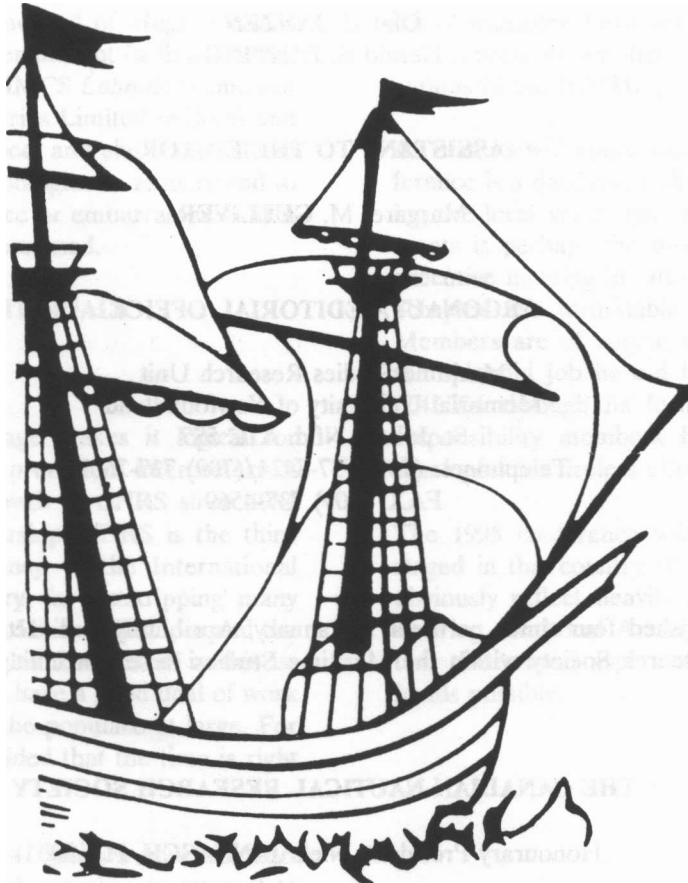


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

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ARGONAUTA

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ERRATA

To anticipate our readers, who no doubt noticed some anomalies in the obituary of Tom Pullen, we regret that some editorial corrections went astray before the last issue of *ARGONAUTA* went to press. Captain Pullen was the grandson, not "an indirect descendant," of Hugh Thomas Pullen, RN; he was *the* first lieutenant, not "a first lieutenant," of the *Ottawa* in 1942; and HMCS *Labrador* came out of the shipyards of Marine Industries Limited in Sorel and not the Davies Shipyard at Quebec, and she transited the Northwest Passage in 1954. We apologize to readers and to Tom's family for any inconvenience or embarrassment that these inadvertent errors may have caused.

ARGONAUTA EDITORIALS

(I)

Our magnificent maritime heritage makes it logical for Canadians to be among the most prominent interpreters of maritime history. Indeed, the growth of CNRS since 1984 reflects this. In terms of membership, CNRS is the third most sizeable national constituency of the International Commission for Maritime History, far outstripping many much larger nations, including the United Kingdom and the United States. But as Alec Douglas reminds us in this issue's "President's Corner," we still have a good deal of work to do to get our message out to the populace at large. For this reason, the executive has decided that the time is right to increase our membership.

Inserted in this issue of *ARGONAUTA* is a new membership brochure. We are asking each member to attempt to recruit one new member for the society, an individual (or an institution) that shares our aims and objectives. Tell them about CNRS, give them the brochure, show them *The Northern Mariner* and *ARGONAUTA*, and assure them that they will be welcomed with open arms. If any member needs more brochures, just contact Skip Fischer at the *ARGONAUTA* address.

We hope that all members will take this membership drive seriously. A larger membership will not only enable us more effectively to meet the goals that Alec Douglas has enunciated but will also provide the resources to expand further our services to members. We look forward to the results of this campaign for new members with keen anticipation.

Lewis R. Fischer
Gerald E. Panting

(II)

In the October issue of *ARGONAUTA* we informed you that the 1995 conference of the International Commission for Maritime History will be held in Montreal in August 1995. This meeting, which traditionally is the largest gathering of maritime historians from around the world, will attract representatives from most of the twenty-three member nations of the ICMH.

As readers will appreciate, the organization of such a conference is a daunting task. In particular, the job of organizing the local venue and making all the necessary arrangements is perhaps the most exhausting of all. At a CNRS executive meeting in Ottawa in December, Ken Mackenzie accepted this formidable assignment on behalf of CNRS. Members are of course already heavily in Ken's debt for the splendid job he did in launching and guiding *ARGONAUTA* through its formative years. For taking on this responsibility members have even more reason to give thanks for his tireless efforts on behalf of the Society.

The 1995 conference will be the largest of its type ever staged in this country. The job we do in organizing it will obviously reflect heavily on CNRS. With Ken Mackenzie chairing the Local Arrangements Committee, we are sure that this crucial aspect of the organization is in the best hands possible.

Lewis R. Fischer
Gerald E. Panting

(III)

In a nation-wide organization like CNRS, it is understandable that members should sometimes be confused about whom to contact for particular services or information. This difficulty has become especially noticeable in the payment of membership dues. All membership dues or requests for information about membership status should be sent to our Ottawa address (P.O. Box 7008, Station J, Ottawa, Ontario K2A 3Z6). Sending cheques to St. John's only delays the process and increases the likelihood that things will be lost in the mail. Similarly, change of address notices should also be sent to Ottawa. But since all publications are mailed from St. John's, sending us a copy of your change of address forms will ensure that all publications are sent to the address of your choice. We hope that members will attempt to comply with these arrangements.

Lewis R. Fischer
Gerald E. Panting

(IV)

CNRS member Elizabeth Lees died in Vancouver, British Columbia, on 6 December 1990 following an extended battle with cancer. She is survived by two sons in B.C., a mother and brother in England, and many friends on the west coast.

Before becoming ill, Elizabeth had completed an early draft of her dissertation on the shipbuilding industry in British Columbia during the First World War, which she was writing to fulfil the requirements of a doctorate at the University of British Columbia. She had approached the topic as a study in industrial history, requiring an understanding of the interrelationship between corporate, technical, political and labour dimensions of shipbuilding. The nature of the work process particularly interested her, its fascination enhanced by the fact that Victoria and Vancouver shipyards constructed both wooden and metal vessels during the war. Her publications included an essay in *Working Lives (1986)* on World War I veterans, and she was planning an article on technological change in ship construction. Her untimely death has denied the field of maritime history one of its most promising researchers.

Robert A.J. McDonald
Vancouver, B.C.

PRESIDENT'S CORNER

The first simultaneous issue of *ARGONAUTA* and *The Northern Mariner* is a new direction for the Society. It can lead us to fascinating new territory. I wish the editors every good fortune, and I know we will enjoy the fruit of their labours.

That there is grist for the editors' mill is evident from the encouraging response to our annual conference theme of "Ships, Men and Governments." Our members evidently have interest in the subject and are willing to share their ideas. In fact, the question of a Canadian "Oceans Policy" is engaging the attention of a growing number of people in the country. While the light has not suddenly dawned in the corridors of power (nor will it unless some dramatic event catches the imagination of Canadians), the more Canadians who understand their maritime interests--what has aptly been described as "fish and ships"--the more prepared the country will be to exploit the situation.

In June 1990, the Oceans Institute of Canada, the Navy League of Canada and the Naval Officers' Association of Canada co-sponsored a conference on "Oceans Policy" that was by all accounts a great success. It took place in that

well-known hub of maritime activities, Toronto. (This is not so far-fetched as it may appear: Toronto was a seedbed for the Navy League at the beginning of this century.) Readers of the Naval Officers' Association of Canada newsletter, *Starshell*, will have seen, however, that John Harbron, a journalist and naval historian of some note, deplored the fact that so little publicity resulted. His point is well-taken, but public apathy towards shipping and maritime affairs--not just in Canada but in many seagirt countries--is commonplace. Getting the message across demands unceasing effort. Is the effort perhaps beginning to gain momentum?

