

ARGONAUTA

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EDITORS

Lewis R. FISCHER
Gerald E. PANTING

BOOK REVIEW EDITOR

Olaf U. JANZEN

ASSISTANT TO THE EDITOR

Margaret M. GULLIVER

ARGONAUTA EDITORIAL OFFICE

Maritime Studies Research Unit
Memorial University of Newfoundland
St. John's, Nfld. A1C 5S7

Telephones: (709) 737-8424/(709) 737-2602
FAX: (709) 737-4569

ARGONAUTA BOOK REVIEWS

Department of History
Sir Wilfred Grenfell College
Corner Brook, Nfld. A2H 6P9

Telephone: (709) 637-6282
FAX: (709) 639-8125

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CNRS MAILING ADDRESS

P.O. Box 7008, Station J
Ottawa, Ontario K2A 3Z6

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ARGONAUTA EDITORIALS

(I)

In a recent "President's Corner," Barry Gough challenged centres around the country to establish local CNRS branches. While we would like to endorse this proposal, realistically we expect that such a programme will take some time to get off the ground. But for members who believe that in a large country local branches are vital to the success of any national organization, they are indeed fortunate not to have to organize in the dark. As Barry pointed out, the CNRS Ottawa branch can serve as a successful model.

Ottawa, to be sure, has certain advantages over other cities. For starters, it has a larger concentration of CNRS members than anywhere else in the country. And as the nation's capital, Ottawa attracts a good cross-section of Canadian maritime historians who can frequently be persuaded to give talks. But Ottawa's comparative advantages do not explain all the success of the local chapter. As elsewhere, it is the energies of a few dedicated volunteers that make the difference.

In Ottawa, we would like to single out two individuals who have played decisive roles in building the local branch. Faye Kert, who will be known to many members, has worked tirelessly as President to keep the chapter on track. And CNRS Treasurer Ed Reed—who somehow finds time to serve also as Secretary/Treasurer of the branch—deserves special praise. Ed not only handles all the duties of his position but also edits the branch *Newsletter*, which we have been reading with interest for some time. Volume V, No. 5, which is just out, takes the format a step farther by publishing for the first time a brief essay. This is by CNRS member John Roué and comes from a recent successful lecture to the branch. The inclusion of such features takes time and effort, but in the long run we are convinced that this strategy will make the local chapter even more attractive to nautical researchers.

We tip our hats to Faye, Ed and all the other volunteers who have made the Ottawa branch a model for the rest of us to try to emulate. They demonstrate what commitment and effort can do to help build a viable organization to promote nautical research in Canada.

Lewis R. Fischer
Gerald E. Panting

(II)

This issue of *ARGONAUTA* marks the last to be published during Barry Gough's tenure as President of CNRS. When we publish again in July the Society will have a new leader at the helm. We think it proper at this point to try to place Barry's three-year term into some kind of perspective.

When he assumed the Presidency in 1987, CNRS was still very much a fledgling organization. Those of us who were in

attendance at the Kingston meetings at which he was elected can attest to this. These particular meetings were held at the Royal Military College of Canada as a joint conference with the North American Society for Oceanic History, our American sister society. Although CNRS was the host organization, in some ways we were very much the junior partner. Indeed, there were more NASOH members on the programme than CNRS representatives.

But Kingston marked a turning point for the Society. Without trying to sound terribly biased, these meetings marked a coming of age for CNRS. By the end of the meetings, NASOH members were looking at our progress with some envy. NASOH had nothing to compare with *ARGONAUTA*, for example. And when NASOH members heard of the kind of research projects being carried out by CNRS members, many were frankly amazed at the breadth of interests contained within the Society.

Barry cannot (and would not) claim much credit for any of this. But in his Presidential address at Kingston Barry set the tone for the a more mature CNRS. He spoke of an organization that would truly stretch from coast to coast and promised to travel as much as possible to meet with members and chapters. Over the past three years he has worked tirelessly to meet these commitments. As he leaves office, CNRS can claim not only to represent researchers from the Atlantic to the Pacific but also to Canada's third great sea—the Arctic. Barry worked for an Arctic liaison and as members know, he actually found an energetic and enthusiastic person in Ken Coates.

Barry also spoke in his address of working closely with our sister organizations around the world. He has done this, representing CNRS admirably in a variety of countries. Perhaps nowhere has he had as great an impact as in the United States. Indeed, the Americans paid him the honour a year ago of electing him as the first Canadian President of NASOH, a post that he will hold for another year.

While CNRS is not yet the organization that Barry envisioned that hot day in Kingston in June of 1987, it has come a long way under his leadership. The Society's accomplishments are not due to Barry alone, but his leadership and good sense facilitated a lot that has been done. As CNRS' third President, Barry followed admirably in the footsteps of Gerry Panting and our founding President, the late Keith Matthews. Members owe him a debt of gratitude for shouldering the burdens of the office.

One of the strengths of the CNRS constitution is that the Past President continues to sit on our Council. Thus, Barry's expertise and experience will not be lost to the Society. But what we will be losing is his single-minded commitment to the betterment of this organization. To expect it to be otherwise would be unrealistic. While he has not withdrawn from the world of research during his tenure in office, it would be fair to say that much of his research has had to be put on the

back burner. As the initial recipient of the Keith Matthews Book Prize, his contributions to our understanding of Canada's maritime past are invaluable. We can take some solace in the expectation that with more time to devote to research and writing, we can expect a renewal of important works from his prolific pen.

On behalf of the membership, we would like to thank Barry for his efforts over the past three years. While we are sad to see his term end, we can take heart that within our growing fraternity his fellowship will still be available to all at annual meetings. We look forward to many more years of his friendship and enthusiasm as we all work to build CNRS into an even more successful organization.

Lewis R. Fischer
Gerald E. Panting

(III)

The April *ARGONAUTA* is slightly different than any we have produced thus far. Readers will note, for instance, that we have published six essays instead of our normal two or three. We include this many in part because so many have been submitted in recent months and in part to give Olaf Janzen, our new Book Review Editor, an opportunity to settle into his new position. But the most important reason for publishing all these essays is to elicit feedback from members. The six essays represent a wide variety of interests. The lead essay by J.E. Cowden of the U.K. looks at the important contribution made to twentieth-century Canadian maritime transport by a major British shipping company, Elder Dempster. Nautical archaeology--and Canada's west coast--is represented in the essay by R.E. Wells on the wreck of the barque *Lord Western*. Naval history is the focus of Dave Perkins' biography of W.M. Maitland-Dougall, one of Canada's pioneer submariners. St. Lawrence shipping is the focus of Eric Reford's article on the brigantine *Sea Gull*. Robin Wyllie's brief feature on the *Rothsay Castle* will, we hope, interest readers whose focus is Canada's Atlantic coast; readers might also note that Robin's contributions will be appearing regularly beginning in July as a featured column. Finally, Keith Cameron's article on the Maritime Museum of British Columbia will hopefully whet the appetites of members planning to attend the CNRS annual meetings.

We are very much interested in hearing from readers as to whether these types of essays are what you would like to see in the future. If the answer is positive, we hope that even more readers will be encouraged to submit articles and notes for publication. And if we have overlooked your special interest, we hope that you will help to remedy the situation by sending us something in your area of expertise.

We also are going to consider the response in light of plans to inaugurate a CNRS journal. The only way that such a publication will be feasible is if enough members are willing to write for it. *ARGONAUTA*, at least in its present format,

is not that journal. But if this cross-section of essays does not bring forth sufficient interest, it may perhaps be time to reconsider any commitment to such a publication. We look forward to hearing from as many readers as would care to write us about these related topics--and, hopefully, to receiving a variety of articles for future issues of *ARGONAUTA*.

Lewis R. Fischer
Gerald E. Panting

(IV)

Victoria, B.C. author Hal Lawrence has done it again. His third book has been published by McClelland and Stewart. Entitled *Victory at Sea: Tales of His Majesty's Coastal Forces*, it is likely to have a sprightly sale and will be purchased, as his other books have been, by persons who have a keen interest in the history of the Royal Canadian Navy during the Second World War.

His book will be reviewed in a future issue of *ARGONAUTA*. Here we note that Hal was born into a military family, joined the Service in 1939, and spent the whole of the Battle of the Atlantic at sea in cruisers, patrol craft, corvettes, and destroyers, screening convoys from Port of Spain, Trinidad, to Halifax, Nova Scotia, to St. John's, Newfoundland, to Scotland, and to Russia. He was decorated twice for valour in the sinking of two U-boats. He was eventually appointed Senior Officer in command of the Eleventh Escort Squadron, his final command. Following retirement in 1965 he taught in the English Department at the University of Ottawa, and since moving to Victoria lectures on occasion at the University of Victoria and Royal Roads Military College. In his spare time he plays tournament squash and sings in the choir of the Victoria Conservatory of Music.

I have met Hal at several naval history meetings and at CNRS conferences. His affection for things naval, especially with a Canadian bent, is quite infectious. His encouragement to me and to others who also write on these matters is significant, and he has become an important patron. I hope that he will long continue to write on aspects of Canadian naval history. His wife, Alma, shares his enthusiasm for these things and is his constant helper.

Victory at Sea contains useful short biographies of some well-known figures in Canadian naval affairs who have now been given a well-deserved place in historical posterity. Some of them are CNRS members. Those who received decorations include Harry Dewolf, James Hibbard, John H. Stubbs, Douglas Maitland, Cornelius Burke, Tom Ladner, Jim Kirkpatrick, Malcolm Campbell Knox, C.A.F. Law, C.A. Burk, C.D. Chaffey, D.W. Piers, E.E.G. Boak, P.D. Budge, John Charles, Fred Boyer, Thomas Forrester, Tom Fuller, Gordon Stead, William Hayes, John McClelland, Louis Pavillard, John Roberts, A.H.G. Storrs, and none other than Harold Ernest Thomas Lawrence. Many of them went on to brilliant careers in other walks of life, but their stories and interpreta-

tions of war at sea in smaller vessels have now been given extended life nearly fifty years after the events in question. Hal Lawrence has ensured that they--and the events in which they played such crucial roles--will endure forever.

Barry M. Gough

PRESIDENT'S CORNER

This is the second and final instalment in which I write about the challenges that I perceive are facing our Society. In the January issue I made reference to the pulls of the periphery and the needs of the centre--an old Canadian story, perhaps. I indicated the vital necessity of good branch activity and growth and suggested the opportunities for enlarging the Society in the various regional centres.

Here I wish to discuss a different theme. It seems to me that this Society is heavily dependent upon four constituencies: the general public, the academic world, the museum sector, and governments. There may be other specific constituencies that I have not identified. I am of the firm opinion that CNRS should work as closely as it can with Canada's museums, particularly those with a maritime focus. In this way we can ensure that we keep in touch with the material aspects of ship preservation and conservancy. As an historian who spends most of his time working with documents and books, I find it a refreshing departure to be able to roam the halls and display rooms of our treasured museums. Past meetings have brought to the membership an added appreciation of the Marine Museum of the Great Lakes in Kingston, the Maritime Command Museum in Halifax, and the Maritime Museum of the Atlantic, also in Halifax. This year our annual meeting will be held on May 30 at the Maritime Museum of British Columbia in Victoria. We have Yarmouth, Saint John, Vancouver and Toronto yet to visit, and there are also museums elsewhere. I hope that we can continue to work hard to include maritime museums within the mainstream of our membership.

There has been a fairly steady stream of mail recently between Canada and Australia on the subject of holding a joint meeting of the Canadian Nautical Research Society and the Australian Association for Maritime History on the subject of comparative Canadian-Australian maritime (including naval) history studies. Thought is being given to 1992 or 1993 in Vancouver. Please let your executive know if you have any thoughts on this; suggestions for sessions, papers and commentators would be welcome. The project will require strong hands for on-the-spot local arrangements and coordination. Suggestions are solicited for these tasks, too.

I close with a personal invitation to you to attend our annual meeting in Victoria on May 30. Plan to attend and meet other members and their guests. We have a very good programme for the day, and the ambience and camaraderie promise to be buoyant. Many of the executive will be in attendance, and there will be an election of officers, a tour

of the museum, and the presentation of prizes. A new president is to be elected. It has been a personal pleasure for me to have served you and the Society for three years--the maximum term. I wish my successors every good fortune and I thank you for the trust that you have reposed in me. I eagerly await the first issue of *The Northern Mariner* when the right time comes (and it will), and I look forward to browsing through the tremendous *Annual Bibliography* and the reports of research and other activities that appear in each issue of *ARGONAUTA*. And last, a special word of thanks to Skip Fischer, Alec Douglas, Steve Salmon, Maurice Smith, Ken Mackenzie, Eric Sager, Marilyn Gough, and all the others who have helped to keep this particular ship afloat. To all the membership I extend my thanks and wish you smooth sailing.

Barry M. Gough
Waterloo, Ontario

ARGONAUTA MAILBAG

Sirs:

With reference of the article "Wrecked and Recovered: The Story of the Whaler *Grib*" by Axel Kühn and M.B. Mackay in the October 1989 *ARGONAUTA*, I can add some details on the vessel's history when it was a Customs Preventive Service vessel and at the same time ask for clarification on some of the information in the article.

I have been partially aware of the early history of the *Grib* but was pleased to read some of the other details, in particular that when she was a Naval Service vessel her armament was six-pounder guns. I have assumed that the *Grib* was armed when she was a Preventive cruiser but have not been able to find confirmation. Possibly the authors of the article have additional information. Unfortunately, the accompanying reference to Dittmar and Colledge leaves me in the dark.

The *Grib* first saw service as a Preventive cruiser in 1920 under the command of Captain Russell Coffin, previously Captain Alfred LaCouvée's first mate on the *Lisgar* in 1918 and on the Preventive cruiser D.G.S. *Margaret* in 1919. During the period 1920-1925 the *Grib* patrolled the Atlantic coast of mainland Nova Scotia; then she was in Northumberland Strait from May to August 1926 and in the Bay of Fundy from September to December 1926. In the spring of 1927 she returned to patrolling the Atlantic coast of mainland Nova Scotia under a new master, Captain Hubert Coffin. He had also been Captain LaCouvée's first mate on the *Margaret* (1922 to 1925), then master of the Marine and Fisheries vessel *Cartier* when it was being used as a Preventive cruiser in 1926 and briefly master of the *Hochelaga* when that vessel was chartered as a Preventive cruiser for a little more than a month in the spring of 1927. I have found newspaper reports of fairly numerous seizures of rum runners during those eight years. The two Captain Coffins were from Gaspé Bay, Québec and distantly related.

I assume that the details of the last few years of the *Grib's* career have come from private sources, but some of them do not match with my information. The vessel is stated to have been sold to the Eastern Towboat Company in June 1928, but the *Halifax Chronicle* reported the sale a couple of months earlier on April 16, giving as a reason that the Preventive Service had acquired new vessels. I have found nothing to indicate that the *Grib* did any Preventive Service patrol work during 1928 and by May of that year the vessel's Preventive Service master, Hubert Coffin, was in command of the Preventive cruiser *Conestoga*. I suspect that although the formal transfer of ownership only took place on July 23, the vessel had probably been turned over to the Eastern Towboat Company a month or more before that date and for all practical purposes was an Eastern Towboat tug during the salvage attempts on HMS *Dauntless* on July 2.

The report of the scuttling of the *Grib* about March 29, 1934, also raises a question because Watson Ascah, at about that time chief skipper on the RCMP Marine Section cruiser *Bayhound* stationed at Yarmouth, Nova Scotia, has written to me that "the *Grib* was used as a target by the Royal Canadian Navy and sunk by gunfire off Halifax during the thirties."

David J. McDougall
3735 Fort Rolland Avenue
Lachine, Québec
H8T 1V8

ARGONAUTA ARTICLES

ELDER DEMPSTER AND THE ST. LAWRENCE RIVER

By J.E. Cowden
Lower Heswall, England

Elder Dempster, as we know it today, goes back to 1852 and is the product of about six people, one of whom was Mr. MacGregor Laird. It was twenty years earlier, however, that the first seed in the creation of the greatest shipping line ever to link the west coast of Africa with the United Kingdom was sown. Laird had been talking with the Lander brothers, who had previously made an expedition to the west African coast. As a result of these discussions, he began to realize that there was real scope for a large and regular trade with the Niger River. Consequently Laird, with the backing of a well-known Liverpool merchant named Thomas Stirling, formed a similar expedition, sailing from Liverpool on the steamers *Quorra* and *Alburkkah* along with a two hundred ton brig in July 1832. As soon as the party reached the west African coast, sickness began to strike and continued unabated until the end of the expedition. Disaster on the coast took many forms, including the death of Richard Lander and undeniable commercial failure. Laird returned to Liverpool in 1834 a disheartened man, and thus turned his back on west Africa.

