for his efforts, and the meeting gave Lewis Fischer and Gerald Panting a unanimous vote of thanks.

#### 4. Bibliography

Lewis Fischer, co-editor of the bibliography, reported that the 1987 issue will be out in July, eighty-six pages in length and bound rather than stapled. The 1988 issue was to be completed in the fall, and he hoped to send it out with the January 1990 issue of *ARGONAUTA*. It would be bound and publication would be in type face for the first time. With Memorial's support each issue would be brought out at a cost of about \$400.

#### 5. Journal

Lewis Fischer reported on behalf of Olaf Janzen that approval for a journal had been given at the 1988 annual meeting, but that since much planning still had to be done they felt it would be foolhardy to put out the first issue in January 1990.

Moved by Lewis Fischer, seconded by Annette Wolff, that publication be delayed one year. Some discussion followed. Passed unanimously.

#### 6. President's Report

Barry Gough began by thanking the people who had arranged the conference. It was a special meeting with a wonderful ambience.

*Liaison Committee:* Areas of particular concern were Quebec, where Eileen Marcil had been trying with disappointing results to attract members; Toronto, where a Marine Heritage Society has been formed and has shown interest in membership with CNRS; and British Columbia, where

regional representatives for BC and the Arctic have yet to establish local arrangements.

*Next Year's Meeting:* It was proposed to meet in Victoria, British Columbia, on the day preceding the Canadian Historical Association meetings to be held there early in June, 1990. The meeting could be at Royal Roads Military College, the Marine Museum, or some similar location. During discussion Alan Ruffman suggested the Institute of Ocean Sciences as another possible site, and Eric Sager said he would undertake to advise the President on local arrangements.

#### 7. Nomination Committee

Eric Sager presented the following slate:

Past President	Gerald Panting, Memorial University
President	Barry Gough, Wilfrid Laurier University
1st V.Pres.	Lewis Fischer, Memorial University
2nd V. Pres.	T.C. Pullen, Ottawa, Ontario
Councillors:	Eileen R. Marcil, Québec
	Eric W. Sager, U. of Victoria
	M. Stephen Salmon, National Archives
	Tom Beasley, U/W Archaeology, BC
Secretary:	Alec Douglas, DND, Ottawa
Treasurer:	Ed Reed, Bank of Canada

He further proposed the election of an honorary president in accordance with the by-laws. After canvassing several possibilities the nominating committee had come to the conclusion that the best candidate was Neils Jannasch. The first curator of the Maritime Museum of the Atlantic, an experienced mariner who had sailed before the mast and in many different types of merchant and war ships, he had been awarded an honorary doctorate by Dalhousie University for his contribution to maritime history, and had gone out of his way to advise and assist marine historians. A long-time member of CNRS, the society's interests would, it was felt, be close to his heart.

Moved by Eric Sager and seconded by David Flemming that the report of the nominating committee be accepted. Passed unanimously.

#### 9. Membership dues increase

The new journal, to be called *The Northern Mariner*, added to *ARGONAUTA*, the bibliography, and prize certificates for awards, required the society to act on the enabling motion passed at the 1988 annual meeting to increase annual dues. The president put forward the board's recommendation for an increase of \$10 for individual members and \$20 for institutional members.

Moved by Alan Ruffman, seconded by Eric Sager, to increase individual fees to \$25, and institutional fees to \$50. Passed unanimously.

10. The following resolutions by Eileen Marcil and Lewis Fischer, respectively, were approved unanimously:

Be it resolved that the Society make known to the Historic Sites and Monuments Board of Canada its wholehearted support for the application for classification of the Davie Shipyard at Levis, Quebec as a national historic site.

Be it resolved that the Canadian Nautical Research Society, concerned about the preservation of an important and unique part of Canada's marine heritage, calls upon both the federal and New Brunswick governments to take whatever steps are necessary to preserve and document the remains of the New Brunswick-built barque *Egeria*, the last surviving nineteenth century wooden sailing vessel built in Canada, which is now a hulk in Port Stanley, Falkland Islands. These efforts are of particular importance given the recent findings of unique methods of construction of this vessel, a discovery which makes this vessel even more central to our understanding of the Canadian past.

#### 11. Other business

Moved by Eric Sager, seconded by Alan Ruffman, that the National Archives establish records schedules for augmentation of ships' registers for permanent storage in the national archives. Passed unanimously.

Moved by Lewis Fischer, seconded by Stephen Salmon, to reappoint the Matthews Awards Committee. Passed unanimously.

Moved by Lewis Fischer, seconded by Stephen Salmon, that selected papers from the conference be published. Defeated.

Moved by Lewis Fischer, seconded by Stephen Salmon, that paper givers at future CNRS conferences be asked to give first refusal to the *Northern Mariner*. Passed unanimously.

There being no further business, the meeting adjourned at 4:15 PM.

W.A.B. Douglas  
Secretary

#### CNRS STATEMENT OF OPERATIONS FOR THE YEAR ENDED 31 MARCH 1989

##### REVENUE

Membership Fees	\$2079
Interest	94

Donations	70	\$2243
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**EXPENDITURES**

ARGONAUTA	\$1221	
Conference Call	468	
Administrative Expenses	138	
Audit	100	
Bank Charges	53	\$1980

Excess of Revenue over Expenditures	\$ 263
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**CNRS ANNUAL CONFERENCE: A REPORT**

Halifax afforded an excellent location for our annual meeting. Various papers were given and commentaries made in the historic Cambridge Military Library, one of the outstanding early libraries of its sort in the world. The Society's President, Professor Barry Gough, in opening the conference remarked on the great human treasures of the membership and on the Society's continued growth.

The first session focused on the sources for nautical research. Charles Armour of the Dalhousie University Archives reported on British and Canadian master and mates' certificates. Testing became more rigorous, but ships continued to run aground. The extent sources can be used for a number of purposes, including immigration, genealogy, and individual ship studies. Eric Ruff, Curator of the Yarmouth County Museum, gave an illustrated lecture on ship portraits as learning tools. Flags, figureheads, rigging and other details have many lessons about an era before the advent of photography. Stephen Salmon of the National Archives of Canada provided a comprehensive account of the treasures in documents and photographs, relating to Canadian naval and marine history in the Archives. This valuable overview, entitled "Through the Shoals of Paper: An Introduction to the Sources for the Study of Twentieth Century Maritime History at the National Archives of Canada," indicates the outstanding opportunities awaiting interested researchers.

Why did the deep-sea shipping industry of the Maritime decline, or even collapse. Eric Sager of the University of Victoria has explained this at last. Maritime capitalists took their money out of shipping and failed to invest in iron-hulled vessels. They maintained their trading interests, in which they had always been pre-eminent, and took their capital into new endeavours, including bananas. Lewis Fischer of Memorial University spoke as well on census records and the land-based links of seafaring societies.

Dr. Eileen Marcil, an expert on the history of Quebec shipyards and shipping, reported on her recent findings about the Davie shipyard at Levis. Built in 1832 this extensive yard contained a patent slip and was operated for many years by Mrs. A. Davie after her husband drowned. The patent slip, along with a floating dock and other features marked this as a repair facility, but other members of this large family went

into other marine enterprises nearby, including shipbuilding. Robert Ogilvie of the Nova Scotia Museum estimates that nine or ten thousand shipwrecks rest in Nova Scotia waters. A computerized shipwreck inventory, arranged by casualty and site-descriptive fields, will help determine vessels of particular archaeological and historical significance. These findings are of international importance. Alan Ruffman, President of Geomarine Associates in Halifax, explained that Newfoundland's famous earthquake of 18 November 1929, which measured 7.2 on the Richter scale, generated a tsunami which struck the community of Port au Bras on the Burin Peninsula. Three pulses of the tsunami destroyed fish stores and many boats, took twenty-seven lives, and washed away eleven dwellings (but avoided the school). This "south coast disaster" is well-documented in photographs.

"The Customs Preventive Cruiser, 1897-1931," was the subject of an illustrated lecture by David McDougall of Concordia University in Montreal. A variety of vessels were used in the tasks of controlling smuggling and ensuring the flow of government revenues. J. David Perkins of Saint John Naval Systems spoke on the H-class submarines, which were built at the Vickers yard in Montreal by Bethlehem Steel for the Royal Navy. Ten boats were delivered to the Admiralty during the First World War in the record time of five and one-half months. Many served in the Mediterranean.

Robert Wyllie of Trusty Enterprises, LaHave, Nova Scotia, has recorded for posterity the coastal steamers of Chedabucto Bay from 1890 to 1939. These vessels kept up a steady coastal traffic in both passengers and freight. This has been a neglected subject in nautical history and is important in recording both the history of ships and the story of port communities.

Dr. Neils Jannasch, the founding director of the Maritime Museum of the Atlantic, was named Honourary President of the Canadian Nautical Research Society. He also delivered a delightful talk at the Society's banquet on the changes in ships and ports over the past three decades. This informative and witty address served as a fitting climax to the conference.

The next annual meeting will be held in Victoria, B.C. in early June 1990. Details about this conference and information on membership in the Society may be obtained from the Secretary, Dr. W.A.B. Douglas, at the Directorate of History, Department of National Defence, Ottawa, Ontario K1A 0K2.

Barry M. Gough  
President, CNRS

**KEITH MATTHEWS AWARDS**

The winners of the 1988 Keith Matthews Awards were announced at the Conference Banquet by committee member Stephen Salmon. The winner of the Book Award, for the best book on a Canadian maritime subject or written by a Canadian and published in 1988 went to Gordon Stead, A

*Leaf upon the Sea: A Small Ship in the Mediterranean, 1941-1943*, which was published by the University of British Columbia Press. This important memoir of naval service during the Second World War provides insight into the experiences of Canadians who served in the Royal Navy during the conflict. Honourable mention in this category was awarded to W.A.B. Douglas, the editor of *The RCN in Transition, 1910-1985*, a collection of seventeen scholarly essays dealing with the history of the RCN during its first three-quarters of a century. This volume was also published by the University of British Columbia Press.

The winner of the Matthews Article Award was C. Knick Harley, "Ocean Freight Rates and Productivity, 1740-1913: The Primacy of Mechanical Invention Reaffirmed." This essay, which poses a fundamental challenge to the accepted wisdom propounded by Douglass North and others, appeared in the *Journal of Economic History*, XLVIII, No. 4 (December 1988), 851-876. Honourable mention went to John Mannion for his encyclopedic essay on "The Maritime Trade of Waterford in the Eighteenth Century." This article was published on pages 208-233 in an anthology edited by William J. Smyth and Kevin Whalen entitled *Common Ground: Essays on the Historical Geography of Ireland* and published by Cork University Press.

The members of the 1988 Matthews Awards Committee were Lewis R. Fischer (Chair), Olaf U. Janzen and M. Stephen Salmon.

## NEWS

### 1988 JOHN LYMAN BOOK AWARDS

Our sister society in the United States, the North American Society for Oceanic History (NASOH), recently announced the winners of the 1988 John Lyman Book Awards. Committee Chair Briton C. Busch made the announcements at the NASOH's annual meeting in San Francisco in June.