The Oceans Institute of Canada in Halifax has published about seventy monographs on maritime matters and produces a newsletter called *Info Oceans* which reaches a small but receptive audience. The academic emphasis of the institute allows useful work to be done within the framework of various academic disciplines that might otherwise not see the light of day. It is not designed to generate great public interest; some of its books have sold well, a fact to be welcomed, but the value of a maritime research institute lies in its ability to lay the foundation for useful analysis of maritime problems. This can undermine apathy, but it should not be expected to do so on a grand scale.

The Navy League since 1969 has been producing a well-written and attractively produced newsletter called the *Maritime Affairs Bulletin*, with a general theme that supports the idea of a rational oceans policy for the country. It preaches, like the Maritime League in Britain, to the converted. The Navy League also searches for proselytes among a wider audience, one that cannot be counted among the ranks of the faithful. There is no way of knowing how successful this is without some sophisticated system of measuring opinion, but the extent of the effort is worth noting.

The Navy League began its efforts to arouse interest in maritime matters before the turn of the twentieth century. Despite its name, its first concern was always with the health and safety of shipping, as a vital element of the national life, not simply the establishment of a navy. It has always been a natural ally of the shipbuilding and shipping industries. The *Bulletin* goes to Navy League and Sea Cadet branches, naval associations, the ships and naval establishments of the armed forces, all Members of Parliament, a good many senators, all the major newspapers, embassies and consulates with maritime interests, Canadian universities which have chairs of strategic studies, and a number of libraries. That is a commendable initiative. At least some of those who see it read it. Some would no doubt be disposed to believe that the Navy League was guilty of special pleading, which could be counterproductive, but that is an occupational hazard.

The Naval Officers' Association of Canada is of more recent origin. Its aims are more narrowly-focused than those of the Navy League, but its members are remarkably active. The NOAC newsletter *Starshe//*, with its subtitle *A Little Light on What's Going On*, is a model of its kind, and the readers are widespread. The position paper produced by the Ottawa branch of the NOAC in 1990, on a maritime policy for Canada, is a thoughtful and useful discussion that merits consideration by the academic community as well as among policy makers. Among NOAC members may be found some of both. It is probably not too much to say that the Association can exert pressure on the policy makers, possibly as much or more than the Navy League.

Not involved in the "Oceans Policy" meeting, but still part of the overall effort to understand and further the country's maritime needs, are such bodies as our society, the Maritime Studies Research Unit at Memorial University, and maritime museums producing newsletters and journals, such as *The Resolution* in Victoria and *FreshWater* in Kingston. Especially noteworthy is the Admiral's Medal Foundation, created to recognise maritime achievement.

Surely nothing but joint efforts can make an impression on policy. Professor Barry Gough in the April 1990 issue of *ARGONAUTA* reminded us that the Society is dependent on four constituencies: the general public, the academic world, the museum sector and governments. These constituencies combine to form another, which might be called the maritime or marine constituency. One of our aims, as a society devoted to research, should be to identify, much more precisely than I have attempted to do in this column, the members of that larger group. If all Canadians who worry about the preservation of our maritime heritage and the health of our maritime life stood up to be counted, public apathy might turn out to be less **widespread** than it appears on the surface.

I invite readers to respond to these thoughts. We can learn through dialogue, and *ARGONAUTA* provides an excellent forum for this.

W.A.B. Douglas
Ottawa, Ontario

ARGONAUTA MAILBAG

(Editors' Note: At the June 1989 Annual General Meeting in Halifax, the membership approved a motion to support CNRS member Eric D. Lawson in his efforts to have the sailing ship *Egeria*, currently a hulk in the harbour of Port Stanley in the Falkland Islands, declared a national historic site. For the information of members, we print below a

letter from Lawrence Friend, the Executive Secretary of the Historic Sites and Monuments Board of Canada.)

Eric D. Lawson
RR #1 /G-3
Bowen Island, British Columbia
VON 1G0

Dear Mr. Lawson:

This is further to previous correspondence between Dr. Christina Cameron and yourself concerning the New Brunswick sailing ship, the *Egeria*.

As you know, despite the fact that its policies preclude extraterritorial commemorations, the *Egeria* was referred to the Historic Sites and Monuments Board of Canada for discussion at its February 1990 meeting. Our Minister, the Honourable Robert R. de Cotret, has recently approved the Minutes of that meeting of the Board and I would now like to advise you of the decision respecting the vessel.

Given the long-standing Board and Program policy, reaffirmed as recently as February 1989, which precludes the commemoration of nationally significant aspects of our history outside of Canada, the Board believed that it was not within its mandate to suggest to the Minister that the Canadian Parks Service take a lead role in any effort that might be made either to repatriate the *Egeria* or to undertake heritage recording of the vessel.

None the less, the Board wished it to be recorded that it is extremely interested in the future of what is apparently the best preserved surviving example of a 19th century New Brunswick sailing ship. The Board asked that it be informed if others intended to attempt to secure the vessel or record it in order that it might then determine if it would be appropriate for it to recommend that the Canadian Parks Service provide some form of technical or professional advice in support of such undertakings.

While the above does not give the Canadian Parks Service mandate to become involved with the *Egeria* at this time, you may be assured that we will refer the matter to the Board for further consideration as soon as we become aware of concerted efforts being made by others to repatriate the vessel or record it.

Yours sincerely,
Lawrence Friend
Executive Secretary
Historic Sites and Monuments Board of Canada

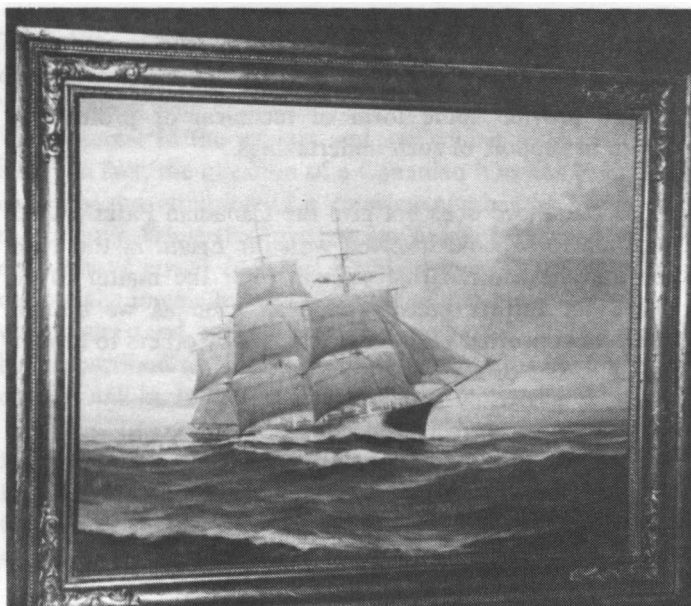
Sirs:

The Yarmouth County Museum is attempting to put together biographical information on the artist G.R. Barr, who in 1859 painted a portrait of the Yarmouth barque *A. & J. Fulton*. The portrait's background, as well as a port visit to Glasgow in 1859, suggest that Barr may have painted in that area. The standard references of Archibald, Brewington, and Finch have revealed very little. Any information concerning Barr would be helpful and appreciated.

