

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.

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EDITORIAL (I)

Effective immediately, Dr. Olaf Janzen of Sir Wilfred Grenfell College in Corner Brook, Nfld. will assume the position of Book Review Editor of ARGONAUTA. Olaf will be responsible for all reviews beginning in the March issue. We have asked him to take on this responsibility in order to better serve our readers, and we thank him for his willingness to assist. He can be contacted at the following address:

Dr. Olaf U. Janzen
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At the same time, I must admit to a twinge of sadness in watching the responsibility for reviews pass to Olaf. As many readers will know, I have been Book Review Editor of this newsletter since 1985. During that time reviews have become an important and integral part of ARGONAUTA, due principally to the co-operation and enthusiasm of our readers. We have made mistakes, to be sure, and I would be the first to admit that there remains much room for improvement. But through generous commitments by reviewers and feedback from readers, I believe that we have firmly established book reviews as a central facet of this publication.

The best part of being a Book Review Editor is the opportunity to interact in a rather unique way with the men and women of the Society who volunteer to write reviews, and it is this part of the job that I will miss the most. I would like to take this opportunity to thank all the reviewers who tried to meet those impossible deadlines and who submitted gracefully to instructions to review important books in one page or less. You made the job both enjoyable and stimulating. Gerry and I look forward to hearing Olaf echo these sentiments.

Lewis R. Fischer

EDITORIAL (II)

Judging by the response from members, one of the most useful features ever run in ARGONAUTA was the research directory of CNRS members. We last ran this in the December 1987 issue. At the most recent annual meeting in Halifax, the Executive felt that it would be useful if we compiled an updated edition. We intend to do this in Volume VII, No. 4 (October 1990). Members can expect to receive a letter about this in April.

So that you will understand how we intend to compile the revised directory--and so that you can also judge the intent of this feature--we would like to take a little space to tell you how the process will work. In April all members will be receiving a letter soliciting information. We will be asking for some basic personal information (name, address, phone

number, and institutional affiliation, if applicable). The address is the one at which you would like to receive mail; it can either be a work or home address. The phone number, which we did not carry in the last feature, is optional--you do not have to provide it, if you feel that it would infringe on your privacy. We ask for it simply because so many members have requested this information. We will also be seeking information on your research interests. What we are trying to ascertain here are the areas within maritime studies in which each member has specific expertise. This will enable members to know whom within the organization they might contact for information and assistance on various topics. We will also be asking for information on recent publications. Again, this is optional, but we hope that members who chose to publish their research will complete this portion.

This issue of the research directory will also contain some new features. We will also be providing lists of topics and chronological periods, and asking members to indicate those that best describe their own interests. The purpose of this is to meet another need that many members perceive. At the end of the research directory we will be providing indices, so that members searching for expertise can see at a glance the names of others with interests in a particular field or time period. We hope that you will find this useful.

Along with the letter and a registration form, members listed in the December 1987 directory will be receiving a print-out of their listing. If an individual is satisfied with the listing as it appeared last time, all we would ask is that you complete the section on the form for the indices. New members--or those who did not have the opportunity to participate last time--will be asked also to complete the registration form.

We will of course be explaining all this in our April letter. Approximately two-thirds of our membership participated in the last directory; we hope that one hundred percent will provide a listing this time. The Canadian Nautical Research Society contains a tremendous range and diversity of expertise. We hope that the revised research directory will make it even easier for the sharing of this knowledge in order to advance maritime research in Canada.

Lewis R. Fischer
Gerald E. Panting

EDITORIAL (III)

Several readers have asked us over the past few months about the inclusion of non-Canadian news in our "Personal News" and "Around Canada's Maritime Museums" sections. For this reason we thought we would share with you the criteria for inclusion in these sections.

The information in the "Personal News" feature is supplied to us mainly by members in response to our quarterly requests for information. The fact that a growing proportion of material in this section is written by non-Canadians is in our

view a sign of the vitality both of CNRS and maritime studies, since it reflects the growing attraction of our society to researchers outside our borders.

The same point might be made about the museums included in our museum news section. All the non-Canadian museums included are institutional members of CNRS. We think that their news is a valuable service to members planning trips outside the country. Equally important, since all are society members, mention of their activities also can serve as a handy guide to those places where travelling CNRS members can be assured of an especially warm welcome. Indeed, all are also places where you can sit down and browse through a variety of maritime periodicals--including, we are happy to say, *ARGONAUTA* and the annual *Canadian Maritime Bibliography*. We believe that it is nice to be reminded from time to time of the virtually unique international fellowship which is available to those of us interested in things maritime.

Lewis R. Fischer
Gerald E. Panting

ARGONAUTA MAILBAG

Sirs:

Greetings from your Honourary President, who again, as is his wont, has escaped to sea--aboard a vessel built in Canada at that. Not owned in Canada, mind you--that would be asking for too much these days.

My ship, the *M/V Jacek Malczewski*, is one of the Marindus class vessels built by Marine Industries of Tracy, Québec (Hull number 439). This, of course, is a class of vessel so well described by René Beauchamp of Montreal in *ARGONAUTA*, VI, No. 2 (April 1989).

It may be of interest to him and to your readers if I add a bit to what he told us. The four Marindus vessels built for Poland are powered by twenty-three thousand horsepower Sulzer diesels (built under license at Poznan, Poland). But they hardly ever have been run at twenty-two knots (the speed mentioned by M. Beauchamp), at which the daily fuel consumption would be about eighty tons. Instead, the vessels are run at fifteen to sixteen knots, using about forty-five tons of fuel per day. This is a very considerable savings, while the loss of seven knots in speed does not matter at all on four to five month voyages around the world--or, at times, on voyages to the Far East.

The owners, Polish Ocean Lines of Gdynia, are well-satisfied with these vessels and so are the crews who man them. René Beauchamp is quite right in writing of a "success story." After ten years of hard continuous service, the *Jacek Malczewski* shows her age here and there, but ably maintained by her large crew (thirty-three, all told) many more years of service are expected of her and her sister ships before they are sold to be broken-up or possibly (one never knows these days

with so many well-meaning ship preservation groups around) sent to Québec as another decaying monument to the art of shipbuilding in Canada.

A few words about the present voyage might not be amiss. After taking on general cargo and a few containers in Hamburg, Rotterdam, Tillbury, Dunkerque, and LeHavre, we made Papeete (Tahiti) in just about four weeks via Panama. Next came Nouméa (New Caledonia) and then Auckland and Lyttelton, N.Z., which had just recovered from a four week dockers' strike. The dockers lost, by the way. They had fought against reductions from fourteen to seven men in a "container gang." Now they are down to only seven men--just as in ports in Europe and Canada. Similar to Canada, there are only a few ships left flying the New Zealand flag but both Auckland and Lyttelton boast of a preserved steam tug each.

After New Zealand, we proceeded nearly in ballast to various ports (or rather loading places) in the South Pacific islands to collect copra--a total of twenty-one hundred tons in bulk. A seaman's delight and never mind the smell of copra and flies all over the ship! Day-long cruises in a lifeboat or in canoes among islands and coral reefs, and through narrow passages and lagoons, were a great improvement on the attractions normally offered by large, standardized harbours. We had great fun, believe me, although I admit to hankering once in a while for a growler or even a small iceberg from the Labrador to freshen the disgustingly warm waters (32° C.).

Right now [14 December] we are on the seventh day of our passage (somewhat north of Papua, New Guinea) from the Solomon Islands to Surabaya in Java. And as everywhere in the Pacific it strikes me again that nothing--absolutely nothing--reminds one of the hundreds of Canadian sailing vessels and steamers of the C.G.M.M. which plied the Pacific waters years ago--with one exception: a shoal spot or maybe a "vigia," such as the one reported by the *S/S Canadian Challenger* in the 1920s and duly printed in the *Sailing Directions*.

Jakarta, Singapore, Port Klang, Penang and any other port "offering sufficient inducement" are still ahead of us before returning to Europe. You, Mr. Editor, might be interested to learn that the copra we are carrying (at US \$80 per ton) is destined for Fredrikstad in Norway!!!

To you, to our President and to all members of CNRS I send my best wishes for the New Year. May it be a successful one for our society.

Niels Jannasch
Aboard the *M/V Jacek Malczewski*
In the Flores Sea

Sirs:

During the course of filling in the blanks in my illustrated

listing of Maritime Provinces steam passenger vessels, I have come across a couple of areas which warrant some more research. They are the steamer services of New Brunswick's North Shore and the Québec to Pictou service via Gaspé, the Magdalens and Prince Edward Island.

If anyone has any information regarding company histories, no matter how sketchy, of the North Shore Line; Québec and Gulf Ports Steamship Company; or the Québec Steamship Lines, I would be delighted to hear from them. Ship lists and photographs would also be much appreciated.

Robin H. Wyllie
East LaHave
R.R. 3, Bridgewater, N.S.
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Sirs:

I am currently documenting the career of Ernest Haines, who joined the Royal Navy as a Boy Seaman in 1897, served later with the Royal Canadian Navy in both wars, and retired as a Commander in 1946. Would anyone with any information about Haines please let me know.

As well, would anyone having or knowing the whereabouts of a copy of Nobbs and Berger, *The Fighting "Fox,"* please let me know.

J. David Perkins
99 Pleasant Street
Dartmouth, Nova Scotia
B2Y 3P7

Sirs:

I am preparing a paper on the chronometers used by Captain George Vancouver on his great voyage of 1791-95. Any information that your readers might provide would be welcome and acknowledged properly. I am also interested in material on chronometer navigation between about 1770 and 1810. Any information or correspondence on these topics would be greatly appreciated.

Alun C. Davies
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Northern Ireland

Sirs:

I am currently compiling a global *Dictionary of Scrimshaw Artists* and desperately seeking information on the following topics.

First, I would like information about any signed or attributed scrimshaw (American, British, European, Australian, New

Zealand, etc.) prior to 1930 or made aboard factory-ships and/or shore-whaling stations thereafter. Second, I seek specific information about purported scrimshaw artists William Taber (W.C. Taber, Jr.) and David Croal Thom[p]son. Finally, I would like any information that readers might possess on anything to do with the Calhoun Collection.

I am also writing an article for the French journal, *Le Chasse Maree*, for which I am seeking any information about authentic French and continental scrimshaw of the eighteenth and nineteenth centuries. Photos or xeroxes, as well as information on provenance and any other details, would be greatly appreciated.

Stuart M. Frank
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Sharon, Massachusetts 02067, U.S.A.

PRESIDENT'S CORNER

I am now in the last half of my third year in office as President of this great Society and am in somewhat of a reflective mood. In this issue and the next, I will bring to your attention some of the challenges that I believe we face. In this issue I would like to suggest the sorts of on-going challenges that face the President of CNRS.

The first of these concerns the well-being of the Society and its members. This requires regular and on-going correspondence with many members in Canada and beyond, and I do not think that the membership should elect to its top office anyone who is not prepared to attend to this regularly. I have found to my great delight that this has been a wonderful obligation, since I have been able to communicate with many people with whom I would not ordinarily have had occasion to deal.

Second, the President must be able to promote the interests of the Society abroad--a task that I have also found enjoyable, especially since I am also the President of the North American Society for Oceanic History and Canadian Corresponding Member of the Society for Nautical Research (the latter sometimes refer to me as an "Overseas Corresponding Member," but how could it be otherwise?). CNRS members should be congratulated on their energetic activities, their excellent annual bibliography and superb newsletter. I can tell you that these things are the envy of other organizations, and perhaps we should set aside Canadian modesty for awhile and recall that our progress is being watched from near and far with appreciation. The Canadian members should certainly be reminded of this, but we should never forget that our Society also contains many non-Canadians. We welcome them and hope that their numbers will increase, for their presence demonstrates that we are becoming an international society, an indication that "the seas are one" and that the ties that bind are universal.

This brings me to the third and last Presidential obligation about which I will write in this particular issue. Canada is a great nation, but we have yet to learn how to promote the interests of the whole as well as the parts. Personally, I think we do a much better job of the latter than the former, which for CNRS presents an important paradox. The Liaison Committee, whose function is to promote the local and regional interests of the Society, answers to the President, yet despite several pleadings in these pages and at our annual meetings I have not heard from our various regional representatives as to what they are doing to promote CNRS activities. The North can be excluded from this generalization, for its population is too small and scattered ever to arrange a regional meeting. But Toronto has no such excuse, nor does Victoria, Vancouver, Halifax or St. John's. Montreal and Québec City pose special problems, and our friends there have made heroic attempts to form local chapters. The particular situation in Québec was echoed at the annual meeting of chairs of history departments organized by the Canadian Historical Association, which I attended on behalf of my university. There was only one Québec representative present, and when the chair asked why no other universities from the province had sent delegates he replied, kindly, that there was no need, since Québec had its own separate organization--a telling comment, indeed. This situation also pertains to maritime matters. But Québec aside, we must do more in the local areas. Ottawa is a superb example of what can be done by a few interested people who meet periodically to learn of what others are doing and to share information about ships, navies, merchant marines, nautical heritage, sea lore, and so forth.

This column affords me the opportunity to wish readers a Happy New Year. I hope to see as many of you as possible at our annual meeting.

Barry M. Gough
Waterloo, Ontario

ARGONAUTA ARTICLES

THE GUNNER AND THE U-BOAT

By J. David Perkins
Dartmouth, Nova Scotia

The story of the U-boat war against Allied merchant shipping during the Great War is one of enormous tragedy, incredible human suffering, sacrifice and bravery. Destruction of lives and ships on such a massive scale and by such unusual means had never happened in the history of the seafaring world. For the Germans it was an opportunity to wreak destruction at sea on a grand scale and for relatively small cost. Once the potential inherent in the U-boats had been recognized the Admiralstab did its utmost to strangle Great Britain, first with a U-boat blockade of the British Isles, and later through the wholesale destruction of her sea-borne trade on the high seas far from war-torn Europe. The German objective was

to bring Britannia to her knees through starvation, thus putting an end to the war on land. In this they came alarmingly close to succeeding.

During 1915, as the U-boat arm began its first concerted campaign and the losses started to mount, the Royal Navy found itself woefully ill-equipped to deal with the submersible marauders and both the Admiralty and the mercantile community cast about for solutions to the problem. Convoy, a defensive tactic that had been employed with success in the past against privateers, was not favoured by either group and other means were sought.

The first counter-measure to be tried was containment of the U-boats with minefields, nets and patrols. This was continued throughout the course of the war and ultimately mines destroyed more U-boats than any other single means. Another idea, and that best liked by the mercantile community, was to arm merchant ships so that by a combination of speed, manoeuvre and gunfire they could fight it out with their adversaries. This worked fairly well for the large, fast modern ships and many a steamer was actually saved by these tactics. Mounting a gun on a merchantman, however, had its drawbacks, for it gave the U-boat captain the excuse he needed to sink the ship without warning. For the multitude of slow steamers, older ships and sailing vessels, there was no real safety and they paid heavily. The best that could be done was to provide them with wireless sets so that ships in distress could at least call for help within the limited range of the early instruments.

Another solution was the creation of the now-famous Q-ships, an assortment of merchant vessels manned by naval crews and outfitted with concealed guns, depth charges and even torpedo tubes. These ships plied the trade routes like other innocent merchantmen, sometimes under neutral colours, in the hopes of being challenged by German submarines, much like bait in a mobile trap. When a U-boat's periscope was sighted or one surfaced nearby and ordered them to heave-to, a "panic party," dressed as merchant seamen, would tumble into the boats and abandon ship while the gun crews stayed under cover at their hidden guns. Once the U-boat came within easy range, the white ensign would be run up, the shields dropped and the guns would open fire and destroy the U-boat before it could dive out of danger.

At least that was the idea. Sometimes it worked very well, sometimes not. Occasionally the U-boat would torpedo the Q-ship without ever revealing herself. On a number of occasions better armed German submarines stood-off and shelled the Q-ship, either forcing her to open fire prematurely to save herself or reducing the "trap-ship" to a sinking condition before she could bring her guns into action. There were some very lively actions between decoy ships and submarines, with casualties aplenty on both sides.