The winner of the award in North American Maritime History was Ralph Linwood Snow for his book *Bath Iron Works: The First Hundred Years*, which was published by the Maine Maritime Museum. Honourable mention was awarded to two volumes: Marcus Rediker, *Between the Devil and the Deep Blue Sea: Merchant Seamen, Pirates, and the Anglo-American Maritime World, 1700-1750* (Cambridge University Press); and Robert Lloyd Webb, *On the Northwest: Commercial Whaling in the Pacific Northwest, 1790-1967* (University of British Columbia Press).

In the category "North American Memoirs, Autobiographies, and Biographies" the award went to Kendrick Price Daggett, *Fifty Years of Fortitude: The Maritime Career of Captain Jotham Blaisdell of Kennebunk, Maine, 1810-1860* (Mystic Seaport Museum). Honourable mention was presented to Edward P. Stafford, *Subchaser*, published by the Naval Institute Press.

The winner in the category "Canadian Maritime History" will be of special interest to members of CNRS. The recipient was Benjamin Doane, *Following the Sea*, a joint publication of the Nova Scotia Museum and Nimbus Publishing. Readers interested in knowing more about this volume will find a review later in this issue of *ARGONAUTA*.

Finally, the committee announced the recipient of the prestigious K. Jack Bauer Special Award, named in honour of the eminent American maritime historian who passed away late in 1987. The award was presented to Professor William N. Still, Jr. of East Carolina University, the author of numerous books and articles and one of the principal investigators of the wreck of the *CSS Alabama*, the Confederate raider of the Civil War era which has recently been discovered off the coast of France.

We offer our congratulations to these worthy winners and to our colleagues in NASOH for honouring them. Maritime studies are alive and well in North America, as the Lyman Award winners and the recipients of the Matthews Awards from CNRS amply demonstrate.

### NAVAL CHRONICLE PROJECT

One of our overseas members, Norman Hurst of Coulsdon, Surrey, England, is engaged in a project in which we think a number of our readers will have some interest. This is the compilation of a "slip index" to the *Naval Chronicle*.

The *Naval Chronicle* was issued in monthly parts from the beginning of 1799 until the end of 1818, when publication ceased. Bound at six-monthly intervals, a complete set of forty volumes runs to a total of about twenty-one thousand pages. Each volume has its own index, but as the work in its entirety is hard to come by and the few sets that do come on the market command a price in the region of £3000 sterling, Norman has prepared a slip index of the births, marriages and deaths recorded in the journal. The prime purpose is to provide a short-cut for naval and family historians who might otherwise overlook a useful snippet of information or who would have to make a special (but possibly fruitless) journey to a library holding a set on the off-chance of finding a reference.

Unfortunately, there was no standard format for the reports, so that some are tantalisingly brief while others go into interesting detail. He estimates that his index includes approximately five hundred births, 2450 marriages, 4250 deaths, and about two hundred biographical memoirs.

At some future stage he hopes to be able to publish the information in booklet form, but in the meantime he is prepared to respond to enquiries about officers of the Royal Navy of that period on receipt of a self-addressed envelope and return postage. He is fortunate enough to have access to a number of naval biographies and writes that if an enquirer would let him know also where previous searches have been

made he might be able to suggest additional references.

No serious researcher of the period should neglect to refer to this "mass of information on naval affairs of the time, of which a large proportion is not to be found elsewhere. There are contributions on little-known expeditions to all parts of the world, many illustrated with views, biographies, accounts of shipwrecks, reviews of contemporary books, etc." (From the catalogue of *Ships and the Sea*, issued in 1966 by Francis Edwards Booksellers of Marylebone, London). On a lighter note--but still illustrating the significance of these works--it might be noted that C.S. Forester, author of the *Hornblower* books, describes the *Chronicle* as being written by naval officers for naval officers. It was three volumes picked up in a secondhand bookshop in the 1920s as "light reading" during a brief cruise that sowed the seeds in his imagination that led to the series of robust popular novels.

Mr. Hurst can be reached at 25 Byron Avenue, Coulsdon, Surrey CR3 2JS, England.

#### HAMILTON-SCOURGE PROJECT

This on-going project to study the wrecks of the *Hamilton* and the *Scourge*, two schooners lost during the War of 1812 in Lake Ontario, continues to make progress. To move on to the next stage in its work, the project has applied for a \$2.5 million grant from the province of Ontario. These funds will be used for Phase I of their recently-approved plan. In addition, the project has accepted an offer from Dr. Robert Ballard, an internationally-recognized specialist from the Woods Hole Oceanographic Institution, to donate all photography required during Phase One.

The two schooners are regarded by the internationally-constituted Technical Study Team as

the most complete and undisturbed wrecks thus far discovered anywhere in the world. Their investigation will generate significant research data as each of the four phases of the plan are completed...The study and subsequent work to raise, preserve, and interpret the vessels in a museum should be technically feasible [and] would provide both a dramatic Canadian showcase for maritime heritage preservation and an unparalleled opportunity to inform the public about underwater archaeology and deep water research.

We will keep you informed on the progress of this exciting project.

#### UNDERWATER ARCHAEOLOGICAL SOCIETY OF BRITISH COLUMBIA

Thanks to Mr. Thomas F. Beasley, we are able to tell you a

bit about the rather impressive list of projects in which the Society is involved. These include:

*Southern Vancouver Island Shipwreck Inventory*: This work is now in its final exploration stages and a report is expected to be filed with the British Columbia Heritage Trust in 1990. New discoveries include the *Rosalie* (1868) and the *Fanny* (1868). The UASBC has also determined that a wreck in Victoria harbour is not, as commonly thought, that of the *Major Tompkins* (1885). Search is continuing for the wreck of the *Nanette* (1860) at Race Rocks.

*Sydney Inlet Mystery Wreck/Lord Western* (1853): A final report on the 1988 expedition will be filed soon with the British Columbia Heritage Trust. A published version of that report will be made available for sale.

*Queen Charlotte Island Spanish Pot*: An investigation will be launched soon into the recovery of the 225-year old Spanish urn found in the Queen Charlotte Islands.

*Captain Vancouver's Anchorage at Restoration Bay*: The UASBC is assisting Dr. Phil Hobler in an underwater and land archaeological survey of Captain Vancouver's 1793 anchorage in Restoration Bay, Burke Channel, near Bella Coola.

*Artificial Reef Development*: UASBC members are assisting the Gulf of Georgia Shipwreck Society in the development of artificial reefs for sport divers and fishermen.

*Diver Training Programs*: The UASBC is developing an educational package, including training courses for wreck and archaeological divers.

The UASBC also recently held its fourth annual Underwater Archaeological Symposium, Shipwrecks '89. Over eighty attendees heard eight presentations on wide-ranging underwater archaeological and maritime history topics, including such diverse themes as the possibility of Spanish shipwrecks on the West Coast; the history of the Union Steamship Company; the *Lord Western* (1853); and prehistoric archaeological sites on the west coast. The featured guest speaker, Charles Beeker of Indiana University, gave a stimulating illustrated talk on his underwater preservation work in Florida and the Grand Caymans to over seventy dinner guests.

#### GREAT LAKES MARINE ARCHIVES CATALOG

The Milwaukee Public Library is home to one of the most important collections for historians of Great Lakes shipping. The Herman Runge Collection contains about ten thousand files, each pertaining to an individual ship. Each folder in the ship file contains a data sheet with information about the builder, shipyard, and dimensions of the vessel. There are also photographs, magazine articles, and any other significant information that can be located. In addition, the library's staff regularly scan Great Lakes magazines for changes, including new owners or captains, remodelling, and information on



wrecks and salvage, and record these in the files.

Until recently, there was no way to find out which ships were in the collection, except to visit the Library. But in cooperation with the Wisconsin Marine Historical Society, the Library is currently producing a computerized catalogue, which will be available through the Online Computer Library Center in Dublin, Ohio. Ships will be listed by name, builder, captain, type of vessel, official number, nickname and alternate name. Individuals interested in more information can contact the Library, the Wisconsin Marine Historical Society, or the Online Computer Library Center via their nearest computer facility.

#### CALLS FOR PAPERS

##### FIRST COAST GUARD ACADEMY HISTORY SYMPOSIUM

The first Coast Guard Academy History Symposium will be held 28-29 October 1989 at the Custom House Maritime Museum in Newburyport, Massachusetts. This year's symposium is being held in honour of the two-hundredth anniversary of the United States Coast Guard. The Coast Guard Academy and Custom House Maritime Museum solicit proposals for papers, presentations involving media, and primary source research on any aspect of the history of the United States Coast Guard. The sponsors of the symposium also encourage recommendations for films and videos that are suitable for evening presentation. The deadline for submissions is 30 July 1989. Proposals may be sent to Janet H. Powell, President, Custom House Maritime Museum, 25 Water Street, Newburyport, Massachusetts 01950; or to Dr. Irving King, Head, Department of Humanities, United States Coast Guard Academy, New London, Connecticut 06320. For further information, interested CNRS members may also call (508) 462-8681.

#### CANADIAN MARITIME POTPOURRI

M.I.L. Vickers of Montreal, which ceased shipbuilding in 1969 and ship-repairing in 1987, has just announced that they are considering closing down the division which for many years built submarine components for the United States Navy.....Four naval vessels are scheduled to visit Great Lakes ports this summer: two are Canadian (HMCS *Skeena* and *Cormorant*); one is American (the USS *Boulder*); and one French (the *Commandant Bouan*).....Four papers of particular interest to maritime studies were presented at the Borderlands Conference in Whitehorse in early June. J. Shelest spoke on "The *Dryad* Affair"; William Hanable gave a paper on "The Alaska-Yukon Boundary: The Maritime Dimension"; Ken Coates read an essay entitled "The Sinking of the *Princess Sophia*, October 1918"; and W.R. Morrison talked on "Herschel Island and the Development of the Canadian Western Arctic".....

#### PERSONAL NEWS

RENE BEAUCHAMP has recently completed a list of all vessels which called in Montreal during the period 23 December to 29 March, when the St. Lawrence Seaway was closed. This fall he is planning to write a history of the "Dnepr Class," a group of vessels built at Kherson in the Soviet Union; several of these craft visited the St. Lawrence River over the years.....JAMES A. BOUTILIER presented a paper in Canberra, Australia, in June on the Canadian and Australian decisions to abandon aircraft carriers.....JAAP R. BRUIJN, one of our overseas members who teaches at the University of Leiden in the Netherlands, is the author of "Protection of Dutch Shipping: The Beginning of the Dutch Naval Presence in the Caribbean, 1737-c. 1775," in Clark G. Reynolds (ed.), *Global Crossroads and the American Seas* (Missoula, Montana, 1988), 127-133. His current project is a short book on the Dutch Navy and its officers in the seventeenth and eighteenth centuries. Jaap is also organizing a major Anglo-Dutch maritime history conference, which will be held in Amsterdam in October 1990.....JOHN K. BURGESS is presently concentrating on two U.S. Navy convoy series as part of his project to document all allied convoys during World War II. The two upon which he is working at the moment are the "CU/UC" series, which involved fast tankers convoys from Curacao (later New York) to the U.K. and return; and the "UG/GU" series, which operated from U.S. east coast ports to Gibraltar for onward routing to Mediterranean and North African ports.....KEITH CAMERON has for the past two years been involved in the Development and Relocation Programme of the Maritime Museum of British Columbia as the Chair of the Planning and Management Committee. His current research includes the preparation of an essay on the voyage of H.M. Paddle Sloop *Virago* from Valparaiso to the Queen Charlotte Islands in 1853, with a detailed account of her grounding in Porlier Pass in the Strait of Georgia and her late repair on the beach at Fort Simpson.....KEN COATES has completed a manuscript with W.R. Morrison of the Centre for Northern Studies at Lakehead University on the sinking of the *Princess Sophia*, a Canadian Pacific vessel that sank off Vanderbilt Reef in October 1918. In June he presented a paper at the Borderlands Conference on "The Sinking of the *Princess Sophia*, October 1918".....ANTHONY DICKINSON is the co-author of "The Origins of Modern Shore-Based Whaling in Newfoundland and Labrador: The Cabot Steam Whaling Co. Ltd., 1896-98," *International Journal of Maritime History*, I, No. 1 (June 1989), 129-157 (with Chesley Sanger). His forthcoming essays include "The Demise of Elephant Sealing at Sealing at South Georgia, 1960-68," *Polar Record*; and "Southern Hemisphere Fur Sealing from Atlantic Canada," *American Neptune*. A senior project officer for the Canadian Centre for International Fisheries Training and Development (CCIFTD) at Memorial University of Newfoundland, he is continuing his studies of modern shore station whaling in Newfoundland and Labrador.....W.A.B. DOUGLAS is the editor of *The R.C.N. in Transition, 1910-1985*, a volume which was awarded Honourable Mention in the 1988 Matthews