Eric J. Ruff
Curator
Yarmouth County Museum
Yarmouth, N.S.
B5A 3C8

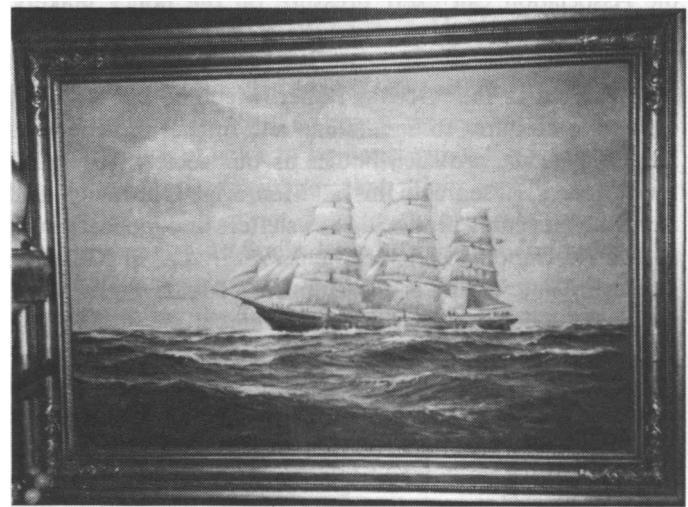
Sirs:

For the past year or so I have been trying to find out information about a marine artist named Arthur E. Bracy and his work, but so far without success. As you can see by the prints reproduced below, he would appear to be very competent. As far as the ships are concerned, one appears to be an American-flag vessel and I suspect that the other is also U.S.-registered. However, there is no discernable trace of a name or house-flag in either case. As one of the ships has single topsails and single topgallants, she probably dates from the mid-1850s or earlier, while the other, which apparently has single topgallants over double topsails, would date from a later period. However, the date of painting could, of course, be much later. As far as I know the paintings are at least forty to fifty years old.



The National Maritime Museum at Greenwich, the Mystic Seaport Museum in Connecticut, and the National Gallery in Ottawa have been unable to identify the artist. I would appreciate any assistance that readers might be able to provide about either the artist or the vessels.

John E. Roué
2306-1380 Prince of Wales Drive
Ottawa, Ontario
K2C)N5



ARGONAUTA ARTICLES

TOWARD A VINTAGE VESSEL REGISTRY FOR BRITISH COLUMBIA

*By John MacFarlane
Victoria, British Columbia*

Introduction

Over its history Canada has persisted in viewing itself introspectively as a nation focused on its land mass rather than looking outward across the sea to nations on other continents. We have been content to have others carry goods and materials to and from our shores. We once had a large fleet of vessels trading from Canada to other lands. Some of our national institutions (e.g., first an excellent transcontinental railway and later an excellent transcontinental air service) have reinforced these notions.

Perhaps one of the symptoms of the loss of maritime perspective is the apparent lack of interest in our maritime heritage. Maritime museums seem to have lagged behind other transportation and technology museums in developing a basic infrastructure for preserving and presenting Cana-

da's maritime story.

Reflecting the growing interest in maritime re-creation and heritage is the proliferation of wooden boat festivals and other maritime shows. The conventional view of maritime heritage usually extends only to existing craft and the material culture which relates to vessels. Sometimes this view is expanded to include sunken or underwater heritage (most often wrecks). Maritime-built heritage, if it is considered, is usually viewed from a land-based perspective. Together these various "sectors" comprise a comprehensive view of maritime heritage. For the purposes of this paper I will consider only "floating heritage."

Preservation of Maritime Heritage in Canada

In Canada most "heritage vessels" are preserved by government institutions or by charitable non-profit institutions. This is not done as part of a larger strategy but often represents the fruits of seizing opportunities to obtain a vessel under favourable circumstances.

There are such vessels in every province and territory of the country. Their administration and management is left to the vagaries of often unreliable funding programs and the ability of particular institutions to bear the budget load of maintenance and restoration.[1] Some dry-berthed vessels stored indoors fare better than those afloat or dry-berthed in outside conditions.

Experience From The United States

In the United States an "elitist" approach to the designation of heritage vessels has been employed. To determine the appropriateness for preservation, it appears that three main **criteria have** been employed: the association with significant historical persons; the embodiment of distinctive characteristics of a type, period or method of construction, or the fact that the vessel was constructed by a "master" (sub-categories include architecture, art and engineering); or the decision that a vessel has or is likely to yield information important to history (sub-categories include location, design, setting, materials, workmanship, "feeling" and association).[2]

There are also some special justifications. The *National Register* describes some exceptions to the rules outlined above.[3] Replica vessels are included if they are based upon a careful scholarly analysis of graphic, written, and archaeological sources; constructed accurately, using appropriate period materials and construction techniques; presented in an historically appropriate manner; and if no other vessel with the same associations has survived. Also

included are vessels owned by religious institutions, as long as the main criterion is naval architecture or historical importance. Vessels in collections may be individually eligible. Finally, vessels achieving exceptional significance within the last fifty years compared with other vessels of its type, or associated with important recent themes or developments significant to maritime trades, engineering or naval architecture, also qualify.

Some Operational Models

There are several operational models which could be adapted to the on-going inventory and registration of vessels with heritage values. A "senior government agency approach" relies on provincial and federal government agencies, acting either unilaterally or as part of a larger program, to undertake a lead role in the conservation and preservation of floating heritage. Unfortunately, inventories and registries operated at these levels are often underfunded and spread over too wide a geographic or thematic area.

A "grass-roots approach" is based upon a desire for widespread participation in a popular movement so that the values of conservation and preservation become part of a larger ethic. This type of approach calls on the owners of older vessels to recognize the value of the resource which they own and to encourage them to conserve the vessels as a good investment in the future.

The "joint venture agreement" is another mechanism which can successfully be used to preserve specific types or examples of vessels. This approach necessarily involves the participation of other agencies, companies or organisations through a legal agreement. These arrangements can be unilateral or multilateral and are dependent on the good will of the venturers to carry out the terms.

There are also many examples of registries upon which a vessel registry might be modelled. These include the schemes for voluntary vintage automobile registration done through provincial motor vehicle branches. The idea of giving recognition without financial participation or ownership by the state directly encourages owners to preserve their assets.

Maritime Heritage Databases

Some work has already been undertaken in central Canada.[4] On the west coast, the Maritime Museum of British Columbia has easy access to a computer database of some twelve thousand vessel histories and descriptions of all kinds of existing and past vessels. This database is continuously updated and includes vessels either built or regis-

tered in the province.

The management of information assets has become as complex and important a task as the management of physical collections. The introduction of computer technology to the task of inventory and registration makes it possible to track and monitor hundreds or even thousands of vessels without a large infusion of capital or an expensive on-going operational investment.

A Maritime Heritage Inventory

Some initial work has been undertaken by "buffs" and through projects generated from employment grant programs.[5] Those inventories held privately are not generally accessible to the general public or to other serious researchers. The coordination of the efforts of individual researchers and their collective inclusion in a single database would be a major contribution to maritime heritage on this coast.

A British Columbia Vintage Vessel Registry

The Vintage Vessel Registry, established in January 1990 by the Maritime Museum of British Columbia, is intended to record and catalogue the older vessels which make up the province's vast floating heritage.[6] The registry is not a one-time inventory but a broad on-going database of vintage vessels which is constantly being appended and updated.

There are many vessels on the Pacific coast and in the interior of British Columbia which could be called "heritage" vessels. Until now, older vessels were not formally recognized as a vital part of British Columbia's unique maritime legacy. There is no orchestrated approach to inventory floating heritage or to encourage conservation. As vessels age there is natural attrition as owners choose to discard vessels rather than invest in the cost of refit and refurbishment. A decision to update a vessel can in many cases add several useful decades to its life. It would also have the effect of preserving older vessels and creating a richer spectrum of craft active on the coast.