He did not, however, turn his back on shipping. In 1837 he

formed a company to operate steamers from Liverpool to New York. Twelve months later his first vessel, the S.S. *Sirius*, made the passage, to be followed in short order by the S.S. *British Queen* and the S.S. *President*. Six years later, Laird moved to Birkenhead on Merseyside, where he remained for four years, actively engaged in shipbuilding and development.

It would appear, however, that Laird had been bitten in more ways than one by the bug of Africa. Therefore, in 1848 he moved to London and devoted the remainder of his life (he died in 1861) assisting in the development of west African trade in general. It was during this period that he made contact with the British government to examine the possibilities of establishing regular monthly services to west African ports. At the end of his talks, Laird entered into a contract with the government and immediately established the African Steamship Company, incorporated by Royal charter in 1852, with offices at 3 Mincing Lane, London. Initially the company consisted of five vessels, propelled both by sail and steam, ranging in size from 250 to one thousand tons deadweight. The first sailing was undertaken by the *Forerunner*, followed soon after by the *Faith*, the *Hope* and the *Charity*. The fifth vessel, *Northern Lights*, was sold to Canadian Steamship Lines while still being fitted out. It should be noted that all five vessels were delivered from the Birkenhead shipbuilding yard of John Laird and Company, owned by MacGregor's brother. Furthermore, the company's Liverpool agency was placed in the hands of MacGregor's other brothers, William and Hamilton Laird.

From the outset trade from London failed to prove profitable. As a result, the African Steamship Company soon transferred its home port to Liverpool on a trial basis. The move proved satisfactory, and in 1875 Liverpool became the company's permanent home port, although the ships remained on London registry.

At the end of 1868, a number of Glasgow businessmen noted the growing trade with west Africa and announced their intention to establish the rival British and African Steam Navigation Company. A man named John Dempster was approached to act as the Liverpool agent for the new venture. He accepted, but realizing that the agency would require an active partner, thought immediately of his old friend Alexander Elder, who at the time was a surveyor with the Board of Trade. After some negotiations, Elder resigned his post and the firm of Elder Dempster & Company was born on Merseyside.

It will be remembered that MacGregor Laird initially ordered vessels from the family shipyard. The British and African did virtually the same thing; its first three vessels, the steamships *Bonny*, *Roquelle* and *Congo*, each of about 1300 gross tons, were purchased from the Fairfield Glasgow yard of John Elder, Alexander's brother. These were put to work on the company's Glasgow, Liverpool and London to west Africa run. The British and African met with almost immedi-

ate success and soon ordered three even larger steamers: *Loanda*, *Liberia* and *Volta*. It too soon centralised its business on Merseyside. Twelve months of fierce competition ensued before the rivals jointly called a truce. The result of negotiations was that henceforth all future sailings to west Africa would be on a divided basis.



Figure 1: Alexander Elder

At this juncture, another employee of the African Steamship Company's Liverpool agency came into the picture. The young man's name was Alfred Lewis Jones (later Sir Alfred). Born in Carmarthen, Wales in 1845, Jones came to Liverpool with his parents at the age of twelve. Completing his education by the time he was fourteen, Jones realized that the time had come to strike out by himself. He haunted the Merseyside docks, eventually persuading the master of one of the African Steamship Company's ships to sign him on as a cabin boy. The trip kindled a life-long love affair with Africa. Upon his return, the master persuaded the local Liverpool agents to give Jones a position in their office. They did, and for the next fifteen years Jones worked conscientiously and industriously, all the time absorbing knowledge of shipbroking and management.

At the age of thirty, Jones decided to go into business on his own account, setting up a shipping and insurance broking office. Later, he chartered a number of small sailing vessels, placing them in the lucrative United Kingdom-West Africa market. Success seemed just around the corner and he therefore decided to charter his first steamer, which he again placed in the west African service. This move caused his former employers to take notice. Fearing competition from this efficient young man, the now-established British and African Steam Navigation Company, managed by Elder Dempster, arranged a meeting at which Jones was induced to abandon his plans to charter a steamer in exchange for appointment as a junior partner in Elder Dempster & Company.

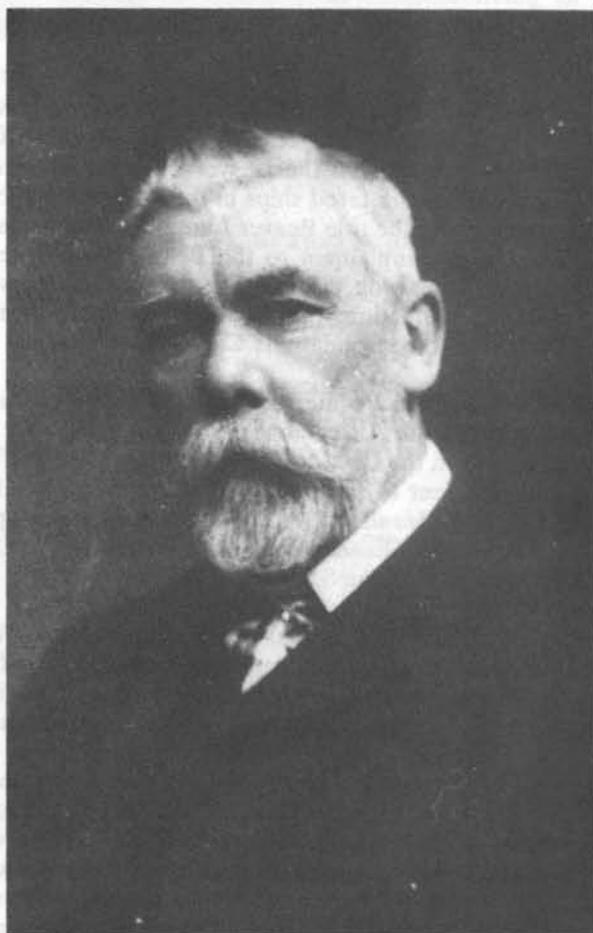


Figure 2: John Dempster

This appointment marked a significant milestone in the firm's history. Five years later, in 1884, both Elder and Dempster retired from the agency, although they retained seats on the Board of the British and African Steam Navigation Company. Upon retirement, Alfred Jones was appointed as the controlling partner in Elder Dempster. He set his sights high and thus set about to obtain virtual control of the west African

shipping market. To this end, he started to purchase shares in the friendly rival firm, the African Steamship Company, and continued to do so until he virtually controlled that company, too. Two years later, he placed the company under the management of Elder Dempster.

Not content with the west African market, Alfred Jones branched out to other parts of the world. He first turned his attention to the North Atlantic, where Elder Dempster soon took over the Dominion Lines' extensive cargo and cattle trade, which had been operating out of the Bristol Channel to Canada. Shortly after this acquisition, the Canadian Beaver Line (Canada Shipping Company Ltd.) fell upon hard times, and it was acquired by Elder Dempster in 1898 to operate regular services from Merseyside to Canada. Soon after its purchase, the Beaver Line was restructured and shortly was turning a profit and adding newer and larger vessels to its fleet.

As a result of the acquisition of the Beaver Line, there was a tussle with D. and C. MacIver. These gentlemen had formerly been associated with the Beaver Line but were now operating a fleet of chartered ships in the United Kingdom-Canada trade under the title Beaver Line Associated Steamers Limited as a complement to the Beaver Line. After a hard struggle, Jones won the day when the MacIvers went into voluntary liquidation, thus leaving the field open to Elder Dempster to consolidate its Canadian interests.

In 1903 the Canadian Pacific Railway Company purchased the Beaver Line from Alfred Jones. With the title came the fourteen vessels in the fleet, totalling 95,116 gross tons. The last ship of the fleet to sail under the Elder Dempster flag was the S.S. *Lake Manitoba* on 31 March 1903; on 6 April, the line was formally handed over in Liverpool to the CPR in a ceremony aboard the S.S. *Lake Champlain*.

This sale did not, however, signal the disappearance of Elder Dempster from North American waters. While the firm continued to concentrate upon west African trade, it realized that other services were necessary to complement the main business. In the early days, it had discovered that it was uneconomical to operate a direct service from North America to the west coast of Africa. Therefore, Jones had inaugurated a trans-Atlantic feeder service from New York, with trans-shipment facilities offered at Liverpool for onward carriage. While the feeder service had operated quite successfully, Jones saw that with the continued expansion of trade, it was now necessary to provide a direct service between ports in North America and west Africa. To this end, Jones instructed C.W. Cook, who had previously established the direct London-West Africa services, to proceed to New York to supervise the establishment of a New York-West Africa service to be operated jointly with the Woermann Line of Hamburg.

On 18 March 1911 the S.S. *Benin* steamed out of New York harbour. *Benin* was a product of the Newcastle yard of Swan

Hunter & Wigham Richardson. Her principal dimensions were 375.02 feet X 43.07 feet X 18.08 feet. She was measured at 4313 gross and 2788 net tons, and was powered by triple expansion engines capable of a speed of twelve knots produced by the North East Marine Engine Company.

The sailing of the *Benin* was only one of a number of Elder Dempster "firsts" involving North America. In the early 1920s an order was placed with the John Brown yard of Clydebank for four steam turbine ships for the company's service from Canada to Capetown and ports in east Africa. Given the names *Cariboo*, *Cochrane*, *Calumet* and *Calgary*, these 7300 ton vessels were extremely large for their day. Regretfully, though, the *Cariboo* was to have a very short life under the Elder Dempster flag, when she sank off the coast of South Africa while on a passage from Beira to North America with a cargo of copper.

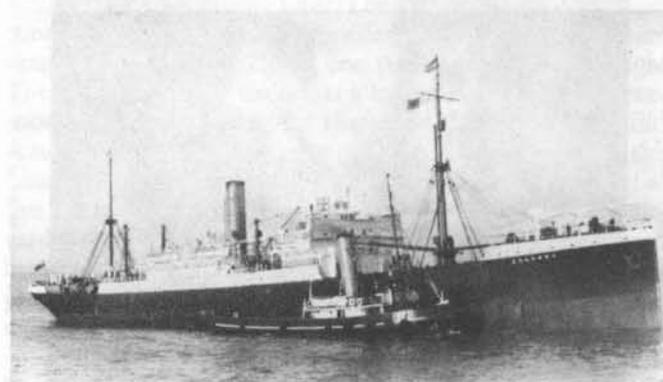


Figure 3: S.S. *Calgary* at Capetown.

During this period, trade between Canada and South Africa was in the main a one-way affair: ships sailed from Canada "down to their marks," but the return leg was generally unprofitable. What could be done to correct this imbalance in demand? It was at this point that Elder Dempster chalked up another "first" in its long history by pioneering a regular service carrying Natal sugar to Saint John and Montreal from South African ports. For this service the company used its "C" class turbine steamers, together with the motor ship *Mattawin*. In the 1920s, most of the cargo was carried in bags, which were not easy to handle efficiently. Nonetheless, some remarkable loading rates were achieved in the absence of mechanization. Indeed, it is on record that on more than one occasion more than two thousand tons of bagged sugar were loaded in a normal working day--without a night shift.

Not too many years later, another "first" was established. An Elder Dempster ship, the S.S. *New Columbia*, had the distinction of pioneering the trade in bulk palm oil from west Africa to North America. *New Columbia* could be propelled either by coal or oil; since coal was in fact used, the two fuel tanks, rendered useless for their intended function yet wasting much valuable cargo space, were filled with palm oil at Calabar, Nigeria. Since this was conceived at the time more

as an experiment than as a serious proposition, considerable difficulties were experienced during discharge, mainly from the absence of heating coils. But this problem was overcome when the necessary coils were duly fitted. The history of the carriage of west African palm oil in bulk had begun.

In the 1930s, Elder Dempster maintained its own Canadian offices in three ports. The Montreal office was located in the Board of Trade Buildings; the Québec premises were established at 82 Dalhousie Street; and the Saint John branch was housed at 42 Princess Street. A six-month forward programme was offered both to shippers and passengers alike (see Figure 4).

Elder Dempster lost a total of twenty-four steamers and motorships totalling 144,000 gross tons.



Figure 5: M.S. David Livingstone.

14 ELDER DEMPSTER LINES

CANADA, WEST, SOUTH AND EAST AFRICAN SERVICE.

Ports.						
MONTREAL ...	25 Apl.	25 May	25 June	25 July	25 Aug.	25 Sep.
Freetown ...	9 May	8 June	9 July	8 Aug.	8 Sep.	9 Oct.
*Walvis Bay ...	21 ..	20 ..	21 ..	20 ..	20 ..	21 ..
Cape Town ...	23 ..	22 ..	23 ..	22 ..	22 ..	23 ..
Port Elizabeth ...	28 ..	27 ..	28 ..	27 ..	27 ..	28 ..
East London ...	31 ..	30 ..	31 ..	30 ..	30 ..	31 ..
Durban ...	2 June	2 July	2 Aug.	1 Sep.	2 Oct.	2 Nov.
Louranco Marques ...	6 ..	6 ..	6 ..	5 ..	6 ..	6 ..
BEIRA ...	12 June	12 July	12 Aug.	11 Sep.	12 Oct.	12 Nov.

*If inducement offers.

Vessels on the above Service will take cargo for :-

TAKORADI, ACCRA, LAGOS and other West African Ports as may be arranged.

Figure 4: Elder Dempster African Schedule from Montreal in the 1930s.

Elder Dempster was always looking for new and profitable trading routes to complement existing services. To this end, it advertised a "Round Africa" service, starting and terminating in Montreal. This new service was inaugurated on 27 September 1930 when the motor ship *David Livingstone* loaded at Montreal for the Mediterranean, east Africa, South Africa, west Africa and thence back to the St. Lawrence.

The company's regular services to and from Canada were badly disrupted by the Second World War. In addition to other difficulties, the fleet had been badly depleted by losses.

● ELDER DEMPSTER LINES.

RATES OF PASSAGE FARES FOR SINGLE TICKETS FROM OR TO MONTREAL OR ST. JOHN N.B.

To or From	Cabin Class	
	per passenger.	
CAPE TOWN	£40
PORT ELIZABETH	£43
EAST LONDON	£44
DURBAN	£45

- ★ All passage fares are exclusive of taxes, harbour and/or port dues where such are levied on passengers.
- ★ Through bookings for ports beyond Durban (East African Ports) may only be accepted by special arrangement.
- ★ Fares to or from East African ports are arrived at by adding the applicable East African inter-coastal fare to the Canada/Durban rate (£45). See pages 5 and 6 for the East African inter-coastal fares.
- ★ Return fares are double the single fares.

Figure 6: Elder Dempster Fare Schedule in the 1930s

When hostilities ended, Elder Dempster wished to re-establish its regular trading routes between Canada and Africa. The company therefore re-activated its agency arrangements,

placed orders for new tonnage, and purchased a number of secondhand ships from the Ministry of War Transport. At this juncture, however, officials noted that Canadian opinion appeared to be very much in favour of the establishment of a Canadian merchant navy. Such an establishment would require that the vessels be registered in Canada and that the crews be composed of Canadian nationals. Such a move, of course, would place Elder Dempster's operations in an entirely new context. Nonetheless, the company was committed to remaining in the Canadian trade. It therefore established a new company under the name of Elder Dempster Lines (Canada) Limited, incorporated in Canada with registered offices in the Board of Trade Buildings in Montreal. Kenneth Sharrock was listed as President. At the same time, an agreement was concluded with the Canadian government for the purchase of five of its standard "Park"-type steamers. The *Strathcona Park* was renamed *Cabano*; *Wascana Park* became *Cargill*; *Bridgeland Park* was re-christened *Cambray*; the name of *Crystal Park* was changed to the *Chandler*; and *Goldstream Park* was altered to *Cottrell*. All were registered in Montreal, manned by local personnel, and placed on the Canada-South/East African services. Despite the fact that Elder Dempster had formed a Canadian company, it still operated as a "cross-trader," with a number of British-flag ships loading commodities like timber, cocoa and coffee at west African ports for United States ports and terminating their voyages at Montreal, where on occasion they entered drydock at the Vickers yard for their annual overhaul.