Awards competition by CNRS. Alec's forthcoming publications include "The Honour of the Flag had not Suffered: Robert Heriot Barclay and the Battle of Lake Erie," *Proceedings* of the International Symposium on the Battle of Lake Erie; and *On a Sunday Afternoon: Classic Boats on the Rideau* (Erin Mills, 1989, with Larry Turner). Alec, who has just returned from a year as Visiting Professor of Military and Canadian University at Duke University, also presented a paper entitled "Anti-Submarine Warfare: Operational Concepts and Missions," at Conference on "The Undersea Dimension of Maritime Strategy" held in Halifax last month, and will be the commentator on a session on eighteenth century combined operations at the Ninth Naval History Symposium at the U.S. Naval Academy in Annapolis in October.....NORM EASTON, who teaches at Yukon College in Whitehorse, has been working for several years on the underwater archaeology of the Yukon River. His work to date has emphasized the identification and study of shipwrecks on the river.....PETER R. EDWARDS has been elected President of the Heraldry Society of Canada. He is planning a study of the house flags of Canadian shipping companies, and would be interested in hearing from anyone who has done or is doing research on this topic.....ROBERT S. ELLIOT is continuing his research on the life and career of Saint John's resident ship painter, Edward John Russell (1832-1906). He is especially interested in assessing the degree of accuracy represented in Russell's ship portraits.....LEWIS R. FISCHER has received a grant of \$31,600 from the Social Sciences and Humanities Research Council for a project on the history of Norwegian seamen since 1850. Skip is co-editor of the *International Journal of Maritime History*, which began publication in June and has also recently been elected to the council of the Association for the History of the Northern Seas and named editor of the Association's annual bibliography.....JULIAN GWYN will be presenting a paper on naval operations at Louisbourg, 1745 and 1758, at the Ninth Naval History Symposium in Annapolis, Maryland, in October.....NORMAN HACKING is the author of "Later Days of the Fraser River Sternwheelers," *The Sea Chest* (March 1989). He is presently spending two months in London conducting research on the S.S. *Prince Alfred*, a pioneer in the New Zealand-Australia intercolonial service and later used on the subsidized mail service between Victoria and San Francisco in the 1880s..... JOHN H. HARLAND has recently been in Norway conducting research into the history of whaling and whaleboats .....DAN G. HARRIS received his B.A. degree from Carleton University in May. We offer Dan our heartiest congratulations on this achievement! The reviews of his book, *F.H. Chapman: The First Naval Architect and His Work* have been excellent (we expect to have a review in *ARGONAUTA* in either October or January). Dan also is the author of "Canadian Warship Construction, 1917-19: The Great Lakes and Upper St. Lawrence River Areas," *Mariner's Mirror*, LXXV, No. 2 (May 1989), 149-158. Dan will be presenting a paper at the U.S. Naval Institute conference in October which will deal in part with one of Chapman's ships and will be giving lectures on Chapman's life and work in both London and Stockholm this fall. His current projects

include studies of Chapman's frigates; naval wars in the Baltic; and the building of submarines for Italy in World War I..... BARRY D. HUNT is the author of a chapter on Julian Corbett in J.B. Hattendorf and R.S. Jordan (eds.), *Maritime Strategy and the Balance of Power*, which is being published this summer by Macmillan. His current project is a book tentatively titled "Politics of Naval Mastery: The Royal Navy's High Command in the Great War, 1914-18".....JOHN KENDRICK has been engaged to conduct historical research on the Malaspina Expedition (1789-94) for a major exhibition to be held at the Vancouver Maritime Museum. The Malaspina Expedition visited the Northwest coast of North America in 1791-92.....ELIZABETH LEES is writing a PhD thesis at the University of British Columbia entitled "The Unlikely Industry: Shipbuilding in British Columbia in the Great War." Elizabeth has also prepared a text and slide presentation on the subject under the aegis of the Historic Photographs Division of the Vancouver Public Library.....DOUG MAGINLEY is the author of "Upgrading the Navy," *Policy Options*, IX, No. 3 (April 1988). He is currently undertaking research on HMS *Conway*. Last month Doug attended the annual meeting of the Society for Nautical Research in London.....FRASER MCKEE has a new article which will appear in September.....CHRIS MILLS is presently working as a lighthouse keeper on Coors Island at the entrance to Lunenburg harbour. The station is one of the few which are still manned in Nova Scotia, although it is slated to be fully-automated this fall. His current research focuses upon lighthouses in Nova Scotia, and he hopes eventually to publish a book on the lights and the keepers.....GORDON OLMSTEAD, who many readers will know as the President of the Canadian Merchant Navy Prisoner of War Association, is continuing work on a book on this important (and too often neglected) topic.....GERALD PANTING is revising for publication a series of lectures given at the Department of History at Pondicherry University in India; these will be published by that university. He is also completing with Eric Sager a manuscript entitled *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914*, which is based on the work of the Atlantic Canada Shipping Project. Gerry will also be attending the conference on "Shipping and Trade, 1750-1950" in Bergen, Norway in early August; he has been selected to participate as an expert in these proceedings. He will also be presenting papers at the Ninth Naval History Symposium in Annapolis in October and at a conference on maritime historiography in Naples in November. In conjunction with the latter, he will also be attending meetings of the Executive and Programme Committees of the International Congress of Maritime History.....J. DAVID PERKINS' book, *Canada's Submariners*, will be published in September by Boston Mills Press. He is also the author of a short article describing life in WWI submarines which will appear in the August issue of the *Novascotian* and has completed a manuscript on the warrant ranks in the navy, 1910-1949, which will soon be submitted for publication. His current projects include studies of the life and times of the late Commander Ernest Haines and of pay and other "social" factors, 1875-1939.....JIM PRITCHARD delivered a series of lectures at

Duke University this past winter. His most recent publication is "Fir Trees, Financiers, and the French Navy during the 1750's," *Journal of Canadian History*, XXIII, No. 3 (December 1988), 337-354. His current project is a book on the French naval expedition that failed to capture Louisbourg in 1746.....TOM PULLEN is currently sailing as Ice Master once again through the Northwest Passage. His current writing includes a forthcoming essay on icebreakers and ice-breaking for a book being edited by Lawson Brigham for the United States Naval Institute.....JOHN E. ROUÉ has recently published a note on the *Avalon II* in the Spring 1989 issue of *Soundings*. He is currently continuing his research on that vessel, as well as on the *Chicora*, *Turbinia* and vessels named *Canada*.....ERIC W. SAGER's book, *Seafaring Labour: The Merchant Marine of Atlantic Canada, 1820-1914*, has recently been published by McGill-Queen's University Press. Another book (co-authored with Gerald Panting) has also been accepted by the same publisher. Entitled *Maritime Capital: The Shipping Industry of Atlantic Canada, 1820-1914*, this book completes the work begun with the Atlantic Canada Shipping Project at Memorial University of Newfoundland. Eric has also been awarded a \$32,400 grant by the Social Sciences and Humanities Research Council of Canada to study labour and technology in the Canadian merchant marine in the twentieth century.....CHESLEY W. SANGER is the author of "The Origins of Modern Shore Based Whaling in Newfoundland and Labrador: The Cabot Steam Whaling Co. Lts., 1896-98," *International Journal of Maritime History*, I, No. 1 (June 1989), 129-158 (with Anthony Dickinson). He has also completed a manuscript on *The Global History of Whaling*. Ches's current projects are studies of the spatial parameters of eighteenth and nineteenth century traditional whaling grounds in East Greenland, Davis Strait, and Baffin Bay; and a continued investigation of shore-based whaling in Newfoundland and Labrador, 1896-1972. The latter project is being supported by a grant from the Institute of Social and Economic Research at Memorial University of Newfoundland.....DONALD M. SCHURMAN was a Visiting Fellow at Sidney Sussex College, Cambridge, this past winter. While in Europe, he lectured on Canadian military and naval history at the Universities of Uppsala, Umeå, and Lund in Sweden. Don also gave invited lectures on "Imperial Defence and Policy, 1868-87" at Cambridge and on "Changes in Naval History in the Age of Gerald Graham" at the Institute of Historical Research at the University of London. He is presently conducting research on Imperial defence history for a contribution to the Navy Records Society centennial and for a volume on "Naval Defence and the Empire," which he is editing jointly with A.W.H. Pearsall.....VICTOR SUTHREN is the author of *The Oxford Book of Canadian Military Anecdotes*, which will be published this fall by the Oxford University Press. He is also the editor of *Admiral of Fear*, the third in the Edward Mainwaring series of eighteenth century naval novels (the first two were *Royal Yankee* and *The Golden Galleon*); the novel will be co-published by Hodder and Stoughton in the United Kingdom and St. Martin's Press in New York. Victor will also be presenting a paper at the Ninth Naval History Symposium at the U.S. Naval Academy

in October entitled "The Limits of Audacity." This paper deals with the exploits of Edward Vernon in the Caribbean, focusing mainly on his seaborne assaults on Portobello and Cartagena.....LAURIER TURGEON organized a one-day workshop on maritime history to coincide with the Canadian Historical Association meetings at Laval University in June.....DANIEL VICKERS has been elected as the new chair of the Maritime Studies Research Unit at Memorial University of Newfoundland.....GARTH WILSON has been appointed Curator of Marine Transportation at the National Museum of Science and Technology effective August 14. We congratulate Garth on new appointment and wish him well as he embarks on his new position.....WILLIAM D. WRAY has been awarded a research grant from the Social Sciences and Humanities Research Council in support of his book on the Japanese shipping company, the NYK.....ROBIN WYLLIE has recently published "Taking Note for the Future," *Chronicle of the Early American Industries Association*, XLII, No. 1 (March 1989). He is continuing work on his illustrated listing of the steam passenger vessels of the Maritime provinces.

#### AROUND CANADA'S MARITIME MUSEUMS

##### CANADIAN WAR MUSEUM (OTTAWA)

The museum is involved in an annual programme with the Historic Naval and Military Establishments in Penetanguishine, Ontario. In this endeavour the museum provides its 1812 Royal Navy animation team of a boat's crew of the *Royal George* to join the Establishments' "Bee Brigade" in sailing the replica of the 1817 thirty-ton schooner *Bee*. All participants are decked in correct period dress and kit.