Q-ships came in all shapes and sizes, but one of the most humble must have been the converted fishing vessel known

as His Majesty's armed smack *Inverlyon*. Commanded by one Skipper Phillips, Royal Naval Reserve, she was based at Lowestoft on the Suffolk coast. Like dozens of her ilk, *Inverlyon* was a bluff-bowed, two-masted, gaff-rigged, little vessel sporting a stubby bowsprit and was decked overall. She had no engine and relied entirely on a suit of patched, brown canvass sails and the skill of her crew for mobility. A few naval ratings were embarked to man the gun and she kept her own crew of eight or nine fishermen to run the boat. For armament *Inverlyon* was fitted with a single three-pound (47mm) quick-firer, a pop-gun by anybody's standards but about all that could be carried in such a small vessel.

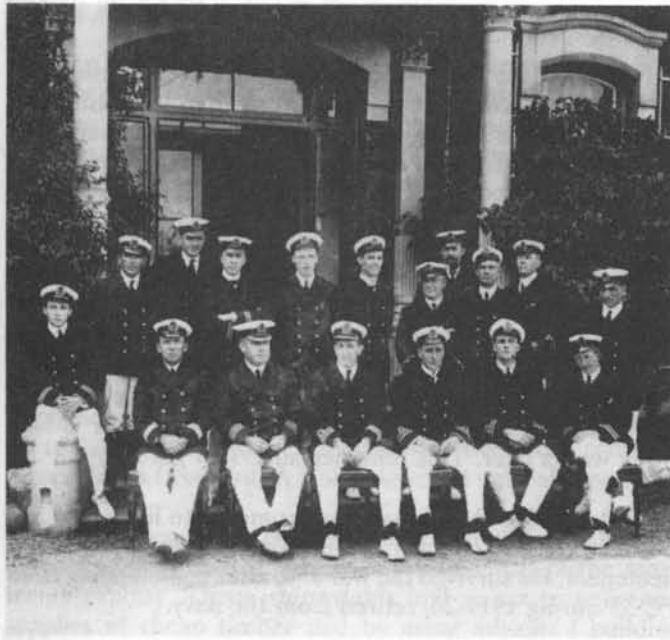


Figure 1: Officers of HMCS *Rainbow*, 1912

Note: Gunner Jehan is the one wearing gaiters, second from the left.

Source: Author's Collection.

The little Q-ship's gunnery officer was Mr. Ernest Martin Jehan, Royal Navy. Gunner Jehan had been promoted from the lower deck in 1905. In 1910 he was in the crew that brought HMCS *Rainbow* out to Canada and he remained aboard the Canadian cruiser at Esquimalt until posted back to England in 1913. Just prior to the outbreak of war he was posted aboard HMS *Dryad*, a one-time torpedo gunboat converted into a minesweeper. From *Dryad* he was loaned to the *Inverlyon* as second officer and was in charge of the gun's crew. What Ernest Jehan thought of his position is not re-

corded. Being second in command aboard a tiny wooden sail-powered fishing boat with a three-pound gun must have been a far cry from anything that a graduate of Whale Island would ever have conceived for himself, but he was not going to let that dampen his professionalism as a gunner.

In August 1915, *Inverlyon* was assigned to "fishing" in the vicinity of Smith's Knoll Buoy, about twenty nautical miles east of the port of Great Yarmouth. No doubt the fishing crew would have been pleased with a profitable catch of haddock or plaice, but they were after bigger, much more dangerous, game.

As there were small Q-ships so there were small U-boats. For inshore work the *Kriegsmarine* had built a number of diminutive submarines of only 140 tons dived displacement known as the UB-1 type. These single-screw boats carried two forty-five cm. torpedoes, a single eight mm. machine-gun and a crew of one officer and thirteen men.



Figure 2: German U-Boat UB-4

Source: Author's Collection.

Such a boat was the UB-4 commanded by Lieutenant Karl Gross. Based at Zeebrugge she was the first of her kind to score a victory, when she torpedoed the British steamer *Harpalyce* without warning on 10 April 1915, near the North Hinder lightship, midway between Harwich and the Hook of Holland. *Harpalyce*, engaged in Belgian relief work, was on her way in ballast from Rotterdam to Norfolk, Virginia, under a safe conduct pass from the German authorities. She had large white patches on her sides, with "Belgian Relief" written on them in big black letters, and was flying a large white flag similarly marked. Nevertheless, Gross torpedoed her and the 5,940 ton ship went down so quickly that there

was no time to get the boats away and fifteen of her crew of forty-four were lost.

Four months later *UB-4* left her base in Flanders bound for an area off Yarmouth to the northeast of where she had sunk the *Harpalyce*. Two days later, on 15 August at around 8:20 p.m., Gross was on the surface when he spotted what appeared to be a typical British fishing smack and steered a course to intercept her. The smack was much too small for a torpedo and he probably intended to put men aboard to sink her with a small demolition charge or to set her alight, a common fate for small wooden vessels.

Aboard the *Inverlyon* the "fishermen" went nervously, but calmly, about their business while the gun's crew waited tensely at their concealed weapon, all eyes on Ernest Jehan who, dressed in fisherman's garb, was leaning casually against the starboard bulwark watching the approaching U-boat. He was playing a spine-chilling waiting game, judging just the right moment to open fire. Too early or too late would certainly mean failure and probably seal their own fate, for once alerted the enemy had all the advantages in this deadly game.

The U-boat drew slowly to within thirty yards of the starboard side, the way lines of her camouflage clearly visible in the fading light, her captain standing abaft the open conning tower hatch directing his ship, with the German naval ensign fluttering on its short staff behind him. There was no machine gun mounted on the tripod on the foredeck nor anyone else topside. Drawing within hailing distance he was heard to shout at them in such a way that *Inverlyon's* skipper and crew assumed they were being ordered to heave-to and the men moved towards the rigging as if to comply. The German submariner obviously expected to be obeyed.

The U-boat was almost stopped when Mr. Jehan decided it was time to take action. Drawing his revolver he took careful aim and fired at the man on the tower. This was the pre-arranged signal. Up went the white ensign, down came the shroud around the three-pounder and almost instantly the gunlayer squeezed the trigger to send the first round into the target. Three shots cracked out in rapid succession. The first and third hit the *UB-4's* conning tower and were seen to burst inside, undoubtedly with murderous effect in such a confined space. The second shell blew away the after part of the bridge structure, killing or injuring Gross and throwing him into the water. The submarine, now drifting on the tide, passed under *Inverlyon's* stern, and as the stricken vessel emerged to pass along the smack's port side, the little three-pounder opened a devastating barrage at point-blank range. The gunners got six rounds away as fast as they could load, aim and fire. The first hit the tower; two went over; while the remainder hulled the U-boat, before cries of, "Stop, stop!" heard coming from inside caused them to hold their fire.

Hull and crew alike riddled by shell splinters, her shattered interior filling with sea water, chlorine gas, smoke from shell bursts and fused electrical equipment, the stricken submarine

began to settle, the conning tower hatch still agape.

As *UB-4's* stern rose nearly vertical and as she began her final plunge, three bodies floated to the surface, one of which was heard to shout for help. Skipper Phillips, stripping off his sea-boots and jacket, grabbed a lifebuoy and dove after the drowning man, heedless of the thick oil covering the sea's surface or the suction created by the sinking U-boat. The German submariner was doomed, however, and sank to join his comrades before Phillips could get to him. The brave skipper was hauled back aboard the *Inverlyon* on his own lifebuoy.

Some of *Inverlyon's* crew fished around in the foul-smelling oil slick for pieces of wreckage to take back in support of their claim. The remainder busied themselves replenishing the ready-use ammunition, concealing the gun, setting the main sheets to catch the breeze and breaking-out the stays'ls; it would be midnight before they were alongside as it was.

To the victor the spoils. There would have been a cash award to be shared among *Inverlyon's* crew--that was customary. The Admiralty also singled out the actions and preparedness of Mr. Ernest M. Jehan and his gun's crew. For this the gunner was awarded the Distinguished Service Cross, a well deserved accolade for a surprisingly successful action in which only nine rounds of three-pounder and a few rounds of .38 calibre pistol ammunition sank a U-boat.

NOTES

Inverlyon's career as a Q-ship was short, but before returning to fishing for a living she had another crack at a U-boat three weeks later. This time her adversary got away.

In January 1916, Mr. Jehan was promoted to lieutenant and posted to HMS *Sarpedon*, a thirty-six knot destroyer, as first lieutenant. He survived the war and, after commanding HMS *PC 55* during 1919-20, retired from the navy.

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*CANADIAN-BUILT VESSELS IN AUSTRALIA
BEFORE 1850*

By M. Howard
Melbourne, Australia

Australians were slow off the mark when it came to building their own ships. The first Governor of New South Wales was under orders not to allow vessels to be built at all for private ownership, in case they be used by convicts as a means of escape. When shipbuilding did commence it was hindered by a shortage of skilled labour and uncertainty as to which local timbers were best-suited to the purpose.

The first commercial vessels to be built were either fishing boats or small coastal/river traders. There was little need for anything else. Returning British ships had more than enough cargo space in them for the colony's meagre exports, while regional trade was a monopoly of the East India Company.

What finally allowed large vessels to be permanently based in Australia was the growth of Pacific deep-sea whaling. By the 1830s there were up to seventy whalers based in Sydney and more at Hobart. Yet this did not encourage the local construction of such vessels. Labour costs were high, raw materials limited and the local market too small to sustain a shipbuilding industry of any size. Most large vessels continued to be built elsewhere. Britain was the most common source. Ships from British North America were also popular.

North American yards enjoyed many advantages in the production of large sailing vessels in the first half of the nineteenth century. There, shipwrights had access to unlimited supplies of cheap timber and by using advanced building techniques and working to superior designs found they could produce ships in demand the world over. An additional advantage enjoyed by Canadian builders was United Kingdom legislation that prohibited foreign-built ships, including those from the United States, from being registered in British or colonial ports. As a result, Australian owners who wanted vessels of this type "bought Canadian."

At least fifty-nine of the ships registered in Australia and New Zealand before 1850 were built in British North America.[1] The size of these vessels was as follows:

Size (Tons)	Number of vessels
0-99	8
100-199	22
200-299	19
300 and over	10

These fifty-nine craft comprised only five percent of all registered vessels in Australasia, but twenty percent of those over two hundred tons.

They came from the shipyards of a number of different colonies. These included yards in New Brunswick (seventeen vessels), Lower Canada (fifteen), Nova Scotia (fifteen), Prince Edward Island (nine) and Newfoundland/Labrador (three). Few were bought new, most having already seen service in North American or European waters before being sent for sale to Australia.

The sturdy construction of the Canadian vessels made them ideal for use in a variety of trades. They helped to establish new coastal settlements; transport troops to the Maori wars in New Zealand; comb the islands of the Pacific for sandalwood; carry horses to India; bring sugar from Manila; and convey diggers to the gold fields of California. At least eleven served as whalers in the South Sea fishery. Benjamin Boyd, Australia's leading shipowner in the 1840s, preferred Canadian craft over all others. Six of his eight whalers and two-thirds of his trading vessels came from British North America.

The most common rig among the Canadian vessels on arrival was the brig (twenty vessels). Among the rest there were fourteen rigged as ships, eight brigantines, eight schooners, six barques and three snows. A vessel's rig, however, was not always a constant and could change according to requirements. There were no steamers among the fifty-nine craft.

Australian maritime conditions were harsh on wooden ships. Uncharted reefs and powerful storms caused many to be lost at sea, while those engaged in especially dangerous trades--such as whaling--faced additional hazards. The later history of most of the Canadian-built vessels is known and shows that as a group they attained an average age of twenty-two years before being lost or broken-up. The larger vessels fared best: those over two hundred tons averaged twenty-six years, while the smaller vessels lasted an average of nineteen years in service. Craft from New Brunswick seem to have lasted particularly well.

Area built	Average age in years
New Brunswick	27
Lower Canada	24
Nova Scotia	20
Newfoundland/Labrador	18
Prince Edward Island	15
Overall average	22

The most durable individual vessel was a ship-rigged craft of 341 tons called the *Jane*; launched from Bathurst, New Brunswick in 1839, the *Jane* was not broken up until 1905.

In conclusion, then, Canadian-built vessels played an impor-

tant part in the early maritime history of Australia. Their superior design, high standard of construction and competitive price made them popular with Australian owners, a popularity they seem to have retained until sail was overtaken by steam in the later part of the nineteenth century.

NOTES

1. There may have been others among the many vessels condemned as prizes that found their way to Australia.

SOURCE

Ronald Parsons, *Ships Registered in Australia and New Zealand before 1850* (Magill, S.A., 1983).

THE INTELLECTUAL FERMENT: A CRITICAL FACTOR IN EFFECTIVE OCEAN-RELATED STUDIES

By Frederick A. Aldrich
St. John's, Nfld.

"Basic research is what I am doing when I don't know what I am doing."--Wernher von Braun

So much for basic research. When he was not sure what he was doing, von Braun was, according to Harvard's Tom Lehrer, not doing basic research--but rather learning Chinese. John Fitzgerald Kennedy once observed that "this nation [the U.S.A.] has tossed its cap over the wall of space, and we have no choice but to follow it." Nice words, and a sentiment very much in order at the birth of America's space effort. But the American people--indeed all the world's people--tossed their caps over some other wall centuries ago and I contend that they, and we, have no choice but to follow *that* cap. I refer, of course, to the dependency that began in the mists of earliest recorded time of the human species on the aqueous medium which gives this planet and life its meaning. Earth is the "water planet" and the cap tossed into the ring of militaristic, economic, commercial, cultural and scientific involvement with the seas must not be thrown away. That is the cap that you and I and Memorial University should be following. It is meaningful; it is profitable; it is absolutely necessary; and it is fun.

Late in 1987, the President of Memorial University established a Task Force on the Future Role and Activities of Memorial University in Ocean Studies, appointing me to the chair. In greeting the Task Force, President Leslie Harris' message included the following:

As a University, we have already attained an admirable reputation and some outstanding individual successes in certain ocean-related areas of activity. Critically important building blocks are in place. The time has come for a complete assessment of how those blocks may be integrated into a solid foundation for future growth and development.

Needless to say, I agree with this assessment, if only because I accepted the responsibility of chairing the Task Force. There are other matters touched upon by the President in his greetings with which I am in complete concurrence. They speak of the site and the potential direction which have characterized this university since its inception, and they reflect what I consider to be the single most outstanding characteristic, culturally and economically, that identifies Newfoundland. President Harris expressed it this way:

I believe that Memorial can become a truly great international University only if it is capable of realizing the enormous advantages of its physical environment. This is to say, I believe the destiny of Memorial as a great University is tied to the oceans and to our dream that Canada will soon come to realize not only the significance of ocean studies for future and national development but, as well, the strategic importance of Memorial and other ocean-oriented institutions in Newfoundland. In this context, the importance of the Task Force on the Future Role and Activities of Memorial University in Ocean Studies cannot be exaggerated.

And to that I say, Amen!

I will not burden you with a reiteration of the composition of the Task Force, nor will I recite the significance of the composition and existence of our International Advisory Council. But I remind you of the detailed mandate which the President assigned the Task Force, namely:

1. How can we improve the quality of our undergraduate degree programmes, particularly with regard to their focus on ocean studies and their interdisciplinary breadth and creativity?
2. What is the stature, in the local to international context, of our research and graduate studies, in all ocean-related disciplines that are treated, or that should be treated, by the University? What are the weaknesses in, and ways to improve, our current activities, and what are the new opportunities?
3. What is the status of our current physical, intellectual and financial resources committed to the field of ocean studies? Are they being properly utilized, and what new ones will be needed in light of questions 2 and 3 above?
4. What sources of funding are available, on a world-wide scale, to help us to achieve our goals, and what are the best approaches to gaining access to such funds?
5. What are the organizational and management structures of our current ocean-related activities, and how can they be improved?