By mid-1949, however, carriages between Canada and Africa showed a marked decline. In an effort to counter this, the Elder Dempster Canadian fleet began to load at United States ports as well as at Montreal and Saint John. But such a move did not reverse the crisis; it simply stemmed the inevitable.

In May 1950 Elder Dempster announced that it had become impracticable to continue this segment of its business. There were many reasons for this announcement. One was the restrictions on imports into South Africa; the dollar shortage was yet another. Clearly, the volume of cargo from Canada to the Cape had declined sharply. Nor was the dream of a functional Canadian merchant marine exactly happy in fulfilment. It produced many problems for Elder Dempster in Canada; indeed, the general high level of Canadian wages made international competition extremely difficult. Finally, it was a protracted seamen's strike which settled the matter. Elder Dempster concluded arrangements for the five steamers to be transferred to British registry and manned by Britons. All vessels (apart from *Cargill*) appeared in South African waters under the British flag. The *Cottrell*, under the command of Captain T.E.M. Jenkins, had the distinction of being the last Elder Dempster vessel to operate on its Canada-Capetown service.

A typical round-trip voyage of S.S. *Chandler* in the early 1950s may illustrate the growing problems. The voyage would have taken close to 150 days, with an itinerary as follows:

- | | | |
|-------------|----------------------|----------------|
| 1. Montreal | 2. Saint John | 3. Sydney |
| 4. Tenerife | 5. Freetown | 6. Minoka Bay |
| 7. Capetown | 8. Port Elizabeth | 9. East London |
| 10. Durban | 11. Lourenco Marques | 12. Beira |
| 13. Durban | 14. Capetown | 15. Walvis Bay |
| 16. Accra | 17. Takoradi | 18. Monrovia |
| 19. Dakar | 20. Norfolk | 21. Montreal |

Such a long itinerary, coupled with a short-fall of cargo, made voyages such as this increasingly uneconomical.

But the closure of Elder Dempster Lines (Canada) Limited and the transfer of the Canada-Capetown route to the Union Castle Line did not mean that the "buff" coloured funnel of the company or its white burgee, bearing the cross of St. George and a Gold Crown in the centre, would not be seen again in Canadian waters. The company had by now taken delivery of newer and more sophisticated tonnage and thus concentrated its services. Loading now commenced in the Great Lakes, thence along the St. Lawrence, and down the east coast of the United States for west Africa, with the voyages now terminating at Angola.

As time passed, however, many of the British, French and Belgian colonies attained their independence. Independent status brought with it a slew of new national shipping lines, including the Nigerian National Shipping Line, the State Shipping Corporation (Black Star Line) of Ghana, the Société Ivoirienne de Transport Maritime of Ivory Coast, and the Compagnie Maritime Zairoise. Not only did Elder Dempster have to face a host of new competitors but also renewed challenges from private firms. Many of the latter entered a trading area only to make a "fast buck," to accept only the cream of the trade, or to load for selective, trouble-free ports in west Africa. Nonetheless, the competition was serious.

In the past Elder Dempster had always accepted competition knowing that it had the expertise to combat it successfully. But one very important new condition now shifted the balance. This was the United Nations Committee on Trade and Development (UNCTAD), which proclaimed a new "Code of Practice." Commonly referred to as the "40-40-20" code, it bound signatories to agree that forty percent of their exports would be carried in ships operated by the importing country, forty percent by the exporting nation, and only twenty percent by "cross-traders." A company such as Elder Dempster fell into the latter category.

Due note had been taken of this legislation and Elder Dempster struggled to adapt to the new maritime environment. One way of doing this was by entering into joint agreements. Elder Dempster signed such an agreement in 1965 with the French shipping company, Compagnie Maritime des Chargeurs Reunis, and the Belgian company, Compagnie Maritime Belge. This type of association was logical, since it combined the strengths of three major shipping companies which over the years had accumulated a good deal of expert-

ise, not only of the west African shipping scene but also around the world. In addition, each of the signatories had its own agency network stretching along a coastline of some 3500 miles, from Senegal to Zaire.

The joint service arrangement included five conventional ships and worked very satisfactorily for over ten years. Competition was intense from the fleets of newly-developing nations. But most important, the "cargo mix" was changing rapidly. Cargoes such as tractors and bulldozers, for example, which were once prime cargoes for conventional ships, were now being transported by the new roll-on, roll-off concept. In addition, a greater proportion of cargoes were now in containers. An inability to adapt led Elder Dempster's two partners in 1979 not only to withdraw from the joint agreement but to exit from the North American trade completely.



Figure 7: *Blue Kobe/Kaduna* at New York, 1978.

Despite the withdrawal of its partners, Elder Dempster still offered shippers a service from the St. Lawrence. But this was far from the regular service that it had been able to provide in earlier times. The M.V. *Kaduna*, for example, sailed from Montreal on 1 June 1981. The next Elder Dempster departure was the *Pampero*, which left Montreal on 2 October 1982. This was certainly a far cry from the pre-

World War II days in which Elder Dempster offered a six-monthly forward schedule (see Figure 4). Indeed, the *Kaduna* and the *Pampero* reflect yet another trend--chartering rather than owning vessels. The *Kaduna*, while it sounds like an Elder Dempster name, only bore this title during the period she was on charter from Sekkiyo Seibaku K.K. of Tokyo, under whose flag she was normally the *Blue Kobe*. *Pampero* was also chartered, albeit this time from the German ship-owner Hugo Stinnes of Hamburg.

Sadly, after eighty-four years of service, Elder Dempster has now withdrawn from the St. Lawrence. In closing, however, perhaps we should bear in mind what Winston Churchill said of the Battle of Egypt in a speech at the Mansion House in London on 10 November 1942: "This is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning."

BRITISH BARQUE LORD WESTERN LOST ON WEST COAST

By R.E. Wells
Sooke, B.C.

If there had been a newspaper in the Victoria during the mid-nineteenth century, it probably would have run a headline similar to the title of this essay. The British barque *Lord Western*, which went down in 1853, was for the past three decades simply known as the "Sydney Inlet Mystery wreck." Linking this wreck to the *Lord Western* has been a most challenging and interesting research project.



Figure 1: Upper Reaches of Sydney Inlet. The unlogged shores look much as they would have in 1853.

Obviously, the identity of the wreck was well-known at the time, but over the years memories seem to have faded. Indeed, it was not until 1957, when divers found the remains of a vessel in the upper reaches of Sydney Inlet, that research commenced to try to establish its identity. Some artifacts recovered from it at that time were definitely established to have been British in origin and it appeared to have been a

vessel from the mid-nineteenth century. But the true identity was not established. Now, thirty years later, we know its name. Never again will it be lost in the mists of time!

The line of research that led to the identification of the *Lord Western* is very much like a detective story. It begins in a rather unlikely locale, with a study of the earliest Spanish charts of the 1790s along with those of Vancouver. Later the first hydrographic surveys of the coast of Vancouver Island and its inlets by HMS *Plumper* and HMS *Hecate* also figured in the solution to the puzzle, as did the records of early traders, Hudson's Bay Company documents and colonial correspondence.

But the search for the identity of the wreck was not without its false trails. When the remains of the wreck were discovered in Sydney Inlet, many immediately assumed that it must be that of the *Tonquin*, a fur-trading vessel which exploded somewhere off Vancouver Island in 1811 with the loss of many lives. Since the *Tonquin* incident was both well-known and fascinating, it must have been tempting to assume that the wreck dated from 1811. Indeed, the expedition that discovered the wreck was searching for this vessel. But when it was learned that the wreck in Sydney Inlet was of a much later vintage, it became clear that it could not have been the *Tonquin*. The search for the wreck of this earlier craft continues to this day.



Figure 2: The Sheltered Bay and Beach, with Dive Boats over the Wreck.

Early government correspondence and Hudson's Bay Company records tell the story of the loss of the *Lord Western*, of how the crew reached Victoria, and of how those who remained at the site were brought out to safety. But the location of the wreck was not identified clearly. Describing the exact spot of the wreck would have been difficult, since at the time many of the geographic features and waterways still lacked official names, a situation that was true particularly for the inner channels along the coast. The records simply state that the site of the incident was Clayoquot Sound, or some thirty miles north of Nitinet (the name used for Barkley Sound in those days). This was not much to go on for a

researcher seeking the precise location of the "harbour" reached by the unfortunate vessel. But from the Hudson's Bay Company records of the vessel *Otter*, which have only just been made available to the public, one clue was found. The *Otter* was dispatched to the site of the wreck to rescue the remaining castaways, and from this source it is possible to get a "fix" on just where the rescue took place. But knowing where the survivors were picked up and where the vessel went down are two different things.

From the diaries of one of the Admiralty surveyors (Gowlland's records at the Provincial Archives of British Columbia) it was hoped that some clue might be found among the first surveys of the Sydney Inlet region, taken in 1861, as to the identity of the vessel. While most of his writings, which describe the coastal features, shipwrecks and Indian tribes, were interesting reading, there was unfortunately no mention of any vessel lying in any part of Sydney Inlet. Yet there is an ironic side to these records. From reading the descriptions, it is clear that the surveyors passed right by the site—only eight years after the wreck. Their work in the upper reaches of Sydney Inlet was cursory, due in part to a lack of time and in part because they were interested in other things, such as confirming that Flores was indeed an island and investigating whether the channel now known as Stewardson Inlet connected through to Hesquiat, as suggested on early Spanish charts. While the surveyors examined the shore and took limited soundings in the inlet itself, it is clear that the party did not see the wreck. Elsewhere along the coast Gowlland made careful notes of shipwreck sites, yet for Sydney Inlet his diary is silent.

Curiously the Spanish, the first to chart these islands in 1791, were prevented from examining the northern reaches of the inlet by hostile Indians; they, too, failed to sound the place where the *Lord Western* (admittedly much later) came to rest. But they did describe the Indian encampments in the land of Manhousat; these locations were still well known at the time of the *Lord Western* incident, even though many were then unoccupied. Indeed, in 1859 certain investigations by the Royal Navy into the *Swiss Boy* incident in Barkley Sound (in which an American brig had been plundered by local Indians and her crew held captive) cited a similar occurrence at Manhousat several years previously concerning a vessel named *Lord Western*. Here was a definite linking of this vessel with Sydney Inlet, the territory of the Manhousats.

At first, it may seem difficult to understand how a vessel could be so far away from the outside coast and then sink or be sunk. But it became clear on reading the one surviving letter, dated 19 December 1853, from the ship's agent to the Governor at Victoria. In this letter the agent requested aid for the castaways, who were on a desolate region of the coast and likely in grave danger from hostile Indian tribes and malnutrition. This letter allows us to see what actually happened. The *Lord Western*, with twenty-one men aboard, sprung a leak at sea in extremely heavy weather after departing Sooke for San Francisco with a cargo of pilings, squared

timbers and salt fish. In fact, this was her second departure from Sooke; she had to turn back the first time due to leaks (she had a reputation for this problem) which her crew had difficulty surmounting. Obviously, she was deemed to be sufficiently well-repaired to make San Francisco when she left Sooke the second time. Her captain was forced to guide his vessel, then settling, into any body of water that promised some kind of shelter. The only one that he could make was what we now know as Sydney Inlet. Once the vessel progressed into the inlet, Indians came into the picture. It is certain that they were present; it is possible that they followed or even boarded the labouring craft. From such an encounter, the captain would have learned that if he proceeded well into the inlet, shelter was available in this otherwise exposed and steeply-shored channel. It was a long way in--about seven miles. The *Lord Western's* captain knew the Vancouver Island coast well, having traded there previously in command of the *Honolulu Packet*, and it is certain that he also knew some Indian jargon. It is also seems certain that the vessel, unmanageable as she must have been, was towed at some point, at least around the last point leading into the bay in which she was finally driven aground.

There have been versions of a story of a ship that came into Manhusat territory seeking refuge handed down by the generations of Indians. Such stories suggest that it came close to one of the villages. Other versions refer to the plundering and sinking of this ship and the rescue of the crew because of the presence on board of a "white collar man." Yet another version indicates that the vessel's crew had been murdered. There is no doubt, however, that the Indian stories are at least partially correct--a ship did come into the sound--because the tales led the 1957 diving expedition to the precise site.

After the vessel came to rest at this sheltered location, the captain decided to keep ten men with him on the ship and to send another ten, under the command of the mate, away in a long boat to proceed back to Victoria to obtain assistance and provisions. It took this boat crew fourteen peril-filled days to reach their destination. Included in this crew were three Indians who had shipped out at Victoria for this ill-fated voyage. They were probably helpful in navigating the small boat through Indian territories along the coast. The long boat arrived at Victoria on 15 December, and a report was made to the ship's agent. While efforts were being made to obtain the services of a suitable relief vessel, another boatload of crew members arrived at Victoria on 18 December. There were seven men in the ship's jolly boat; they reported that the *Lord Western* had sunk and that there was nothing for them to do but to leave the distressed vessel. Because of space limitations, they had been forced to leave the captain, second mate, steward and one seaman on the beach opposite the site of the wreck to survive as best they could.

All these details were communicated by the agent to the governor, stressing that the only remaining hope for the

castaways was speedy assistance from the government. The letter stated that the *Lord Western* reached the sheltered bay on 1 December. Shortly thereafter, with the first boatload of crew members having departed, she sank at her mooring, thus forcing the others to make their way to civilization in the second boat. *Lloyd's* later gave the date of the loss as 4 December, which may have been the date of the actual sinking.

Receipt of the letter from the ship's agent immediately triggered action on the part of Governor Douglas, who ordered the Hudson's Bay Company steamer *Otter* to proceed to the site. The *Otter* departed Victoria on the morning of 20 December, carrying the *Lord Western's* mate as pilot, as well as nine of the ship's crew. The rescue vessel arrived at the site by way of Sydney Inlet on the afternoon of the 21st; the words in her log state that it arrived at the place "where the *Lord Western* drove onshore." Upon arrival she encountered some Indians, who stated that the castaways had gone down to the main Indian village, which was some twenty-five miles away, two days previously. This had to be Opitsat, across from the present-day Tofino on Clayoquot Sound.

The *Otter* remained at the wreck site that night. Late in the evening, the *Lord Western's* captain arrived in an Indian canoe--he had obviously learned of the *Otter's* presence via the "Indian telegraph." He informed the master of the *Otter* that the remaining castaways had indeed reached Opitsat. Early the next morning, the *Otter* steamed out of Sydney Inlet, reaching Clayoquot Sound shortly after noon, coming to anchor near the main village. The remaining survivors joined her and the vessel was visited by many "friendly natives." On Friday, 23 December the *Otter* got up steam and headed out to sea, only to be driven back by heavy weather. It began to appear increasingly unlikely that she would be able to get back to Victoria by Christmas Day.

Very early the next morning, the vessel departed once again. As on the previous day, seas were heavy. Then at 7 AM she developed engine trouble, which forced the captain to make sail in the squally weather. By sunset, she had made Port San Juan, where she hove to for the night. On Sunday, Christmas Day, the *Otter* was once again under sail; in better weather, she finally made Victoria by afternoon. The dramatic rescue was completed.

The rescue of the survivors sounded a death knell to some of the rumours about the fate of the *Lord Western*. For example, there was no deliberate attempt to sink and plunder the vessel. Instead, she filled and sank where she had grounded, although possibly slipping back a little on the steeply-sloping bottom. When the divers found her in 1957, she was lying with her bow in approximately thirty-five feet of water. Her stern was slightly deeper (about eighty feet of water), indicating that she had apparently rolled over at some point onto her port side. At the time she sank, only her masts, bowsprit and rigging would have protruded above the surface. The vessel had a full load draft of nineteen feet, but

being waterlogged she was likely drawing twenty-five feet or so when her bow was driven on the shore. Her captain would have wanted to ground her at high water and it is presumed that he did so, but probably too late. Even with a tidal range of roughly ten feet, the bottom shelved off too steeply to enable him to inspect the hull at low water. Thus, his ship was doomed if she would not--or could not--be kept afloat.

The Indians most probably salvaged what they could from the remnants that remained above water. Eight years later when Gowlland passed by the site, it is reasonable that he failed to see anything suggesting that a vessel lay underneath the water--the masts, spars and rigging had by that time no doubt fallen into the sea, leaving no trace of the vessel.