Heritage conservation of vessels is best carried out by people who own and love them as significant working objects. It is widely recognized that a "grass-roots conservation movement" will have greater impact on heritage conservation and preservation than a simple reliance on institutions and agencies to accomplish the same tasks. Such a movement is not "elitist" and contributes to widespread dissemination of heritage values to the society at large. An approach to the owners of these vessels was needed to give active encouragement for maintenance of the heritage

values intrinsic in their vessels. The initial reaction to the purpose and goals of the project has been overwhelming support because of the recognition that finally there is a structure providing the leadership necessary to focus the needs of those interested in vessel conservation.

Purpose and Goals

There are five central goals being addressed by the Vintage Vessel Registry. These are:

1. To gather interested individuals and representatives of organisations and agencies;
2. To present the concept and process of identifying and registering heritage vessels in British Columbia;
3. To create an awareness and appreciation of traditional British Columbia vessel design;
4. To foster the creation of a "grass-roots" movement to preserve and conserve significant vessels on the British Columbia coast; and
5. To initiate the gathering and recording of individual vessel histories.[7]

Owners who wish to enter their vessels in the registry are asked to meet several criteria and to provide substantiating evidence. Vessels must be forty years of age or older and have been built in British Columbia, or have spent forty years in local waters. They may be floating, dry-berthed or hulks. Vessels will not be considered, however, if they are less than forty years old or replicas (a special exception is made for replicas of more than forty years of age). Each vessel must be nominated by a qualified person, such as a marine surveyor or naval architect. Proper documentation of ownership history and design statistics must accompany the application. A small application fee is charged. A general questionnaire application form initiates the process.

An Advisory Committee to be drawn from all interests and maritime activities will advise on the policies, designations and future directions of the registry. Representatives will also be drawn from all parts of the province with an active vessel population and will be encouraged to act as local representatives of the registry in their locales. The volunteer committee comprised of representatives from unions and yachting associations, as well as marine surveyors, academics, naval architects, authors and independent historians. This Advisory Committee is intended to work toward the establishment of local representatives or "agents" of the registry in boating communities throughout the province. Eventually, it is anticipated that there will be participation by representatives of heritage interest groups and historical and museum societies province-wide.

Local representatives will eventually be appointed in each

region to act as "agents" of the registry and to advance its aims and objectives locally. These representatives will become part of a heritage network able to track the location and condition of significant vessels and to animate the process of conservation at the grass-roots level.

Public Education

Without public understanding and support the impact of the registry will be localised and only marginally effective in stemming the wholesale destruction of floating heritage on the coast. A specific communications strategy is being developed to meet the needs of our audiences as well as the mission of our institution. Many different approaches to communicating with specific target audiences will be employed:

Public Workshops: These will be held at the museum. They will include slide lectures on forestry vessels, tugs, and classic yacht design, as well as workshops on the maintenance of vintage vessels, with special emphasis on corrosion, rot and restorative varnish techniques.

Portable Display: For use in boat shows and summer heritage events, this display will feature a small clinker-built dinghy which will act as a "booth" for the distribution of information pamphlets on the registry.

Lecture Series: A series of historical lectures, to include visual presentations, will be held in the evenings at the museum.

Speakers Bureau: This involves publication of an updated list of knowledgeable speakers and their areas of expertise within the maritime field. Lectures and talks on restoration techniques, researching vessel histories and the significance of designs and materials will be covered.

Research and Publication

The "Vintage Vessel Index" will be printed and bound in limited quantities for use by museum libraries and archives and by special subscribers. It will include a compilation of our own research and of vessel histories sent to the registry by their owners. A second publication, which will include photographs, will be distributed to members of the registry and sold to other interested individuals.

Toward A British Columbia Heritage Vessel Registry

There are already spokesmen calling for a true "heritage vessel" designation. The province of British Columbia has already implemented a loosely-structured "heritage vessel" designation.[8] At least one vessel has already been so des-

ignated, but there are no plans to select further vessels at this time. Within the registry, a special label will eventually highlight vessels which have significant heritage value through:

- a) association with important historical events in such fields as agriculture, commerce, communications, engineering, exploration, government, industry, invention, law, literature, military, recreation, science, theatre and transportation; or
- b) association with lives of significant historical persons; or
- c) embodiment of distinctive characteristics of a type, period or method of construction or the work of a master.

The criteria for this designation will be developed with the participation of government agencies, other heritage groups and concerned parties.

Recognition

In order to encourage pride and interest in vintage vessels and in those who own them, a special part of the program focuses on insignia and recognition. A special burgee is being designed which will be presented to owners of all vintage vessels. This will be accompanied by other symbols, including a lapel pin and a wall plaque.

Our investigations indicate that there is a growing number of ship watchers in the province (similar to the train watching phenomenon widespread world-wide) and that a recognition and catalog system would be of use to many others in addition to vessel owners.

Conclusion

The pilot program now in place will focus renewed interest in older vessels on the coast. Participation in this program will be expanded in the coming years to include the whole province, with representatives in as many localities as possible. There is a need for a similar program throughout Canada. The application of this model in other provinces would effectively contribute to a national program of inventory and registration.

Notes

1. Norman Brower, *International Register of Historic Ships* (Annapolis, Maryland: Naval Institute Press, 1985).
2. James P. Delgado, "Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places,"

National Register Bulletin (Washington, D.C.: U.S. Department of the Interior, 1985).

3./bid.

4. Garth Wilson, "The Great Lakes Historic Ships Research Project: Computers and the Analysis and Documentation of Small Craft," *FreshWater* (1989), 9-13.

5. See, for example, "Final Report of the Heritage Vessel Registry Research Project" (Unpublished Mss., BC Nautical Heritage Society, 1983); D. Williams, "Heritage Watercraft Inventory" (Unpublished Mss., Vancouver Maritime Museum Society, 1983).

6. See John MacFarlane, "Recognition Planned For BC Heritage Vessels," *The Resolution* (1989); Susan Down, "Vintage Vessel Registry Established," *Westcoast Mariner* (1990); Project Pride Task Force, *Stewardship and Opportunity* (Victoria: British Columbia Ministry of Tourism, Recreation and Culture, 1990).

7. John MacFarlane, "Vintage Vessel Registry Program Proposal" (Unpublished Mss., Maritime Museum of British Columbia, 1990).

8. John McMurdo, "Aide Memoire: Heritage Vessel Inventory Project 1982" (Victoria: Heritage Conservation Branch, 1982); William Huot, "Heritage Boat Recognition Program Proposal" (Unpublished Mss., Heritage Conservation Branch, 1982).

ARGONAUTA COLUMNS

MARITIME PROVINCES
STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. *Henry F. Eaton*/St. Andrews/Bras D'Or (2)

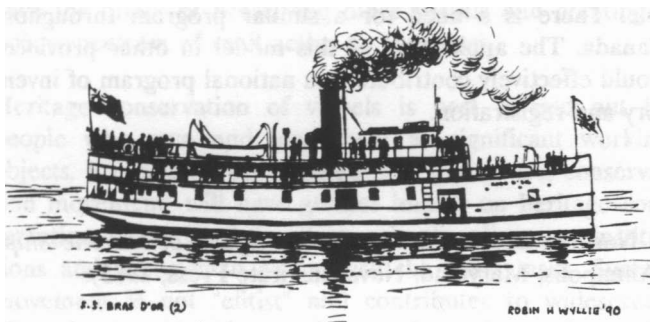


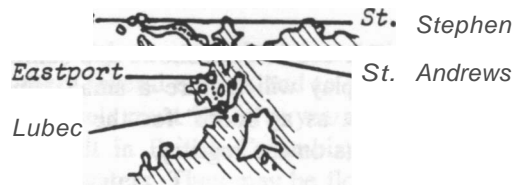
Figure 1: S.S. *Bras D'Or* (2)

Specifications:

Official Numbers:	93564 (<i>Henry F. Eaton</i> & St. Andrews)
	153351 (<i>Bras D'Or</i> [2])
Builder:	Portland Co., S. Portland, Maine
Date Built:	1901
Gross Tonnage:	240.04
Overall Length:	113.6 feet
Breadth:	27.2 feet
Draught:	8.9 feet
Engine Builder:	Portland Co., S. Portland, Maine
Engine Description:	Steam, 2 cylinder, 14 1/2" X 30", developing 37 N.H.P.