To implement all of the above, and to come up with mean-

ingful words and recommendations concerning those items, would be a chore second only to [Newfoundland's] Economic Recovery Commission. In an effort to provide the information the Task Force will need, a number of working groups were established and a total of 263 people serve on them, being chaired half by University personnel.

My purpose here is really not to speak about the Task Force. Rather, I intend to talk about what I will call a "critical mass" and particularly the non-scientific, non-technological areas under investigation by the Task Force. As in most reactions, a critical mass is an absolute necessity. In the proper academic environment, given a critical mass and a variety of interests, an intellectual ferment can result. Upon the creation of that ferment, if you will pardon the pun, everyone's spirits can be raised and we can then truly become the great university of which Leslie Harris hypothesized.

There is an old proverb to the effect that "no weather is ill if the wind be still." I take it that the originator of this profound thought concluded that any weather without wind is good weather. I suggest to you that a university without wind is a university in trouble. Note that I said wind--not hot air. Wind is simply air in motion. It is set in motion as a compensation for differences in barometric pressure between different areas. Whether on the grand scale of the globe, or on the smaller scale of the individual mariner, wind is the result of air moving from a higher to a lower pressure area, with the strength of the wind corresponding to the gradient.

I confess that once again there is a possible conclusion which may be offensive to the non-scientist, non-technologist, but I think that there is a possible parallel between what I envision for this university and the few simple facts concerning wind which I have outlined above and which should be common knowledge to any junior high school student. Science and technology are high pressure areas and scientists are quite capable of setting winds in motion. I merely wish to suggest that the entire university community may be able, of its own volition, to activate programmes in that moving air. There is no mention of science or technology *per se* in the mandate of the OSTF. It has been erroneously assumed by some that such lofty planning is reserved for serving the scientists. This university has a long history and a well-earned reputation for its work in ocean-related, oceanic, marine (or maritime, or whatever term you wish to use) investigation and instruction. One of the chores given me by the Task Force was to investigate the University *Calendar* and to identify the offerings in the marine area. It is gratifying to see how marine-related instructional subjects pervade that *Calendar*. What is amazing about it all is that everyone realizes that it is so but there seems to be some sort of reticence to capitalize upon the strengths which are really easy to identify.

Take my own Department of Biology (please!). The first Master of Science was awarded in 1960 to one I. Hanyu, now a professor in the College of Fisheries at the University of Tokyo. His thesis was entitled "Retinal Circulation in Some

Lower Vertebrates." An analysis of the "thesis book" in the office of the Dean of Graduate Studies will indicate that when all successful theses submitted in partial fulfilment of the requirements for masters' or doctoral degrees are considered, three-fourths of them deal with some topic that falls within the general rubrics of marine or ocean-related studies.

The ferment is real, but as so often happens, we do not seem to have the wit or the wisdom to realize it or to capitalize upon it. Sociology, anthropology (look at the blue book series out of the Institute for Social and Economic Research which collectively represents an encyclopedic library describing the life and problems of a sea-oriented, rural culture such as Newfoundland), political science, history (including the very important Maritime History Archives and the Maritime Studies Research Unit) and English (think of the sea writings of Norman Duncan which were the subject of an award-winning Ph.D. thesis by Elizabeth Miller) all contain vital marine-related components. I suggest to you that there could well be no Department of Folklore, nor a meaningful Folklore Archive of the magnitude that we currently have, if Newfoundland were not the sea-based (some would say "sea-trapped") culture that it is. It is in work on the sea that the problems, the strengths, and Newfoundland's ability to retain the sense of humour which Upper Canada necessitates it to have, are perhaps best seen. Witness this snippet from the Folklore Archives:

Sometimes, out on the bay, when the fog comes in thick you can sit on the boat's rail and lean your back up agin it. So that's pretty thick fog out there; but you gotta be careful 'cause if the fog lifts quick, you'll fall overboard."

Currently we are investigating appropriate ways to achieve the establishment of post-baccalaureate studies in oceanography, whether physical, biological or geological in orientation. The information gathered indicates that every major North American university offering the Master's or Ph.D. in oceanography also offers degrees in Marine Affairs. What is meant by the term "Marine Affairs" is basically the non-scientific, i.e., non-biological, non-physical, non-geological aspects of oceanographic studies. We plan to offer such programmes at Memorial, as well. Ocean policy and planning, marine resource management, marine business management plus a number of areas collectively referred to as "sea-people and culture" are as important, and in some respects more important, than whatever the natural or physical scientist may accomplish. Admittedly, in some respects the sciences may have a head start, but it is not insurmountable.

Let me make myself clear. I am not criticizing nor am I condemning my scientific colleagues. But if the purpose of the Task Force as it was originally envisioned is to be met the plans, successes and near-successes that are identified with the sciences--instructional, research, or career--must be met equally successfully in the social sciences and the humanities.

Since leaving the deanship [of Graduate Studies] I have had more opportunities to visit with colleagues in coffee rooms and to hear and participate in the informal discussions which characterize such places. The ideas are here, the people interested in them and capable of accomplishing their implementation are here, and the ferment is brewing. Fisheries today is not ichthyology. Economists, anthropologists, sociologists, planners, maritime historians, environmental biologists, toxicologists, and coastal zone managers all have something important to say in the solution of the problems that beset the near-moribund traditional Newfoundland codfishery. Fisheries is no longer a field fenced and claimed by biologists alone.

Cicero once asked, "what is as common as the sea?" The word *common* may also be used in a slightly different sense, in that the sea is common to the vast majority of the disciplines, both classical and synthetic, which are represented in the academic milieu we call Memorial University. The time has come, indeed is long overdue, for the artificial barriers represented at times by faculty parameters and at others by departmental incest, to be overcome. We *have* to cooperate; we *must* find the commonality and advance not only this one university in Newfoundland but also advance our disciplines, our academic responsibilities, our own careers, and the good of Newfoundland and Newfoundlanders.

In closing, let me quote Lucius Annaeus Seneca, who lived from 3 BC to 65 AD: "There shall come worlds in late years in which this ocean shall enclose bounds of things and a great land shall appear." By way of paraphrase: "*Provehito in Altum.*"

May I return briefly to the space exploration theme with which I began these remarks. Arthur C. Clarke once observed that any sufficiently advanced technology is indistinguishable from magic. Much technological developments appear to be works of magic, or are they the accomplishments of a showman rather than a shaman? Magic should denote far more than articulations for the public from a platform or stage. Real magic, I humbly suggest, denotes wisdom and the uncovering or enlightenment of mysteries. The oceans of the world and their influence on all levels of the biota, including the human, contain numerous mysteries. And so I say again, *Provehito in Altum.*

ARGONAUTA NEWS

1989 ADMIRALS' MEDAL WINNER

The Admirals' Medal Foundation has announced the winner of the Admirals' Medal for 1989. He is Commander Charles Robert (Buzz) Nixon, C.D., RCN (retired). The award was presented in recognition of his significant personal contributions to Canadian maritime affairs as a naval officer, public servant, speaker and writer. The silver medal will be presented at a formal ceremony early in 1990. Commander Nixon served at naval establishments in Halifax and Esquimalt

before being sent to the Korean theatre on HMCS *Cayuga*. The remainder of his naval career was spent in Naval Headquarters in Ottawa, with the exception of a two-year stint at the Massachusetts Institute of Technology, where he earned a graduate degree in electrical engineering. After leaving the Forces in 1963, Commander Nixon joined the federal public service, rising to the post of Deputy Minister of National Defence between 1975 and 1982. Since his retirement, he has devoted much of his time to speaking and writing on the subjects of security and public administration.

The Admirals' Medal Foundation, a charitable organization which exists to provide recognition of significant personal contributions to Canadian maritime affairs, is the sponsor of the award. Previous winners were Commodore Robert I. Hendy, Commander Louis C. Audette, Dr. Michael C. Eames, and Ms. Moira Dunbar.

MARITIME MUSEUM OF THE ATLANTIC PROJECTS

There is much more to a maritime museum than simply the exhibitions that draw so many patrons. Such museums not only conserve our maritime heritage but also advance our understanding of the seafaring past. A good example of the twin roles played by museums can be found at Halifax's Maritime Museum of the Atlantic, which is currently collaborating on two important projects.

The first is the "Nova Scotia Shipwreck Database." For the past year the museum, in conjunction with the Nova Scotia Museum, has been developing a database of vessels lost in Nova Scotia waters. To date, information on approximately 4,500 wrecks has been entered. The majority of these occurred after 1865 and were cited in various official government sources. Unfortunately, records prior to this date are incomplete and, in some cases, non-existent. To ensure that the database is as complete as possible, the museum is also enlisting the help of other maritime researchers, including CNRS members. Should anyone in the course of their research find a reference to a vessel being lost off Nova Scotia, the museum would welcome any information.

In conjunction with the Maritimes Division of the Company of Master Mariners of Canada, the museum is also undertaking an oral history project to record the reminiscences of Canadian merchant seamen who served in World War II. Often regarded as the "forgotten service," the merchant marine was manned by brave seafarers who guided their vessels to the United Kingdom and Europe during the Battle of the Atlantic. The museum would be grateful for contact with anyone with information on this topic.

Marven Moore, the museum's Curator, is the contact person for both these projects. CNRS members who would care to contribute in any way should contact Marven at the museum (1675 Lower Water Street, Halifax, N.S. B3J 1S3). We will keep you informed of the progress on these two exciting endeavours.

PROVINCIAL MARINE 1812

Provincial Marine 1812 is now into its second decade. The organization exists because of the shared interest of members in the vessels of the "Freshwater Navy," particularly those that participated in the War of 1812 on the Great Lakes. The group initially was comprised of model makers but has since expanded to include those with an interest in history and marine art. Visitors are always welcome and meetings are held on the third Thursday of each month at 8 PM from September to April aboard HMCS *York* in Toronto. Readers interested in more information about the organization or in joining these fine people may contact Lieutenant-Colonel G.T. John Barrett, 15 Jean Street, Toronto, Ontario M4W 3A6 (telephone: [416] 925-1722).

CANADIAN TO HEAD IMO

Effective on 1 January 1990, a Canadian has become the Director-General of the International Maritime Organisation. W.A. O'Neil, the head of the St. Lawrence Seaway Authority, has been named to head the London-based organization. This marks the first time that a Canadian has been elevated to so senior a position in this important maritime arm of the United Nations. We would like to congratulate Mr. O'Neil and wish him well as he embarks on what we hope will be an extremely successful term of office.

U-BOAT PHOTO SOURCE

Fraser McKee has kindly passed along a source of photographs which may be of use to readers interested in U-Boats and other German wartime ships. He suggests contacting Horst Bredow at the Stiftung Traditionsarchiv Unterseeboote, Cuxhaven-Altenbruch, D-2190 Cuxhaven 12, F.R. Germany. Fraser writes that this is "a privately-funded, one-man operation" which "normally has a long response time but is very willing and helpful." We pass this information on to readers who might wish to try this service, and we would be interested in hearing about the experiences of anyone who so chooses.

FOR GREAT LAKES BUFFS

Readers with a special interest in the maritime history of the Great Lakes might be interested in ordering some of the new items that have recently come to our attention. First, there are two new videos about which we have recently heard. The half-hour colour film "From Dry Dock to Grain Dock" tells the story of the *Willowglen*, a laker constructed in 1943. Available in either VHS or BETA formats, this video may be obtained from Carl Kriegskotte, Box 692, Mount Kisco, New York 10549. The cost is \$39.95 (U.S.). The second video, "A Postcard from Home--An Inside Look at the Duluth-Superior Harbor," runs for fifteen minutes. It can be obtained from Patrick Lapinski, 3631 Perry Avenue North, Robbinsdale, Minnesota 55422. The cost is \$9.95 (U.S.), plus \$2 for shipping and handling.

We have also been informed that the Historical Society of Michigan (2117 Washtenaw Avenue, Ann Arbor, Michigan 48104) has reprinted Norman Conger's 1894 chart detailing 112 shipwrecks on the Lakes. Measuring a generous twenty-three by 32 1/2 inches, the chart is available to CNRS members in Canada for \$15.85 (\$12.44 for our American readers). The prices include shipping.

Finally, for those of you thinking ahead to next Christmas, you might want to consider a new board game. This one, which we have recently seen, is entitled "Great Lakes Cargo: The Game of the Great Lakes." If your local hobby store does not stock it, it may be obtained from V & L Heise Games, P.O. Box 55, Ogilvie, Minnesota 56358. The cost by mail is \$19.95 (U.S.), plus \$1.50 for shipping and handling.

NORTHWEST RIVERBOAT VIDEO

Ken Coates, the member of the CNRS Liaison Committee for the Arctic, tells us that there is a fine short video available on the history of river navigation in the Yukon Territory. Entitled "In the Days of the Riverboats," this ten and one-half minute video is available from Heritage North, Box 5121, Whitehorse, Yukon Y1A 4S3. The approximate cost is \$25.

OCEANS INSTITUTE OF CANADA

The International Institute for Transportation and Ocean Policy Studies has formally changed its name to the Oceans Institute of Canada. The new name better reflects the scope of the research being undertaken by the centre.

The Institute has recently completed a very topical study entitled "Managing Fisheries Resources beyond 200 Miles: Canada's Options to Protect Northwest Atlantic Straddling Stocks." This \$54,000 study was contracted by the Fisheries Council of Canada. The findings have not yet been released, but the Council is expected to release the report sometime in February. The study identified ten options which Canada could pursue to enhance conservation of trans-boundary stocks and to gain greater control over foreign overfishing on the east coast, especially on the Grand Banks.

The Institute also held a workshop on "Managing Maritime Conflicts in the South China Sea," in Bali, Indonesia, 22-25 January 1990. The project was developed on the assumption that some catalyst was required for the ASEAN states to take the initiative in the resolution of marine disputes in the South China Sea. The objective of the workshop was to encourage the evolution of government policies by the ASEAN countries and the littoral states for the avoidance and resolution of conflicts in that marine area. The workshop was attended by policy-makers and government officials from the Philippines, Thailand, Brunei, Indonesia, Malaysia and Singapore.

The Canadian Maritime Advisory Council (CMAC) has

requested the Institute to conduct a study of the problem of potential and existing overlaps of jurisdiction in the area of marine safety and operations. This type of problem may manifest itself as an overlap of legislation or regulation, either within a single level of government or between different levels of government.

Finally, the Institute has a host of new publications, including Lawrence P. Hildebrand, *Canada's Experience with Coastal Zone Management* (\$17.95); Mary R. Brooks, Mary Anne Comber and John Gratwick, *Monitoring Transportation Regulatory Reform* (\$15.00); and Moira L. McConnell (ed.), *Law of the Sea Lexicon: Terminology of the 1982 United Nations Convention on the Law of the Sea* (\$8.00). All may be ordered from the Institute at 1236 Henry Street, Halifax, N.S. B3H 3J5.

U.S. TEST CASE ON SHIPWRECKS LAUNCHED

The Association for Great Lakes Maritime History has agreed to join the National Trust for Historic Preservation in a lawsuit currently progressing through the U.S. Federal Courts in Illinois. Since this lawsuit strikes to the heart of some of the major concerns of nautical archaeologists in Canada, we thought that we would tell you about it.

The background to the case begins in 1860, when a side-wheel passenger steamer sank in Lake Michigan after a collision with the schooner *Augusta*, with the loss of 287 lives. Nine years later about one hundred lives were lost when a similar steamer, the *Seabird*, burned and sank in the same body of water. For over a century neither wreck was located, but recently an American salvage operator has claimed to have discovered both and has filed for salvage rights.