A number of artifacts have been raised from the wreck, including a number of fir log samples which are being prepared for display at the Sooke Museum and Historical Society. As well, a large anchor from the vessel was retrieved from the site by an RCN expedition in 1959. It can now be seen as a permanent outdoor display at the Maritime Museum of British Columbia in Victoria. The ship's rudder has also been salvaged; it may be seen in Tofino across from the municipal hall. Unfortunately, many other artifacts known or suspected to have been raised have gone astray. Since the wreck has now been declared an historic site, any future diving activity must now have government approval, a fact which should protect the remaining items in the inlet.



Figure 3: *Lord Western's* anchor at the Maritime Museum of British Columbia.

The history of the vessel itself is as fascinating as the mystery that until recently surrounded her. She was built at Aberdeen, Scotland in 1840 by the well-known yard of Hall Brothers, whose ships were famous for having lofty rigs with great projections over their hull ends. The *Lord Western* was this type of vessel; she was also built of the finest materials and received a high classification from Lloyd's. Her registered dimensions were 118.4 feet by 25.5 feet by 19.5 feet and her carrying capacity was 530 tons new measurement and 445

tons old measurement. After a couple of years service, she was condemned in India for unknown reasons (although it likely had to do with stress from heavy weather). She was repaired and re-registered in India, serving mostly in coastal trades under various Indian owners. These voyages were interspersed with occasional trips across the Arabian Sea and the Bay of Bengal; on one noted passage she carried several hundred passengers on a pilgrimage to Mecca. She also made one voyage out to China and in 1852 appeared in Hong Kong to load emigrants for San Francisco. After arriving in that California port, she started out again for Hong Kong, presumably for another load of emigrants, but had to return to San Francisco because of serious leaks. Thereafter, she was laid up until the summer of the following year when, under new ownership (and presumably having been repaired) she sailed north for Victoria with a general cargo. Her intended return voyage from Sooke commenced in late November 1853. She was the largest vessel to load in Sooke in that pioneering year of 1853 when timber exports first began.

The *Lord Western* may have been an unlucky ship, but she was of some importance to the early history of Canada's west coast. With her identity now firmly established, it should be possible to learn a good deal more about the early maritime history of this region from the wreck. Readers who are interested in more details about the wreck and the process of identification than it has been possible to include here are invited to consult the reports issued by the Underwater Archaeological Society of British Columbia in March 1988 and July 1989.

LIEUTENANT WILLIAM MCKISTRY MAITLAND-DOUGALL, RCN: AN EARLY CANADIAN SUBMARINER

By J. David Perkins
Dartmouth, N.S.

Born on 14 March 1895 in the town of Duncan on Vancouver Island, William was the first of two sons born to James St. Leger and Winnifred Maitland-Dougall. He grew up in Duncan and attended a local preparatory school, in which he was considered to be a bright student.

William's father was the youngest son of Admiral William Heriot Maitland-Dougall, RN. With the passage of the Canadian Naval Service Act, it was natural for him to consider the navy as a suitable career for his eldest son. During the summer of 1910 William sat and passed the entrance examinations for admittance with the first class of cadets admitted to the newly-established Royal Naval College of Canada in Halifax. On completion of the required three years training, two in academics and naval studies at the College and a final year aboard HMS *Berwick*, William graduated at the top of his class with three first class certificates.

Midshipman Maitland-Dougall was serving aboard HMCS *Niobe* at Halifax in the summer of 1914. On 3 August, the day before war was declared, he submitted his name in re-

sponse to a request from Naval Service Headquarters (NSHQ) in Ottawa asking for volunteers to man the two submarines being purchased on the west coast. Within a few days he was aboard a train bound for his new appointment.



Figure 1: Lt. W.M. Maitland-Dougall, RCN.

Source: Author's Collection (Courtesy of the Maitland-Dougall Family).

The two submarines were commissioned into the RCN on 7 August and eventually became known as *CC1* and *CC2*. Mr. Maitland-Dougall was appointed to *CC1* as third officer under Lt. Adrian St. Vincent Keyes, a British submarine pioneer and senior officer for the little flotilla. After the elimination of the German squadron at the Battle of the Falkland Islands in December 1914, the two boats were laid-up for the winter. Keyes returned to England and Maitland-Dougall was posted first to NSHQ and then back to HMCS *Niobe* in Halifax to continue training for promotion.

early in 1915 the Bethlehem Steel Corporation of the United States began building ten "H" class submarines at the Canadian Vickers shipyard near Montreal under contract to the British Admiralty. As the boats neared completion, manning

became a problem and the Director of the Naval Service, Vice-Admiral Kingsmill, submitted Maitland-Dougall's name as a suitable candidate. The first four submarines left for the Mediterranean in June via a five-day stop-over at St. John's. They were escorted to Newfoundland by HMCS *Canada*, with Mr. Maitland-Dougall aboard as a junior ship's officer. Later that month the young midshipman was appointed to HMS/M *H10* as spare officer under Commander Alexander Quicke, senior officer for the second group of British "H" boats. Shortly thereafter the submarines set sail for Halifax.

Near the end of July the six boats, *H5-H10*, set out from Halifax bound for Plymouth under their own power. They were accompanied on the voyage by HMS *Camarvon* and two steam colliers; the little fleet arrived at Devonport on 4 August.

Prior to leaving for the United Kingdom, Maitland-Dougall had requested permission from Vice-Admiral Kingsmill to remain overseas. This was granted and shortly after his arrival he joined a Submarine Officer's Training course at HMS *Dolphin*; he was the first RCN officer to undertake this training. On completion he rejoined *H10* as third officer. By this time the six boats had been organized into a flotilla under Commander Quicke in the depot ship HMS *Alecto* at Great Yarmouth. *H10* was still senior boat but was now under the command of Lieutenant the Hon. Byron Cary.

By the time his promotion to acting sub-lieutenant arrived early in December 1915, the young Canadian had earned the reputation of being a serious, hard-working officer with excellent prospects for advancement. On 5 May 1916, after eight months aboard *H10*, he was appointed to HMS/M *D3* as first lieutenant under Lt. Cdr. Barney Johnson, RNR, from Vancouver. The two men had a lot in common: both had joined the "CC" boats together, built and commissioned the Montreal "H" boats, sailed them to England, and run in them out of Yarmouth. Johnson had only recently escaped a harrowing experience when his boat, *H8*, hit a mine while submerged on a reconnaissance patrol off the coast of Holland. He and his crew had managed to get the badly-damaged craft back to base but the sub was paid-off for extensive repairs. The two Canadians were destined to spend eighteen months together in *D3*, sharing many hardships and adventures.

In July the entire ship's company was put out of action when the overworked battery began to deteriorate and emit hydrogen gas contaminated with arsenic. The led eventually to pernicious anaemia with which many of the crew were hospitalized; both Maitland-Dougall and Barney Johnson became seriously ill. Because of his youth, William recovered fairly quickly. The boat was refitted at Portsmouth and on completion of repairs was sent to Immingham on the Humber River for east coast patrols.

In February 1917 Captain M.E. Nasmith, VC, took over command of the flotilla and within a few days the boats were

on their way to Queenstown, Ireland, to undertake anti U-boat patrols in the North Atlantic. The next month, Maitland-Dougall's promotion to acting lieutenant arrived, back-dated to January. Early in April, *D3* joined *Platypus*' flotilla in the north of Ireland. Five months later, Maitland-Dougall was given his own boat, HMS/M *D1*.

Upon taking command he was ordered to Portsmouth where *D1* formed part of HMS *Thames*, the newly-established Commanding Officers' Periscope School. In November he left *D1* and returned to Ireland, where he relieved Barney Johnson as Commanding Officer of *D3*. Johnson moved to Berehaven, where he was given command of *E54*. In December *D3* was ordered to Portsmouth to join the Sixth Flotilla at Fort Blockhouse for anti U-boat patrols in the English Channel.

On 12 March 1918, while on patrol off Fecamp, *D3* was bombed and sunk after attempting an exchange of identities with a French airship that had mistaken her for a U-boat. The British authorities were informed of the tragedy the following day. Maitland-Dougall had been killed two days before his twenty-third birthday and he perished along with his crew of two other officers and twenty-six men; there were no survivors. Although four men escaped the actual sinking, the French were unable to rescue them.

Maitland-Dougall's passing, however tragic, has provided the annals of the RCN with a remarkable record of achievements. He was something of a Canadian naval pioneer. He had been a cadet in the first class to graduate from the Royal Naval College of Canada and ultimately finished at the head of his class. He was the first RCN officer to volunteer for service in Canada's earliest submarines; the first RCN officer to serve in RCN submarines; and the first to cross the Atlantic aboard one of the first subs ever to undertake the long voyage. He was the first RCN officer to be promoted to the command of a British submarine. Regrettably, he was also the first, and only, RCN officer (as distinct from those of the RCNVR and the RCNR) to perish in a submarine and the only one to do so while in command.

Upon such deeds are naval traditions founded. William Maitland-Dougall was a keen, dedicated young Canadian who worked exceptionally hard to achieve his goals. To be given command of an operational Royal Navy submarine in wartime was an extraordinary accomplishment for any "colonial" officer and to have risen so far by the age of twenty-two makes it even more remarkable. Alexander Quicke was the first RN submarine captain and it was under that officer's command of the Sixth Flotilla that he was killed. It fell to Quicke to submit a report examining the sinking of *D3*. In his conclusions, he remarked that "Lieutenant Maitland-Dougall, who entered the RN Submarine Service as a Midshipman under me, was, in my opinion, in the very front rank of the younger submarine captains, a most thorough, conscientious, and resourceful officer." Indeed, a remarkable young Canadian.

P.S. ROTHESAY CASTLE

By Robin H. Wyllie
Bridgewater, N.S.

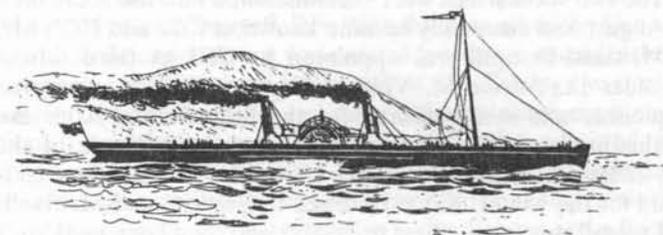
P.S. *Rothesay Castle* (3)

Official Number:	29290
Builder:	Simons & Co, Renfrew, Scotland
Date Built:	1861
Gross Tonnage:	427
Overall Length:	191 feet
Breadth:	19 feet
Draught:	8 feet
Engine Builder:	Simons & Co., Renfrew, Scotland
Engine Description:	Steam Oscillating, driven by two haystack boilers, developing 110 N.H.P.
Speed:	19 knots

HISTORY

The *Rothesay Castle* was the third of her name to be built for the lucrative summer service between Glasgow and Rothesay on the Firth of Clyde. While on this route, she established what was to be an unbeaten record of 2 hours, 28 minutes between the two ports. As with many of her sister "flyers," her speed soon attracted the interest of those interested in running the Union blockade of Confederate ports in the U.S. Civil War. She was sold off the Clyde in 1863.

The ship remained in the blockade-running trade until the end of the war, during which time she made a number of runs through the blockade and reputedly earned considerable profits for her owners. She was purchased by New Brunswick owners, probably about 1865, for the government-subsidised service from the railhead at Pointe du Chene to Campbelltown, via intermediate ports. She remained on the North Shore route until 1875, when she was sold. Her new owners changed her name to *Southern Belle* and she operated on the Great Lakes until 1892, when she was broken up.



ROTHESAY CASTLE (3) FROM A CONTEMPORARY PRINTING

ROBIN H. WYLLIE 1985

Figure 1: *Rothesay Castle* from a Contemporary Painting.

SOURCES

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H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

North Shore Line.



THE SWIFT IRON STEAMER

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(UNDER GOVERNMENT CONTRACT,)

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Dalhousie & Campbellton,*

EVERY THURSDAY, leaving Point du Chene, (terminus of the E. & N. A. Railway) on the arrival of the Morning Express Train.

Calls at Shippegan and Caraquette every alternate trip, weather permitting.

Returning—leaves Campbellton, Dalhousie and Bathurst every MONDAY morning, and Newcastle at 6 a. m., and Chatham at 7 a. m., Tuesdays for Shediac, connecting with the Special Train from Saint John, N. B.

Passengers going North reach Miramichi the same day they leave Saint John.

Passengers going South arrive at Saint John early Tuesday evenings.

For Tickets and further information apply at the Railway offices, or to

THOMAS LEACH,

Steamer "Rothesay Castle,"

Point du Chene.

Figure 2: North Shore Line Circular, 1872.

BRIGANTINE SEA GULL: A LAKE TRADER THAT WENT DEEP-SEA

By Eric Reford
Montreal, Quebec

(Editor's Note: This essay was written a number of years ago

by Mr. Eric Reford, a man prominent in maritime affairs in Montreal. It was submitted to us by his son, Alexis Reford. We thank him for permission to print it.)

The "sixties" are looked back to by many vesselmen as the "Golden Age" of Great Lakes shipping. Those were the days, they will tell you, when every little lake port owned its fleet of sailing vessels and when lots of money was being made in the carrying trade. They will tell you of many different vessels which were once the "pride of the Lakes;" among them you will often hear mention of the "brig" *Sea Gull*. She is not remembered because of her size, beauty or speed, for in none of these particulars was she remarkable. Instead, she occupies a place in history because of a voyage she made in 1865 down the St. Lawrence River and south-eastward, across the broad Atlantic and down to Port Natal, in Cape Colony. This type of voyage was never before attempted, nor has it been accomplished since by a lake vessel.

The *Sea Gull* was built in Oakville, in 1864, by John Simpson, who with his brother built a great many of the once famous "Oakville schooners," some of which are still afloat. The vessel was owned by John Murray of Oakville and Frank Jackman, Sr. of Toronto, and was registered in the latter port. When she was first registered she was a fore-and-aft centreboard schooner of 201 tons register. These were her dimensions: length, 105 feet; extreme beam, twenty-two feet; draught (loaded), ten feet, and light, four feet six inches. She had the peculiarity of most Oakville vessels—her mast had quite a "spread." The raking mainmast was stepped rather far aft, and the foremast pretty well forward. She is said to have cost her owners some \$15,000.

There was a brisk trade in those days between Toronto and Oswego, with lumber and grain being carried down the lake and coal on the return trip. The *Sea Gull* was engaged in this trade for the first season.

In the spring of 1865 Mr. Davids, of Toronto, chartered her to take out a consignment of lumber, buggies and sundries to a man named Lysle, at Port Natal, South Africa. Alterations were made in her rig, to fit her better for her long voyage, and she was changed from a schooner to a brigantine, this rig being considered handier for use on salt water. She carried fifteen different pieces of canvas, there being five square sails on the foremast. Her crew amounted to ten men all told. There were four men and two boys before the mast.

She left for Port Natal in June 1865, and after a three months' voyage, in which she met with no mishap, or in fact, anything at all extraordinary, reached her destination. She crossed "the bar" at Port Natal under canvas, without the assistance of a tug, a thing very seldom done. She excited considerable comment in that port by the length of her voyage, and by the fact that she was the smallest vessel which up to that time had entered the harbour and the only Great Lake trader which had ever made the voyage. The cargo was delivered to the consignee, and it might be mentioned that

the lumber was sold at a modest price of 8d. per foot. After discharging her cargo, the *Sea Gull* lay in the harbour for three months, waiting for a charter and making repairs and alterations, for experience had taught the fresh water sailors that several improvements might be made. Among the changes was a reduction of eight feet in the height of the mainmast.

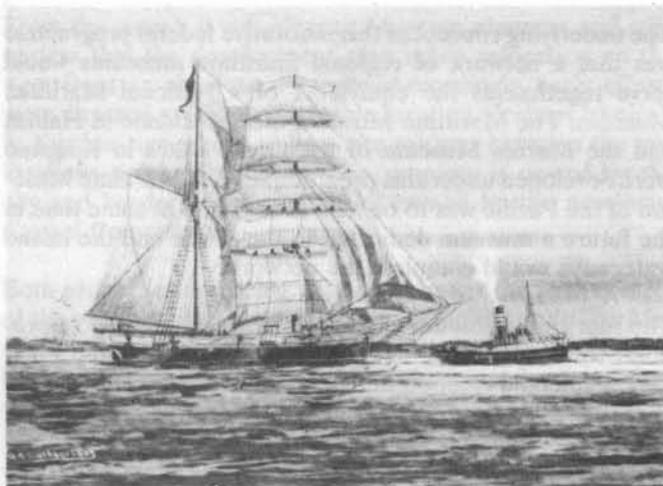


Figure 2: Brigantine *Sea Gull* Entering Montreal Harbour, 4 June 1866.