The museum also has launched a "Small Boat Voyage Project." Using Canadian Forces whalers under sail and Dracombe Gig-type sailing boats, they have been retracing the sailing routes of historic events of the War of 1812 on the Great Lakes. Thus far, museum staff has made oar-and-sail crossings from Toronto to Niagara-on-the-Lake and from Kingston to Sackets Harbor, New York. In 1990, a voyage from Cumberland Head to Burlington, Vermont and return is planned, while in 1991 the goal is to sail from Amherstburg to Put-in Bay, Ohio. All of the voyages are done in 1812 clothing and kit.

##### MARINE MUSEUM OF THE GREAT LAKES (KINGSTON)

The opening party for "Passage to the Sea," the special exhibition celebrating the history of Canada Steamship Lines, was extremely successful. Well over one hundred museum members attended, and response to the exhibit was uniformly enthusiastic. Speeches were delivered by Mr. Fred Pitre, President of C.S.L.; Mr. Ken Keyes, M.P.P. for Kingston and the Islands; Mr. Larry South, M.P.P. for Frontenac-Addington; Mr. George Stoparczyk, Kingston Alderman; Mr. Alan Grant, Chairman of the Board; and Mr. Maurice Smith, Executive Director of the Museum.

### NEW BRUNSWICK MUSEUM (SAINT JOHN)

The museum has recently published Alan D. McNairn (ed.), *Life Aboard: The Journals of William N. and George F. Smith*. This 112 page volume sells for \$9.95 and is available through the New Brunswick Museum Bookshop (277 Douglas Avenue, Saint John, N.B. E2K 1E5).

Staff is also preparing a marine exhibition (as yet untitled) which will present a popular treatment of New Brunswick's maritime history. It is scheduled to run in the museum's Alice Webster Gallery from 1 July 1990 through 2 June 1991 and will include ship models, half-models, tools, ship portraits, photographs and the like.

### PORT COLBORNE HISTORICAL AND MARINE MUSEUM (PORT COLBORNE)

On August 5th and 6th, the museum will be hosting "Port Colborne Canal Days," a unique event celebrating the maritime heritage of Port Colborne and the Welland Canal. On hand will be more than fifty artisans, plus model boat demonstrations, food, entertainment, and marine displays. The hours are 10AM to 5 PM on Saturday, the 5th; and from noon to 5PM on the sixth. The museum is located at 280 King Street in Port Colborne, and information can be obtained by phoning the museum at (416) 834-7604.

### VANCOUVER MARITIME MUSEUM (VANCOUVER)

The explosion and sinking of the Swedish warship *Kronan* in 1676 cost over eight hundred men their lives, and was one of the most disastrous events in the maritime history of the Baltic. Since the wreck was located in 1981, however, the unlucky ship has provided modern Sweden with a wealth of treasure and information. Visitors to the Vancouver Maritime Museum will have a chance to view some of that treasure through the end of the summer as the museum hosts "*Kronan 1676: Crown of the Realm*."

*Kronan* was the flagship and the most heavily armed vessel of the Swedish fleet when she sank off the island of Oland near the Baltic coast of Sweden. The Swedes had set off to recapture the island of Gotland from the Danes when the big ship turned too quickly in the heavy seas, heeled over and exploded as its gunpowder caught fire.

Over three hundred years later marine archaeologists have recovered an amazing wealth of material from the wreck, which lies twenty-six metres below the ocean's surface. The ship, and the thousands of articles that have been recovered from it, offers a rare glimpse into the world of seventeenth century Scandinavia.

The ship was 197 feet long and forty-three feet wide, and had a 126-piece armament. Over twenty bronze cannons have been recovered, and two of these, each weighing about one

thousand pounds, are included in the exhibition. While they are unusually heavy, many of the wood and leather items in the display are extremely light, because they have been freeze-dried in order to conserve them.

The wooden sculptures from the *Kronan* are exceptionally well-preserved, because the low salt content of the Baltic sea discourages the marine worm that destroys ship timbers in saltier oceans. Other wooden items include a cabinet, with its contents of personal effects and navigational instruments still intact, and a broken chest, carrying Sweden's largest find of gold coins.

The personal items of the sailors and officers range from hand-held weapons and bits of clothing to pipes, earthenware pitchers and musical instruments. They point out the great disparity between rich and poor on a vessel that carried everyone from millionaires to men so poor they had almost no clothing.

"*Kronan 1676*" examines navigation and shipbuilding during the height of the Swedish empire, and looks at the naval battle during which the *Kronan* sank. It also includes breathtaking underwater photographs, a video of the challenging recovery operation, and a miniature model of the wreck as it lay for over three hundred years. "*Kronan 1676*" is at the museum throughout the summer. Hours are 10AM to 5PM daily, with extended hours (and free admission) Wednesday evenings from 5 to 9PM.

The museum is presently undertaking major research on the Malaspina Expedition of 1789-94 for an upcoming exhibition. Robin Inglis, the Director, recently visited Spain to identify and obtain on loan artifacts, maps and drawings for display. While in Madrid, he met CNRS member John Kendrick, who has been engaged for the research, and Donald Cutter, historical advisor. The high level of cooperation offered by the directors and staff of the Museo Naval, the Museo de América, and the Archivo Histórico promises an exhibition of compelling interest.

Finally, from 18 July the museum will be presenting "Vinland Suite," an exhibit of twenty-four vibrantly coloured linocuts by the Norwegian artist Jarle Rosseland, which depict his ancestors daring voyage to the land they called Vinland. The linocuts, each in a limited edition of two hundred, tell the story of the shipowner Bjarni Herjolfsson, who set sail from Norway in the summer of AD 986 on a journey that took him to the shores of the New World. The display is accompanied by the National Film Board documentary, "The Vinland Mystery."

### NEWS FROM MARITIME ARCHIVES

#### HUDSON'S BAY COMPANY ARCHIVES (WINNIPEG)

Certain records from the Registry of Shipping and Seamen are housed neither in Britain nor in St. John's but in the

Hudson's Bay Company Archives at the Provincial Archives of Manitoba. There are 281 items in all, consisting of official log books, agreements and accounts of crew and releases at the termination of a voyage. The records are arranged alphabetically by name of vessel and then chronologically. Nearly all the vessels concerned were Company ships although some non-Company vessels did manage to slip in when the Registry deposited the records in the Archives in 1969.

Records of the following vessels may be found in class E.188 of the Hudson's Bay Company Archives: *Brierley Hill*, 1874-1881; *Cam Owen*, 1885-1886; *Chinaman*, 1873-1874; *Corea*, 1859-1861; *Diana*, 1882; *Erik*, 1888-1900; *Glamara*, 1865-1867; *Ixopo*, 1886-1887; *Kayoshk*, 1873-1879; *Labrador*, 1866-1885; *Lady Head*, 1865-1891; *Lady Lampson*, 1869-1878; *Ocean Nymph*, 1863-1884; *Pelican*, 1901-1908; *Perseverance*, 1891-1900; *Prince Arthur*, 1861-1864; *Prince of Wales (II)*, 1861-1884; *Prince Rupert (VI)*, 1865-1870; *Prince Rupert (VII)*, 1872-1886; *Prince Rupert (VIII, ex-Ixopo)*, 1886-1889; *Princess Royal*, 1860-1886; *Stork*, 1907; *Tees*, 1896; *Titania*, 1887-1892; *Tropic*, 1879-1882; and *Walrus*, 1872-1873.

These records make a useful complement to the Company's own shipping records and are especially helpful to genealogists with sea-faring ancestors. In order to trace an individual the archives staff prefers to know the name of the ship in which he served and the approximate date of his employment.

#### MARITIME HISTORY ARCHIVES (ST. JOHN'S, NFLD.)

The Maritime History Archives announces that in cooperation with the Essex Institute of Essex, Massachusetts it has completed a cooperative microfilm project entitled "Primary Sources in the History of the North Atlantic Cod Fishery, 1658-1833 from the Archives of the Essex Institute, Salem, Massachusetts." This microfilm series contains twenty-two account books describing the construction of fishing vessels, the provisioning of voyages, the price of fish and supplies, the organization of production, the export of fish, the social structure of the workforce, and the consumption habits of fishermen and other port-dwellers. It is accompanied by a guide to their contents written by Daniel Vickers of Memorial University of Newfoundland. Copies of the series have been deposited at the following libraries and archives:

Maritime History Archives, Memorial University of Newfoundland, St. John's, Nfld., Canada

William Clements Library, University of Michigan, Ann Arbor, Michigan, U.S.A.

Fiskeri-og Søfartsmuseet, Esbjerg, Denmark

Institute of Early American History and Culture, Williamsburg, Virginia, U.S.A.

University of British Columbia Library, Vancouver, B.C., Canada

Joyner Library, East Carolina University, Greenville, N.C., U.S.A.

Other repositories interested in more information on this series should contact the Essex Institute, Essex, Massachusetts 01970, for further details.

#### ARGONAUTA DIARY

September 8-10 "War Along the Niagara: Third International Symposium on the War of 1812 and Its Legacy in Canada and the United States," Buffalo, N.Y. (Information: Buffalo and Erie County Historical Society, 25 Nottingham Court, Buffalo, N.Y. 14216)

September 18-22 "SPLASH '89: Interpreting our Marine and Freshwater Heritage: A National Workshop for Natural/Cultural Interpreters, St. John's, Nfld. (Information: SPLASH '89, P.O. Box 9914, Station B, St. John's, Nfld. A1A 4L4; telephone: [709] 576-2418)

September 22-25 Annual Meeting of the Association for Great Lakes Maritime History, Bowling Green State University, Perrysburg, Ohio (Information: Robert Graham, Institute for Great Lakes Research, Bowling Green State University, 12764 Levis Parkway, Perrysburg Ohio 43551, U.S.A.)