Here is where the serious issues are encountered. The state of Illinois objected to the salvage claim, arguing that the Abandoned Shipwreck Act of 1987 gives the states jurisdiction over wrecks within their boundaries and hence protects them from plunder. The salvage operator, on the other hand, has taken the view that the 1987 Act is unconstitutional in that Congress had no right to give up Admiralty authority, which is reserved to the Federal Courts. Our informant about this case, David Glick (the Editor of the *Newsletter* of the Association for Great Lakes Maritime History), points out that this is a crucial test case on the issue of historic preservation versus commercial exploitation. The results will therefore be of interest to CNRS members concerned with preserving these important historical sites. We will keep you informed about the outcome.

THE MARINER'S BOOKSHELF

(Editors' Note: This new feature highlights news of some of the new books in Canadian maritime history about which we have recently become aware. This feature should not be considered all-inclusive, and notice here does not preclude a full review in an upcoming issue of *ARGONAUTA*. Read-

ers who might like to contribute to this feature [we certainly welcome your input] should submit a one paragraph capsule commentary to the editors).

VICTORY AT SEA: TALES OF HIS MAJESTY'S COASTAL FORCES

The newest book from CNRS member Hal Lawrence, long one of Canada's most prolific maritime authors, tells the story of the young men who fought in the small boats of the Coastal Command during World War II. The stage moves from the North Sea to the English Channel, Mediterranean, Adriatic and Aegean theatres. Much of the information in the book is derived from interviews with Canadian officers and non-commissioned sailors. *Victory at Sea* is published by McClelland and Stewart, and should be available in most good bookstores for \$28.95.

ON A SUNDAY AFTERNOON: CLASSIC BOATS ON THE RIDEAU CANAL

CNRS Secretary Alec Douglas and Larry Turner have brought together five delightful essays that celebrate the historic pleasure boats of the Rideau Canal. Well-written and lavishly-illustrated, the volume even includes a complete register of the classic vessels owned by members of the Manotick Classic Boat Club. *Victory at Sea* is available in bookstores or from Boston Mills Press (132 Main Street, Erin, Ontario N0B 1T0).

TEN MORE TALES OF THE GREAT LAKES

Skip Gillham's latest book is a readable and well-illustrated little volume that should delight his long-time fans as well as please a whole new generation of readers. His "tales" deal with the fleets, ships, and lives of seamen on the Great Lakes. This sixty-six page softcover volume is available for \$11.95 from Stonehouse Publications (4 Queen Street, St. Catharines, Ontario L2R 5G3).

THE LOSS OF THE JANET COWAN

The loss of the British barque *Janet Cowan* on the southwest coast of Vancouver Island at the end of 1895 was an important event for that part of the British Columbia coast. In addition to being the largest sailing vessel ever to meet disaster along that stretch of shoreline, the wreck had a number of profound effects, including upgrading of navigational aids. Equally important, it was a key event in the formulation of recommendations for the establishment of a "shipwrecked mariner's trail," which eventually became a reality. The circumstances surrounding the wreck have now been meticulously recreated in a fascinating sixty-eight page booklet by CNRS member R.E. Wells. *The Loss of the Janet Cowan* is a volume that should delight all maritime historians. It is available from Sono Nis Press, 1745 Blanshard Street, Victoria, B.C. V8W 2J8.

AROUND THE MARITIME JOURNALS

(Editors' Note: With this issue of *ARGONAUTA*, we inaugurate a new feature to assist readers in keeping in touch with what is being published in some of the major maritime journals. This feature will list the major essays published in the most recent issue of a journal. For quarterly journals, a new listing will appear in each issue of *ARGONAUTA*. For those that appear less frequently, their listings will be published as appropriate. Readers who would care to call attention to other journals that might be listed should contact us.)

AMERICAN NEPTUNE
(XLIX, NO. 4, FALL 1989)

- John Appleby, "A Pathway Out of Debt: The Privateering Activities of Sir John Hippisley during the Early Stuart Wars with Spain and France, 1625-30"
D. Peter MacLeod, "The French Siege of Oswego in 1756: Inland Naval Warfare in North America"
Jerry W. Cooney, "Trials of a Yankee Sailor: Robert Gray in the Río de la Plata, 1798-1802"
A.B. Dickinson, "Southern Hemisphere Fur Sealing from Atlantic Canada"
Anthony S. Nicolosi, "The Founding of the Newport Naval Training Station, 1878-1883"

CANADIAN DEFENCE QUARTERLY
(XIX, NO. 3, WINTER 1989)

- Michael C. Eames, "The Impact of Future Surface Ships and Aircraft on Anti-Submarine Warfare"
Richard Compton-Hall, "Alternative Submarines--Minitraders and Green Nukes"
Joseph T. Jockel, "The US Navy, Maritime Command, and the Arctic"
A.D. McQuarrie, "A Concept for the Use of the Automated Combat Information System: An Operation in the Year 2003"
James R. Henry, "Advanced Aircraft Battle Damage Repair Techniques: An Operational Necessity"
Marc Milner, "The Implications of Technological Backwardness: The Royal Canadian Navy 1939-1945"
Michael J. Whitby, "'Fooling' Around the French Coast: RCN Tribal-Class Destroyers in Action--April 1944"

FRESHWATER
(IV, 1989)

- Brian Osborne, "The Long and Short of It: Kingston as the Foot-of-the-Great Lakes Terminus"
Rick Neilson, "The Montreal Transportation Company"
M. Stephen Salmon, "'The Freight Carriers of the Future: Whalebacks and the St. Lawrence River Canal System, Two Documents"
Walter Lewis, "The Ward Brothers, George Brush and Montreal's Eagle Foundry"
Richard Brown and Glenn T. Wright, "In Search of Ship-

wrecks: Government Archives Sources Relating to Marine Casualties in Canada"

- William B. Spaulding and Emily Cain, "Treating Tars: An 1811 Order of Medical Supplies for the Lake Ontario Brig USS *Oneida*"

INLAND SEAS
(XLV, NO. 3, FALL 1989)

- Ellen Mackenzie Lawson, "Jewel of Lake Erie"
Duane Ernest Miller, "Michigan State Naval Brigade"
Gary Dewar, "Changes in the Post-War Fleet Part II"
James P. Barry, "U.S.-Canada Border Friction Part III"
Walter C. Cowles, "A Decade of Great Ships: 1948-58"

INTERNATIONAL JOURNAL OF MARITIME HISTORY
(I, NO. 2, DECEMBER 1989)

- C.I. Hamilton, "Seamen and Crime at the Cape, c. 1860-1880"
Gelina Harlaftis, "Greek Shipowners and State Intervention in the 1940s: A Formal Justification for the Resort to Flags-of-Convenience?"
Simon Ville, "The Problem of Tonnage Measurement in the English Shipping Industry, 1780-1830"
K. Dharmasena, "The Entry of Developing Countries into World Shipping: A Case Study of Sri Lanka"
Marion Diamond, "Quecequeg's Crewmates: Pacific Islanders in the European Shipping Industry"
Peter R. Proudfoot, "Sydney and Its Two Seaports"
James H. Hitchman, "Measuring Pacific Coast Trade, 1900-1981"
Garth S. Wilson, "The Great Lakes Historic Ships Research Project: An Innovative Approach to the Documentation and Analysis of Historic Hull Design"
M. Stephen Salmon, "Through the Shoals of Paper: An Introduction to the Sources for the Study of Twentieth Century Canadian Maritime History at the National Archives of Canada"
Carl E. Swanson, "Privateering in Early America"
David J. Starkey, "Eighteenth Century Privateering Enterprise"
Peter Raban, "Channel Island Privateering, 1739-1763"

MARINER'S MIRROR
(LXXV, NO. 4, NOVEMBER 1989)

- Seán McGrail, "Prehistoric Water Transport in N.W. Europe"
Thomas Wright, "Mark Beaufoy's Nautical and Hydraulic Experiments"
William Avery, "Thrust and Counter"
Richard Middleton, "British Naval Strategy 1755-62: The Western Squadron"

STEAMBOAT BILL
(XLVI, NO. 3, FALL 1989)

- Frank A. Clapp, "West Vancouver Municipal Ferries"

William A. Fox, "A Tug's Eye View of *United States*"
 Skip Gillham, "Farewell to the Package Freighters"
 Francis J. Duffy, "The *General Slocum* Disaster"
 James L. Shaw, "First Transits of the Panama Canal"

CALL FOR PAPERS

TOWARDS A COMPLETE HISTORY: CANADIAN NATIONAL RAILWAYS 1918-1984

Canadian National is sponsoring a conference on the history of the company from the amalgamation of its predecessors to the present time. This conference represents phase three of the four-phase CN History Project that has been under way since 1987. The conference will run from Thursday evening, 25 October through Sunday, 28 October 1990.

Most of the places in the conference have been filled by invitation. However, the organizer would also be interested in papers on the following topics: CN and the employment of women; CN/CP cooperation in the 1930s; CN in the U.S. prior to 1969; the image of CN across Canada; and the relationship between CN and government. Proposals for other topics will also be entertained as space permits.

People interested in presenting a paper--or in attending (space is limited)--should contact Dr. Kenneth S. Mackenzie, CN Archivist, P.O. Box 8100, Montreal, P.Q. H3C 3N4 (telephone: [514] 399-7211) as soon as possible.

UPCOMING CONFERENCE PROGRAMMES

EIGHTEENTH ANNUAL MAINE MARITIME MUSEUM MARITIME HISTORY CONFERENCE

The Maine Maritime Museum will be organizing its eighteenth annual maritime history conference at the museum in Bath, Maine, 5-6 May 1990. Since space is limited, readers who would like to attend are urged to contact the museum as soon as possible to pre-register. The address is Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530, U.S.A. (telephone: [207] 443-1316). The provisional scholarly programme is as follows:

Saturday, 5 May

Jean M. Weber, Director, Maine Maritime Museum, "Welcome and Introduction"

Benjamin A.G. Fuller, Curator, Mystic Seaport Museum, "And the Sound of the Engine was Heard over the Waters, and Things Changed...: The Development of Internal Combustion Engines in Marine Applications"

Robert L. Webb, Curator, Maine Maritime Museum, "A Brief Report on the O'Brien Exhibition"

Sarah Griffen, Old York Historical Society, York, Maine, "...And Mr. Wildes Sailed for the West Indies: The Diary of Elizabeth Perkins Wildes Bourne, 1789-93"

Andrew Holmes, Director of Education, Maine Maritime Museum, "A Brief Report on the *Virginia* Research Project"

Christopher Ellmers, Museum of London, London, England, "A Report on the Museum in Docklands, and Notes on the London Docks System"

Robert Madison, U.S. Naval Academy, "More Pearls from Orr's Island: Harriet Beecher Stowe's Maine Seacoast"

Roger Willcock, U.S.M.C. (Ret.), Cumberland Foreside, Maine, "Steamboat Wars on the Amazon"

Tom Goux and Jacek Sulanowski, Cape Cod, Massachusetts, "A Hell of a Life on a Destroyer: Jaunty, Naughty Nautical Musicals"

Sunday, 6 May

Freda Morrill Abrams, Yellow Springs, Ohio, "In Search of the *Sterling*"

Nancy Lee Snow, Falmouth Foreside, Maine, "Preserving the *Sterling*, and Historical Painting Preservation Successes"

William Bunting, North Whitefield, Maine, "The East Indies Ice Trade"

NAVAL ARMS LIMITATIONS AND MARITIME SECURITY CONFERENCE

A major conference on "Naval Arms Limitations and Maritime Security" will be held in Halifax, N.S., 26-28 June 1990. Rear-Admiral Fred Crickard is the Conference Coordinator. The preliminary programme is as follows:

Tuesday, 26 June

The Background to Contemporary Naval Arms Limitations and Maritime Security

Dr. Geoffrey Till (Royal Naval College, Greenwich), "Naval Arms Control between the Great Powers: Lessons of the Past"

Dr. Barry Hunt (Royal Military College, Kingston), "Arms Control and Seapower in the Twentieth Century: Balancing the Cost"

Dr. William Arkin (Greenpeace, Washington), "The Nuclearization of the Oceans"

Dr. James Boutilier, (Royal Roads Military College, Victoria), "No Confirm, No Deny: Reflections on the Kiwi Disease"

Dr. Roger Barnett (National Security Research, Inc., Fairfax, Virginia), "International Legal Implications of Naval Arms Control"

Wednesday, 27 June

Naval Arms Limitations in the Current Strategic Context

Dr. Jim Tritten (Naval Postgraduate School, Monterey, California), "Naval Arms Control: An Idea Whose Time Has Yet to Come"

Dr. Andrei Granovsky (Ministry of Foreign Affairs, Moscow), "Soviet Security and Naval Arms Control"

Dr. Jan Breemer (Naval Postgraduate School, Monterey, California), "NATO Navies and Arms Control"

Dr. Robert Wood (Naval War College, Newport, R.I.), "Strategic Asymmetries and Issues of Naval Arms Control"

Dr. James L. George (Center for Naval Analysis, Alexandria, Virginia), "Negotiating Naval Arms Control in Multi-lateral Fora: Perils and Prospects"

Maritime Stability and Nuclear Weapons at Sea

Dr. Rose Gotenmeuller (Rand Corporation, Washington), "Sea-Launched Cruise Missiles, National and Arms Control Policy Issues"

Mr. Paul T. Mitchell (Queen's University, Kingston), "Naval Tactical Nuclear Weapons--'Bang versus Reverberations'"

Mr. Ron Purver (Canadian Institute for International Peace and Security, Ottawa), "Ballistic Missile Submarines Sanctuaries and Stand-Off Zones"

T.B.A., "Monitoring and Verification at Sea"

Thursday, 28 June

Maritime Stability and Confidence-Building Measures at Sea

Rear-Admiral J.R. Hill (RN, Retired), "Confidence and Security-Building Measures at Sea"

Dr. G.M. Sturua (Institute of World Economy and International Relations, Moscow), "Limitations on Exercises and Operating Areas"

Capt. V.Y. Markov (Moscow), "Incidents at Sea Agreements"

Cmdr. James McCoy (International Institute of Strategic Studies, London), "Balancing Asymmetries: An Approach to Structural Naval Arms Control"

Regional Perspectives, Middle Powers, and Maritime Security

Mr. Derek Boothby (U.N., New York), "The United Nations and Naval Arms Control and Disarmament"

Mr. Tariq Rauf (Canadian Centre for Arms Control and Disarmament, Ottawa), "Naval Arms Limitations in the Northern Seas--A Canadian Perspective"

T.B.A., "Naval Arms Limitations in the Northern Seas--A Nordic Perspective"

Dr. Luo Renshi (Beijing Institute for International and Strategic Studies, Beijing), "Naval Arms Limitations in the Northern Seas--An Asian Perspective"

EPILOGUE

Dr. Eric Grove (Foundation for International Security, Adderbury, U.K.), "Signalling Intentions, Limiting Capabilities and Maintaining Security--A Fine Line?"

PERSONAL NEWS

COMMANDER LOUIS C. AUDETTE tells us that another CNRS member, Tony German, is planning to do a television programme on the disastrous convoy SC 107 "as seen through the eyes of Louis Audette." We will keep you informed about the progress of this project.....WILLIAM P. AVERY, one of CNRS' American members, is the author of "Thrust and Counter," *Mariner's Mirror*, LXXV, No. 4 (November 1989), 333-348.....JIM BOUTILIER presented a paper entitled "Vain and Costly: The Canadian and Australian Decisions to Abandon Aircraft Carriers" at the First Australian War Memorial Naval History Seminar in Canberra last July. He will be giving a paper with the title, "No Confirm, No Deny: Reflections on the Kiwi Disease," at the Naval Arms Limitations and Maritime Security Conference in Halifax this June.....RICHARD BROWN is the author of "In Search of Shipwrecks: Government Archives Sources Relating to Marine Casualties in Canada," *FreshWater*, IV (1989), with Glenn T. Wright).....JAAP R. BRUIJN is writing a book in English on the Dutch navy and its officer corps in the seventeenth and eighteenth centuries. He is co-editor of *Shipping Companies and Authorities in the 19th and 20th Centuries: Their Common Interest in the Development of Port Facilities* (Den Haag, 1989).....VALERIE C. BURTON has been named a co-editor of the *International Journal of Maritime History*.....EMILY CAIN has contributed (with William B. Spaulding) "Treating Tars: An 1811 Order of Medical Supplies for the Lake Ontario Brig USS *Oneida*," to *FreshWater*.