In January, 1866, the *Sea Gull* sailed for Boston with a cargo of sugar, molasses, pepper, arrowroot, ivory and some thirty-seven passengers, and arrived at her destination after a voyage of ninety-eight days. There she discharged her cargo and loaded flour for St. John's, Newfoundland, sailing from that port in ballast for Sydney, Cape Breton, and there received a cargo of coal for Montreal. She came up light from Montreal to Kingston, and there got a cargo of wood for Toronto.

In July 1866, the *Sea Gull* arrived in this port after a voyage of thirteen months and was placed on exhibition at the Yonge Street wharf, where great crowds flocked to see her. The voyage had been very fortunate: none of the crew were lost, the vessel suffered no damage, and there were no mishaps whatever. Mr. Frank Jackman, Sr. was captain and his nephew, James Jackman, mate. Captain May, a salt water sailor, acted as navigator. About \$9,000 was paid for the trip, and after all bills were settled there was \$2,000 profit. A sample of South African rum was brought back, and kept on tap in the captain's cabin. Verily, a little of it went a long way--thousands of miles--and old marines declared it was strong enough to knock a man down.

After this remarkable voyage the *Sea Gull* continued to earn money for her owners in the lake trades. She carried grain and coal from Chicago to Kingston for a couple of years, but in 1870 she was sold to the well known firm of shipowners, Smith & Post, of Oswego. They kept her for about a dozen years, and she was very successful as a lake trader. Her American owners changed her rig as the square canvas wore

out, and Americanized her, making her a fore-and-aft schooner once more.

The *Sea Gull* was a remarkably well-built vessel. How well she was built may be judged from the following facts. While passing through the old Welland canal she ran into one of the gates near Port Colborne. The water from the higher level immediately rushed in and drove the vessel backwards until it crashed into the gates at the northern end of the lock. With such force did it strike that the stern was crushed in. So solidly was the vessel built, however, that she did not leak a drop or have to go on the dry dock afterwards.

As the years passed, though, the *Sea Gull* began to show signs of wear. Accordingly, Smith & Post sold her in 1882 to George E. Mapes of Detroit. He rebuilt her, gave her smaller spars, and placed her into the lumber trade on the upper lakes. She afterwards was sold to J.G. Miller of Marine City, who converted her into a steam barge, continuing in the lumber trade. Her eventful career was closed in 1888, when she was destroyed by fire at Tawas, Michigan.

VOYAGE THROUGH TROUBLED WATERS

By Keith Cameron
Sidney, B.C.

(Editors' Note: a number of recent issues of *ARGONAUTA* have carried brief reports on the Maritime Museum of British Columbia, the site of the 1990 CNRS Annual Meeting. The following account of the institution's origins and current plans may serve as useful background for members planning to attend the meetings in Victoria.)

For the third time in its thirty-six year history, the Maritime Museum of British Columbia had made a bid for a permanent berth on the waterfront of Victoria's Inner Harbour. The current Relocation and Development Plan has been three years in the making and has captured the interest and support of the public, the business community and government to a degree not previously experienced. This has been welcome news to an institution that has struggled to achieve even the most modest of goals for most of its financially-troubled life.

The Museum was founded in 1954 by the local naval community with the unofficial blessing of Naval Headquarters in Ottawa and the more tangible encouragement of prominent business and government leaders. Three years later, it was incorporated as a non-profit society, its collections mandate expanded, and community involvement increased at both the management and funding levels.

During this early period the collections were housed in two brick buildings constructed around 1903/04 as married quarters for members of the British Army Ordnance Department serving in the Esquimalt area. Located on Signal Hill adjacent to the Naval Dockyard, the structures soon proved

unsuitable for exhibit purposes, and the location too remote to attract large numbers of local or tourist visitors. As the 1950s ended, the society initiated discussions aimed at relocating to Victoria's downtown waterfront area.

The proposed site was the former Customs House situated on the waterfront at the foot of historic Fort Street and with adjacent wharfage suitable for floating exhibits. While the building was small, the potential was there for expansion. But the proposal was overtaken by events, the Director of Naval Reserves arguing successfully that the needs of Victoria's Naval Division, HMCS *Malahat*, were of a higher priority.

With the completion of the new Law Courts Building in 1963, the old Provincial Courthouse in Bastion Square was transferred by the province to the city for "cultural" use. The Museum was the successful applicant in the ensuing competition for tenancy and relocated there in 1964. Constructed between 1887 and 1889, the building is one of the most distinctive heritage structures in Victoria. Its architect, Hermann Tiedemann, also designed the first Legislative Buildings (the so-called "Birdcages," 1859) and the Fisgard Lighthouse (1860), the latter located in the entrance to Esquimalt Harbour.

The square houses several attractive older buildings and in the mid-1960s was part of a restoration project designed to link it with the downtown pedestrian tourist traffic routes. Unfortunately, the project was not brought to full completion because of a shortage of funds.

Nevertheless, the consensus was that a good marriage had been made, each partner bringing to the union a distinct and important reminder of the province's colourful past. Complementing the Museum's already rich collection was the fact that Admiralty Court had often been held in the old Courthouse. So had some of B.C.'s most famous trials, and the imprint of Sir Matthew Baillie Begbie on the building is still visible. He was the Colony of British Columbia's first judge (1858) and, after B.C.'s entry into Confederation in 1871, its Chief Justice until his death in 1894.

Indeed, the Museum prospered reasonably well through the years immediately preceding and succeeding the celebration of Canada's centenary. But the cultural euphoria soon proved transitory. With city by-laws that then precluded the use of directional signs on adjacent streets and the Museum unable to afford a proper marketing and promotion programme, the square became a backwater in which the Museum swung languidly at anchor.

By 1975 there was talk of closure, and the city, which had supported the Museum through a property-tax exemption and an annual operating grant, advertised the building for sale because of high upkeep costs. Subsequent discussions between the city and the province resulted in the building reverting to provincial ownership, and provincial funding assisted the Museum through this difficult period.

In 1978, the Museum was declared a Provincial Resource Museum, a designation that recognized the cultural integrity and importance of the institution's collections. At about the same time, the Lord Report on Specialized Museums in Canada, commissioned by the National Museums Corporation, recommended that the Museum be designated as the future Maritime Museum of the Pacific.

The underlying concept of this innovative federal programme was that a network of regional maritime museums would serve together as the equivalent of a National Maritime Museum. The Maritime Museum of the Atlantic in Halifax and the Marine Museum of the Great Lakes in Kingston were developed under this programme. The Maritime Museum of the Pacific was to be next in line, and at some time in the future a museum dedicated to the Arctic and the inland waterways would complete the network.

The Maritime Museum of British Columbia launched a proposal to relocate on a site adjacent to the new Ship Point Pier, a splendid location in the very heart of Victoria's inner harbour. But again, the proposal was overtaken by events, when Ottawa announced in 1981 that the Specialized Museums Programme had been suspended indefinitely in order to provide funding for the urgent repair and improvement of national cultural institutions located in the capital.

By 1986, the Museum had again drifted to the edge of insolvency. A massive effort at fund-raising having produced a short-term solution, the Museum board turned its attention to the longer term. A development project was formulated and presented to the provincial government, which responded with a \$400,000 B.C. Lottery Grant spread over three years between 1987 and 1990.

The first phase of the project called for an independent professional study of the Museum's present and future potential—to serve as a guide for a development plan. The study was undertaken by Lord Cultural Resources Planning and Management, Inc., in associate with the Economic Planning Group of Canada, the latter producing the market analysis. The results were published in January 1988, and distributed to appropriate authorities.

Later that year, a Director of Development was hired, a number of innovative programmes introduced, and a six-year business plan approved and circulated to interested authorities. In addition, the Museum board was reduced in size and its composition changed to include more broadly based representation from all sectors of the community.

These measures were followed in 1989 by the adoption of a mandate based on a contemporary assessment of British Columbia's distinct status as a Pacific maritime entity. The concept embodies the Museum's new role in sharing information related to the province's maritime past, present and future, and B.C.'s relationships with other Pacific rim entities.

An interesting feature of the Museum's future exhibit programmes will be the "showcasing" of new-age maritime technology developed and made through Canadian ingenuity, and marketed internationally. In addition, programmes involving major exhibits from other Pacific rim nations will serve to strengthen new and traditional trading and cultural ties with Pacific rim neighbours.

From the outset, it was clear to Museum planners and supporters that the development plan made relocation on the waterfront an absolute necessity. Accordingly, early efforts were directed at finding a suitable location. Perhaps ironically, this has turned out to be a site midway between the two locations previously sought. The property is owned by the city and borders on a second lot owned by the provincial Capital Commission.

Both properties are being developed under the joint control of the city and the provincial Capital Commission. The Museum's "footprint" on the city lot is placed favourably close to the site proposed for a major new passenger-ferry terminal complete with modern Customs' facilities. The second lot will house retail and food outlets for tourists, visiting boaters and downtown workers and shoppers. Care is being taken in the joint developments to restrict building heights so that existing views of the harbour from streets leading to the waterfront are preserved. In addition, plans provide for "green space," rest and picnic areas, and the continuation of a pedestrian walkway along the waterfront.

With such a location, the Museum will undoubtedly prosper, and its business plan confidently predicts complete operating self-sufficiency within two or three years after opening, which is scheduled for 1994. This optimistic forecast appears soundly based, as self-generated revenue even now comprises seventy percent of total revenue and is growing.

During 1989, the Museum participated in the International "Jason" Project, began the task of augmenting its professional staff and implemented an "activity" programme for all ages to increase its membership roll. As a result, membership was increased by sixty percent and a year-round "activity" programme is now underway.

Earlier this year, the Museum became the first Canadian cultural institution to be awarded an official coat of arms through the Canadian Heraldic Authority, and has adopted a house flag, burgee and marketing symbols based on the heraldic grant. The burgee may be flown by members of the Museum Society and will be issued to owners of vessels accepted for registration in the Heritage Vessel Registry established in January by the Museum.

By April, the Museum expects to have completed the major themes for its new facility, engaged the architect and exhibit designers, presented its programme to senior levels of government, resolved site issues, finalized the development budget, and initiated its major fund-raising campaign.

The Museum Board and staff have been publicly praised on several occasions for the professional and business-like manner in which they have implemented their development plan, raised the profile of the institution within and beyond provincial boundaries, and developed initiatives to support other communities in preserving their local maritime heritage.

Although recent national polls reported culture and defence as the two programmes most deserving of spending cuts in the minds of a majority of Canadians, the atmosphere in Victoria is still encouragingly positive. Indeed, commitments by the city of Victoria, the provincial Capital Commission, the other "core" municipalities and various agencies reflect broad and strong community support for the Museum's programme.

After years of voyaging through troubled waters, the Maritime Museum of British Columbia appears at last to be within sight of a secure and snug anchorage in Victoria's little gem of a harbour.

ARGONAUTA NEWS

CORNWALLIS NAVAL MEMORIAL

CNRS member Ronald E. Elliott is the President of the Cornwallis Naval Memorial Committee. The goal of the committee is to raise approximately \$10,000 to construct a memorial in memory of Canadian sailors who lost their lives during World War I, World War II and the Korean War. The goal is to raise sufficient funds to have the memorial dedicated on 29 May 1990 during the Cornwallis Naval Reunion. All CNRS members are invited to attend. Readers wishing to donate funds to this worthy endeavour may do so by sending them to Ron at 737 St. George Street, Annapolis Royal, N.S. B0S 1A0.

TWENTY-FIFTH ANNIVERSARY OF CANADIAN COAST GUARD COLLEGE

The Coast Guard College was founded in 1965 and is celebrating its twenty-fifth anniversary this year. The main event will be a four-day reunion, 8-11 July. All graduates and former staff, along with their families, have been invited to participate.

But there are also other projects and events to commemorate the anniversary. One involves a new concrete and granite base for the anchor of Parry's ship, HMS *Fury*, which stands in the courtyard of the college. The *Fury* was wrecked on Somerset Island in the Arctic in 1825. The anchor was brought to Halifax by the icebreaker *Labrador* in 1961 and was formerly displayed at the Maritime Museum in Halifax, and from 1972 to 1982 at the entrance to the Dartmouth Coast Guard base, before being transferred to the College.

Other special events will include a series of lectures, some of which are of an historical nature. Dr. Brian Tennyson of the

University College of Cape Breton will speak on "Sydney Harbour in the Second World War;" Dr. Henry Bradford of the Coast Guard College will lecture on "Marconi's Historic Transatlantic Radio Stations in Cape Breton;" and CNRS member (and College lecturer) Doug Maginley will give a talk on "The *Conway* and Canada: The Canadian Connections of a Famous Training Ship." The series is being coordinated by Ms. Louis McKenna ([902]-464-3660, Ext. 128).

MISSIONS TO SEAMEN

Our story on "Human Rights for Seafarers" (*ARGONAUTA*, VI, No. 4 [October 1989]) seems to have sparked some interest among readers. Perhaps the most helpful reply has been from CNRS member Peter B. Edwards in Toronto, who has suggested that we tell you a little about "Missions to Seamen," a voluntary society within the Anglican Church devoted to the well-being of seafarers.

The commitment of these good folks is staggering. For example, the society currently provides full-time staff in eighty-five ports around the world; honorary chaplains working part-time in over 250 ports; and 115 seafarers' centres, including several in Canada, run either solely by Missions to Seamen or in conjunction with Christian societies of other denominations. While there is always a danger in trivializing human problems by reducing them to statistics, the numbers do demonstrate the enormity of the commitment. In an average year, Missions to Seamen staff make over fifty-seven thousand ship visits; welcome over 900,000 seafarers to its centres; hold special services for over 6500 seamen; respond to some four hundred requests for help in justice cases; and visit over one thousand seafarers in hospital.

Missions to Seamen can trace its formal history back to 1856, but as the brief discussion above indicates, it is very much a contemporary organization. The Canadian branches are part of a world-wide organization, with headquarters at St. Michael Paternoster Hall, College Hill, London EC4R 2RL.

NAUTICAL INSTITUTE OF BRITISH COLUMBIA

The British Columbia branch of the Nautical Institute was formed officially in December 1989, when final approval was given by the council of the Nautical Institute in London. Sections have been established in both Vancouver and Victoria. The organization is open to qualified mariners of all nationalities. There are six membership categories, ranging from Master Mariners to students attending training courses, who are eligible to become associate members. For more information, readers are urged to contact Captain A. Shard, Secretary, Nautical Institute of British Columbia, P.O. Box 91394, West Vancouver, B.C. V7T 3P1.

CABOT COMMEMORATIVE COMMITTEE

The year 1997 will be the five hundredth anniversary of Cabot's famous voyage to North America. To mark this

occasion, CNRS President Barry Gough has announced plans to found a Cabot Commemorative Committee. Plans are still in the formative stage, but readers of *ARGONAUTA* can be assured that details will be announced first in the pages of this publication. We will publish further details as they become available.

NEW ADDITION TO THE MARITIME BIBLIOGRAPHY TEAM

We are pleased to announce that the team that compiles the annual *Canadian Maritime Bibliography* has recently been expanded. Beginning with the 1989 bibliography, Garth S. Wilson of the National Museum of Science and Technology will join Lewis R. Fischer and M. Stephen Salmon in compiling CNRS' bibliography. The compilers expect that this will enable even more extensive coverage of the available literature, as well as some expansion in the topics covered. Welcome aboard, Garth!