October 14-15 Fourteenth Annual Whaling Symposium, Kendall Whaling Museum, Sharon, Mass. (Organizer: Dr. Stuart M. Frank, Director, Kendall Whaling Museum, 27 Everett Street, P.O. Box 297, Sharon, Mass. 02067)

October 18-20 Ninth Naval History Symposium, United States Naval Academy, Annapolis, Maryland (Organizer: Dr. William R. Roberts, Department of History, United States Naval Academy, Annapolis, Maryland 21402-5044)

October 25-26 Financial Post Conference on "The Canadian Defence Industry," Westin Hotel, Ottawa, Ontario (Information: Financial Post Conferences)

October 28-29 First Coast Guard Academy History Symposium, Custom House Maritime Museum, Newburyport, Massachusetts 01950 (Information: Dr. Irving King, Department of Humanities, United States Coast Guard Academy, New London, Connecticut 01950)

- November 3-4 1989 Island Institute/Maine Maritime Museum Annual Conference, Maine Maritime Museum, Bath, Maine (Information: Maine Maritime Museum, Washington Street, Bath, Maine 04530)
- November 3-5 1989 Save Ontario Shipwrecks "Forum '89," Windsor, Ontario (Information: S.O.S., 6065 Forestglen Crescent, Orleans, Ontario K1C 5N6)
- November 1989 "Toronto's Changing Waterfront: Perspectives from the Past," Toronto, Ontario (Information: Michael Moir, Toronto Harbour Commission Archives, 60 Harbour Street, Toronto, Ontario M5J 1B7)
- March 16-17 1990 "Redirections: Defending Canada--The Pacific Perspective," University of Victoria, Victoria, B.C. (Information: Dr. David Zimmerman, Department of History, University of Victoria, P.O. Box 1700, Victoria, B.C. V8W 2Y2)
- June 1990 Annual Meeting of the Canadian Nautical Research Society, Victoria, B.C.
- 1 July 1990-June 1991 New Brunswick Maritime History Exhibition, New Brunswick Museum, Saint John, New Brunswick
- August 19-24 1990 Tenth International Congress of Economic History, Including Sessions on "Shipping and Trade, 1750-1950" (Sponsored by the Maritime Economic History Group (Organizers: Lewis R. Fischer and Helge W. Nordvik); and "Methodology of Quantitative Studies on Large Sea Ports" (Organizers: Dr. Jean Heffer and Prof. dr. Karel F.E. Veraghtert), Louvain, Belgium
- August 26-31 1990 VII Triennial Congress of the International Congress of Maritime Museums, Statens Sjöhistoriska Museum, Stockholm, Sweden
- Aug. 26-Sept. 2 1990 International Congress of Historical Sciences, Including Conference of the International Commission for Maritime History on the "Maritime Transport of Foodstuffs" (Organizer: Prof. dr. Klaus Friedland, President, ICMH, Kreienholt 1, D-2305 Heikendorf, F.R. Germany); and a Session Sponsored by the Association for the History of the Northern Seas (Organizer: Prof. Walter E. Minchinton, President, AHNS, 4 Alexandra Terrace, Exeter EX4 6SY, England), Madrid, Spain
- September 1990 Sixth Conference of the International Mari-

time Lecturers Association, Bremen, F.R. Germany

- October 1990 "Jack Tar in History: Seamen, Pirates, and Workers of the North Atlantic World," St. Mary's University, Halifax, N.S. (Organizer: Dr. Colin D. Howell, Department of History, St. Mary's University, Halifax, N.S. B3H 3C3)
- 1990 International Tug Conference, Halifax, N.S. (Information: Thomas Reed Publications, 80 Coombe Road, New Malden, Surrey KT3 4QS, England)
- April 17-19 1992 Vancouver Conference on Exploration and Discovery, Vancouver, B.C. (Information: Dr. Hugh Johnston, Department of History, Simon Fraser University, Burnaby, B.C. V5A 1S6)
- August 1992 First International Congress of Maritime History, Liverpool, England (Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)

#### ARGONAUTA QUERIES

(Eds. Notes: With this issue we inaugurate what we hope will be a regular feature. We will be only too pleased to publish any type of questions from our members or from others. Unless otherwise requested, we will print the name and address of the person who raises the question, and responses may be sent directly to the individual concerned. We would, however, appreciate a copy of the response so that we can inform our readers of progress in answering questions.)

1. Mr. M. Howard (16 Goulburn Street, Cheltenham, Melbourne, Victoria 3192, Australia) seeks an illustration of the *Rebecca*, a barque of 305-tons old measurement (343 tons new) which was built at Greenock in 1816 by Robert Steele and Co. The vessel traded between Greenock and Québec from 1816 through 1838 and was owned by Laurie and Spence of Québec and Greenock. Mr. Howard is writing a history of the vessel and would appreciate any type of illustration, including an oil painting, etching, pencil sketch or whatever.

#### BOOK NOTES

The University of British Columbia Press announces that it is now the distributor of Patricia Marchak, Neil Guppy and John McMullan (eds.), *Uncommon Property: The Fishing and Fish Processing Industries in British Columbia*, which was reviewed in *ARGONAUTA*, VI, No. 1 (January 1989).

We have recently received a volume entitled *The Canadian*

*Raleighites: Ordinary Seamen and Officers at War, 1940-1945.* This handsome volume details the experiences of about seventy-five Canadians who went through training on HMS *Raleigh* during World War II. For those interested in the personalized history of the Second World War at sea, this book is a must. We will have a review in a future issue, but for readers with a special interest in the period, we thought that we would bring it to your attention now. It is available for \$35 plus \$2 postage from the publisher, E.C. O'Neill, at 105 Margaret Avenue North, Waterloo, Ontario N2J 3R2.

### BOOK REVIEWS

Gordon Stead. *A Leaf upon the Sea: A Small Ship in the Mediterranean, 1941-1943.* Vancouver: University of British Columbia Press, 1988. 185 pp., maps, appendices, bibliography, photographs.

More than seventeen hundred Canadian naval officers served with the Royal Navy during the Second World War. These officers (and nearly as many ratings) performed an infinite variety of duties in every theatre of the war--yet their story is almost unknown. Many of these forgotten sailors served in the Royal Navy's Coastal Forces, in which Canadians established a deserved reputation for aggressiveness. Among them was Gordon Stead, who has recently published his experiences in *A Leaf upon the Sea*, the recipient of the 1989 Keith Matthews Award from CNRS as the best book in Canadian maritime studies published in 1988.

Stead was a motor launch officer. Motor launches, unlike their more glamorous cousins--motor torpedo boats and motor gunboats--were the "maids of all work" of the Coastal Forces and performed a variety of tasks, including patrolling, convoy escort, minesweeping, air-sea rescue, anti-submarine operations, raiding and clandestine operations. As the captain of a motor launch, and later the senior officer of a flotilla of such vessels, Stead has a unique vantage point from which to record the naval war in the Mediterranean.

Following an adventurous trip out from the United Kingdom in their 112-foot miniature warships, Stead's flotilla served as patrol vessels based at Gibraltar. This was an uneventful period in which the author "became at one with my little ship and developed confidence that I could handle her with grace and precision in any circumstance." This ability was put to the test in March 1942, when Stead was ordered to lead two motor launches on a perilous voyage to Malta through the Axis-dominated western Mediterranean. Relying upon some rudimentary disguises, pinpoint navigation and sheer bravado, Stead's little command arrive at Malta in the middle of an air raid. He was to remain there for the next year and a half, an eyewitness to some of the most dramatic scenes of the German aerial siege of that tiny island.

Gordon Stead saw a lot of action and *A Leaf upon the Sea* is filled with vignettes illustrating the curious blend of comedy and tragedy that is war. Stead's two boats survived their

hazardous trip to Malta; the next two motor launches to attempt the trip were sunk. After picking up an airman in a dinghy (whom they assumed to be German from his blond hair and uniform), Stead's crew hustled him at gunpoint to the bridge where their captain asked him, "Sprechen sie deutsch?" "Hell no," replied the astonished airman, "I'm from Regina." Another time, Stead was sent out to pick up the survivors of a cargo submarine that had hit a mine a few short hours after he had been drinking tea with her captain, who was lost in the mishap. After removing the tired crew of the tanker *Ohio*, one of three survivors of a convoy of fourteen, one ML was subjected to a dive-bombing attack by German Stukas. To better direct his vessel's fire, her captain jumped on top of the wheelhouse while the survivors hit the deck. When the attack was over, they did not get up and it was discovered that they were all sound asleep--the only casualty was the captain, who fell off the wheelhouse and sprained his ankle. And so it went.

The author returned to Canada on leave at the end of 1943 and served in the RCN Tribal-class destroyer *Iroquois* for the duration of the war. Peace did not end his connection with the sea, as he later headed the Canadian Coast Guard for twelve years. But Stead's wartime experiences in the Mediterranean remained with him. He summarized them eloquently in the following passage:

I had seen something of the world, mainly in my own ship, which is quite the best means possible. I had lived with the sheer joy of being at sea, of feeling its moods, and knowing the beauty of the dusk and dawn... There were happy times with friends and the warmth of the naval brotherhood. I felt a part of history in that historic sea within a historic Service in its modern prime.

*A Leaf upon the Sea* is suffused with this kind of spirit and is an entertaining, human and very literate memoir that deserves the acclaim it has received.

I have only two small criticisms. First, I wish the author had included more about his experiences in the RCN during the latter period of the war. It would have been interesting to learn what Stead, with his RN background, thought of the junior Canadian service. Second, a book of this quality deserves better maps. I found the maps in *A Leaf upon the Sea* to be amateurish and difficult to comprehend. None of these criticisms, however, detract from what is a fine piece of work and a welcome addition to the small but steadily-growing body of literature on Canadians at sea in the Second World War.

Donald E. Graves  
Ottawa, Ontario

Nicholas Tracy. *Navies, Deterrence, and American Independ-*

ence: *Britain and Seapower in the 1760s and 1770s*. Vancouver: University of British Columbia Press, 1988. 217 pp., bibliography, illustrations. \$22.95, cloth.

This is a study of the way in which England used the Royal Navy in its foreign policy during the period 1763 and 1778. In a brief preface, Tracy explains that "[t]he constant focus of attention has been on the questions of what the government thought they could do with Britain's naval force, what they felt obliged to do because of Britain's dependence on naval force, and on what information they based their decisions." Tracy regards the preservation of British naval power after 1763 as both the means and the end to England's foreign policy. England, it is argued, was convinced that France and Spain were determined to recover their power and eventually to exact revenge on England for its success at their expense during the Seven Years' War. To discourage such revenge, explains Tracy, England developed a "system of deterrence" in which "the essential instrument of coercion" was the navy (p. 1). This was never very easy, for it required that the navy be maintained at strength at a time when great importance was placed by government on fiscal economy. Moreover, it was a period during which England was diplomatically isolated. Finally, it was a period of considerable instability in British political life. Although there was always a great deal of continuity from one administration to the next, nevertheless the frequency with which cabinets fell and were rebuilt could not help but weaken the navy's ability to fulfil its peacetime responsibilities. Indeed, if there is a central theme to Tracy's book, it is that the navy did remain relatively strong and capable in the face of government economy (relative at least to its principal rivals, the French and Spanish navies) and that if England's exercise of deterrence did in the end fail to discourage Bourbon revenge, then that failure was caused more by a failure of will in government than by a failure of will in the navy itself.

Tracy develops his theme by examining a series of situations to which "British statesmen had responded with such consistency...that it may be said that a system of behaviour had been established" (p. 1): disputes with Spain involving Honduras, the Manila ransom and the Falkland Islands, and disputes with France involving Turks Island, the Newfoundland fisheries, the Gambia, the dismantling of the port of Dunkirk, and Corsica, to mention some examples. Throughout the 1760s, England's use of the navy to coerce its rivals into more acceptable behaviour met with qualified success: qualified because there were very real and obvious limits to the way in which naval power could influence the actions of continental powers. However, during the 1770s coercion and minimal deterrence were no longer appropriate responses to a growing rebellion in America and to a growing belief in France that an opportunity was developing to reduce England's power. The very war which England had been trying to avoid became inevitable once the system of deterrence broke down.