PASSAMAQUODDY BAY ROUTE. 1901 - 1917.

Depozoted Eastport on arrival of the Boston steamer for Lubec, St. Andrews and Calais.



CAPE BRETON ISLAND ROUTE. 1925 - 1943.

SYDNEY AND CAPE BRETON PORTS.—COASTAL STEAMSHIP Co.—Steamer *St. Andrew* #1111 follows during season of navigation.
Leaves Sydney 7 a.m., North Sydney 8 a.m. every Monday for Baddeck, Grand Narrows, Marble Mountain, St. Peter's Canal, Poulamond, Grandique; arriving at Mulgrave Monday evening 11 a.m. to take the night train for the west.
Tuesday morning leaves Mulgrave after arrival of train from West, for Port Hood, Margaree, Grand Etang and Eastern Harbor. Wednesday morning leaves Eastern Harbor for Mulgrave.
Leaves Mulgrave Wednesday afternoon (after arrival of express) for Sydney; calling at Arichat, St. Peter's Canal, Baddeck and points in d'Or Lakes. Wednesday night will stop at Arichat or St. Peter's Canal.
Thursday—goes from Sydney to Bras d'Or Lakes, returning same day.
J. A. Young, Manager, Sydney.

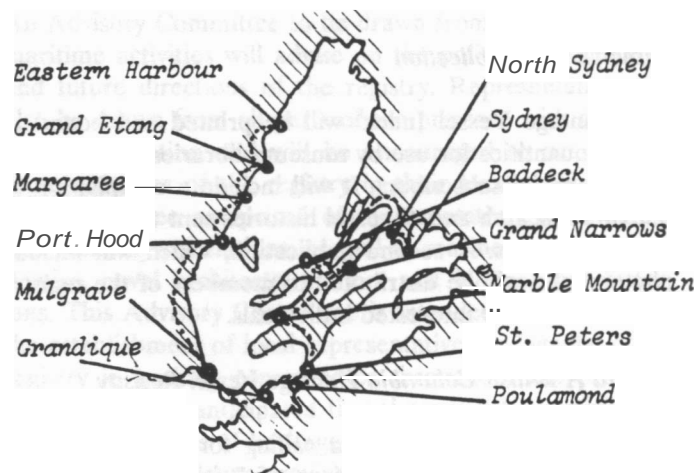


Figure 2: Routes for the Steamers.

History:

The *Henry F. Eaton* was a small wooden steamer built for the Eastern Steamships International Line connecting service in Passamaquoddy Bay. Licensed for 196 passengers, she provided connecting service at Eastport for Lubec, St. Andrews and Calais. Renamed *St. Andrews* in 1913, she remained on the route until 1917, when she was purchased by the U.S. government.

On October 30, 1922, she was sold to a New York group for Hudson River service and there she remained until she was purchased by the Bras D'Or Steamboat Company of Sydney, Nova Scotia on April 22, 1925, to replace their *Bras D'Or*, which had been destroyed by fire during her winter lay-up at St. Peters.

The steamer followed the same route and schedule as her predecessor, for whom she was renamed in 1927, from the Sydneys down the Bras D'Or Lakes, through the St. Peters Canal and the Strait of Canso, to the west coast Cape Breton ports.

In 1927 the company amalgamated with other small shipping interests to form the Coastal Steamship Company Ltd. *Bras D'Or* (2) remained in service until World War II. She was laid-up in Kelly's Cove, near New Campbelltown, and was subsequently abandoned in 1943.

Sources:

Belcher's Fanners Almanac. Halifax, 1927-1939.

Cram, W. B. *Picture History of New England Passenger Vessels*. Hampden Highlands, Maine, 1980.

Mills, John M. *Canadian Coastal and Inland Steam Vessels, 1809-1930*. Providence, R.I., 1979.

Shipping Registers, various.

ARGONAUTA NEWS

CNRS APPOINTMENTS

At a recent meeting of the Executive Council in Ottawa, a number of new committee appointments were announced. Councillor Fraser McKee has been named to chair the important Liaison Committee. Vice-President Eileen Marcil has taken the helm of the Nominating Committee. Councillor M. Stephen Salmon was confirmed formally as chair of the editorial board of *The Northern Mariner/Le Marin du nord*. Lewis Fischer was asked to continue to chair the

Matthews Awards Committee. Finally, Dr. Kenneth MacKenzie agreed to chair the Local Arrangements Committee for the 1995 ICMH Conference in Montreal. We wish all these new chairs every success in working to build CNRS.

CANADIAN MARITIME BIBLIOGRAPHY
TO CHANGE FORMAT

On the recommendation of the chair of the editorial board, M. Stephen Salmon, the CNRS executive has agreed to alter the manner in which the annual *Canadian Maritime Bibliography* is published. Beginning in July 1991, the bibliography will cease to be published annually; instead, it will be printed on a continuing basis as part of *The Northern Mariner/Le Marin du Nord*. In making the recommendation, Steve pointed to suggestions made by librarians and others that this type of publication would better serve the needs of users. The bibliography will continue to be compiled by Lewis R. Fischer, M. Stephen Salmon and Garth S. Wilson.

MARITIME AWARDS SOCIETY OF CANADA

The Maritime Awards Society of Canada is a public foundation designed to foster a national awareness of maritime affairs to the economic development of Canada and to the well-being of all Canadians. To achieve this aim, the Society provides incentives to Canadian students to prepare themselves for a career in one of the many maritime-related professions. These incentives take the form of awards, scholarships, and research fellowships in any of the fields of maritime study, including matters relating to trade, resources, environment, defence, diplomacy and culture. At present, the Society funds one graduate scholarship of \$10,000 per year at the University of Victoria and plans in the next few years to expand this to include additional scholarships at the University of British Columbia and Simon Fraser University.

The Society is actively soliciting memberships and donations. Individual memberships are available for \$100 per year, but donations may be made in any amount. Any CNRS member interested in joining, making a donation, or receiving additional information about the Maritime Awards Society of Canada may write to P.O. Box 5328, Station B, Victoria, B.C. V8R 6S4.

SIBERICA

Siberica, which formerly published proceedings of the British Universities Siberian Studies Seminar, has now become a regular journal. It is published by the North Pacific Studies Center of the Oregon Historical Society in Portland, Oregon. Editors are Thomas Vaughan and Elizabeth

Crownhart-Vaughan. The Associate Editor is Peter McGraw. Contributing Editors are Alan Wood of Lancaster University (the founder of *Siberica*) and Walter Joyce. According to the editorial terms of reference, *Siberica* is

"an interdisciplinary journal of history, economics, anthropology, ethnology, geography, and related studies dealing with Eastern and Western Siberia and the Soviet Far East. It retains and expands the focus of its predecessors to include regions adjacent to or having close historical ties with Siberia--including those portions of North America with a Russian colonial history."

Siberica is published twice-yearly. The contents of Volume I, No.1 include "Siberian Exile in the Eighteenth Century" by Alan Wood; "Russian Expansion to the Pacific, 1580-1700: A Historiographical Review" by Basil Dmytryshyn; "The Race to Meet the Sun: An Essay on Russian Eastward Expansion" by James R. Gibson; and "Siberian Regionalism in the Revolution and Civil War, 1917-1920" by Anthony P. Allison.