IV (1989).....PIERRE CAMU is the author of "Prologue: Aspects of Social Differentiation in Canada," in G.M. Robinson (ed.), *A Social Geography of Canada* (Edinburgh, 1988), 19-28. His book, *Évolution des Transports par eau dans le Système Saint-Laurent/Grand Lacs, 1608-1850*, will be published late this year or early in 1991..... FRANK CLAPP's latest essay is "West Vancouver Municipal Fleets," *Steamboat Bill*, XLVI, No. 3 (Fall 1989), 172-181.....KEN COATES' recent publications (all with W.R. Morrison) include "The Sinking of the *Princess Sophia*: A Missing Element in the Cultural History of the Canadian Northwest," *Northwest Folklore*, VII, No. 2 (Spring 1989), 27-37; and "Transiency in the Far Northwest: The Sinking of the *Princess Sophia*," in Ken Coates and W.R. Morrison (eds.), *Interpreting the Canadian North* (Toronto, 1989). Ken is also the co-author of *Taking the North Down With Her: The Sinking of the Princess Sophia*, which will be published this spring by Oxford University Press in Toronto.....TONY DICKINSON is the Operating Director of the CCIFTD at Memorial University of Newfoundland (see the story in *ARGONAUTA*, VI, No. 4, October 1989). His recent publications include "Southern Hemisphere Fur Sealing from Atlantic Canada," *American Neptune*, XLIX, No. 4 (Fall 1989), 278-290; and "The Demise of Elephant Sealing at South Georgia 1960-68," *Polar Record*, XXV (1989), 185-190.....PETER B. EDWARDS is serving as the curator of an exhibition at the Royal Canadian Yacht Club in Toronto to celebrate the twenty-fifth anniversary of Canada's national flag. Peter also tells us that photocopies of the typewritten catalogue for the exhibit are available.....ERNIE FORBES is the author of *Challenging the Regional Stereotype: Essays on the 20th Century Maritimes*, which was published in 1989 by Acadia Press in Fredericton.....STUART M. FRANK is the author of *Biographical Dictionary of Scrimshaw Artists in the Kendall Whaling Museum* (Sharon, Mass., 1989). Stuart has also recently been married in a ceremony that should delight the hearts of all maritime enthusiasts. On 23 July 1989 he tied the knot with Mary Malloy, who is currently a Ph.D. candidate and a teaching fellow at Brown University. The nuptials took place aboard the historic coal-fired, expansion-engine steamer *Virginia V.* on Puget Sound just off Seattle, Washington. We wish Stuart and Mary every happiness and assume that they will soon start producing a new generation of maritime historians!.....TONY GERMAN's book, *The Sea is at Our Gates: The History of the Canadian Navy*, will be published in June by McClelland and Stewart. This 368-page volume, which will sell for \$39.95, tells the story of the pivotal role that the sea and the Navy have played from the colonial period to 1989.....SKIP GILLHAM's most recent book is *Ten More Tales of the Great Lakes* (St. Catharines, 1989). He is also the author of "Farewell to the Package Freighters," *Steamboat Bill*, XLVI, No. 3 (Fall 1989), 187-196.....DAN G. HARRIS has been elected as only the fourth corresponding member of Kungliga Örlogsmanna Sällskapet, the Royal Swedish Academy of Naval Sciences; he will present a paper to their annual meeting in October. He is currently preparing an essay on the frigates of F.H. Chapman.....OLAF U. JANZEN, the new Book Review Editor of *ARGONAUTA*,

will be presenting a paper entitled "Micmac Migration to Western Newfoundland in the 18th Century" (co-authored with Dennis Bartels) to the annual meeting of the Canadian Historical Association in Victoria in May.....JAMES KELLY presented a paper on "The Organization, Personnel and Effective Performance of the Canadian Coast Guard in Maritime Safety Administration as Detailed in VTS, SAR, and MARPOL Prevention and Training" at a seminar on Maritime Safety Administration in Taiwan Waters, held in Taipei, 8-10 January 1990. He is currently researching and developing a maritime language and communication programme in English entitled ANGLOSEA, which is designed for use in nautical schools throughout the world. This is sponsored by the International Maritime Lecturers Association.....TREVOR KENCHINGTON is working on a study of the *Nova Scotia Packet* in 1765; a search for the sites of the strandings of HM ships *Mars* (1755) and *Tribune* (1797); a survey of a fragment of the steamer *Humboldt* (1851); and assorted minor investigations of other historic Nova Scotian maritime sites.....HAL LAWRENCE's latest book, *Victory at Sea: Tales of His Majesty's Coastal Forces*, was published in November 1989 by McClelland and Stewart.....WALTER LEWIS' latest publication is "The Ward Brothers, George Brush and Montreal's Eagle Foundry," *FreshWater*, IV (1989).....KENNETH S. MACKENZIE is co-ordinating the "Canadian National History Project," which aims to produce twelve monographs on the history of CN, to be published by McGill-Queen's University Press between about 1992 and 1996. Ken's titles in the series are "The One Funnel Fleet: CN at Sea 1919-1984 (a history of CN's maritime endeavours) and "The Formation and Foundation of CN 1900-1923 (a study of the formation of the company and the heritage assumed by Sir Henry Thornton in 1923).....PETER MACLEOD has written "The French Siege of Oswego in 1756: Inland Naval Warfare in North America," *American Neptune*, XLIX, No. 4 (Fall 1989), 262-277.....FRASER M. MCKEE is currently writing an article on the Navy League of Canada, which will appear in this year's edition of *Canada's Navy Annual*. He is also working on a book on the RCN frigate, HMCS *Swansea*, 1943-1966.....CHRIS MILLS has published an essay on the Cross Island, N.S. light in the Northern Lighthouse Board *Journal* (December 1989). He is presently working as an assistant lightkeeper at the Seal Island light, about thirty-two miles east of Cape Sable, N.S. which is a rotational station with four keepers, two of whom work twenty-eight day shifts at any one time. He is currently working on a book about his experiences working on lightstations, which will include historical documents drawn from both primary and secondary sources.....MARC MILNER is the author of "The Implications of Technological Backwardness: The Royal Canadian Navy, 1939-1945," *Canadian Defence Quarterly*, XIX, No. 3 (Winter 1989), 46-52.....CHARLES MOORE is continuing research on the early in-shore fishing boats of the west coast. He is also involved in initiating instructional materials for sport divers on the non-destructive survey of underwater archaeological sites, as well as establishing an inventory form for the recording of this information.....HARRY MURDOCH is continuing his collaborative research on the

sinking of the *Titanic*.....J. DAVID PERKINS' book, *Canada's Submariners 1914-23*, was published in November by Boston Mills Press. Dave tells us that sales thus far have been so good that the publishers have asked him to begin work on a second volume, which will describe the activities of twenty-six Canadian submariners who served with the Royal Navy (two officers of whom earned DSCs) and detail the acquisition and employment of training subs for use by the wartime RCN. Dave's other recent publications include "A Rough Patrol," *Maritime Engineering Journal* (January 1990); and "Battle of Coronel," *Chronicle-Herald* (Halifax), 11 November 1989.....SHANNON RYAN has been appointed to the Social Sciences and Humanities Research Council of Canada and has been elected to the Executive of the Canadian Oral History Association.....ERIC W. SAGER is the co-author (along with Gerald E. Panting) of *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914*, which will be published later this year by McGill-Queen's University Press. A "Roundtable" review of his book *Seafaring Labour: The Merchant Marine of Atlantic Canada, 1820-1914* (McGill-Queen's University Press, 1989) will be published in the June 1990 issue of the *International Journal of Maritime History*. Eric is continuing his study of seafaring labour in the transition to steam and motor ships in the Canadian merchant marine.....M. STEPHEN SALMON is the author of "Through the Shoals of Paper: An Introduction to the Sources for the Study of Twentieth Century Canadian Maritime History at the National Archives of Canada," *International Journal of Maritime History*, I, No. 2 (December 1989), 239-252; and "The Freight Carriers of the Future: Whalebacks and the St. Lawrence River Canal System, Two Documents," *FreshWater*, IV (1989).....SUZANNE SPOHN is the author of "In Command at Sea," a biography of an early twentieth century sailing ship captain named Bob Batchelor, which is forthcoming in *Westcoast Mariner*.....VICTOR SUTHREN is the author of *The Oxford Book of Canadian Military Anecdotes*, which was published late last year by Oxford University Press in Toronto. *Admiral of Fear*, the third volume in his acclaimed Edward Mainwaring series, will appear later this year from Hodder & Stoughton and St. Martin's Press.....CARL SWANSON has recently been appointed editor of the newsletter of our sister society, the North American Society for Oceanic History. His most recent publication is "Privateering in Early America," *International Journal of Maritime History*, I, No. 2 (December 1989), 253-278. His book, *Predators and Prizes: American Privateering and Imperial Warfare, 1739-1748*, will be published in late 1990 by the University of South Carolina Press.....ROBERT LLOYD WEBB is the author of the forthcoming "Les Balciniers of the North: French Whalers in the Pacific Northwest," *Columbia* (Spring 1990).....R.E. WELLS' new book, *The Loss of the Janet Cowan*, was published late in 1989 by Sono Nis Press. It may be obtained for \$6.95 through your local bookseller or from Sono Nis Press (1745 Blanshard Street, Victoria, B.C. V8W 2J8).....MICHAEL J. WHITBY has written "'Fooling' Around the French Coast: RCN Tribal-Class Destroyers in Action--April 1944," *Canadian Defence Quarterly*, XIX, No. 3 (Winter 1989), 54-61.....GARTH

WILSON's most recent publication is "The Great Lakes Historic Ships Research Project: An Innovative Approach to the Documentation and Analysis of Historic Hull Design," *International Journal of Maritime History*, I, No. 2 (December 1989), 199-238. Garth has also been appointed a co-compiler of the annual Canadian Maritime Bibliography published by CNRS.....ROBIN H. WYLLIE is continuing work on his illustrated listing of Maritime provinces steam passenger vessels.

AROUND CANADA'S MARITIME MUSEUMS

CANADIAN WAR MUSEUM (OTTAWA)

The museum's Small Boat Voyaging Project will organize a longboat/whaler crossing of Lake Champlain to Burlington, Vermont, 17-19 August 1990. Crews will dress in Royal Navy costumes of the 1775-83 period and will carry out a mock attack on the waterfront of Burlington. American groups will "oppose" the attack, and will include an armed yawl boat, the *Liberty*.

The museum will also assist in the proposed voyage of the topsail schooner *Pacific Swift*, belonging to the Sail and Life Training Society of Victoria. The voyage is planned to go from Victoria to ports in eastern Canada and then to Expo '92 in Seville, Spain, returning via the Columbus route to the West Indies and then on to British Columbia. Crews will be selected from among qualified young men and women in a cross-Canada competition. Further information is available from Mr. Martyn Clark, Executive Director, SALT, Box 5014, Station B, Victoria, B.C. V8R 6N3.

Finally, the museum has proposed to the province of Ontario that part of the 1992 summer celebrations include a gathering of Canadian "tall ships" off Toronto and the ceremonial "row ashore" of a recreated historical figure, such as John Graves Simcoe, to meet provincial dignitaries.

MAINE MARITIME MUSEUM (BATH, MAINE)

Ms. Jean McPhail Weber, the former administrator of historic sites for the State Historical Society of Wisconsin, replaces John S. Carter as Museum Director. Ms. Weber has many years of experience in museum administration around the United States, and assumed her new post in December 1989.

A new exhibit, entitled "The O'Brien Family: Shipbuilders of Thomaston, Maine," opens on 25 May. The exhibition pays tribute to one of the many families from Thomaston and Warren, Maine that built and operated sailing vessels in the nineteenth century. It will also include a number of artifacts, such as several important marine paintings by W.H. Yorke and others which have been loaned from private collections and never before exhibited.

Finally, the museum will be hosting its Eighteenth Annual

Maritime History Symposium, 5-6 May 1990. A full programme appears earlier in this newsletter.

MARINE MUSEUM OF THE GREAT LAKES (KINGSTON)

Volume IV of the museum's journal, *FreshWater*, is now available. This newest issue runs forty-eight pages and includes a variety of interesting articles and notes (the contents can be found in our "Around the Maritime Journals" feature earlier in this issue of *ARGONAUTA*).

The museum has three new appointments to announce. Earl Morehead is the new registrar; Allison MacDuffee has accepted the position of Education Officer; and Carole Pensom has joined the staff as a part-time secretary.

Recent accessions include the "Mowat Boat," an indigenous North Shore Lake Ontario fishing boat converted to a yacht by Angus Mowat, Farley Mowat's father; the Ernie Turner Collection, comprising some three hundred books, as well as a number of fine models; and a walking beam engine, typical of those used in North American waters.

The museum is in the midst of a major fund-raising effort to acquire a collection of 315 paintings, drawings and sketches by the late Grant Macdonald. The collection is devoted mainly to World War II and focuses upon the men and women who served in the Royal Canadian Navy, both at sea and ashore. To date, nearly half of the \$80,000 required to keep the collection intact has been raised. *ARGONAUTA* readers interested in assisting this worthy cause may do so by sending a contribution to the museum (55 Ontario Street, Kingston, Ontario K7L 2Y2), clearly marked for the "Macdonald Project." A tax receipt will be sent promptly to all donors.

MARITIME MUSEUM OF THE ATLANTIC (HALIFAX)

A new exhibit on "Nova Scotia's Champions: The Story of Competitive Rowing" will open in June 1990. Rowing was a very popular sport in Nova Scotia from the mid-1850s until the outbreak of the Second World War. Regattas were held annually on the harbour and thousands of spectators lined the shore to watch the races. The whole city would be in a fever of excitement. The mayor often ordered merchants to close their shops so that everyone could join in the fun. Local store owners decorated their windows with rowing memorabilia, photographs, programs and trophies. This inspired the exhibition team to use an early twentieth century storefront as the focal point for the exhibit. Rowing shells from the early twentieth century will also be exhibited to show the evolution of rowing technology.

The museum is also housing major projects on Nova Scotia shipwrecks and Canadian Merchant Seamen in World War II. A story on these two important undertakings can be found in the "*ARGONAUTA* News" section of this issue.

MARITIME MUSEUM OF BRITISH COLUMBIA (VICTORIA)

The museum has a series of new staff appointments to announce. Guy Mathias, formerly Associate Registrar at the Royal Ontario Museum in Toronto, is the new Collections Manager. Susan Down, formerly with the Cowichan Wooden Boat Society, becomes Public Relations Officer. The new Operations Manager is Austin Fraser, formerly an Economic Development Officer with the province of British Columbia. Rashpal Parmar moves to Manager of Finance and Personnel from Finance and Administration Officer. Finally, Robert Morris and Stephanie Crosby have been appointed Special Projects Officers to develop a series of collections and programmes projects.

The museum's splendid newsletter, *The Resolution*, will now be published quarterly and has been increased in size from sixteen to thirty-six pages. The museum society has been granted a coat of arms and an ensign by the Governor-General through the College of Arms in Ottawa. The letters patent are to be presented in a public ceremony later in the year. The museum has also adopted a new logotype, which should present a better public image than the old one which has been used for the past few years.

The museum also has a number of new programmes and projects to report. One involves a voluntary province-wide registration of "vintage vessels," defined as those over forty years of age. Plans are under way to begin a recognition programme later this year, which will include a burgee to qualifying vessels and an annual publication of the register updates. Along with the University of Victoria, the museum has entered into a joint venture agreement to produce a series of short video productions on the maritime heritage of the province. The first, on the *Princess Marguerite*, is almost completed.