The difficulty with all this is that there is really no context to

indicate how much of Tracy's argument is new. How, for instance, had the navy been used to serve British foreign policy earlier in the Eighteenth Century? Are we truly dealing with a newly-established "system of behaviour", or just the latest examples of a well-established tradition? We also need to be told a great deal more about the way in which foreign policy worked in the eighteenth century before accepting any firm conclusions about how central a role the navy played in the application of that policy. It would also have strengthened Tracy's case considerably had a more balanced account of the several incidents and crises been developed. While the Falkland Islands crisis of 1770 receives thirty pages of analysis, other situations receive only a few pages and some only a few paragraphs. This is not enough to support, in the absence of evidence, Tracy's assertions that England's inability to coerce France into honouring its treaty obligations to dismantle the port of Dunkirk "undermined the prestige of the British navy" (p. 60), or that the Corsican debacle so damaged the reputation of the British navy that its "real capacity to dominate the Mediterranean" was weakened (p. 62). Surely what suffered in those situations was the credibility of government, not that of the navy? In short, while I have no doubt that the navy was an indispensable tool for the protection of the interests of a maritime power like eighteenth century England, I am not convinced that it lay at the centre of British foreign policy. Tracy's book offers some provocative ideas and some useful insights into the efforts of government to use an instrument for war in time of peace, but a definitive interpretation of the relationship between the Royal Navy and British foreign policy during the eighteenth century remains to be written.

Olaf Uwe Janzen  
Corner Brook, Newfoundland

Benjamin Doane. *Following the Sea*. Halifax: Nimbus Publishing Limited and the Nova Scotia Museum, 1987. xvii + 275 pp., appendices, glossary, illustrations. \$29.95, hard cover; \$19.95, paper.

The Maritime Museum of the Atlantic and its parent institution, the Nova Scotia Museum, are to be congratulated for helping the Doane family to rescue from obscurity the reminiscences of Benjamin Doane of Barrington, Nova Scotia. Dictated to his younger son in 1897, Doane's account covers his first eleven years at sea, during which he undertook the usual coastal voyages and runs to the West Indies, the southern United States, and Britain, and the more exceptional whaling expeditions both in the Gulf of the St. Lawrence and in the southern Atlantic and Pacific Oceans. A well-read and perceptive seafarer, Doane believed that life at sea could not "be reproduced in fiction" because the truth was far more compelling. (p. 234)

Benjamin Doane's *aide-mémoire* for the reconstruction of his early working life consisted of his daily journal, which has not apparently survived. Occasional direct quotations from it indicate the meticulous grasp of navigation and seamanship



the young sailor quickly acquired. The reminiscences themselves are copiously sprinkled with descriptions of working and maintaining vessels and the technical aspects of whaling, as well as more traveller-like details of flora, fauna and customs of the diverse localities he visited. Typically, these memoirs belong to a career sailor gradually making his way up the hierarchy of command at sea. The youngest son of a seafaring family, he undertook his first coasting voyage as a cook in 1838 at the age of 15 and by 1852 he was in command of his first vessel.

Doane's all too brief, highly-readable account provides a wealth of evidence relating to mid-nineteenth century seafaring. He has a keen eye for the comparative perspective, which he applies to his different experiences in bluenose, British, and whaling vessels. The victualling arrangements, so crucial to the sailor's welfare and disposition, figure prominently. Although his worst meals were on the Nova Scotian brig *Reindeer*, the generous quantity of food on colonial vessels made them "fleshpots" compared to the niggardly weekly rations doled out on British vessels. (p.178) On the long whaling voyages aboard the *Athol* in 1845-48, frequent stops in tropical islands and bartering supplies between vessels added immense variety to the sailors' diet, as did the wild life of the sea and shore which the crew eagerly pursued during the long, dull interludes between whale sightings.

The dangers of seafaring are another theme central to Doane's account. Long before he entered his first engagement, the West Indies trade claimed the lives of two of his five seafaring brothers. Later his favourite brother succumbed to typhus at sea. His own first brush with death occurred in 1843 when he fell from the foreyard of a brig. Storms encountered by the *Thomas Edwards* destroyed the forecastle both times he sailed in her. Although his four-year whaling voyage in the *Athol* was relatively free of mishap for the crew, it did entail the destruction of two whale boats, a fall from aloft, an attempted suicide, risk of attacks by local inhabitants and pirates, the deaths of two ailing shipmates, and cases of insanity and scurvy. The hazards of both the work and the medical treatment are illustrated by Doane's own bad luck in losing three fingers, one of which he amputated himself after it turned gangrenous. Even recreational fighting characteristic of dogwatch skylarking could be dangerous. Doane broke his wrist in one such boxing match.

One of the most fascinating insights is provided by Doane's perspective on shipboard relations, particularly the quality of command exercised by master and first mate. His first captain abused him for a slight mistake. On his first deep-sea voyage, he received a thrashing from the mate--his own brother. Apart from Captain Kendrick of the *Thomas Edwards* and Captain Coffin of the *Athol*, Doane seems to have served under either extremely weak-willed or easy-going masters after he left coasting. Some of the spinelessness was attributable to excessive drinking which also meant a degree of capriciousness unnerving to the crew. In the cases of the *Reindeer* in 1843 and the *Alceste* in 1848, command devolved

on the first mate who sometimes had to put the old man to bed or contravene his erratic orders. Doane, a temperate man, contended that "at sea, forward or aft, rum and salt water are a treacherous mixture". (p. 204) In such difficult circumstances, he developed respect for the mates, men who undoubtedly provided a model of professional behaviour for the ambitious young seaman. Other mates, however, caused him considerable grief.

Doane's own attitude to his work is also instructive. We find him anxious to please; yet always careful to avoid seeking special favours because of kinship or other connections. He stayed by his vessel when a less committed seaman would have deserted. Yet his patience had its limits. He demanded his discharge from the *Athol* in Australia in 1848 because of his bad relations with the second mate. He deserted the *Adelaide* in Halifax in 1849 after the captain unreasonably refused to grant him his discharge. Since much of the account related to shore activities, we learn that Doane was a respectable young man who went to church on Sundays, boarded in sailors' homes, and took great delight in highbrow sightseeing. When he became embroiled in sailors' fights it was to ensure fair play, not to indulge the uncivilized behaviour expected of seamen by landmen. His approach to seafaring also had a moral dimension not unlike Joseph Conrad's: he believed that at sea "sailors can lead decent lives, uncontaminated by the wicked people who live on shore." (p.192)

The subjects he emphasizes, the liveliness with which he writes, and the curiosity and intelligence he displays give his memoirs an authoritative, literate, compelling flavour. The book is beautifully produced and edited with helpful appendices, marginal notes, judicious illustrations and a relatively error-free text (no mean achievement these days). It will be cherished by scholars, marine buffs, students and general readers alike.

Judith Fingard  
Halifax, Nova Scotia

David Cordingly. *Nicholas Pocock 1740-1821*. London: Conway Maritime Press in association with the National Maritime Museum, 1986. 120 pp., illustrations.

This lavishly illustrated book by David Cordingly is the first in a series on marine artists to be issued by the same publishers. The author is Deputy Head of the Department of Pictures in the National Maritime Museum, Greenwich, and is an undoubted expert on the subject.

Nicholas Pocock was a merchant seaman and shipmaster from Bristol who commanded ships trading to America, the West Indies and the Mediterranean. His surviving logbooks, exquisitely illustrated, bear early tribute to his artistic ability. In his late thirties, between 1776 and 1780, he quit the sea to start a long and successful second career as a professional

artist. Critics consider that his watercolours of coastal scenes are the aspect of his art with the most artistic merit, but his large oil paintings of ships and battle scenes are more familiar. It is this latter body of work that has made the greatest contribution to our knowledge of the ships and events of the period.

Many of these large paintings were commissioned by Captains and Admirals who wished to commemorate a successful single-ship action or cutting-out exploit, or their part in a major battle, and these clients insisted on accuracy. This Pocock could provide, and his knowledge of seamanship ensured that every aspect of sail trim and manoeuvre was correct. He recorded many of the later battles of the American war and all of major actions of the French Revolutionary and Napoleonic wars; in fact I found that my concept of the Nile and of Copenhagen was based on his work, although I had never even wondered who had executed the paintings that had become so familiar through frequent reproduction. At the battle of the First of June he was actually present in the *Pegasus*, the repeating frigate for the centre squadron, and made the sketches which resulted in magnificent paintings of this action that now hang in the National Maritime Museum at Greenwich.

No one disputes the importance of the work of good marine artists in understanding the ships and events of the past, but often one becomes so interested in the subject matter that one seldom thinks of the originator--the artist himself. This series will allow us to know more about the artists that have contributed so much to our knowledge of maritime history. This is a worthy first volume.

C.D. Maginley  
Sydney, Nova Scotia

William A. Baker. *Sloops and Shallops*. Columbia: University of South Carolina Press, 1988. (*Classics in Maritime History Series*, ed. William N. Still, Jr.). 192 pp., notes, index, glossary, illustrations. US\$ 24.95, cloth.

The late William Baker was a well known marine architect and ship historian. He compiled plans and specifications for a number of historic ships, including the *Gjoa*, the *Mayflower II* and the two-masted sloop *Aviza*. In this book he gives a practical "how to do it" lesson of how to recreate an historic ship. But in this classic study, which first appeared in 1966, he does much more to inform readers about the origins and developments of the sloop and the shallop.

The most appropriate summation of the book is found in the author's epilogue, which I quote.

To sum up we began with the seventeenth-century shallop as an open and as a double-ended workboat propelled by oars and sails and employed for inshore fishing and limited coast-wise trading. These shallops had

either (a) single masted fore-and-aft rig consisting of a sprit mainsail and a staysail, or (b) a two masted square rig having a large mainsail on a mast stepped nearly amidships and a smaller foresail on a shorter mast stepped well forward. The square rig became standard for New England fishing shallops which developed into substantial vessels suitable for offshore service. In Chesapeake Bay, shallops became the common sail freighting vessels. The type name persisted well into the nineteenth century, on the Delaware River where it was applied to a shoal-draft, square sterned decked vessel, rigged with one mast, carrying long-gaff fore-and-aft mainsail and a singular head sail set on a bow sprit.

The sloop evolved as follows:

The sloop as a type designation was introduced to North America by settlers from the Netherlands as an open boat with the same rig as the shallop or a two-masted fore-and-aft rig without a triangular headsail. During the second half of the seventeenth century, after much confusion of type names and rigs, the sloop in North America became established as a single-masted vessel with a short-gaff fore-and-aft mainsail and one or more triangular headsails.

The square rigged fishing shallop was eventually replaced by both sharp-sterned and square-sterned boats carrying the two masted sloop rig which proved more useful for North American conditions. The best known of these were the Chebaco boats whose characteristics persisted into the Saint John wood-boat and the Gaspé boat.

A working replica of a "Johnny-woodboat" may be seen in Canada at the restored settlement of King's Landing on the Saint John River, just north of Fredericton, New Brunswick. As for sloops, they

also became [the] decked vessel employed for fishing, coastwise trading and ultimately overseas voyages. As they developed, the main gaff became longer, headsails were added, sometimes numbering as many as four and particularly in deep-water sloops, they were square sails. Bay and river sloops, whose occupation required much tacking in a restricted waters, seldom had more than one headsail but acquired topsails in place of the square sails.

When the deep-water sloops faded from the maritime scene, the local sloops remained and a single jib and mainsail with a gaff topsail for light weather became the standard American sloop rig.

There are line drawings, plans and profiles of a *barco*, *batel*, Dutch *chaloupe*, Egmonder pink, Douarnez fishing boat, and a Chebaco boat. Baker also presents the lines (and possible form) of a Chebaco boat and the lines of a Saint John Woodboat. The author also compares the profiles of the Chebaco and Gaspé boats, and the plans and profiles of the British hoy, Virginia sloop, Bermuda sloop, wine trade sloop, Delaware River shallop, and the packet sloop *Mayflower*. All these are profusely illustrated. For the expert there are also twelve pages of notes, while for the beginner the author has thoughtfully included five pages worth of terms in a glossary.