Dennis Bartels
Corner Brook, Nfld.

UNITED STATES NAVAL HISTORY

Our members with a special interest in naval history may be interested in a free new bibliography on U.S. naval history. Produced by the U.S. Naval Historical Center, its purpose is to promote an understanding of the navy's rich history. The list was limited to a relatively small number of titles (fewer than sixty) to keep it as manageable and as useful as possible. It includes representative works on the total span of the U.S. Navy's history. For a copy, please write to the Navy Department Library, Naval Historical Center, Washington Navy Yard, Washington, D.C. 20374.

VERMILION'S 1877 LIGHTHOUSE PROJECT

The trustees of the Great Lakes Historical Society have approved an important project to celebrate the 200th anniversary of the U.S. Lighthouse Service. On the lake front of the Society's museum in Vermilion, Ohio, they plan to reconstruct the town's magnificent lighthouse, built in 1877 and removed from the West Pierhead in 1929. The cost is estimated at US \$100,000. This project should of course be of interest to those with a maritime interest on both sides of the Great Lakes. CNRS members interested in assisting this worthy cause may do so by sending a cheque (in U.S.

funds, please) to the Great Lakes Historical Society, 480 Main Street, Vermilion, Ohio 44089-1099. Donations may also be charged to either Visa or Mastercard.

MARITIME COMMAND HISTORICAL CONFERENCE

The Maritime Command (Marcom) Historical Conference, which was held in Halifax, 28-29 November 1990, featured papers by serving officers on the theme "Canada's Navy: Continuity or Change." The purpose of the conference, which is to become a regular event, is professional development. As in the *Bundeswehr's* naval tactical history seminars--the model for the Halifax gathering--academic participants assisted the officers in the preparation of their papers and then offered brief commentaries in the sessions to stimulate discussion. The conference was organized at the direction of Vice-Admiral R.E. George, commander of Maritime Command, under the sponsorship of Commodore L.C. Westropp in the Maritime Warfare School.

In the keynote address, David Brown, head of the naval historical branch in Britain's Ministry of Defence, reflected on the essential continuity of the Royal Navy's experience since the sixteenth century. Weapons and ships have changed, but the RN's tasks in protecting trade and holding the ring against invasion have remained the same, and the impact of new technology on the execution of those tasks has been less than dramatic. The first two officers to speak carried on with the theme of continuity. LT(N) RH. Gimblett reassessed the origins of the RCN in terms of the Laurier government's established maritime policy, rather than as a hasty reaction to the Anglo-German naval panic of 1909. LCDR RW.H. McKillip explored Commodore Walter Hose's generally successful efforts during the 1920s and 1930s to establish a permanent naval policy for Canada.

Most of the papers, however, focused on change. In a stimulating session, LCDR M.B. Clerihue appealed for a new policy and attitude toward the reserves, whose history shows continuity mainly in under-funding and neglect. Major A.E. Sawatsky and LCDR W.R. Glover also spoke of a need for new directions. Sawatsky urged a reassessment of the destroyer/helicopter team that must include tasks beyond anti-submarine warfare. Glover argued that change is continuity; that the navy, like the RN in the midst of severe cut-backs after the Napoleonic wars, must view itself as an instrument of the government's maritime policy in the broadest sense rather than narrowly concentrating on preparation for high-intensity combat.

Michael Whitby
Ottawa, Ontario

ICMH NEWS

In this issue of *ARGONAUTA* we begin a new feature. In every issue we will be bringing you news and information both from the International Commission for Maritime History (ICMH) and from our sister commissions around the world. We would be pleased to answer questions about the ICMH or about any of its component or affiliated societies. Questions may be addressed to Professor Lewis R. Fischer, Secretary-General, ICMH, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7, or to any of the executive members listed below.

ICMH EXECUTIVE COUNCIL, 1990-1995

To facilitate communication, we print below the names and addresses of all members of the newly-elected ICMH Bureau and Executive Council. CNRS members with questions or items that they would like to bring to the attention of the ICMH are invited to contact any member of the Executive Council.

Bureau

President: Dr. Frank JA. Broeze, Department of History, University of Western Australia, Nedlands, WA. 6109, AUSTRALIA

Vice-President: Dr. Peter N. Davies, Department of Economic History, University of Liverpool, 11 Abercromby Square, P.O. Box 147, Liverpool L69 3BX, ENGLAND

Vice President: Dr. Lars U. Scholl, Deutsches Schifffahrtsmuseum, Van-Ronzelen-Strasse, 0-2850 Bremerhaven-Mitte, GERMANY

Vice-President: Captain Hugo O'Donnell, Museo Naval de Madrid, Montalban, 2, 28014 Madrid, SPAIN

Treasurer: Professor Timothy J. Runyan, Department of History, Cleveland State University, Cleveland, Ohio 44115, U.S.A.

Secretary-General: Professor Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7, CANADA

Assistant Secretary-General: Mme. Anne Kroell, 25, Rue d'Alsace, 75010 Paris, FRANCE

Council

Dr. Leonardus Akveld, Hammerfeststraat 48, 3067 DC Rotterdam, NETHERLANDS

Dr. Dean C. Allard, 4823 North 15th Street, Arlington, Virginia 22205, U.S.A.

Ms. Sarah Arenson, Director, Man and Sea Society, 8, Cal-

aniyot, Tivon 36000, ISRAEL

Dr. Michel Balard, 4, rue des Remparts, 94370 Sucy-en-Brie, FRANCE

Dr. Ricardo Cerezo, Museo Naval de Madrid, Montalban, 2, 28014 Madrid, SPAIN

Dr. Leonie Foster, Victoria Archaeological Service, 29-31 Victoria Avenue, Albert Park, Victoria 3206, AUSTRALIA

Dr. Ruthi Gertwagen, Department of Archaeology, Centre for Maritime History, University of Haifa, Haifa, ISRAEL

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

Dr. Erik Göbel, Rigsarkiviet, Rigsdagsgården 9, DK-1218 Copenhagen K, DENMARK

Dr. Gordon Jackson, Department of History, University of Strathclyde, 16 Richmond Street, Glasgow G1 1XQ, SCOTLAND

Dr. Els M. Jacobs, Onafhankelijkheidsweg 29, 2332 ZN Leiden, NETHERLANDS

Dr. Yrjö Kaukiainen, Department of Economic and Social History, University of Helsinki, Aleksanterinkatu 7, 00100 Helsinki, FINLAND

Professor Christian Koninckx, Britselei 46, B-2000 Antwerp, BELGIUM

Professor Helge W. Nordvik, Institute of Economic History, Norwegian School of Economics, Helleveien 30, N-5035 Bergen-Sandviken, NORWAY

Professor Gerald E. Panting, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7, CANADA

Dr. Lauritz Pettersen, Bergens Sjøfartsmuseum, Postboks 2736, Møhlenpris, N-5026 Bergen, NORWAY

Dr. Atle Thowsen, Bergens Sjøfartsmuseum, Postboks 2736, Møhlenpris, N-5026 Bergen, NORWAY

Professor Ugo Tucci, Via Domenico Rossetti 81, 34141 Trieste, ITALY

Dr. Els van Eyck van Heslinga, Nederlands Scheepvaart Museum, Kattenburgerplein 1, 1018 KK Amsterdam, NETHERLANDS

Dr. Konstantin Varflis, Naval Academy of Greece, 7, Harritos Street, 106 75 Athens, GREECE

Mr. David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, ENGLAND

KEN MACKENZIE TO HEAD LOCAL ARRANGEMENTS FOR 1995 CONFERENCE

Dr. Kenneth S. Mackenzie, the former editor of *ARGONAUTA*, has been named by the Canadian Nautical Research Society to head the Local Arrangements Commit-

tee for the 1995 ICMH Conference in Montreal. Since the conference is being held in Canada, CNRS is the host commission. The conference will bring together a large contingent of maritime historians from the twenty-three member nations of the ICMH. Dr. Mackenzie, who heads the CN Archives in Montreal, will have primary responsibility for making local plans for this important event. The theme of the conference will be announced this summer.