Finally, the museum management now expects that a new fifty-three thousand foot museum will be opened in 1994 in time for the Commonwealth Games. A firm has been engaged to manage the overall project, while an exhibition design company is currently developing the creative interior concept for the new building. An architectural building programme has been completed to guide the architects, and a short-list of firms has been completed. A long-term lease on the "Ocean Cement Site" across from the Parliament Buildings is being negotiated with the city of Victoria. The museum society has also appointed fund-raising counsel to raise the necessary capital.

MARITIME MUSEUM OF UPPER CANADA (TORONTO)

Diane Beasley has replaced David DeBoer as Programme Coordinator of the museum. Diane has previously worked at a number of museums and historic sites, including the Marine Museum. In September 1989, John Summers was appointed Assistant Curator of the museum.

From June through October of this year the museum will present a juried exhibition on "Toronto's Changing Waterfront." Including as well a sale of works, the exhibit will examine the themes of watercraft, places, buildings and other aspects of the harbour's history since 1793.

The museum has made a number of significant acquisitions in recent months, including a sponson wood and canvas canoe from about 1910; a Lake Sailing Skiff Association twelve foot-class gunter-rigged sailing dinghy; a Charles I. Gibbons pencil drawing of the schooner *Jessie Drummond*; two early twentieth century woodcuts of Toronto tugboats by W.A. Godfrey; an L.R. O'Brien watercolour of the full-rigged ship *City of Toronto*, which was built in Toronto for deep-sea service and lost in the late nineteenth century; a fourteen foot lapstrake rowing skiff from the Durnan family's rental livery on Toronto Island, dating from the early twentieth century; and a mirror-backed half model of the steamer *Easton*, owned by the Matthews Steamship Company of Toronto.

MOORE MUSEUM (MOORETOWN, ONTARIO)

The museum will be holding its third annual "Mariners' Sunday" on 11 March 1990. Featured will be displays and presentations on maritime themes. CNRS members interested in attending or in setting up a display are invited to contact the Curator, Laurie Fournie, for more information (94 William Street, Mooretown, Ontario N0N 1M0).

NATIONAL MARITIME MUSEUM (GREENWICH, ENGLAND)

New publications by the museum include *National Maritime Museum: The Story of Britain and the Sea* (1990, £1.95, ISBN No. 0-948065-04-4); *Queen's House, Greenwich: Souvenir Guide* (1990, £1.95, ISBN No. 0-948065-10-9); and Carole Stott (ed.), *Old Observatory, Greenwich: Man's Encounter with the Sky* (1990, £1.95, ISBN No. 0-948065-05-2). The museum also tells us that the Queen's House, Stuart Palace, which was designed by Inigo Jones and which is an integral part of the NMM, has been restored to the glory it formerly enjoyed in the 1660s. There are to be sumptuous displays of paintings, furniture and a Treasury. The house will be reopened by the Queen on 1 May 1990.

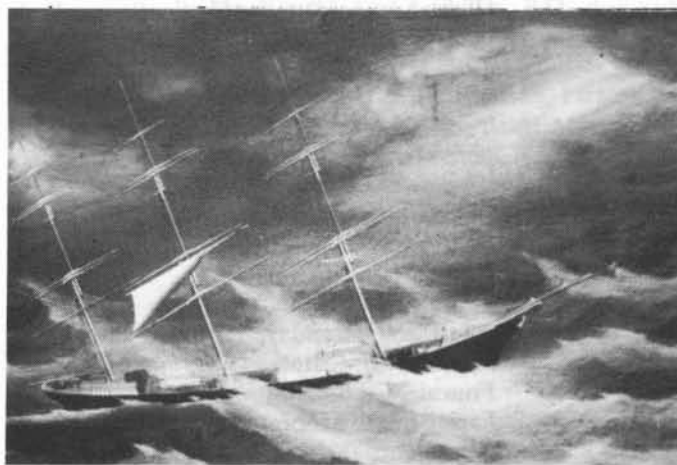
NEW BRUNSWICK MUSEUM (SAINT JOHN)

William McKee, formerly Acting Director of the Maritime Museum of British Columbia in Victoria, became Director of the New Brunswick Museum in November. With his arrival, the museum plans to embark upon several new projects, one of the most visible of which will be the installation of a semi-permanent marine gallery entitled "River Marsh and Salt Spray." When completed, this exhibition will feature a number of specific themes. To minimize disruption, individual sections will be opened upon completion while work continues on other segments.

VANCOUVER MARITIME MUSEUM (VANCOUVER)

On-going special exhibits include "Welcome Aboard: The First Steamships of the St. Lawrence;" "Wilhelm Hester: Marine Photographs on Puget Sound;" and "Vancouver Harbour." Another on-going feature that you will not want to miss is Captain Irving Johnson's narration of the dramatic video presentation, "Around Cape Horn," in which he recounts his 1929 voyage around the Horn on the bark *Peking*. On 1 March, the museum will be hosting a lecture/slide show on the S.S. *Moyie*, a national treasure and the oldest intact sternwheeler in North America (and possibly in the world).

YARMOUTH COUNTY MUSEUM (YARMOUTH)



Ship *Thermopylae*, A Recent Acquisition of the
Yarmouth County Museum

Laura Bradley has replaced Helen Hall, who retired at the end of 1989. Helen was the longtime Librarian/Archivist who had been responsible for setting up the library and archives in an extremely efficient and useful manner. All readers who have used the museum's facilities will join us in wishing Helen every happiness in retirement. Alice Smith remains as the Assistant Librarian/Archivist. The museum also hopes to begin a campaign for expansion in the near future.

Recent acquisitions include the addition of five ship portraits to the museum's already impressive collection. One is of the famous ship *Thermopylae* (see photograph above), painted by an unknown Chinese artist, portraying the vessel in a typhoon in the China Sea while under the command of Captain J.R. Winchester. This donation is from the Winchester family of Smith's Cove, N.S. An additional three portraits--of the steamers *Alcana* and *Iver Heath* and the barque *Unanima*--were added as a bequest from Mr. George L. Green. The final portrait, depicting the barque *A.J. Fulton*, was repatriated from the United States with the assistance of the Canadian Cultural Property Export Review Board.

ARGONAUTA DIARY

- January 17 1990 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders of Ottawa, Cartier Square Drill Hall (Speaker, Michael Whitby, "Fleet Training in the RCN, 1930-1939")
- January 22- March 25 1990 "Steamboats of the St. Lawrence" Exhibition, Vancouver Maritime Museum, Vancouver, B.C.
- January 26-28 1990 Steamship Historical Society Annual Meeting, Philadelphia, Pennsylvania
- February 14 1990 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders of Ottawa, Cartier Square Drill Hall (Speaker: John Rou , "Ships Named Canada")
- February 16-18 1990 Yachting History Symposium, Mystic Seaport Museum, Mystic, Connecticut
- February 17 1990 Canal History and Technology Symposium, Center for Canal History and Technology, Easton, Pennsylvania
- March 11 1990 "Mariners' Sunday," Moore Museum, Mooretown, Ontario (Information: Laurie Fournie, Curator, Moore Museum, 94 William Street, Mooretown, Ont. N0N 1M0 [telephone: (519) 867-2020])
- 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)
- March 16-18 1990 Symposium on "Pre- and Post-World War II Yachting, 1935-1960," Mystic Seaport Museum, Mystic Connecticut (Information: Mr. Peter Vermilya, Mystic Seaport Museum, Mystic Conn. 06355 [telephone: (203) 572-0711, Ext. 319])
- March 21 1990 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders of Ottawa, Cartier Square Drill Hall (Speaker: W.A.B. Douglas, "How We Have Dealt with Submarines")
- March 28-30 1990 International Maritime Lecturers Association "International Workshop on Integrated Training of Deck and Marine Engineer Officers," Marine Institute, St. John's, Nfld.
- March 29-31 1990 Maritime Museum Curatorial Symposium, National Museum of Science and Technology, Ottawa, Ontario
- March-Sept. 1990 "Whistle up the Inlet," Vancouver Maritime Museum, Vancouver, B.C.
- April 27-29 1990 Second Annual Scrimshaw Collectors' Weekend, Kendall Whaling Museum, Sharon, Massachusetts (Information: Dr. Stuart M. Frank, Director, Kendall Whaling Museum, 27 Everett Street, P.O. Box 297, Sharon, Massachusetts 02067)
- May 5-6 1990 Eighteenth Annual Maritime History Symposium, Maine Maritime Museum, Bath, Maine (Information: Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530)
- May 24-26 Annual Meeting of the North American Society for Oceanic History, Mariners' Museum, Newport News, Virginia (Information: Dr. James Morris, Department of History, Christopher Newport College, 50 Shoe Lane, Newport News, Virginia 23606-2988)
- May 26-28 1990 Steamship Historical Society of America, Spring Meeting, Detroit, Michigan
- May 30 1990 Annual Meeting of the Canadian Nautical Research Society, Maritime Museum of British Columbia, Victoria, B.C. (Programme Chair: Dr. Barry M. Gough, Department of History, Wilfrid Laurier University, Waterloo, Ontario N2L 3C5)
- June 15 1990 Oceans Policy in the 1990s, Westbury Hotel, Toronto, Ontario (Organizers: Oceans Institute of Canada, 1236 Henry Street, Halifax, N.S. B3H 3J5)
- June 26-28 1990 Naval Arms Limitations and Maritime Security Conference, Halifax, Nova Scotia
- June-Oct. 1990 "Toronto's Historic Harbour," Marine Museum of Upper Canada, Toronto, Ontario
- 1 July 1990- June 1991 New Brunswick Maritime History Exhibition, New Brunswick Museum, Saint John, New Brunswick
- August 17-19 1990 "The Road from Ogdensburg: Fifty Years of Canada-U.S. Cooperation," St. Lawrence
- (Information: Captain D.F. Drown, IMLA Workshop Coordinator, Marine Institute, P.O. Box 4920, St. John's, Nfld. A1C 5R3)

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|------------------------|---|-----------------------|--|
| | University, Ogdensburg, New York | October 5-7
1990 | "Rowing Craft for Work and Pleasure,"
Museum Small Craft Association Annual
Conference, Lunenburg, N.S. (Information:
David B. Flemming, Director, Maritime
Museum of the Atlantic, 1675 Lower Water
Street, Halifax, N.S. B3J 1S3) |
| August 17-19
1990 | Canadian War Museum Small Boat Voyag-
ing Project, Crossing of Lake Champlain (Infor-
mation: Canadian War Museum, 330 Sussex
Drive, Ottawa, Ontario K1A 0M8) | | |
| August 19-24
1990 | Tenth International Congress of Economic
History, Including Sessions on "Shipping and
Trade, 1750-1950" (Sponsored by the Mari-
time 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 | October 12-14
1990 | Fifteenth Annual Whaling Symposium of the
Kendall Whaling Museum, Sharon, Mas-
sachusetts (Information: Dr. Stuart M.
Frank, Director, Kendall Whaling Museum,
27 Everett Street, P.O. Box 297, Sharon,
Massachusetts 02067) |
| August 26-31
1990 | VII Triennial Congress of the International
Congress of Maritime Museums, Statens
Sjöhistoriska Museum, Stockholm, Sweden | October 25-28
1990 | Towards a Complete History: Canadian
National Railways 1918-1984," Montreal,
P.Q. (Organizer: Dr. Kenneth S.
MacKenzie, CN Archives, P.O. Box 8100,
Montreal, P.Q. H3C 3N4) |
| Aug. 26-Sept.2
1990 | International Congress of Historical Scien-
ces, Including Conference of the Interna-
tional Commission for Maritime History on
the "Maritime Transport of Foodstuffs" (Or-
ganizer: Prof. dr. Klaus Friedland, Presi-
dent, ICMH, Kreienholt 1, D-2305 Heiken-
dorf, F.R. Germany); and a Session Spon-
sored by the Association for the History of
the Northern Seas (Organizer: Dr. Yrjö
Kaukiainen, President, AHNS, Department
of Social and Economic History, University
of Helsinki, Aleksanterinkatu 7, 00100 Hel-
sinki, Finland), Madrid, Spain | October 25-28
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 His-
tory, 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) |
| | | January-April
1991 | "The Enlightened Voyages: Malaspina and
Galiano," Vancouver Maritime Museum,
Vancouver, B.C. |
| August 1990 | Annual Display of Ship and Boat Models,
National Historic Site "The Port of Quebec
in the Nineteenth Century, Quebec City
(Information: Mr. Alain Maltais, Canadian
Parks Service, 100 Saint-André Street, Que-
bec, P.Q. G1K 7R3 (telephone: [418] 648-
3300) | April 18-20
1991 | Malaspina Symposium, Vancouver Maritime
Museum, Vancouver, B.C. (Information: Dr.
Richard W. Unger, Department of History,
University of British Columbia, 1297--1873
East Mall, Vancouver, B.C. V6T 1W5) |
| Sept. 13-15
1990 | Association for Great Lakes Maritime His-
tory Annual Meeting, Milwaukee, Wisconsin | 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) |
| Fall 1990 | Seafarers in Canadian Ports, Vancouver,
B.C. (Organizer: Colin Smith, Apt. 312, 1033
St. Georges Avenue, North Vancouver, B.C.
V7L 3H5) | April-Sept.
1992 | "Captain George Vancouver--Navigator and
Surveyor," Vancouver Maritime Museum,
Vancouver, B.C. |
| Sept. 10-14
1990 | Sixth Conference of the International Mari-
time Lecturers Association, Department of
Nautical Studies, Bremen Polytechnic, Bre-
men, F.R. Germany | August 11-15
1992 | First International Congress of Maritime
History, Liverpool, England (Organizer:
Lewis R. Fischer, Maritime Studies Re-
search Unit, Memorial University of New-
foundland, St. John's, Nfld. A1C 5S7) |
| September 29
1990 | Steamship Historical Society of America,
Fall Meeting, Bath, Maine | | |

BOOK REVIEWS

J. David Perkins. *Canada's Submariners, 1914-1923*. Erin, Ontario: Boston Mills Press, 1989. 226 pp., illustrations, appendices, bibliography. \$35.00.

It is passing strange that although the Canadian Navy in two World Wars, and almost since its inception in 1910, had established itself as an anti-submarine Navy, it took fifty-five years for it to get seriously into the actual submarine business. And now again it appears that this navy is about to more or less abandon the trade once again. Between 1910 and 1965 the RCN had only owned, for brief periods, three lots of two submarines at a time. The first were the early and not very satisfactory ex-Chilean, U.S.-built (and three years in the building) submarines; the second pair, after the First War's end, were new but by no means the most current of design H-Class craft, built in Montreal for the RN and turned back at Bermuda for the RCN's use. They were soon discarded in 1922, in a familiar frenzy of disarmament and savings retrenchment--only seventeen years before the start of a new war, when we eventually and truly became anti-submarine experts, trained on borrowed submarines. The third set were rented or bought, one at a time, from the United States Navy, in 1961 and 1968. So far theirs has been an almost ignored history.

In this exceptionally well-written and documented first volume of a planned two volume work, Dave Perkins, himself a submarine CPO, has unearthed, after more than five years intensive research, the authentic story not only of the first four boats but also of the lives of ten Canadian officers and some of the men (RCN, RNCVR, and those loaned to the RN and RNR) who served in Canadian and the RN submarines from 1914 to 1923. His second volume is scheduled to cover the Second War service of similar Canadians in RN submarines; the stories of the ex-USN *Grilse* and *Rainbow*; and the final acquisition of the modern O-Class boats in the mid-1960s.