Don Withrow  
Etobicoke, Ontario

Archie Potts (ed.). *Shipbuilders and Engineers: Essays on Labour in the Shipbuilding and Engineering Industries of the North East*. North East Labour History Society, 1987. 195 pp., notes 5, paper. (Available from Dr. W. Lancaster, Department of Historical and Critical Studies, Newcastle upon Tyne Polytechnic, Newcastle upon Tyne, England, NE1 8ST).

This collection of six essays is the fourth such volume for the North East Labour History Society. While previous efforts have explored Tyneside labour, politics and the coalmining trades, this is the group's first venture into the shipyards of the North East. One hopes it will not be their last.

The approach of most of the authors is as bound by tradition as some of the trade unions whose history they explore. This is classic labour history, with an emphasis upon strikes and union organization. Only once do we get a glimpse of the line of inquiry that has revitalized labour history in recent years: the study of working class culture with particular emphasis on the workplace. Ennis and Roberts began their examination of women in the shipbuilding trades during World War II by using the techniques of oral history. They then attempt to understand why each of their interviewees referred to their brief period in the rough and dirty world of the shipyards as "the time of their lives." Government, employers and unions make their way into the analysis but the evidence brings the authors into the shipyards. The answers revolve around the human dignity of honest pay for work, the network of families inside the yards and the routing of women into the new technologies of welding and electrical fitting. Richard Potts suggests that the archival resources of the Tyne & Wear Archives Service (TWAS) are capable of supporting more investigations along these lines.

As trade union history, the essays by Clarke and Spence on Wearside shipbuilding have much to commend them.

Clarke's attempt to explain the successes and failures of various late-nineteenth century unions by untangling the piece work rates deserve special notice. Spence's sensitive analysis of industrial relations in the years since World War II takes on a bitter edge as the yards shift from the founding family firms to British Shipbuilders. Indeed, both suggest that there was something special in the relationship between owners and workers on the Wear that was not present in yards on the Clyde and elsewhere.

The authors boast backgrounds in business and industry, and along with one Ph.D., a collection of Master's degrees, either completed or in progress. Their backgrounds include the plastics trade, British Gas, breweries, iron and steel and computer programming. None claims employment in the shipbuilding trades (although Dave Neville's account of the 1971 C.A. Parsons strike is that of an insider--Parsons was engaged in work for power plants).

For Canadians the principal value of the work will be the insights it can provide into the byzantine network of shipbuilding trade unions, some of whose members made their way across the Atlantic. It also provides a corrective to those who see massive industrial conflict as inevitable in large workplaces like the modern shipyard. Students of Canadian marine engineering will find that the rivetters and framers have taken front row, and those who designed and built the engines are hard to distinguish in the background. Those studying industrial relations in shipbuilding will find these essays useful.

The physical package is a model of thriftiness for a small historical society. Its "no-frills" typed manuscript and occasional line-drawings are serviceable although the volume would have benefitted from better copy-editing. Nevertheless, it reflects the community of working people whose history it explores.

Walter Lewis  
Acton, Ontario

Andrew Lambert (ed.). *Warship, Volume X*. London and Annapolis: Conway Maritime Press. 288 pp., drawings, photographs, illustrations, maps. \$24.95, hard cover.

This book presents thirty-six papers by contributors who have published in the quarterly journal during the year leading to this volume of *Warship*. Each of the four sections of the book is preceded by an introduction by Andrew Lambert, the book's editor. Some of the papers are continued from one section to the next. At the end of each section there are the book reviews and occasionally a letter to the editor.

An outstanding feature of the book is the large number of excellent photographs and drawings. All the contributions are accompanied by photographs, drawings and sketches. In fact the 288 pages of this book contain 335 photographs, drawings

and sketches. In addition there are numerous tables indicating such information as launch date, building yard, dimensions, technical data, armament and the fate of vessels.

The papers cover aspects of warships, armaments and their activities beginning in 1714 with ships of the Spanish Navy to the modern fighting ships of today. A four-part series entitled "Ships of the Line of the Spanish Navy (1714-1825)" encompasses much more than a description of warships. The main emphasis is placed on battles, actions and the ultimate fate of the ships of the Spanish Navy. The Spanish Royal Navy was founded in 1714; before this time their naval forces consisted of twelve regional or provincial naval forces.

This issue of *Warship* features three vessels which have been preserved: *Huascar*, a Chilean ship; the British *Warrior*; and *Motor Minesweeper 191*. In the two papers on *Warrior* the emphasis is on the ship's armament. The *Huascar* served for fourteen years in the Peruvian fleet and for an additional twenty-two years in the Chilean navy. The two papers on *Huascar* cover the life of this vessel from its construction to its preservation and resting place in Chile. As is typical of all of the papers in *Warship*, there are thirty-one photographs and drawings supporting the text in the *Huascar* paper.

An entirely photographic segment is a pictorial of the Royal Netherlands Navy from 1945 to 1986. The photographs illustrate the pre-war Dutch-built ships and British transfers of World War I to a Dutch-built force dedicated primarily to ASW and minesweeping. Another contribution which is predominantly photographic concerns the testing and training ships of the U.S. Navy spanning the years 1930-1985.

The world-wide scope of the contributions to *Warship* is illustrated by the three papers on the Special Fast Landing Ships of the Imperial Japanese Navy. These papers cover the strategy, construction, function and use of the fast landing ships from 1894 to the end of World War II. The Japanese authors who contributed to these papers have added a unique insight to Japanese naval practices between the two world wars and particularly during World War II.

One paper which departs from the book's focus on naval vessels and armament is "Maintenance of Post-War British Seapower." This paper traces growth and decline phases of the Royal Navy since the early nineteenth century. It also describes the various mixes of warship types required to suit the changing naval strategies and the ever-present constraints of cost. The paper concludes that the Navy's post-World War II transformation has been a logical and successful response to maintaining effectiveness in the face of rising costs. The varied scope of papers and the eclectic nature of the contents of *Warship* undoubtedly contain topics which will have something of interest to most readers and scholars associated with maritime history.

Donald A. Grant  
Nepean, Ontario

Brian MacDonald (ed.). *The Soviet Military Challenge*. Toronto: Canadian Institute of Strategic Studies, 1987. 198 pp., glossary.

The papers presented at the Canadian Institute of Strategic Studies 1987 spring seminar have now been published in *The Soviet Military Challenge*. Of most interest to CNRS members may be Dr. George R. Lindsey's article "Soviet Naval Strategy." Lindsey, DND's Chief of Operational Research and Analysis, reviews the development of the Soviet navy as a response to the challenge confronting the Soviet Union from NATO and (particularly) the American navy. It is an interesting approach. That the United States might be perceived as a threat to Soviet security is frequently forgotten when analysts examine Soviet force levels. He then discusses how the Soviet navy represents a challenge to the west. Defence against the American ballistic missile firing submarines (SSBNs) is "a hopeless task". Therefore the Soviets balanced the American threat by developing their own extensive SSBN fleet. To protect these strategic submarines they have built a large number of nuclear-powered attack submarines. These can also be used to threaten NATO sea lines of communication across the Atlantic. Their vulnerability, twice demonstrated in world wars, has not been lost on the Soviets. Lindsey concludes by noting the current naval building programmes, and suggesting how they are related to the Soviet requirements. Lindsey readily acknowledges his reliance on published secondary sources, and provides his bibliography for those who wish to read further.

There are two other important, well-documented papers which provide interesting insights into the nature of *perestroika* and Soviet military policies. Together they comprise the final section of the book, "Other Dimensions of Power." Dr. John Dendy, an analyst with the Department of External Affairs, examines Gorbachev's industrial reform initiatives in relation to the defence industries of the Soviet Union. Historically the defence industries have had special priority access to resources, skilled labour, and professionals. To improve other industries Gorbachev is seemingly reducing the defence priority by transferring some of the more successful managers to other industries, and increasing their resource access. He has also established super technical ministries to promote information transfer where useful beyond the military establishment. The push to improve quantity and quality elsewhere and the reduced priority status of defence has revealed flaws of industrial organization. *Glasnost* leaves poor performers vulnerable to public criticism, previously unheard of in military circles. Opponents to the new measures, regardless of reason, challenge *perestroika* by appealing to state security needs.

Dr. Cynthia Cannizzo of the University of Calgary places the particular question of arms control within the broader context of Soviet security concerns. In a clear, concise manner she shows how any particular Soviet position may be

related to, and derived from, overall policies. She accepts as a given that the Soviets do not want to fight a nuclear war, and argues that an arms control agreement need not be disadvantageous to one country. Her paper makes especially interesting reading as it was written before the INF treaty was signed, and stands up well after it.

Other papers in the book focus more narrowly on military problems, and reflect the conservative outlook one expects of the military establishment.

William Glover  
Victoria, B.C.

K. Jack Bauer. *A Maritime History of the United States: The Role of America's Seas and Waterways*. Columbia: University of South Carolina Press, 1988. 359 pp.

It is unfortunate that the late K. Jack Bauer (1926-1987), professor of history at Rensselaer Polytechnic Institute, did not live to enjoy the full measure of applause he richly deserves for a long and distinguished career as a naval, military, and maritime historian. Bauer's works and contributions cover an extraordinary range of subjects extending from his keen interest in the Mexican War and the life of Zachary Taylor, to editings and monographs on the Civil War, naval affairs, naval secretaries, and naval ships. A veritable publishing dynamo, at the time of his death Bauer was authoring both a two-volume overall history of the United States Navy during World War II and the book under review. The naval history, unfortunately, will probably never see print, but *A Maritime History of the United States: The Role of America's Seas and Waterways* was so close to completion that the University of South Carolina Press pushed it through to publication as part of its "Studies in Maritime History Series" under the editorship of William N. Still, Jr. That was most fortunate, as the book will be both a fitting capstone to a distinguished career and a welcome and important contribution to the field.

Bauer constructs his book along lines emphasizing periodization mixed with topicality. He focuses upon three periods of development. The first, the pre-Civil War period, was a time when maritime affairs played a large role in shaping American character. The second period, the post-Civil War era, witnessed a major decline caused primarily by a commercial shift away from the oceans toward internal economic expansion. The third period, essentially post-World War II, is characterized by a trend reversal in which the nation has had once more to look outward as it becomes increasingly dependent upon foreign trade and the importation of strategic raw materials. Inserted here and there are engaging chapters on a variety of pertinent subjects, the most distinguished of which cover the fishing and whaling industries, and the development of America's canals, western rivers, and inland seas--internal waterways the author feels are not properly appreciated as constituents of maritime history.

The work is additionally strong on the years of European exploration and reconnaissance, and demonstrates Bauer's extensive knowledge of pre-Civil War transportation history. Finally, the author's concern for the necessity of a strong merchant marine as an arm of national defense permeates the concluding chapter, in which he astutely weighs the pros and cons of American maritime policy and finds it wanting in its strategy for providing necessary maritime auxiliaries in time of war. Bauer's conviction that the current decline is largely the result of the "exorbitant" and "rapacious" demands of organized labour, and that the nation's security is compromised by Congress' refusal to view the merchant marine as a critical aspect of national defense (citing in particular the fallacies involved in the argument that American ships flying flags of convenience can be repatriated easily in a national emergency), are the most prominent examples of this. As Bauer observes, "the United States is more dependent [today] on the sea and on its waterways than it has ever been in its history" (329), and if he could have his choice, the American merchant marine would wave the Stars and Stripes, and preferably none other.