ADMIRALS' MEDAL FOUNDATION

The Admirals' Medal for 1989 was presented on 7 March 1990 to Mr. C.R. "Buzz" Nixon, former Deputy Minister of National Defence, by Vice-Admiral C.M. Thomas, CMM, CD, the Vice-Chief of the Defence staff [a story on the selection of Mr. Nixon appeared in *ARGONAUTA*, VII, No. 1 (January 1990)]. The Admirals' Medal exists to provide public recognition to the significant contribution of individuals to Canadian maritime affairs. Outstanding achievements, whether through, science, technology, academic studies or the application of practical maritime skills are eligible for recognition by award of the medal. The Admirals' Medal Foundation invites nominations for the 1990 award. Individuals and organizations who are in a position to identify outstanding achievements in the wide range of maritime affairs are urged to submit nominations no later than 1 September 1990 to the Executive Secretary, The Admirals' Medal Foundation, P.O. Box 505, Ottawa, Ontario K1P 5P6 (telephone: [613] 236-7839).

CANADA'S COLUMBUS COMMISSION TO BUILD SHIP SANTA CRUZ

The Christopher Columbus Quincentenary Commission of Canada, in cooperation with the Columbian Legacy Foundation of California, have announced plans to build a replica of the *Santa Cruz*, the first European vessel constructed in the New World by Christopher Columbus in 1495.

The Commission is also supporting a genealogical search for descendants of Columbus and the crews of the vessels in which he made four separate expeditions to the Americas. So far, the search has produced thirty claimants of Columbian "descendance" in eighteen countries. There will be a series of four two-hour television programmes featuring living descendants of Columbus and his crews, which will be aired in the years approaching the Quincentennial. Readers interested in

further information on these topics should contact Mr. Andrew T. Halmay, Veni Vici Video Inc., 579 St. Clair Avenue West, Toronto, Ontario M6C 1A3.

WORK BOAT COMMEMORATIVE STAMPS ISSUED

Canada Post Corporation, those friendly folks who deliver *ARGONAUTA* to your door (unless you are live in a new subdivision or a rural district, but that's another story) have just announced the issuance of a set of four stamps honouring early Canadian work boats. These commemoratives, which are the second set in a series on small craft, feature a fishing dory; a pointer (or lumberman's *bateau*); a North canoe (used by traders and explorers); and a Hudson's Bay Company York boat. The stamps were designed by Louis-André Rivard and illustrated by Bernard Leduc, both of Montreal.

We are certain that all philatelists will want to own a set, but the handsome designs may well also interest those maritime historians who do not actively collect stamps. For more information, readers may write to the National Philatelic Centre, Canada Post Corporation, Antigonish, Nova Scotia B2G 2R8 or phone the Centre (free of charge) at 800-565-4362.

PAUL CUFFE MEMORIAL FELLOWSHIPS

Mystic Seaport Museum announces the second annual competition for the Paul Cuffe Memorial Fellowships. These stipends are offered to encourage research that considers the participation of Native and African-Americans in the maritime activities of southeastern New England. Paul Cuffe, born in 1759 on Cuttyhunk Island, Massachusetts, was the son of a Wampanoag Indian mother and a former slave father. Before his death in 1817 he became a sea captain, shipowner, landowner, and a respected community leader of Westport, Massachusetts.

The grants offered under the Paul Cuffe Memorial Fellowship are made possible through the generosity of a local private foundation in Connecticut. The basic stipend will be US \$1200 per month for up to three months, a portion of which time should normally be spent in the Mystic area. Limited funds are also available for the acquisition of research material. Applications will be judged on the merits of the proposed research project, the qualifications of the applicant, and the use to be made of the scholarly resources of southeastern New England. The application should be in the form of a letter, including a complete resume, a full description of the proposed project, a project budget, and the names and addresses of three references.

The deadline for applications is 1 July 1990. Applications should be sent to the Director, Munson Institute of American Maritime Studies, Mystic Seaport Museum, Box 6000, Mystic, Connecticut 06355-0990, U.S.A.

AROUND THE MARITIME JOURNALS

AMERICAN NEPTUNE (L, NO. 1, WINTER 1990)

- John H. Gilchrist, "Latitude Errors and the New England Voyages of Pring and Weymouth"
 James B. Lynch, Jr., "Edmund Custis and His 'Wreck-Fishing' Invention"
 Barry M. Gough, "Sea Power in South America: The 'Brazils' or South American Station of the Royal Navym 1808-1837"
 Tom H. Inkster, "Voyage to Canada's Arctic Islands"
 David Syrett, "The Battle for Convoy TM1, January 1943"
 Paolo E. Coletta, "Creating the U.S. Bureau of Aeronautics"
 Evan Randolph, "Roux Painting Mysteries Solved!"

CANADIAN DEFENCE QUARTERLY (XIX, NO. 4, FEBRUARY 1990)

- Frank B. Kelso II, "Defence of the Atlantic"

THE GREAT CIRCLE (XI, NO. 2, 1989)

- A.K. Cavanagh, "The Return of the First Fleet Ships"
 Richard Morris, "Australian Stevedoring and Shipping Labour under the Transport Workers Act 1928-47"
 W.A.R. Richardson, "An Indian Ocean Pilgrimage in Search of an Island"
 P.T. Oppenheim, "The Paper Fleet or The Ships That Never Were. Part One: 1853 to 1870"

INLAND SEAS (XLV, NO. 4, WINTER 1989)

- Samuel A. Jaeger, "*Sea Gull*"
 Alan W. Sweigert, "The Grand Old Ladies of the Great Lakes"
 Richard F. Palmer, "The Rum Runners"
 Constance Gardner Moore, "A Personal Look at the History of Ballast Island"
 James P. Barry, "U.S.-Canada Border Frictions, Parts IV and V"
 John L. Goodier, "Fishermen on Canadian Lake Superior: One Hundred Years"
 George A. Waterbury, "The Wood Burners"

JOURNAL OF TRANSPORT HISTORY (X, NO. 2, SEPTEMBER 1989)

- K.R. Fairclough, "The River Lea before 1767: An Adequate Flash Back Navigation"
 Malcolm Cooper, "McGregor Gow and the Glen Line: The Rise and Fall of a British Shipping Firm in the Far East Trade, 1870-1911"

John Armstrong, "Freight Pricing Policy in Coastal Liner Companies before the First World War"

NOVA SCOTIA HISTORICAL REVIEW
(IX, NO. 1, 1989)

A.J.B. Johnston, "The Fishermen of Eighteenth-Century Cape Breton: Numbers and Origins"

STEAMBOAT BILL
(XLVI, NO. 4, WINTER 1989)

Lloyd M. Stadum and Captain William O. Benson, "City of Kingston"

Milton H. Watson, "Black Star Line"

Karl D. Spence, "Collecting Shipline China"

Kay Stevens, "Lac Du Saint Sacrement"

William H. Even, "James Bard Remembered"

John Henry, "Lost Pleasures: Memories of the D & C Night Boats"

UPCOMING CONFERENCE PROGRAMMES

*FOURTEENTH ANNUAL MEETING OF THE
NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY*

The Fourteenth Annual Meeting of the North American Society for Oceanic History (NASOH) will be held at the Mariners' Museum and Christopher Newport College, Newport News, Virginia, 24-26 May 1990. The Program Chair is Professor Clark G. Reynolds of the College of Charleston, while the Local Arrangements Chair is Professor James M. Morris of Christopher Newport College. All information may be obtained by writing to NASOH Meeting, Mariners' Museum, Museum Drive, Newport News, Virginia 236060. The tentative listing of papers is as follows:

Carla Rahn Phillips (University of Minnesota), "The Search for the *San Jose*, Treasure Galleon of the Spanish Indies"

Fred W. Hopkins, Jr. (University of Baltimore), "Rigging Artifacts of the *DeBraak*"

W. Jeffrey Bolster (Johns Hopkins University), "African-American Sailors in the British Atlantic World, 1700-1789"

G.G. Hatheway (Purdue University), "A Voyage to Freedom: The Logbook of Horatio Nelson Gray"

Ed Cass (Keene State College), "Benjamin Franklin and Oceanographic Research"

Allan Arnold (U.S. Merchant Marine Academy), "The Mariner's Sabbath"

John G. Arrison (MIT Museum), "Introduction of Steel into

New England Shipbuilding"

James Millinger (Sea Education Association), "The Modernization of the Casco Bay Line"

COLUMNS

UNDERWATER NEWS

By Thomas F. Beasley

Zebra clams are spreading from Lake Erie throughout the lower Great Lakes. Introduced by bilge water from foreign ships, in only a few years they have encrusted water intake pipes, threatened spawning grounds, scarred boat hulls and covered numerous historic shipwrecks. Great Lakes shipwrecks are renowned for their state of preservation, but this reputation may soon end if these clams are not stopped. Fred Gregory and Cris Kohl of Save Ontario Shipwrecks are gathering information on the spread of this menace. Contact Fred if you have seen the clams on your boat or at your dive site.

Save Ontario Shipwrecks has created diver information pamphlets on the Powerhouse and Lock 21 of the old St. Lawrence Seaway and on the nearby *Conestoga*. They have also launched a prototype underwater slate on Lock 21. Information pamphlets, plaques and slates educate divers to adopt a "look but don't touch" attitude to underwater heritage resources.

Save Ontario Shipwrecks has grown in nine years to over 240 members in fifteen chapters. Their annual Fall Forum was held in Windsor in November 1989. The dinner speaker was John Broadwater, a marine archaeologist who described his work on the seventy-five foot, 170 ton Revolutionary War merchant vessel in York River, Virginia. Dr. Jean Belisle of Montreal presented his work on the steamship *Lady Sherbrooke* in the St. Lawrence River. Bassel VandenHazel spoke on the excavation of the Missouri River shipwreck, SS *Bertrand*. Peter Engelbert, a marine archaeologist with the Ontario Ministry of Culture and Communication, described his September 1989 expedition photographing deep-water wrecks near Sault Ste. Marie, including the *Edmund Fitzgerald*. The November 1990 Forum will be held November 2-4 in the Soo. Anyone interested in presenting a paper on a marine heritage topic should write to Barry Lyons, SOS Sault Ste. Marie, 14 Muriel Drive, R.R. 4, Sault Ste. Marie, Ontario P6A 5K9. For general information on SOS, contact Fred Gregory, Executive Director, 6065 Forestglen Crescent, Orleans, Ontario K1C 5N6.

The Alberta Underwater Archaeology Society has close to fifty members and is active on a number of sites throughout the province. Yes--there are shipwrecks in Alberta. In August 1989 the AUAS installed an interpretive sign on the shores of Patricia Lake in Jasper National Park to commemorate the World War II experimental ice boat, *Operation Habbakuk*. The remains of that "ship" are a popular dive site and are

marked by an underwater plaque placed by the AUAS the previous year.

The AUAS is also developing a series of underwater interpretive trails on three historic sites lying underwater--geological and archaeological sites in the Three Rivers Reservoir; the submerged damsite and townsite in Lake Minnewanka in Banff National Park; and Patricia Lake in Jasper. Other potential AUAS projects include portage landings in Clearwater River; a steamboat wreck in Lake Athabasca; and the steamboat wrecks *Lily*, *Manitoba* and *Northcote*. Interested CNRS members can contact John Marczyk, President, AUAS, 4323 115th Street, Edmonton, Alberta T6J 1P5.

Next issue's "Underwater News" will review the recent activities of the Nova Scotia Underwater Archaeological Society on the Terence Bay wreck, among other projects. In addition, we will have a look at the Basin Harbour Maritime Museum's work on Lake Champlain wrecks and the work of André Lepine and Jean Belisle on the *Lady Sherbrooke* in the silty waters near Montréal.

PERSONAL NEWS

CHRISTON I. ARCHER is the organizer of sessions on "Ocean Empire: Spain in the North Pacific in the 18th Century" and "Pacific Rim Latin America and the United States during World War II" at the Canadian Historical Association meetings in Victoria in May. He is also organizing a fascinating field trip to coincide with the CHA and CNRS meetings. For full details, contact Chris (Department of History, University of Calgary, 2500 University Drive N.W., Calgary, Alta. T2N 1N4).....RENE BEAUCHAMP is the author of *Seaway Ships* (formerly *Seaway Ocean Vessels*). The 1989 edition of this useful volume was published at the end of March.....RICHARD G. BROWN is co-author (with Glenn Wright) of "In Search of Shipwrecks: Government Archives Sources Relating to Marine Casualties in Canada," *Freshwater*, IV (1989), 14-20.....PIERRE CAMU advises us that his book, *Évolution des Transports pareau dans le Système Saint-Laurent/Grand Lacs, 1608-1850*, will be published in 1991 by HMH of Montreal.....W.A.B. DOUGLAS tells us that approval has now been obtained for a three-volume history of RCN operations during World War II, rather than the single book that was originally projected. He expects the first volume to appear in 1995. He also tells us that the Heritage Committee of the Manotick Classic Boat Club plans to produce another book along the lines of *On a Sunday Afternoon*, their highly-successful 1989 volume which was published by Boston Mills Press in the late summer of 1989.....PETER B. EDWARDS has recently been appointed a Director of the Toronto branch of the Missions to Seamen.....RONALD E. ELLIOTT is gathering information for a book on RCN ships lost in action in World War II. He is especially interested in the stories of survivors or eyewitnesses to disasters. Readers with this type of information are invited to contact him at 737 St. George Street, Annapolis Royal, N.S. B0S 1A0.....LEWIS R. FISCHER is the

author of "The Regional Economy of Late Nineteenth Century Norway: Maritime Wages as a Measure of Spatial Inequality, 1850-1914," in *Sitä Kuusta Kuuleninen* (Jyväskylä, 1990), 89-112 (with Helge W. Nordvik).....BARRY GOUGH recently presented papers at two conferences on the west coast. The first, entitled "The Roots of Canadian Defence Obligations in the Pacific 1871-1914," was read to the conference, "Redirections: Canada, A Pacific Perspective," in March, while the second, on "Drake's *Portus Novae Albonis*: George Davidson's Pursuit of Historical Evidence," was read to the "Great Ocean Conference" sponsored by the Oregon Historical Society. His most recent publication is "Sea Power in South America: The 'Brazils' or South American Station of the Royal Navy, 1808-1837.....MICHAEL L. HADLEY is co-author (with Roger Sarty) of *Tin-Pots and Pirate Ships: Canadian Naval Forces and German Sea Raiders, 1880-1914*, which will be published in October by McGill-Queen's University Press. This semester he is teaching a course at the University of Victoria on "The Evolution of Naval Warfare," using as a text John Keegan's *The Price of Admiralty*. Readers who, like the editors, are shivering through a Canadian winter, will be interested to know that Mike has recently acquired an offshore sailing sloop. As he tells us, this gives him the opportunity for some "good fun in Victoria winters!".....HOLGER H. HERWIG is presenting a paper on "The Influences of A.T. Mahan upon German Sea Power" at the 100th Anniversary Invitational Conference at the Naval War College in Newport, Rhode Island, 28 April to 2 May.....TREVOR J. KENCHINGTON is now completing a three-dimensional trigonometric analysis of the seventeenth century spritsail topsail, which was originally intended to resolve the "riddle of the spritsail topsail" that John Harland posed in 1977, but has now become a study of how the sail was probably set and used.....ROBERT V. KUBICEK is the author of "The Colonial Steamer and the Occupation of West Africa by the Victorian State, 1840-1990," *Journal of Imperial and Commonwealth History*, XVI, No. 1 (January 1990), 9-32.....CYNTHIA LAMSON is co-author (with Peter Sinclair, Robert Hill and H.A. Williamson) of *Social and Cultural Aspects of Sealing in Atlantic Canada*, which has recently been published by the Institute of Social and Economic Research at Memorial University of Newfoundland.....T.J.A. LEGOFF has written "Le recrutement géographique et social des gens de mers breton à la fin de l'Ancien Régime (résultats préliminaires)," *La Bretagne, vue province à l'autre de la Révolution, Colloque, Brest, 28-30 septembre 1986* (Brest, 1989), 207-224.....DAVID J. MCDUGALL is the author of "Captain La Couvé, the *Margaret* and the Gaspé Navy," which is forthcoming in the March 1990 issue of *Gaspésie*. He is continuing his research on the vessels of the Customs Preventive Service and will have another essay on the subject in the October 1990 issue of *ARGONAUTA*.....DOUGLAS B. MUNRO has recently completed 1/8" to 1/0" scale drawings of HMCS *Assiniboine*, which were published in May 1989. They are marketed by Vanguard Model Marine, P.O. Box 708, Station B, Ottawa, Ontario K1P 5P8. He is currently working on drawings to the same scale of HMCS *Algonquin*, another World War II destroyer.....ROSEMARY OMMER

will present a paper entitled "Two Different Fisheries: The Inshore and Banks Fisheries of Newfoundland in the 1920s" to the Atlantic Canada Studies Conference at the University of Maine at Orono, 16-19 May 1990.....G.P. PRITCHARD is currently researching a 1943 collision between the Lunenburg fishing schooner *Flora Alberta* and an Irish steamer off Sable Island.....JOHN E. ROUÉ has published "Some Early Canadian Canadas," in the Canadian Nautical Research Society, Ottawa Branch *Newsletter*, V, No. 5 (1990), 1-2.....ERIC W. SAGER is the author of "The Atlantic Canada Shipping Project: A Retrospective and Rejoinder," *Newfoundland Studies*, V, No. 1 (Spring 1989), 61-68.....RICK SCHNARR has completed a draft of a "Reference Model for Data Management".....THEODORE WAKEFIELD will present a paper at the Sixteenth Annual Conference of the French Colonial Historical Society in Michigan in May.....PAUL WEBB is the author of "Construction and Maintenance in the Battle Fleet of the Royal Navy, 1793-1815," in J. Black and P. Woodfine (eds.), *The Navy and the Uses of Sea Power in the 18th Century* (Leicester, 1988). He is continuing his study of building and repair practices, and funding, for the Royal Navy, 1793-1815, and hopes to conduct research in the U.K. this summer.