This book recounts the tales of many almost unknown Canadians who deserve such a turn in the limelight, and corrects some misconceptions that have tended to be carried forward from hearsay. For example, there was the 1914 purchase by B.C.'s Premier Richard McBride of the two Seattle-built C1 and C2 submarines that the Chileans would not accept. Perkins, through careful sifting of documents, is able to show that while they were indeed originally paid for with a provincial cheque, McBride had been careful to ensure that the federal government approved so that his purchase would be reimbursed. And given the years of training that now goes into the education of submariners, the story of the search for, and hurried collection of, the scratch crews for C1 and C2 from retired ex-RN submariners, local talent with minimal submarine experience, and indeed twenty-three RNCVRs with no experience whatsoever, illustrates just what the versatile Canadian and expatriate Briton could do in an emergency. Amusing, heartening, and an object lesson to those

who, on any occasion, say "They just couldn't do that...too technical... takes years of training."

Perkins gives a fascinating, detailed, yet not wearisome history of such valiant characters as Cdr. B.L. "Cap" Johnson, RNCVR, who, to get command and to rise in the Royal Navy's submarine world, had to convert to their RNR, but had command of *H8* by May, 1915. And Lt. W. M. "Billy" Maitland-Dougall of Duncan, B.C., who served in the RCN from the first class of 1910, was in *Rainbow* in 1914, and appointed as a midshipman, with no submarine training, to *CC1* on arrival in Canada as Third Hand and Navigator. Tragically, Maitland-Dougall was the only Canadian killed--in fact the only RN submariner to lose his boat by air attack in the First War--when his *D3* was sunk in March 1918 by a French airship off Le Havre due to lack of an inter-Allied recognition signal. This history covers both the Canadians who ended up in RN submarines, and some of the ex-RN officers who were to serve in Canadian, and Canadian-built boats, such as Lt. Jock Edwards, and Lt. Adrian St. V. Keyes, brother of Admiral Sir Roger Keyes. It is also the documented story of the building of H-Class submarines at Canadian Vicker's yard in Montreal, at first as finishers and assemblers for the neutral United States's Bethlehem Steel Co. boats, and later on its own account for the Admiralty, Italy, and Russia.

Not only is this an unusually well-written story, told with flare, of submariners, submarines, and their war, well-supported by evidence, but it also places this mini-world into a larger context. Not surprisingly, Perkins has a feeling for "The Trade," using all the correct terms. Three points illustrate the high praise the book engenders: over one hundred photographs are very well reproduced, and many are very rare; the index, for a change, is useful and comprehensive; and the book's class throughout is of Boston Mill's high standard. It fulfils a very real need in covering a heretofore poorly-documented portion of the RCN's history. It is worth the money, and makes one anticipate Volume Two. We have been well-served, in the historical sense, by this book.

F.M. McKee
Markdale, Ontario

Rear Admiral J.R. Hill. *Arms Control at Sea*. London: Routledge, 1989. 229 pp., bibliography. \$30.00.

This book encompasses much more than the topic of maritime arms control. The author provides an excellent impression of arms control measures as they are applied in other areas as well as at sea. The major focus of improved mutual security as the overall objective of arms control is compared to a spiral in which the establishment of one arms control agreement can lead to further agreements and an enhanced feeling of security. Securing the economic use of the sea is a major objective of maritime forces. This objective is linked with deterrence and participation in alliances.

A review of arms control measures from 1800 until the beginning of World War II includes a discussion of protracted negotiations on limitations to the size of forces at sea. Many of the agreements reached in the inter-war period were negated by the events of World War II.

The post-World War II era saw new missions for wartime forces. The nuclear weapon mated with the missile greatly extended the reach and destructive capacity of their forces. Naval force elements thus became embroiled in the major arms control negotiations of the superpowers. In the arms control treaties since 1945 few of the instruments were concerned exclusively with maritime affairs. The major areas which have been touched by negotiations and treaties are the Sea Bed Treaty, the Agreement on the Prevention of Incidents On and Over the High Seas and the limitations on strategic arms. On the topic of tactical nuclear weapons at sea the concept of not using these weapons at the outset of conflict is influenced by: a lack of data on the efficacy of nuclear weapons at sea, the problem of collateral damage, the effect of the electromagnetic pulse, the danger of a spread of nuclear weapons from sea to land and the effect on the sea environment. The nuclear arsenals at sea currently consist of anti ship weapons, anti submarine weapons, anti-air systems and land attack systems. It is concluded that there will be reluctance on the part of commanders at sea to recommend first use of nuclear weapons.

Because of the large number of tactical nuclear weapons at sea they become the target for arms control. However, it is not certain that the complete elimination of the tactical nuclear systems would be favourable to nuclear security. Verification of the existence and the elimination of these systems is an extremely difficult problem. It would take the superpowers many years and experience with other treaties to achieve an acceptable level of confidence.

Limitation of conventional armaments at sea faces the difficulties of data collection, balancing of interests and capabilities and verification. There is a detailed discussion of the limitations of armaments and naval force structures. Some possible arms control measures in this context are the limitation of reach, the limitation by level or type of conflict, limitation of tonnage, limitation of budgets and the elimination of foreign bases. Another arms control area is that of operational arms control, i.e., limits on what maritime forces do and where they may do it. An example is the nuclear weapon free zones, and such areas as the Mediterranean, the Nordic area, the South Atlantic, the South Pacific and Antarctica.

The book closes with discussions on confidence building measures and the limits of the possible. Admiral Hill believes that the last word in these matters must be that of sailors.

Donald A. Grant
Nepean, Ontario

Shelagh D. Grant. *Sovereignty or Security. Government Policy in the Canadian North*. Vancouver: University of British Columbia Press, 1989. 436 pp., photographs, appendices. \$29.95. ISBN 0-7748-0306-1.

The title of this book is misleading. How can you have "sovereignty or security" and not "sovereignty and security"? Surely the words in practice are synonymous. However, as Dr. Grant develops her thesis (and that is what the book is), she explores the difficulties Canada had in establishing its own Arctic sovereignty between 1936 and 1950 against the pervasive influence and demands of the United States to obtain American (and hence Canadian) security in the far north.

Dr. Grant provides considerable detail on the still-current issue of sovereignty in Arctic waters. Dr. Donat Pharand and others have strenuously expressed their opinions, which differ somewhat from the author's. It is common knowledge that the United States does not accept Canadian sovereignty over Arctic waters.

This whole argument might have been condensed. It is also well-known that while Canada may be prepared to take its position *vis-à-vis* straight base lines to an international court, it might well face a barrage of counter-arguments from the United States. At least we now have an amicable and practical approach, for operational reasons, to the transit of the North West Passage by U.S. Coast Guard icebreakers, as has recently occurred again with the *Polar Star* in August 1989.

The book pursues the Arctic security issue during an important time period. The author has undertaken a good deal of research, which makes the book highly informative. The complete lack of interest in the Arctic by Canadian leaders, such as Mackenzie King, C.D. Howe and J.L. Ilsley, during and after the war was appalling and the facts are presented here. It was left to Parkin, Keenleyside and of all people Malcolm MacDonald, the United Kingdom's High Commissioner who probably knew more about the Arctic than any Ottawa bureaucrat, to attempt to forestall American influence. As Keenleyside stated during his tenure as Deputy Minister of Mines and Resources, "We have not gained independence from London in order to surrender it to Washington." In effect, our independence was surrendered, as is well-illustrated by the massive influx of American troops into the Arctic to build roads, airfields and pipelines at the expense of Canadian sovereignty.

This dependence on American security for our Arctic has continued with the building of the Distant Early Warning Radar line in 1953--an American-manned operation at the outset. The new North Warning System now under construction will be entirely Canadian-manned and operated. The book certainly focuses attention on both the historical and contemporary issues, including, at last, Canadian concerns about our vast northern area. Perhaps we will finally take charge of our own Arctic and its treasures.

While this is also a book for specialists, I must note as an ex-officer of HMCS *Labrador* that the Canadian Navy's ice-breaker was not in the Arctic in 1948. The ship did not enter service until 1954. The appendices of the book are excellent and their documentation of important letters and events provides background to a generally well-researched book.

Tom Irvine
Ottawa, Ontario

Shannon Ryan (Assisted by Martha Drake). *Seals and Sealers: A Pictorial History of the Newfoundland Seal Fishery*. St. John's: Breakwater Books, 1987. 94 pp., photographs, index, select bibliography. ISBN No. 0-920911-19-6.

I have always been rather suspicious of the cliché that "a picture is worth a thousand words." This is not because I am out of sympathy with the idea but rather because of my belief that, particularly in maritime literature, pictures have often been used as a substitute for thought. When used to further analysis or to illustrate an idea, pictures are useful tools. But when used gratuitously, they illustrate what I like to call the *Popular Mechanics* approach to writing. It should follow from the above that I am particularly dubious about "books" which are comprised almost entirely of photographs. Most of the maritime coffee-table books are a joy through which to browse but have about as much intellectual nutrition as a loaf of sliced white bread.

I was therefore prepared to be highly critical when I first picked up Shannon Ryan's collection of photographs from the collection of the late Cater Andrews. My sense of foreboding was heightened by what I knew of Shannon's research: he is engaged in a long-term study of the Newfoundland seal fishery, a project supported in part by Memorial University of Newfoundland. I also knew that the university administration was keen to see some of the material published as rapidly as possible. My expectation was that this volume was simply an interim statement designed to appease the perhaps understandable desire of those who grant research funds for a quick return on their investment.

I was wrong. *Seals and Sealers* is as far from a "quick and dirty" picture book as it is possible to be. Indeed, until Dr. Ryan produces his full history of the now-suspended hunt, this is as close as we have to a comprehensive history of the way in which it was prosecuted from Newfoundland's shores. One of the reasons for this is the concise yet illuminating text that the author (with the aid of his assistant, Martha Drake) has produced to accompany each photograph. Another is the obvious care with which the eighty-three photographs were chosen. While some important topics are omitted, principally because of the lack of visual material to illustrate them, most of the obvious subjects are included. And although all the photographs were taken from one collection, the author has selected those which best depict the point he wishes to make.

The publisher, Breakwater Books, does not have an enviable

reputation for producing this type of volume. But *Seals and Sealers* demonstrates the quality of which they are capable. This is a book with only a few typographical errors and none that in any way detract from the meaning. The use of coated paper enhances the photographs and ensures that the volume will have a long and useful life on any bookshelf. Indeed, while I had the book at home, the toddler of a friend accidentally spilled milk on two of the pages--they were easily wiped with a damp cloth and today are indistinguishable from the remainder of the book.

While in many ways a model for this type of book, *Seals and Sealers* is not perfect. One of the things which bothers me is the size of many of the photographs. Many of those of limited historical value occupy full pages, while other more important ones are squeezed together three or four to a side. Even granting that such choices often reflect technical considerations, I doubt that even Brigitte Bardot (to pick one well-known aficionado) needs any of the three full-page photographs of seals. And while the five page introduction does a splendid job of setting the context, readers would be far better able to garner salient points from the photographs had the author provided us with a longer, more detailed essay.

But this should not in any way detract from the substantial achievement of *Seals and Sealers*. It is one book of photographs that I am proud to own and from which I have learned more than I expected. I am certain that I will return to it time and again to understand the history of the Newfoundland seal hunt.

Lewis R. Fischer
St. John's, Nfld.

O.H.K. Spate. *The Pacific Since Magellan. Volume III: Paradise Found and Lost*. Minneapolis: University of Minnesota Press, 1988. xxii + 410 pp., maps, plates, endnotes, index. ISBN 0-8166-1715-5. \$59.50, cloth.

Paradise Found and Lost is the eagerly awaited third volume of Oscar Spate's trilogy, *The Pacific since Magellan*. Reviewers of the earlier volumes (*The Spanish Lake and Monopolists and Freebooters*, published in 1979 and 1983, respectively) have favourably compared Spate with Fernand Braudel. In large degree this praise is justified. His attention to detail, emphasis on geography, and particularly his treatment of myth resound with a clear echo of the best of Braudel and others of the *Annales* school. Spate's writing style, while perhaps lacking some of Braudel's Gallic flair, nevertheless often rises with fine poetic grace and is leavened throughout with delightful wit. The reader is never allowed to feel mired in detail. Even taking into account high expectations, in no substantial way does this third volume disappoint.

In the fashion of *Annales* scholars, Spate lends a geographer's authority to his history of the Pacific. Given the hemispheric scope of this ocean, with its extremely diverse array

of local conditions and often isolated pockets of distinctive populations separated by vast expanses of open water, a generous emphasis on geography is, no doubt, essential. However, the expansiveness of this ocean itself predicates that no history of the Pacific could ever be as cohesive as Braudel's Mediterranean. The period which is the primary focus of this volume (c. 1760 to c. 1846) is particularly filled with historiographic difficulties, since it is replete with so many events in varying degrees dislocated from each other. Spate avoids potential pitfalls by centring the book on two chapters of, as he puts it, "austere chronology," around which he ventures on more detailed and sometimes discursive forays. It is a work which could easily become sprawling and invertebrate, yet even in his most digressive moments Spate skilfully maintains clarity of thought and presentation.

European exploration and discovery in the Pacific was such a long and drawn out process that all three volumes in this series deal with first contacts between Europeans and indigenous peoples. It was during the period covered in this last volume, however, that European impact on the indigenous population beyond Spanish America was most felt. It was also a time when the peoples of Oceania first had an impact on Europe, affecting the direction of the eighteenth century's flowering scientific discourse, and perhaps just as importantly, European Romanticism, particularly as it related to concepts of the "noble savage." Spate opens the book by surveying the prehistory of these peoples as we know it today in light of recent anthropological and archaeological studies. To this "reality" Spate returns frequently throughout the book, contrasting it with the various mythic perceptions through which both Europeans and islanders tried to comprehend each other. Elements of these early myths persist today in tourist brochures and even in some scholarly work which purports to see model communism in pre-contact island society.

Paradise Found and Lost is a thoroughly footnoted piece of scholarship. For all its readability it remains an excellent reference for any student of Pacific history. Spate is not afraid of dealing with theories from the fringe of accepted academic theory. For example, he offers a considered criticism of Thor Heyerdahl's work on the South Pacific, and yet gives him full credit for the "heretic virtue of sharpening orthodox wits," which has led, at the very least, to strengthening mainstream studies on "primitive" navigation. Far from being a dismissive sceptic, Spate also offers the opinion that it is not so much a question of whether or not Asians crossed the Pacific in prehistory but whether the survivors of such voyages had any substantial influence on the cultures they encountered.

In his examination of the first men in the Pacific Spate gives warranted weight to the effects of what I like to call "ocean surface topography." By this I simply mean the combination of current and prevailing wind which dramatically affects the ability of any craft dependent on the wind to make effective headway in a given direction. Thus, a destination that is

"downhill," as defined by a favourable wind and current, is, in effect, much closer for the navigator's purpose than another destination equidistant, but "uphill," against wind and current. It is generally recognized that this element had a great deal of influence on the pattern of human settlement throughout the Pacific islands. However, Spate abandons this point of reference when examining the routes of the European explorers.

Spate seems to be losing himself in a myth by implicitly accepting that while man in primitive craft had his routes dictated by nature, man in technologically advanced craft is free to choose his own route in defiance of nature. While the concept is still not wholly meritorious even in this day of submarines and supertankers, it is certainly off the mark in an eighteenth century context. Spate is correct in pointing out that the vessels of Drake and Tasman had been much improved upon, but the ships of the eighteenth century were far from immune to the ocean's topography. In contrast, many native craft, boasting great speed, and often superior ability to windward, while having always the recourse of paddles, were in fact relatively well-equipped to overcome the effects of ocean surface topography. One instance of its effect on European exploration: Cook's immediate predecessors, Byron, Wallis, Cataret, and Bougainville, all approached the Pacific from the east, which meant that the mythical southern continent, *Terra Australis*, should lie directly "uphill," as defined by the formidable Westerlies and South Pacific Drift, from their point of entry at the Horn. Despite the common desire among these navigators to locate the unknown continent, all headed essentially north by northwest until they fetched the southern limits of the Southeast Trades, and only then headed west. Little wonder then that the myth of this continent's existence persisted until Cook's determined push south from Tahiti--across the flow, as it were--on his first voyage (and this an unpleasant sally taken much against the advice of his officers). Only with Cook's second voyage, which originated in the West and passed "downhill" across the open expanse of the Southern Ocean, was the continent's existence debunked for good. By missing this aspect of discovery Spate falls short of granting the Pacific its full due, and fails, in part, to fulfil Lucein Febvre's exhortation that geographic entities such as the sea be "raised to the rank of historical personages."