Three editorial decisions Bauer made in constructing the book will likely disturb his readers. Formal documentation, for one, is absent--based on the author's opinion that footnotes would be "too distracting." (xiii) This is most lamentable, as there are so few general studies of U.S. maritime history available for documentary consultation. The bibliography, moreover, is much too brief, and, in some areas, incomplete. The author's additional decision virtually to eliminate reference to the numerous military conflicts punctuating American history--he calls this very purposefully a "civilian story"--will trouble yet others. Such a tack would suggest that wars and their maritime components have had little influence in shaping the American experience. But, of course, that is hardly so, and some large and conspicuous gaps result. That Bauer has failed particularly to cover the two great world wars of the twentieth Century--extraordinary, if transient and unnatural, periods of phenomenal and internationally influential American maritime growth, is incomprehensible.

These gaps suggest that it might be wisest to appreciate Bauer's work as a contribution to the whole provided by it and two other analyses published previously in 1979. These would be Robert A. Kilmarx (ed.), *America's Maritime Legacy: A History of the U.S. Merchant Marine and Shipbuilding Industry Since Colonial Times*, and James M. Morris, *Our Maritime Legacy: Maritime Developments and Their Impact on American Life*. Kilmarx's work, which is fully documented, and which includes a chapter by Bauer on the period 1789-1860, contains material on the interrelationship between the American merchant marine and war and international politics. Morris does the superior job of placing maritime history within the context of U.S. historical development generally (social, cultural, economic, political, etc.). If one adds to these Bauer's authoritative picture of maritime developments in the colonial and antebellum periods, supplemented by

superb vignettes of the fishing industries and internal waterway system, and concluded with a very insightful examination of the current causes underlying the continued decline of American merchant shipping, a desirable composite can be achieved.

Jeffrey J. Safford  
Bozeman, Montana

Kennedy Wells. *The Fishing of Prince Edward Island*. Charlottetown: Ragweed Press, 1986. 211 pp., appendix, photographs, illustrations, index. \$15.95, paper.

The relatively small scale of the Prince Edward Island fishery has traditionally encouraged writers to underestimate its importance to the island's economy. Kennedy Wells has endeavoured to set the record straight with the first detailed, local study of the industry to emerge in this country. Intended for a wide audience, the book examines the social and economic condition of the fishery, its geographic parameters and its history. A good selection of photographs and illustrations complement the text and an excellent appendix provides a detailed analysis of the species of marine life harvested.

The importance of the lobster catch to this seasonal inshore fishery and the rapid expansion of the market since 1945 has had a significant impact upon the island's prosperity. Given the troubles faced by most of the large-scale offshore fisheries of Atlantic Canada, the Prince Edward Island operation has proved itself remarkably adaptable. While the decline of the oyster fishery early this century caused some uncomfortable reverberations, the Irish Moss harvest expanded sufficiently during the period following the Second World War to replace it. An independent, largely self-sufficient maritime community, restricting itself to shallow water harvesting, has managed to weather the vicissitudes of the 1980s with skill and efficiency.

What this book lacks is a serious attempt to place Prince Edward island within the larger context of the Canadian fishing industry. An assessment of the importance of fishing to the island and its people, although inherently interesting, is not sufficient for a book of this type. While the fisheries of Nova Scotia and Newfoundland are discussed, it would have been useful if the author had compared the P.E.I. inshore industry to one of similar scale on the west coast. Most studies of this sort unfortunately have retained a regional perspective. A clearer idea of the size and scale of the island's fishing enterprise could also have been facilitated through the use of statistical graphs and tables. Without such interpretive devices, it is difficult for the reader to gain a real sense of the development of the industry in terms of earnings, vessels, size of catch and numbers of men involved. For a book of this length, a broad range of issues are covered, and the author manages to retain an admirable control over his subject matter. The history of the development of the P.E.I. fisheries occupies nearly half the book and is generally well-done. The importance of recent government legis-

lation, most particularly the "limited entry licensing system," is covered with insight and understanding.

Though the lack of footnotes and bibliography may discourage the pursuit of some fascinating sources, their use has obviously been sacrificed in the interest of maintaining a popular audience. Though this is by no means a scholarly work, the book is very well-written and achieves its purpose. The author displays a close familiarity with the local fishing population and provides a first rate assessment of its integration into the broader socio-economic framework of the island. There is little doubt that Mr. Wells' book will encourage further research into a much neglected area of Canadian maritime development.

Stephen Michael Kendrick  
Calgary, Alberta

Jean-Pierre Andrieux. *Newfoundland's Cod War, Canada or France?*. St. John's: O.T.C. Press Ltd. 169 pp., \$11.95, paper.

This book is for the layperson rather than for a scholar of the Saint Pierre et Miquelon (SPM) dispute. The promise of the title and of the clever cover design, showing a fishhook snaring a Canadian and French flag together, is not quite fully realized in this book. Rather, only the last quarter of the book deals specifically with the "Canada or France" issue growing out of the current dispute over the Maritime boundary and fishing rights of SPM. Much of the book is spent addressing the evolution of the Newfoundland fishery and the over-fishing activities on the Grand Banks east of the island beyond two hundred nautical miles and in the disputed SPM zone known as 3Ps. The book makes a strong plea for these problems to be addressed in the current regime of non-regulation. It is clear that the negotiated or arbitrated resolution of the dispute does not hinge on a set of simple facts and conclusions.

If there is a criticism of this book it is that it is not well-tied together. For example, there is one brief six-page chapter about the fascinating role of three Newfoundland envoys to SPM shortly after the time of the fall of France in June, 1940. But we are never told the outcome! Instead, the book jumps to the post-war marketing of the Newfoundland trade companies.

One of the real values of the book is the 110 photographs, especially the early ones. Andrieux has reproduced numerous prints from private collections on SPM. In the early part of the book the photos do not always come where expected in the text. The frustration for researchers will be the near total lack of documentation of the photographs. Readers will be disappointed that this book has succumbed to the all-too-common habit of late of not including a detailed subject index; nor is it footnoted or referenced.

This reader went looking for a comprehensive index map very early in the text to find the various capes used in the

first treaties; one is not to be found. I was constantly thumbing looking for the map of Canada's fishing zones which does not come till page 113; this map should show the two hundred metre depth contour to outline the limit of the geographic continental shelf. Andrieux never shows us a map of the various French territorial claims for SPM despite such a map *never* being published to the best of my knowledge [the *Halifax Chronicle Herald* caused a stir on SPM by publishing the coordinates of one such claim in their October 22, 1983 issue in an article by Rob Gordon]. Andrieux inadvertently gives us a reduced version of such a map in picturing John Crosbie (probably at his February 28, 1987 press conference) standing in front of a map where one can just read "approximate French claim" opposite a shaded area around SPM.

Andrieux promises in his Forward to examine the issues, "in a non-partisan historical way", then perhaps lets his anti-Newfoundland government bias show. He reprints an anti-Peckford editorial verbatim, says he "huffed and puffed" his way through the February 10, 1987 Premiers' conference and describes Leo Barry, the opposition leader, "as clearly trying to earn some brownie points from the affair." While not an apologist for the federal government's deal to trade northern cod quota for France's agreement to arbitrate the SPM boundary question, one senses Andrieux's pro-Federal position. Indeed, the author as the Canadian Consul representing Canada in St. Pierre, cannot be non-partisan. Nor can he, or has he, told us all that he knows about the dispute. As a government of Canada official, he cannot reveal much that he has heard and as a person with close relatives and friends on SPM he cannot tell us things that might spoil confidences.

Andrieux notes in his Forward that, "Caught in this dispute are the fishermen of Newfoundland and St. Pierre and Miquelon who sympathize with each other's plight....Both feel powerless in the face of decisions made by strong central governments." The fishermen of both countries and, indeed the overfished stock itself, have become pawns in what is seen in Ottawa and Paris as a far greater game involving potential oil and coal reserves, a possible purchase of French nuclear submarines, our role in the Group of Seven, etc. The assumptions are that the fish stock and the fishermen of both countries can recover. One day, we may realize that neither assumption is necessarily the case.

Alan Ruffman  
Halifax, Nova Scotia

Dana Ashdown. *Railway Steamships of Ontario*. Erin, Ontario: Boston Mills Press, 1988. 288 pp.; profusely illustrated. 1 Appendix table; index, bibliography. \$29.95.

In this day of railway reduction squabbles and the lack of any seriously viable Canadian flag waterborne shipping enterprises, it is frequently forgotten how important, nay vital, these two interlocking transport modes were in the period of the mid-19th century to the mid-20th. Cross lake and cross river ferries, carrying not only passengers but rail freight and

passenger cars were essential to the development, expansion and growth of the railways, and vice versa. In almost all cases rail ferries were established across rivers such as the Detroit, St. Clair, Niagara and St. Lawrence before the large and permanent expenditure for a rail bridge could be justified. Ports grew out of rail feeder lines as transfer points - Goderich, Fort Erie, Parry Sound, Prescott, Fort William. These flourished because of the interconnection with often wholly-owned railway steamships, or atrophied because of fights over rate cutting and commodity shipping routes.

From 1850 to 1950 some 220 of these ferries flourished in the Ontario basin alone. They ranged from the graceful and fast paddle steamer *ROTHSAY CASTLE*, running from Toronto to Niagara in the 1860's to the incredibly ugly/functional *CANADA ATLANTIC TRANSFER* - "little more than a floating, self-propelled wooden truss bridge" - serving the Canada Atlantic Railway's lumber shipping interests across the St. Lawrence at Coteau Landing, Quebec. Many of the railway names of those who owned or employed such ships are almost unheard of. Who remembers the Buffalo Brantford & Goderich Railway, shipping grain from the latter to Fort Erie and thence by rail car ferry across the river; or The Thousand Islands Railway Company? Well this first class book recalls every one, and every ship. It is truly a fascinating tale.

With an obviously immense amount of research and documentary searching and filing, Ashdown, a young engineering technologist, has, for a first book, produced the epitome of scholarly yet intriguing books on the railway ships of the Great Lakes region. He has obviously researched, and has an interest, beyond just the ships themselves, for his notes on the steam engines awaiting ships at their docks and on the background buildings are evidence of a love and an extensive knowledge of the periphery or the ship story. Many of the photos are unique, some fuzzy and going back to the 1850's, but illustrating his chapters on The Transit Trade, The Coal Boats, Lake Superior Routes, Navigation Companies Large and Small and so forth. He covers the development of the waterborne trade in iron ore, coal, grain and wood, and in passengers. The successes and failures of these efforts that preceded the all-pervading influence of the auto, the plane and the 1000 foot bulk "Laker." One comes to appreciate the tremendous impact these ships had on business ventures and leisure travel in their spheres, including the elegant summer ferries on the Kawartha Lakes, the Ottawa and Trent river systems.

This is a book to read through, or file as a research tool, or dip into and sup at for temporary pleasures. It compares, with more text, to Ken Macpherson/John Burgess's "The Ships of Canada' Naval Forces", for a different audience. The author is to be commended on his depth of research and his readability.

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