*INTERNATIONAL MARITIME ECONOMIC
HISTORY ASSOCIATION*

At its General Meeting in Leuven, Belgium, 22 August 1990, the IMEHA, which among other things publishes the *International Journal of Maritime History*, voted to incorporate. It also voted to seek affiliate status with both the International Economic History Association and the International Commission of Maritime History (both of which were subsequently granted). The IMEHA officers elected were: Peter N. Davies (President) and Gerald E. Panting (Secretary/Treasurer). The IMEHA also voted that the theme for its conference in Milan, Italy in August 1994 would be "Business, Labour and Financial Intermediaries in Maritime History. It elected a Programme Committee to plan this conference consisting of David M. Williams and Simon Ville (Co-Chairs); and Lewis R. Fischer and Helge W. Nordvik. The Centre for Business History at the University of Glasgow, through its Director, Professor Anthony Slaven, offered to host the pre-conference for this session in the summer of 1993; the IMEHA gratefully accepted this invitation. Membership in the IMEHA, which includes two copies of the *International Journal of Maritime History* and two copies of the *International Newsletter of Maritime History* annually is available for U.S.\$45 per year.

At its meeting on 23 August, the Editorial Board of the *International Journal of Maritime History* elected David M. Williams (Chair); Lars U. Scholl (Vice-Chair); and Gerald E. Panting (Secretary).

*ASSOCIATION FOR THE HISTORY OF THE
NORTHERN SEAS*

The AHNS, another ICMH affiliate, will be holding its next conference on "People of the Sea" in Kotka, Finland, in August 1992. The organizer of the conference is Dr. Yrjö Kaukiainen. Membership in the Association costs 14 Dutch guilders.

*AUSTRALIAN ASSOCIATION
FOR MARITIME HISTORY*

The Association is planning to host an international confer-

ence on "New Directions in Maritime History" at the University of Western Australia in Nedlands. The tentative date is December 1993. Beginning in 1991, the AAMH is planning in conjunction with the Australian National Maritime Museum to establish a biannual Maritime History Prize, to be awarded for both articles and books. The winners will of course be announced in *ARGONAUTA*.

AROUND THE MARITIME JOURNALS

INTERNATIONAL JOURNAL OF MARITIME HISTORY
(II, NO.2, DECEMBER 1990)

- John McDonald and Ralph Shlomowitz, "The Cost of Shipping Convicts to Australia"
 Anthony Dickinson, "Some Aspects of the Origin and Implementation of the 18th Century Falkland Islands Sealing Industry"
 P.C. van Royen, "The First Phase of the Dutch *Straatvaart* (1591-1605): Facts and Fiction"
 J. Forbes Munro, "African Shipping: Reflections on the Maritime History of Africa South of the Sahara, 1800-1914"
 Erik **Gøbel**, "Volume and Structure of Danish Shipping to the Caribbean and Guinea, 1671-1838"
 G.R. Henning and Mary Henning, "Technological Change, Sail to Steam: Export Lumber Shipments from the Pacific Northwest, 1898-1913"
Jean-François Briere, "French Notarial Records as Sources for Maritime History"
 Joe Clarke, "Comments on Sunderland Shipbuilding"
 Simon Ville, "Sunderland Shipbuilding: Pre-Eminence Restated"
 Tomohei Chida and Peter N. Davies, "The Japanese Shipping and Shipbuilding Industries"

NAUTICAL RESEARCH JOURNAL
(XXXV, NO.3, SEPTEMBER 1990)

- Richard C. Kugler and Erik A.R. Ronnberg, "Building a Whaleship on the Kennebec"
 John M. Bobbitt, "American Privateer Schooner *Fly*"
 Samuel M. Pock, "Laying Out in the Mould-Loft"
 Rob Napier, "12-1/2 Foot Flat Bottom Skiff"

STEAMBOAT BILL (XLVII, NO.3, SEPTEMBER 1990)

- David H. Grover, "Dollar Line Steamers on the Yangtze River"
 Karl D. Spence, "Collecting Shipline China"
 Robert H. Burgess, "Chesapeake Bay's Link with the Panama Canal"
 William A. Schell, "World War II Greek Merchant Losses"

Edward A. Mueller, "The Recessed Sternwheel Steamboat *Osceola*"

PERSONAL NEWS

GEORGE AYOUB is continuing with his long-standing interest in collecting information and photographs on the Park, Fort and CGMM fleets. His records are without question the best of their kind in existence.....DAVID BEAUTY, in addition to the lead essay in the first issue of *The Northern Mariner* which accompanies this issue, is the author of "Sgt. Alvah E. Carter, 18%-1917: A Nova Scotia Infantryman Remembered," *Canadian Military Biography, I*, No.3 (1990), 35-43. Dave's current projects include studies of Petty Officer First Class E. Leslie Goodwin, member of the Royal Naval Canadian Volunteer Reserve who served on the minesweeper *Strathlocky* in 1917-1918; and the sinking of the *Llandovery Castle*, the Red Cross ship which the Germans torpedoed off the Irish coast on 27 June 1918 with the loss of 234 people.....RENE BEAUCHAMP tells us that he expects that the 1990 edition of *Seaway Ships* will be available by the middle of March. He also reports that several more buildings at Vickers were recently demolished and that he expects more to be torn down in the spring. On a brighter note, Rene informs us that a major grain sale to the U.S.S.R. in early November led to the reactivation of a number of laid-up lakers; the result was a busy end to the Seaway shipping season.....FRED J. BERRY is continuing his studies of Canadian naval history.....FRANK BROEZE, the President of the International Commission for Maritime History, is the author of "Australia, Asia and the Pacific: The Maritime World of Robert Towns 1843-1873," *Australian Historical Studies*, XXIV (October 1990), 221-238. Frank is currently in the second year of a project on "The Western Australian Merchant Fleet, 1829-1914," funded by the Australian Research Council.....GEORGES H. DAGNEAU will present a paper at a Canadian-Irish Colloquium in Edinburgh in May.....PETER N. DAVIES is the author of *The Japanese Shipping and Shipbuilding Industries* (London, 1990, with T. Chida); and *Fyffes and the Banana: Musa Sapientum* (London, 1989). His forthcoming book, *The Man behind the Bridge*, will be published in April by Athlone Press in London.....BARRY M. GOUGH's most recent publication is "The British Reoccupation and Colonization of the Falkland Islands, or Malvinas," *Albion*, XXII, No.2 (Summer 1990), 261-287.....NORMAN HACKING is the author of "The San Francisco-Victoria Mail Steamers SS *Prince Alfred* and Other Early Vessels," *The Sea Chest* (September 1990)..... DANIEL G. HARRIS is the author of "F.H. Chapman's Frigates," *Warship Annual* (1990); and *The Little Ship: Memories of 1934-39* (London, 1990). His current projects include a comparative study of Chapman and Gerner for the Royal Society of Naval Sciences in Stock-