AROUND CANADA'S MARITIME MUSEUMS

CARTIER-BRÉBEUF NATIONAL HISTORIC SITE (QUÉBEC)

This site, which commemorates Jacques Cartier, the first European known to have wintered in mainland Canada (1535-36) and Jean de Brébeuf, a martyred Jesuit priest, includes a full-size replica of the *Grande Hermine*, Cartier's sixteenth-century frigate in drydock. Admission is free and there are also guided tours, which include the opportunity to view the hold and between decks of the *Grande Hermine*. There are also permanent displays inside the vessel. The site will be open this year from 7 May until the end of November. Visitors may also purchase copies of Réal Boissonnault, *Jacques Cartier, Explorer and Navigator* (Cartier-Brébeuf National Historic Park series, booklet number 1, 1987).

MARINE MUSEUM OF UPPER CANADA (TORONTO)

The museum is assembling a short film on the Toronto harbour steam tug *Ned Hanlan*. It invites readers with photographs, home movies or anecdotes about the vessel to contact John Summers, Assistant Curator. The tug was constructed in Toronto in 1932: her hull and superstructure were built by the Toronto Drydock Company, while her two-cylinder steam engine was constructed by the John Inglis Company.

From 7 June through 17 October the museum will be mounting two exhibits on "Toronto's Historic Harbour." Marine artists are invited to submit their works for this display. The first part will run from 7 June through 1 August, while the second will span the period 9 August-17 October 1990.

VANCOUVER MARITIME MUSEUM (VANCOUVER)

The museum will be presenting three lectures of interest in the near future. The first, which will take place on Sunday, 8 April at 2 p.m., is entitled, "Canoes and Ships: Ancient and Contemporary Seafaring in Oceania," by Dr. Gerd Koch, Professor Emeritus at the Free University of Berlin and former Curator of the Berlin Museum of Ethnology. Admission is by donation. The second, by Brian Falconer of the historic schooner *Maple Leaf*, will focus on "Seasons of the North Pacific Coast" using slides and other visual aids. The lecture begins at 8 p.m. on 12 April. Admission is free, but tickets must be picked up in advance at the museum. The final lecture is by author Bill Morrison on "The Sinking of the *Princess Sophia*." This will take place at 8 p.m. on 1 May; tickets are \$3 and are available in advance from the museum.

AROUND THE MARITIME ARCHIVES

NATIONAL ARCHIVES OF CANADA (OTTAWA)

Richard G. Brown, the Transportation Archivist in the Government Archives Division, reports the following "new" records have either been recently acquired or organized. All are within Record Group 12, Records of Transport Canada.

1. "Registers of Certificates of Competency Granted to Masters and Mates of Inland and Coasting Vessels," 1923-1964 (addition to current collection)

2. "Registers of Certificates of Competency Granted to Masters and Mates of Seagoing Vessels, 1871-1964

Certificates 1-3539	1871-1903
Certificates 3540-4524	1903-1923
Certificates 4525-6416	1923-1952
Certificates 6417-6694	1952-1964

3. "Registers of Certificates of Services Granted to Masters and Mates of Seagoing Vessels, 1872-1966"

Certificates 1-1647	1872-1952
Certificates 1648-1862	1952-1966

4. "Record of Investigations into Wrecks, 1911-1968 (RG12, Vol. 3304)--This is a contemporary finding aid to official departmental wreck investigation files.

5. "Central Registry of Seamen, 1900-1969"

a. Shipping Master, Port of Montreal, Articles of Agreement and Ships' Logs, 1900-1936 (22 m., Vols. 3308-3593)

b. Central Registry of Seamen (Ottawa), Articles of Agreement, 1937-1938, 1948-1958 (Microfilm reels T8542-T8622)

c. Central Registry of Seamen (Ottawa), Wartime Service Years, Articles of Agreement and Ships' Logs, 1939-1947 (12,700 microjackets or RG 12, Acc. 87-88/133, Boxes 1-113)

d. CMTA, Canadian Coast Guard, Ship Safety Branch, Central Registry of Seamen, Ships' Logs, 1936-1938, 1947-1969 (52.5 m., RG 12, Acc. 85-86/164, Boxes 1-175)

6. Canadian Marine Transportation Administration, Canadian Coast Guard, Ship Safety Branch, Vancouver District, "Reports of Annual Steamship Inspections, 1897-1963" (RG 12, Acc. 86-87/408, Boxes 1-2)

ARGONAUTA DIARY

April 8 1990 "Canoes and Ships: Ancient and Contemporary Seafaring in Oceania," Lecture by Professor Gerd Koch, Vancouver, Maritime Museum, Vancouver, B.C.

April 10-Sept. 1990 "Whistle up the Inlet," Vancouver Maritime Museum, Vancouver, B.C.

April 12 1990 "Seasons of the North Pacific Coast," Lecture by Brian Falconer, 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)

April 28 1990 Shipwrecks '90, Annual Meeting of the Underwater Archaeological Society of British Columbia, Vancouver, B.C. (Information: UASBC, c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)

May 1 1990 "The Sinking of the Princess Sophia," Lecture by Bill Morrison, Vancouver Maritime Museum, Vancouver, B.C.

May 4-5 1990 "The Sea: Our Heritage," Conference on the Influences of the Sea on the History and Culture of Newfoundland and Labrador, Arts and Culture Centre, St. John's, Nfld.

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 17-19 1990 Sixteenth Annual Conference of the French Colonial Historical Society, Mackinac Island, Michigan (Information: Dr. Charles Balesi, 9407 Ewing Street, Evanston, Illinois 60203)

May 19 1990 Annual Meeting of the National Marine Historical Society, Essex, Connecticut (Information: NMHS, 132 Maple Street, Croton-on-Hudson, New York 10520)

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 7-Oct. 17 1990 "Toronto's Historic Harbour" Exhibition, Marine Museum of Upper Canada, Toronto

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

July 8-11 1990 Twenty-Fifth Anniversary Reunion of the Canadian Coast Guard College, Sydney, N.S.

August 17-19 1990 "The Road from Ogdensburg: Fifty Years of Canada-U.S. Cooperation," St. Lawrence University, Ogdensburg, New York

August 17-19 1990 Canadian War Museum Small Boat Voyage-Project, Crossing of Lake Champlain (Information: Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0M8)

August 19-24 Tenth International Congress of Economic

- 1990 History, Including Sessions on "Shipping and Trade, 1750-1950" (Sponsored by the Maritime Economic History Group [Organizers: Lewis R. Fischer and Helge W. Nordvik]); and "Methodology of Quantitative Studies on Large Sea Ports" (Organizers: Dr. Jean Heffer and Prof. dr. Karel F.E. Veraghtert), Louvain, Belgium
- Street, Halifax, N.S. B3J 1S3)
- October 12-14 1990 Fifteenth Annual Whaling Symposium of the Kendall Whaling Museum, Sharon, Massachusetts (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 Sciences, Including Conference of the International Commission for Maritime History on the "Maritime Transport of Foodstuffs" (Organizer: Prof. dr. Klaus Friedland, President, ICMH, Kreienholt 1, D-2305 Heikendorf, F.R. Germany); and a Session Sponsored by the Association for the History of the Northern Seas (Organizer: Dr. Yrjö Kaukiainen, President, AHNS, Department of Social and Economic History, University of Helsinki, Aleksanterinkatu 7, 00100 Helsinki, 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 History, St. Mary's University, Halifax, N.S. B3H 3C3)
- 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, Quebec, P.Q. G1K 7R3 (telephone: [418] 648-3300)
- November 2-4 1990 Save Ontario Shipwrecks Fall Forum, Sault Ste. Marie, Ontario (Organizer: Barry Lyons, 14 Muriel Drive, R.R. 4, Sault Ste. Marie, Ontario P6A 5K9)
- Sept. 13-15 1990 Association for Great Lakes Maritime History Annual Meeting, Milwaukee, Wisconsin
- Fall 1990 Seafarers in Canadian Ports, Vancouver, B.C. (Organizer: Colin Smith, Apt. 312, 1033 St. Georges Avenue, North Vancouver, B.C. V7L 3H5)
- Sept. 10-14 1990 Sixth Conference of the International Maritime Lecturers Association, Department of Nautical Studies, Bremen Polytechnic, Bremen, F.R. Germany
- January-April 1991 "The Enlightened Voyages: Malaspina and Galiano," Vancouver Maritime Museum, Vancouver, B.C.
- September 29 1990 Steamship Historical Society of America, Fall Meeting, Bath, Maine
- 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)
- October 1-4 1990 "Mapping America," Eighth International Symposium of the International Map Collectors Society, Library of Congress, Washington, D.C. (Information: Eric W. Wolf, 6300 Waterway Drive, Falls Church, Virginia 22044)
- 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)
- 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
- April-Sept. 1992 "Captain George Vancouver--Navigator and Surveyor," Vancouver Maritime Museum, Vancouver, B.C.
- August 11-15 1992 First International Congress of Maritime History, Liverpool, England (Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)

BOOK REVIEWS

Daniel G. Harris. *F.H. Chapman, The First Naval Architect And His Work*. Annapolis: Naval Institute Press. (Also by Conway Maritime Press, Ltd. London, for European distribution). 255 pp., illustration, 12 appendices, notes, definitions, translation notes, bibliography. Cloth. \$38.95 (Can.).

Coffee table books are traditionally larger than average, picturesque, but dull and of little worth as literature. This book by Ottawa resident Dan Harris, NOAC and CNRS member, could well force us to reconsider these generalizations. It is an unusual, multi-diagrammed and most handsome volume, at least for those with maritime or naval bents. Apart from its uniqueness, it is not a book for everyone. It is an in-depth biography--and quite technical--of an Englishman, Fredrik Henrik av Chapman. Chapman was born in Göteborg, Sweden in 1721, and spent his whole life as a naval architect in the service of the Swedish Navy and merchant marine until his death in 1808. His father, Thomas, had been an English naval officer who transferred to the Swedish navy in 1716 as Captain of the Dockyard, a not uncommon occurrence among Allies in those days. The younger Chapman was destined to pursue his father's trade as shipwright, ship designer, and shipbuilder. To this end he was educated as much in dockyards and at sea as in the formal schools, in which he studied math and physics. He spent the years 1741-44 and 1750-54 in English shipyards, and 1755 and 1756 in France studying practical shipbuilding, with which he was not greatly impressed! He really intended to stay in England and practice his trade, at which he had acquired considerable expertise, when he was offered the appointment of Assistant Shipwright to the Royal Swedish Navy at Karlskrona Dockyard in 1757, at the age of thirty-six. He accepted, and lived in various Swedish naval ports for the rest of his life.

Chapman was an ideal bureaucrat as well as the first truly technical marine architect, for he kept meticulous notes (for instance, of a cruise in the upper Baltic looking for mast timber) and prepared a constant stream of papers, drawings and submissions to the government. Despite considerable hostility from the naval traditionalists, many of whom were his seniors, this new mathematical and theoretical approach to ship design soon proved his worth as an architect for Sweden's "new model Navy," which represented a distinct improvement over the former trial and error system of almost all other European navies. Sometimes these trials worked, and fine warships were produced; the English and Spanish navies contained some excellent examples. But as often the haphazardly built ships were dreadful sailers and quite unsuccessful. Chapman started out with new plans for ships of the Inshore Squadron, ninety to 140 foot ships of twelve to thirty-two guns, mostly classed as frigates. Sweden's broken, indented coastlines, which then included Finland and part of German Pomerania, required handy, shallow draft, quick-sailing effective vessels, as well as a deepwater fleet of moderate-sized ships-of-the-line. This Inshore Squadron was the Army's responsibility and so well did Chapman meet its

needs and accommodate himself to this awkward arrangement and to his Commanders-in-Chief that ten years later, at the start of Sweden's "golden age" under King Gustaf III, his reputation was secure. He became Gustaf's protégé; his designs sought for a major naval revitalization and shipbuilding schedule, leading, after some false starts and errors in shiphandling tactics, to a resounding Swedish naval victory in 1790 over the Russians, with whom Gustaf had been quarrelling for years. To gain fleet experience, ninety Swedish officers had served in the French Marine during the American War of Independence (but to be even-handed, thirty had also served in the RN!).

While not many Canadians are familiar with Swedish history between 1720 and 1810, Dan Harris, with a thorough knowledge of Sweden acquired through wartime service and frequent post-war visitations, is able to integrate Swedish history into his biography and to demonstrate Chapman's influence on ship design to meet regional requirements. This ability is crucial to the success of the book. France copied his gunboats "a la Suédoise" for her planned invasion of England, for example. Chapman had early realised that the RN "Order-in-Council" designs, and the French artisan/shipbuilder system, in which the builder worked off only rough plans with most of the "feel" for the vessel in his head, could be vastly improved by the application of scientific principals. He worked up massive tables, producing exact hull volumes, centres of gravity and buoyancy, metacentric heights when heeled or variously trimmed, and centres of sail effort, preparing frame-by-frame drawings, and even used a test tank and models to pre-trial his bow and weight theories. Not every ship was a resounding success, but less than ideal vessels were rare. He designed not only warships but also ocean merchantmen, as well as Royal barges and water and horse carriers for the fleet and the army. Harris gives examples, particularly in the appendices, of some of Chapman's extensive calculations, which will be of interest not only to naval architects but also to the general reader, since they provide graphic illustrations of the state of the constructors' art two hundred years ago. In 1768, when part owner of a small shipyard, Chapman wrote *Architectura Navalis Mercantoria*, the first practical scientific work on naval shipbuilding, although the text to go with the mass of drawings did not appear until 1775!

Recognised, ennobled and eventually revered and consulted whenever ships were planned (like Canada, Sweden's naval planning often outstripped the government's willingness to finance more than a small fraction of them), he also designed dockyard buildings to support his fleets, mast cranes, and building entrances, as well as his home. The 150 photographs and thirty-five line drawings taken from Chapman's plans, some of them very unique perspective angled views, fully illustrates Harris's dedication to and fascination with Chapman's career over forty years of search, research and study. It is an unusual and educational book, beautifully produced. The drawings, to the untrained eye, may seem too much, but are impressive in illustrating the biography and leading the

reader to an understanding of what this unusual man accomplished in his day.

F.M. McKee
Markdale, Ontario

Jeremy Black and Philip Woodfine (eds.). *The British Navy and the Use of Naval Power in the Eighteenth Century*. Atlantic Highlands, N.J.: Humanities Press International, 1989 (originally published by Leicester University Press, 1988). xiii + 273 pp., select bibliography, index, maps. Cloth. ISBN 0-391-03599-1. US\$39.95.

The essays in this volume were first presented at a conference in England in 1987. They are arranged chronologically, beginning with the late seventeenth century and advancing through the eighteenth century to the end of the Napoleonic War. They also cover a variety of topics, including operational difficulties, administrative challenges, problems of command and political control, public and political perceptions, and diplomatic responsibilities.