Paradise Found and Lost is in the first place a story of explorers. But it is in Spate's broad treatment of background material--forces of change, adventure capital, human perceptions, scientific and technological innovations, and the impact of first contacts--that the book comes into its own. It is not a history of static elements, of settlement or established commerce. As a consequence some may find that there is too much emphasis placed on Oceania at the expense of much of the Pacific's geographically peripheral areas, such as mainland Asia, the Philippines, western Indonesia, and Spanish America.

My complaints are few. This book's merits are many. Even

the graphics are satisfying; besides a pleasant selection of plates, *Paradise Found and Lost* is well-endowed with worthwhile maps (twenty-nine in all). A number of maps entitled "Pacific Outlines" are particularly good as they give the reader excellent graphic representations of the cartographer's evolving knowledge of the Pacific, as coastlines gradually become more sharply defined, land masses emerge, while straights, islands, and even continents vanish. Such a comprehensive history as has now been completed with this volume was overdue. Overall, Spate has proved himself the right man to take the pulse of Melville's "tide beating heart of the earth."

Charles D. Moore
Richmond, B.C.

Small-Type Coastal Whaling in Japan: Report of an International Workshop. Edmonton, Alberta: Boreal Institute for Northern Studies, University of Alberta, 1988. 116 pp., bibliography, appendices, photos, maps, graphs. Paper.

This report is "Occasional Publication Number 27" of the Boreal Institute for Northern Studies, University of Alberta, which, with the Japan Social Sciences Association of Canada and the Fund to Promote International Educational Exchange, sponsored an "International Workshop on Small-type Coastal Whaling in Japan" convened in Tokyo, April, 1988.

The Institute has an on-going research programme, focused upon common property resource management, which was initiated in 1984. The Tokyo workshop was an attempt to address the question of whether or not small-scale coastal whale fisheries in countries such as Japan, Norway and the Faroe Islands should be permitted in view of the recent world-wide moratorium on commercial whaling. Small-scale whaling by aboriginal societies has been allowed to continue, because of the social, nutritional, religious and local economic importance of this resource harvesting activity. Why, then, should not small-type coastal whaling also be permitted? The workshop and subsequent report were intended "to assist decision-makers resolve that question."

The rich wealth of information (supported by excellent photographs, maps, and diagrams) provided in the report certainly satisfies this objective. Thorough archival research has been supplemented by an ambitious attempt through questionnaires and interviews to obtain information from residents of Abashiri, Ayakawa, Wadaira and Taiji, the four Japanese towns still involved in coastal whaling. Participants from the USA, Canada, England, Norway and Australia joined Japanese researchers and were assisted by a team of local research assistants.

The report treats in considerable detail the entire history of whaling in Japan and the nature of the contemporary coastal whale fishery. This provides a useful context for a wide range of topics which include: the organization of small-type coastal whaling; the commercial and non-commercial distribution of

whale meat; the importance of whales as a source of food; social integration; and whaling culture.

The conclusion attempts to draw comparisons between aboriginal subsistence whaling and small-type whaling in Japan. There is no doubt that small-scale coastal whaling lies in the gray area between the two existing whaling categories used by the International Whaling Commission--the now prohibited commercial pelagic whaling operations and the still sanctioned aboriginal whale fisheries. This report provides a convincing argument that small-scale coastal whaling "constitutes a justifiable, separate and distinctive operational category of whaling." Acceptance by the IWC would allow discussion to focus upon the unique socio-economic aspects of locally important coastal whale fisheries.

Chesley W. Sanger
St. John's, Nfld.

David J. Starkey (ed.). *Devon's Coastline and Coastal Waters: Aspects of Man's Relationship with the Sea.* Exeter: Department of Economic History, University of Exeter, 1988. 85 pp., illustrations. £4.50. ISBN 0-85989-3146.

This volume is a collection of papers presented to the second symposium of the Maritime History of Devon project held at the University of Exeter March 1987. It is also the third publication in the Exeter Maritime Studies series.

The editor selects a loose title and the most general subtitle possible to cover the range of topics presented. In essence the volume consists of a miscellaneous set of essays contributed by a variety of scholars from different disciplines and perspectives, but whose only common ground was a maritime interest of some sort and a topic that had some link directly or indirectly with Devonshire. The book actually has as much relevance to the maritime history of Cornwall as it does to Devonshire. Indeed the work really deals with the coastal areas of southwest England and aspects of man's relationship with the sea that extends beyond.

Geographer William Ravenhill in a highly technical paper reviews the developing cartography of the coastal areas of southwest England. In particular he focuses on the changing location on historical maps and charts of two prominent landfalls--Lizard Point (Cornwall) and Start Point (Devonshire). He also traces the delineation over time of the southwest peninsula by cartographers.

Alan Carr's article on tidal ranges outlines general implications for harbour engineering, cargo handling and ship design. He provides a map showing tidal ranges at Devonshire ports but the only port example discussed in detail is Swansea in Wales.

The most stimulating article is that of Southward, Boalch and Maddock on climatic changes and the herring and pilchard fisheries of Devon and Cornwall. The authors present long-

term climatic data covering four hundred years and production figures for the same period to show how climatic fluctuations (measured mainly by changing water temperatures) affect the abundance of the fish stocks and in turn how these changes affected fish catches.

An article with little more relevance to Devonshire than to any other maritime area is that of Peter Allington. He explains with the aid of diagrams how to handle sailing ships according to their size and rigging, and the nature of the wind. A related brief item called "Shiphandling in Restricted Waters" consists of an excerpt taken from a book *The Last of the Sailing Coasters*. It provides a first-hand account of shiphandling as narrated by a North Somerset sailor who sailed on vessels from North Devon up to the 1930s. It usefully supplements Allington's article.

It is sometimes difficult for organizers of conferences and symposia to muster papers that have strong common themes or regional relevance. This volume reflects these problems. Nevertheless, the editor in his introduction provides a brief but reasonable rationale for this publication and has given us a volume of some value and interest.

W.G. Hancock
St. John's, Nfld.

Craig Arnold (Ed.). *Euterpe*. San Diego: Maritime Museum Association of San Diego, 1988. 234 pp., photographs. Paper.

This book is a compilation of various items concerning the ship *Euterpe*, later the *Star of India*, which is now preserved at San Diego, California. The major portions concern largely verbatim reproductions of the diaries of two emigrants who travelled in the ship from Britain to New Zealand in 1874 and 1879, and extracts from the log of the Master and Chief Officer during a voyage in 1884. Interspersed with these are various pieces by the editor setting them against the background of the era, both ashore and afloat, in Britain, Europe, America and New Zealand. The illustrations are a mix of contemporary photographs and prints, as well as current views taken on board the ship in her present restored state. Some of the former seem of marginal relevance to the story.

I suppose it depends on what one is seeking how much will be derived from this book. For those whose ancestors were passengers on the ship, all the details will be of absorbing interest, but the casual reader will probably find it more appealing to dip into rather than read at a sitting. The editor appears to have had as his objective the presentation of what life was like in an emigrant sailing ship in the latter part of the nineteenth century, and he has largely been content to let the accounts speak for themselves--including original spelling and grammar. These are supplemented by many footnotes, some of which, like the background passages, assume a very low level of knowledge on the part of the reader, and one of which on p. 80 appears mistaken. The mountain range referred to as "Cichoria" would not have been the Southern Alps

as suggested, but the Kaikouras which would have been clearly visible to a ship approaching Lyttelton. I suspect also that the footnote on p. 109 does not record a contradiction in two accounts, but rather a misreading of the hand-written work "stem" as "stern."

Mr. Arnold is presumably better acquainted with sailing vessels than steamers or he would not have ascribed ownership of the White Star steamer *Oceanic* on p. 150 to its then archrival, Cunard.

There have been many accounts of passages in deep-water sailing ships in the nineteenth century, and any new book must stand or fall in comparison with its predecessors. In this respect, *Euterpe* says little that is new, but it does provide between one set of covers a comprehensive summary of life at sea as seen through the quite disparate eyes of two passengers of differing standards of education and of two officers. There does tend inevitably to be a certain sameness about the recording of such voyages, and from the point of view of this New Zealand reviewer the most fascinating section was the six pages recounting John Griffiths' travels around the New Zealand coast after arrival. This has nothing to do at all with the *Euterpe*, and goes some way to emphasise that the *Euterpe* was in truth a very ordinary vessel, neither the biggest, nor the fastest, nor the most beautiful of her type, her only real claim to fame being that she has managed to outlast all her contemporaries.

As such, this book provides a useful record of times and conditions which we may all be grateful we no longer have to endure when moving from one country to another.

W.A. Laxon
Auckland, New Zealand

W. Kaye Lamb (Ed.). *Vancouver Discovers Vancouver*. Vancouver: Vancouver Conference on Exploration and Discovery [Department of History, Simon Fraser University, Burnaby, B.C., V5A 1S6], 1989. 24 pp.

The year 1992 will be the two hundredth anniversary of George Vancouver's discovery of the site of the present harbour of Vancouver. To mark the occasion, the Department of History of Simon Fraser University will sponsor during that year a conference on exploration and discovery. The booklet *Vancouver Discovers Vancouver* is being sent in advance to interested people, presumably to draw attention to the conference, of which Hugh Johnston and Robin Fisher are co-directors.

The booklet is an extract of the rough log of Peter Puget, who was at the time second lieutenant of Vancouver's ship *Discovery*. The log was written up later in official form. Vancouver had anchored his ships in what is now Birch Bay, and went exploring in his yawl, accompanied by Puget in *Discovery's* launch. The booklet covers only the initial part of the journey, during which they explored Vancouver Harbour.

Rough logs are often more interesting, and perhaps more accurate, than the official ones which might be drawn up weeks later. The drawback to reading some rough logs is that they may be incoherent. With Puget's log, we have the best of both worlds. It has the immediacy of a rough journal without the defects of language that mar other journals. Where it leaves something out, the editor has added short quotations from Vancouver's journal.

Dr. Lamb has written an introduction and added notes on the careers of Puget and two others, José María Narváez, who discovered the present Strait of Georgia in the year before Vancouver's visit, and Robert Gray, the American fur trader who was credited with circumnavigating Vancouver Island in spite of his denials. Considering the title of the booklet, notes on Vancouver's career would have been a useful addition.

John Kendrick
Vancouver, B.C.

Ronald Spector. *Admiral of the New Empire*. Columbia, South Carolina: University of South Carolina, 1988. ix + 220 pp., bibliography, photographs. \$24.95 US. cloth.

At a time when the decline of American power is the subject of a good deal of academic speculation, when the United States Navy's Forward Strategy is under attack, and when the fate of US naval facilities at Subic Bay in the Philippines is increasingly problematic, it is particularly worthwhile to re-examine the origins of American naval power. Ronald Spector's *Admiral of the New Empire* does just that. It chronicles the remarkable career of an unremarkable man, Admiral George Dewey. Dewey, whose career spanned the period from the Civil to the First World War, was the most influential naval officer of his age. And yet he was sadly unequal to the task: to the public and naval positions into which he was thrust following the Spanish-American War of 1898.

Dewey began his career as a naval cadet at Annapolis in 1854 and subsequently served on the steam frigate USS *Mississippi* (a veteran of Perry's "opening up" of Japan) and with Farragut at the taking of New Orleans in 1862. The years between 1865 and the late 1890s were years of "frustration, tedium, and stagnation" (p. 21). The United States Navy was technologically backward and hopelessly overmanned with officers. All this at a time when profound changes were unfolding in the realms of ordnance, propulsion, and armament.

Dewey was promoted to commodore in 1896. In the same year the Office of Naval Intelligence (established in 1882) and the Naval War College (1884) formulated plans for a possible war with Spain. These plans envisaged the taking of the Philippines in order to ensure that Spain would pay a war indemnity. The naval and political question that then arose was "Who would command America's Asiatic squadron to defeat the motley Spanish fleet at Manila?" Dewey lobbied unashamedly for the appointment and, assisted by the Assis-

tant Secretary of the Navy, Theodore Roosevelt, secured the post.

Dewey's victory over the Spaniards made him an instant folk hero. He, himself, was not above self-advertisement, describing the Battle of Manila Bay as "one of the most remarkable naval battles of the ages" (p. 67). But the defeat of the Spanish created a power vacuum. The Americans were uncertain what to do next; nearly a dozen men-of-war crowded Manila harbour, while the great powers jockeyed for position, and Dewey (paradoxically a source of pride to imperialists and anti-imperialists alike) displayed his profound ignorance of Filipino politics.

Shortly after his triumphal return to the United States, Dewey's fame began to wane. His marriage to a Washington socialite was greeted with dismay and his ham-fisted attempt to stand for President backfired. However, his career was saved in large part by his congressional appointment as admiral of the navy and his selection to head the newly created General Board of the Navy. Dewey was an organizer *par excellence*, adept at reconciling the conflicting views of the board members, but, for the most part, he was seldom willing to take a strong stand himself. He was a conciliator, a compromiser, overweeningly concerned about upholding his "honour" and the prestige of the navy.

It was during his time with the General Board that the USN began to build all-big-gun ships and to formulate the Black (war with Germany) and Orange (war with Japan) plans. One of the values of Spector's book is the coverage of the organizational politics of the USN in this period prior to World War I. The formulation of the plans highlighted the almost inescapable dilemma in which the USN found itself: how to observe Mahanite exhortations about concentrating the fleet while dealing with enemies in two widely-separated regions.

Admiral of the New Empire is a straightforward, unadorned account which attempts, unlike earlier hagiographic books, to show how Dewey was unable to escape from the personal and professional limitations of his nineteenth century upbringing. *Admiral* is not without its own shortcomings, however. The Anglo-German naval race, the revolutionary redeployment of the Royal Navy, and the course of the naval war between 1914 and Dewey's death in 1917 are barely hinted at. Contrary to what Spector says (p. 130), the USN did concern itself with the prospect of war with the RN after 1899. Furthermore, this reviewer finds it hard to accept the author's argument that Germany possessed interior lines which made it easier for her to strike in either the Pacific or the Atlantic (p. 151) than could the United States. These observations (and the lack of maps) aside, *Admiral of the New Empire* is a solid example of naval biography well worth having.

James A. Boutilier
Victoria, B.C.

CANADIAN NAUTICAL RESEARCH SOCIETY

NOTICE OF ANNUAL MEETING AND CALL FOR PAPERS

DATE: WEDNESDAY, 30 MAY 1990

TIME: 10 AM - 4 PM

**PLACE: MARITIME MUSEUM OF BRITISH COLUMBIA
28 BASTION SQUARE
VICTORIA, BRITISH COLUMBIA**

PROGRAMME:

10-10:50 AM:	TOUR OF THE MUSEUM
10:50-11 AM:	COFFEE
11:00-12 NOON:	JOHN MACFARLANE, "VINTAGE VESSELS
12 NOON-2 PM:	LUNCH, INCLUDING PRESIDENTIAL ADDRESS, BUSINESS MEETING, ELECTIONS AND AWARDS (COST: \$20)
2 PM-4 PM:	AFTERNOON SESSIONS
4 PM-8 PM:	TOUR (EITHER TO ESQUIMALT DOCKYARD OR ROYAL ROADS MILITARY COLLEGE

CALL FOR PAPERS

Papers on any topic in Canadian or international maritime history are welcomed. Proposals should be sent as soon as possible but no later than 1 April 1990 to:

**Professor Barry M. Gough
President, CNRS
Department of History
Wilfrid Laurier University
Waterloo, Ontario
N2L 3C5**

**Full particulars and the final conference programme will be printed in the April issue of
ARGONAUTA.**