Following the introductory essay by Jeremy Black, the collection begins with a survey by James Jones of the "Limitations of British Sea Power in the French Wars, 1689-1815." Jones defines two categories of limitations, namely the inertia of past experience (what Anson called the "tyranny of custom") and the sheer novelty presented by each new conflict. Thus, the shift by the French from *guerre d'escadre* to *guerre de course* forced a need to develop counter-measures such as cruising squadrons, convoy escorts, and blockade techniques. Such solutions required a degree of organization and discipline which the Royal Navy lacked at the beginning of the eighteenth century. Jones concludes that as a result the navy was not decisive before 1757-1762 (a position which, incidentally, Jeremy Black would qualify; the general consensus of the articles does not preclude some debate!).

Jones' essay is useful not only as a survey but also for the way in which it touches upon themes which subsequent essays pick up. The comment that England's lack of allies for much of this period was an "important advantage" (p. 35) rather than a handicap reappears in Jeremy Black's study of "Naval Power and British Foreign Policy in the Age of Pitt the Elder." Black takes issue with the view that naval power was principally directed to the protection of trade and the colonies and the destruction of their foreign counterparts. Rather, the navy's first priority was the defence of Great Britain. The fear of invasion, a significant factor for the twenty-five years after the collapse of the Anglo-French entente in 1731, encouraged a search for Continental allies. But such a search was encumbered by the monarchy's obvious Hanoverian interests as well as by England's lack of a strong army by which a *quid pro quo* might have been offered to a potential ally. Britain's navy simply could not project England's influence effectively onto the Continent. This point is nicely affirmed by Patricia Crimmin in a study of "The Royal Navy and the Levant trade, c.1795-1805," which shows

how Turkey's transformation from hostile neutral to ally owes more to French aggression in Egypt than to the Royal Navy's power of persuasion. The benefits of having no allies are explored in Daniel Baugh's essay on Great Britain's loss of command of the sea during the American Revolutionary war. Despite its title, the essay is more concerned with explaining why England was able to recover command of the sea before the war ended, a process in which the lack of allies was an important factor.

Another theme developed by several essays concerns the nature and power of public opinion and the politicians. Public perceptions of what the navy could and could not do were quite naive. Black, Jones, and Woodfine all agree that public expectations of naval invincibility were especially pronounced as England and Spain were about to go to war in 1739; Woodfine refers to these perceptions as "a vague dream of a virile and irresistible navy" (p. 72). But from where did this "vague dream" come? In his essay on the navy and policy between 1680 and 1720, David Aldridge points out that only two conventional engagements were fought during the first twenty years of the eighteenth century. The "vague dream" was therefore not based on any recent experience. Woodfine suggests that public perceptions were inspired in part by the successes of the Elizabethan seadogs, but offers no suggestion why the historical experience should have become so potent at that particular time. Some reference to emergent Britannic nationalism is needed.

Still another theme developed in several essays is the gradual development of an officer corps whose dedication to British policy, and whose skills at executing that policy, began to transcend purely personal motives. Whereas Anson's ability in the early 1750s for getting "the best out of the existing system" is characterized in Richard Middleton's essay as something of an exception to the general rule of conservatism and caution among naval officers (p. 123), Anthony Ryan's study of Sir James Saumarez in the Baltic between 1808 and 1812 suggests that England by then had come to expect and accept the exercise of initiative and judgement by its sea officers. The sorry record of the officer corps during the American Revolutionary era is given complementary treatment by Baugh and Kenneth Breen. Baugh cites lack of cooperation within that corps as one of the factors in England's initial loss of command of the sea during the 1776-83 war. Breen focuses exclusively on that problem, though he neglects to point out how widespread it was in other navies (Suffren is the most obvious example).

The remaining articles examine the evolution and application of policy and strategy as well as the limitations which frustrated their effective execution. Through the familiar medium of Sir Peter Warren, Julian Gwyn describes how the lack of attention given by government to naval affairs in North America before 1745 changed by 1755. Gwyn emphasizes that the change began not with the Royal Navy itself but with Lord Loudoun's appointment in 1756 as commander-in-chief in North America. But why that change should have occurred,

seemingly quite suddenly, is not clear. David Syrett's essay focuses on "The Failure of the British Effort in America, 1777;" while it offers little that is new by way of interpretation, it does provide an effective survey of what, in Syrett's opinion, was the fateful year in which England lost her war for America. Paul Webb's study attempts to explain how England could construct, repair, and maintain its battle fleet for the unprecedented number of years between 1793 and 1815.

In short, taken individually, each of these essays provides valuable insight into what was arguably England's most important instrument of state; taken together, the essays complement each other considerably in developing several themes that reflect current directions in the field of eighteenth-century naval studies.

Olaf U. Janzen
Corner Brook, Nfld.

L.M. Akveld and J.R. Bruijn (eds.). *Shipping Companies and Authorities in the 19th and 20th Centuries: Their Common Interest in the Development of Port Facilities*. Den Haag: Nederlandse Vereniging voor Zeegeschiedenis, 1989. 137 pp., notes, photographs, maps. ISBN No. 90-9002919-2.

P.L. Ridgway (ed.). *Minor Ports of Australia*. Perth: Australian Association for Maritime History, 1988. 111 pp., notes, photographs, maps.

The Canadian Nautical Research Society is, among other things, the Canadian Sub-Commission of the International Commission for Maritime History (ICMH). As such, we are one of twenty-three current national commissions linked through the larger umbrella association. We are also one of the more important. Indeed, if membership is used as a criterion for success, we currently rank third among all the national commissions affiliated with the ICMH.

Which two nations rank above us? The Netherlands and Australia. The Dutch currently boast the largest commission in the world with several thousand members, while the Australian Association for Maritime History is roughly twice the size of CNRS. Both publish important journals: *Tijdschrift voor Zeegeschiedenis* in the Netherlands and *The Great Circle* in Australia. Both are also much older. In 1989 the Nederlandse Vereniging voor Zeegeschiedenis celebrated its twenty-fifth anniversary. The Australians, in their bicentennial year (1988), marked their tenth year in existence. Both the books under review here are anniversary projects and each demonstrates why the respective associations have been so successful.

Shipping Companies and Authorities grew out of a 1986 conference held at the Maritiem Museum Prins Hendrik in Rotterdam. Seven scholars with expertise on shipping companies and port authorities were brought together to present papers and to discuss mutual concerns. The topic was potentially

stimulating: the common interests of port boosters and shipping companies in promoting harbour development in the nineteenth and twentieth centuries. By and large the book is successful in shedding light on some important if dark corners of the maritime world, although for the most part the arguments are tantalizing rather than conclusive.

This judgement would fit most of the individual papers in the volume. Carsten Prange, who is a Curator at the Museum für Hamburgische Geschichte in Hamburg, ranges and far and wide in an attempt to comprehend the decision-making process in this important port. While it would be inaccurate to characterize his search as a success, he does provide some important evidence--much of it available for the first time in English--about the process. Egil Harald Grude, the former Director of the Stavanger Sjøfartsmuseum in Norway, is much more successful in his examination of the twin harbours of Stavanger and Tananger since the 1960s. But readers are likely to be disappointed by his need to condense important points due to space limitations. A far more satisfying way of understanding this important transitional period in Norwegian port history is by consulting his excellent book, *Fra bygger til storhavn. Stavanger havn* (Stavanger, 1985). The same can be said for the essay by Gordon Jackson of the University of Strathclyde on Hull in the two centuries since 1770. Dr. Jackson is without question the foremost authority in the world on the historical development of ports; his *Hull in the Eighteenth Century* (London, 1972) remains, nearly two decades after publication, the finest single port study available in English. The importance of this essay is that it conveniently summarizes parts of that book as well as bringing together evidence scattered in about a dozen separate books and articles that he has written in the intervening years. Frank Broeze's study of London demonstrates the value of sometimes commissioning a study by a non-specialist. Dr. Broeze's expertise in recent years has been in Indian Ocean ports, although as one of the more catholic maritime historians currently writing, few important topics have escaped his pen. Nonetheless, while he is hardly a specialist on London, he does succeed in integrating a wide variety of materials to produce a fine general survey of what became England's pre-eminent port. Karel Veraghtert, who is the leading authority in nineteenth century Antwerp, adds an essay on cooperation and conflict between the city, the national government and the Chamber of Commerce which meets his usual high standards.

The most problematic essays are the two which focus on Dutch ports. A.H. Flierman explores the hypothesis that the world's largest port, Rotterdam, suffered competitive disadvantages because shipowners perceived that her port charges were too high. The result is a self-fulfilling prophecy, in which the author is able to demonstrate that shipowners believed that charges were high--but, then, shipowners always complain about port charges. By ignoring the question of whether in fact these dues were too high for traffic, the author has produced a paper which is less useful than it might have been. Michiel Wagenaar's study of the decline of the

port of Amsterdam since 1850 is more satisfying, since he is able to show how the port maintained its position in this century as a medium-sized northern European harbour. The problem with the essay, however, is that in the space provided the author can only allude to much of the evidence.

The eleven essays contained in *Minor Ports of Australia* are more modest in intent yet in some ways more satisfying. The title suggests the goal—to examine aspects of a number of small ports in this island nation. All the essays had their genesis in the Association's fine quarterly newsletter, and in some respects they betray their origins. None are as scholarly as the articles in *Shipping Companies and Authorities*, yet (perhaps curiously) none are as unsatisfying as some of the essays in the previous volume. And some, such as Martin Syme's on Warrnambool; John Anderson's on Port Albert; and Bob Botterill's on the Melbourne River Wharves are positive gems.

The tenth anniversary of the Canadian Nautical Research Society is not far away. These two books raise some questions about how we will mark it. In addition to being useful volumes, each provides a model that CNRS might wish to consider.

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

Paul Adam. *Stratégies maritimes et économie*. Perthes-en-Gâtinais: Editions du Grand Moulin [15, rue du Grand Moulin, F-77930 Perthes-en-Gâtinais, France], 1988. 176 pp.

Paul Adam's latest book is a collection of essays related to the study of maritime history. The first part of the work consists of discussions of such varied topics as Mediterranean battles and dockyards, Medieval nautical inventions, and the connection between large European ports and commercial capitalism. The second third of the volume is devoted to privateering and piracy, culminating in the development of a typology of the subject. Finally, the remaining pieces take up such subjects as the fiscal problems of Colbert's navy, the relationship of seamen to society, and the varying perceptions of maritime dangers.

Although the collection does not constitute a book, there are nonetheless some identifiable themes that run through the essays. For example, a search for evolutionary stages of important growth processes informs a number of the pieces. Another thread is the search for patterns. This is particularly evident in the section on privateering and piracy, in which Adam attempts to find patterns in the evolution of these behaviours from their places in a thalassocratic economy to the period in which they form an important adjunct to naval forces supported by state power.

The locus of the volume is in the Mediterranean of the ancient and medieval periods. The city-states from Phoenicia to Rome and Venice (particularly the latter) provide the

exemplary material upon which the author bases theses and hypotheses concerning the evolution of maritime operations and activities. An analysis of ancient naval battles is used to demonstrate that until the Renaissance and the introduction of cannons, naval forces were used to police the littoral because they were an extension of land forces. Similarly, in the Mediterranean it was not until the twelfth and thirteen centuries that ports based upon free commerce displaced those based upon commercial monopoly sustained by force.

As well, Paul Adam clearly believes that social analysis provides the key to discerning patterns and therefore to periodization. For example, he notes the strict division of labour in ports with dockyards, such as Venice. The builders of vessels were a kind of elite and the other citizens knew little about ship construction. Class differentiation can also be discerned between seamen, who were not citizens, and the shipbuilders and members of leading families.

While the essays are linked by certain common themes, the author leaves it to the reader to draw general conclusions. One which struck this reviewer is the idea that there were sharp differences between the ancient and medieval maritime periods; in other words, major change antedated the early modern period. This evolution was evidently grounded in a slowly growing rationality which was applied to the stabilization of relationships between war and commerce. Since it consists of the speculations and musings of a man of the calibre of Dr. Adam, this is very much a work to be pondered rather than one to be summarized, attacked or defended.

Gerald E. Panting
St. John's, Nfld.

Max Engman, et al. *The Men of the Forecastle*. Helsinki: Historiska Föreningen, 1988. [Special issue of the *Finnish Historical Review*, No. 3 (1988)]. 276 pp., bibliography, photographs. ISSN No. 0046-7596. FIM 48 [CAN \$16].

This issue of the *Finnish Historical Review* contains interesting articles on various aspects of the lives of Finnish seamen from the early nineteenth century to 1914 by twelve researchers. The introduction by Professor Max Engman sets the context: that while the seaman's life tends to evoke nostalgia, there is little evidence to corroborate this romanticization. He also points out the difficulty of studying this group. Finnish seamen spent much of their lives abroad, for one thing, and many deserted outside of the country, never to return.

One group of essays focuses upon the behaviour of seamen. Yrjö Kaukiainen's essay, "From A.B. Jansson to K. Aaltonen," presents a quantitative picture of the Finnish merchant navy between 1860 and 1914. At the core of his analysis is an argument about the impact of steam on life at sea. Lewis R. Fischer and Helge W. Nordvik examine "Finns in the Canadian Merchant Navy, 1863-1913," demonstrating the vital role they (and other citizens of the Nordic countries) played in

the manning of this fleet. In particular, they stress how deser-tion-prone Finns seemed to be, a topic also discussed in Reino Kero's essay, "Finnish Seamen as Immigrants to America in the 19th Century," which examines some of these deserters in their new lives in the United States. Max Eng-man's article on "Finnish Seamen in Russia" underscores the peripatetic nature of Finnish mariners.

A second group of essays examines various social and cul-tural aspects of seafaring life. Merja-Liisa Hinkannen's "The Seaman Loves the Ocean Wave" provides a preliminary examination of seamen's mentalité. While admitting that this is a preliminary paper, she provides a potential framework for further study of this important topic. Yrjö Kaukiainen contributes a second essay, "A Voice from the Forecastle," in which he uses the poem, "The Ship *Toivo* from Uleåborg," as the starting point for a study of life and discipline on board Finnish vessels. C. Sundqvist shows how the introduction of steam created opportunities for "Women on Board." Essays by Christian Ahlström, J. Lybeck and David Papp examine seamen who came from specific Finnish districts: Helsinki, Raumö and Vardö (Åland islands), respectively. The volume closes with Thommy Bergholm's essay on "Trade Union Activity to 1924," which focuses upon the early development of seamen's and firemen's unions.

All of the essays in this book are the result of careful re-search by experts in their respective fields. All provide the readers with a picture of some aspect of the life of a Finnish merchant seaman in the nineteenth or early twentieth cen-turies, even if taken together they do not quite constitute a total portrait of this existence.

Daniel G. Harris
Nepean, Ontario

ARGONAUTA INDEX (VOLUME VI, 1989)

Editors' Note: In this index, which includes only reviews and articles, we inaugurate an annual feature that we hope will become permanent. Below we list all articles by author's name. The first numeral is the number; the second denotes the page number(s). Reviews are listed both by the surname of the author and the reviewer. For reasons of space, a num-ber of titles in the Book Review section have been shortened.

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CANADIAN NAUTICAL RESEARCH SOCIETY

PROGRAMME FOR ANNUAL MEETING

DATE: WEDNESDAY, 30 MAY 1990

**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-1:30 PM: LUNCH***
- 1:30-2:30 PM: PRESIDENTIAL ADDRESS, BUSINESS MEETING,
ELECTIONS AND AWARDS**
- 2:30-5:00 PM: AFTERNOON SESSIONS**

I. SESSION I

**JOHN KENDRICK, "IN SEARCH OF *SUTIL*: A RE-
SEARCH PROJECT"**

BOB SPEARING, "B.C. TUGS"

SESSION II

**KENNETH MACKENZIE, "IS THIS ANY WAY TO
RUN A RAILWAY?: THE CANADIAN GOVERNMENT
MERCHANT MARINE AND THE INTERCOASTAL
SERVICE, 1921-1931"**

**ELIZABETH LEES, "SHIPYARD TECHNOLOGY:
INTERNATIONAL TRENDS AND REGIONAL ADAP-
TATIONS"**

*** RESERVATIONS HAVE BEEN MADE AT THE SWAN'S HOTEL PUB AND RES-
TAURANT, 506 PANDORA STREET. INDIVIDUAL LUNCHESES MAY BE ORDERED.**