holm; an article on two Swedish cruisers for *Warship*; and an article for *The Resolution* about Esquimalt in 1860 as seen through Swedish naval records.....TREVOR KENCHINGTON is the author of "On the Early Development of the Trawl Fishery in the Northern North Sea," *Mariner's MITTOR*, LXXVI (1990), 252-253. He is currently engaged in a survey of the longline fishery in Nova Scotia and New Brunswick, on contract to the Department of Fisheries and Oceans. This will provide a "snapshot" of the boats, gear, fishing techniques and (to some extent) the social structure and working conditions in this modern fishery.....WALTER LEWIS is the author of "Steamboats in the Ice: Winter Navigation on the Great Lakes," *Beaver*, LXX, No.6 (December 1990/January 1991), 23-28. His biography of the steamer *Kingston*, written jointly with Rick Neilson, will be published later this year by Boston Mills Press. Walter will also be presenting a paper to the Canadian Historical Association meetings in Kingston this June on "American Navigation Acts and the Empire of the St. Lawrence, 1783-1850".....BRUCE A. MACFARIANE has recently been named a Visiting Research Fellow of the Tompkins Institute at the University College of Cape Breton in Sydney. He is on sabbatical leave this year from Carleton University.....DONALD MACKAY is the author of *Flight from Famine: The Coming of the Irish to Canada*, which was published last autumn by McClelland and Stewart. He is now writing a history of the CNR.....KENNETH S. MACKENZIE is writing a history of the Navy League of Canada to mark its one hundredth anniversary in 1995. Ken would very much like to hear from branches across the country as part of the project.....C.D. MAGINLEY has retired from the Canadian Coast Guard College. For members who would like to contact him, his new address is: P.O. Box 328, Mahone Bay, N.S. BOJ 2E0.....DAVID J. MCDOUGALL will be giving a paper on the St. Francis Forges and Grantham Iron Works to the Canadian Science and Technology Historical Association conference in Kingston in October. He is continuing his research on Customs Preventive Service vessels.....FRASER M. MCKEE is working on a history of HMCS *Swansea* and essays on mine warfare and the impact of U-boats.....ARTHUR W. MEARS is compiling a list of existing ship figureheads in Canada, including the ship's name, a description of the figurehead and location. He is also a regular contributor on ships and shipping to two philatelic journals, *Watercraft Philately* and *The Canadian Connection*.....CHRIS MILLS is the author of an article on Machias Seal Island, New Brunswick in the *Northern Lighthouse Board Journal* (Christmas 1990) and is working on a book recording his experience as a lightkeeper over the last two years. Chris also tells us that he is once again lightkeeping, this time on Machias Seal Island, N.B. He recently spent Christmas on this six hundred kilometre-long islandHARRY C. MURDOCH is studying Solway

mariners in the schooner trade between U.K., Newfoundland, Labrador and Mediterranean ports.....ROSEMARY E. OMMER is working on merchant ledgers and the truck system in the nineteenth and twentieth century banks fishery (with Robert Sweeny). She is the author of "Merchant Credit and the Informal Economy: Newfoundland, 1919-1928," *Historical Papers* (1990), 167-189.....WALTER W. PEDDLE is working on a study of design transmission, especially in furniture, from Britain to Newfoundland.....G. EDWARD REED is conducting research into dockyard activity at Kingston, Ontario during the War of 1812.....FRANK T. ROWAN continues to work to support all facets of bilateral trade between Canada and the USSR. He suggests that perhaps next year we may have some maritime projects which could be discussed.....ALAN RUFFMAN recently served as guest curator for a special exhibition entitled "Grim Visions: Arthur Lismer and the Halifax Explosion," which was held at the Mt. St. Vincent University Art Gallery. Alan has kindly provided us with a copy of the catalogue to accompany the exhibit; we will gladly provide interested members with a xeroxed copy. He is co-author of *Historic Seismicity and Record of Severe Storms with Coastal Flooding for Western Newfoundland: Search of the Western Star of Comer Brook, Newfoundland, April 4, 1900-June 15, 1964*, a 637-page volume produced for the Geological Survey of Canada. Alan was in the Netherlands in August for a ten-day consultation with colleagues at the Vrije Universiteit of Amsterdam who are working on a submersible-geotraverse proposal for research on Orphan Knoll, 450 kilometres northeast of Newfoundland in water depths of 1500-4000 metres.....ERIC W. SAGER's new book, *Maritime Capital* (co-authored with Gerald E. Panting), is now available from McGill-Queen's University Press. Eric is currently working on a study of labour in twentieth century Canadian merchant ships. He will be presenting papers this spring on this subject to the Economic History Society in Manchester, England; the British Association for Canadian Studies; and the Canadian Historical Association.....CHESLEY W. SANGER's forthcoming essays include "Changing Resources and Hunting Locations of Scottish Whaling-Sealing Vessels in the Second Half of the 19th Century," *Scottish Geographical Magazine*; "A Newfoundland Floating Factory Whaling Expedition," *Polar Record* (with A.B. Dickinson); and "Expansion of Regulated Modern Shore-Station Whaling in Newfoundland and Labrador, 1902-03," *The Northern Mariner/Le Marin du nord*. He is continuing his joint research with Tony Dickinson on Newfoundland shore-station whaling, a project funded by the Institute of Social and Economic Research at Memorial University of Newfoundland. Ches and Tony are presently focusing upon the links between Newfoundland and British Columbia whaling at the turn of the century.....ROGER SARTY is the author of "Canadian Maritime

Defence, 1892-1914," *Canadian Historical Review*, LXXI, No.4 (December 1990), 462-490.....LARS U. SCHOLL, who has recently been elected a vice-president of the International Commission for Maritime History, is currently preparing an exhibition on the work of Felix Schwormstadt, who worked as a marine painter, book illustrator and poster artist. His most recent publications include *Felix Schwormstadt 1870-1938. Maler, Pressezeichner, Illustrator* (Herford, Germany, 1990); "Eine Art Eisenbahn mit beweglicher Schiene im Wasser: Die Antwort der Binnenschifffahrt auf die Herausforderung durch den landgebundenen Schienenverkehr," *Fenum*, LXII (1990), 67-77; and "The German Merchant Marine in the Inter-war Period, 1920-1932," in Lewis R. Fischer and Helge W. Nordvik (eds.), *Shipping and Trade, 1750-1950: Essays in International Maritime Economic History* (Pontefract, England, 199), 191-212.....ROBERT L. SHOOP is looking for information on a variety of topics, including RCN submarines; the careers of HMCS *Wanior*, *Magnificent*, and *Bonaventure*; and the Canadian Coast Guard (1704 Lorraine # A3, Colorado Springs, Colorado 80906).....JOHN SUMMERS has been elected as a director of the Museum Small Craft Association.....THEODORE D. WAKEFIELD is busy raising \$100,000 to build a replica of the 1877 Vermilion, Ohio lighthouse on the lakefront of the Great Lakes Historical Society Museum.....DON WITHROW is continuing his project to index the "Schooner Day" column from the *Toronto Evening Telegram*. The project is being accomplished under the auspices of the Marine Historic Society of Ontario.....ROBIN H. WYLLIE is presently engaged in preparing a history and architectural analysis of the F.D.R. cottage on Campobello Island and a cultural landscape study of the summer colony of which it was a part. This includes an analysis of transportation routes and capacities to, from and within the Passamaquoddy Bay area.

AROUND CANADA'S MARITIME MUSEUMS

AUSTRALIAN MARITIME MUSEUM (SYDNEY, N.S.W.)

The museum now looks set to open in late 1991; the staff extends a special invitation to members of CNRS to visit. The museum will interpret Australia's maritime history and heritage in a variety of exhibitions and a variety of displays at its wharf, ranging from nineteenth and early twentieth century sailing vessels to recent naval ships acquired at the end of their working lives. The main building, which is now nearing completion, promises to be spectacular. Designed by Philip Cox, who has been awarded the Order of Australia, this 6500 square metre facility will house the main exhibits as well as the fully-rigged twelve-metre America's Cup winner, *Australia II*. So that you can get some idea of

the building and its wonderful site on Darling Harbour, we print below a photograph taken in late 1990.

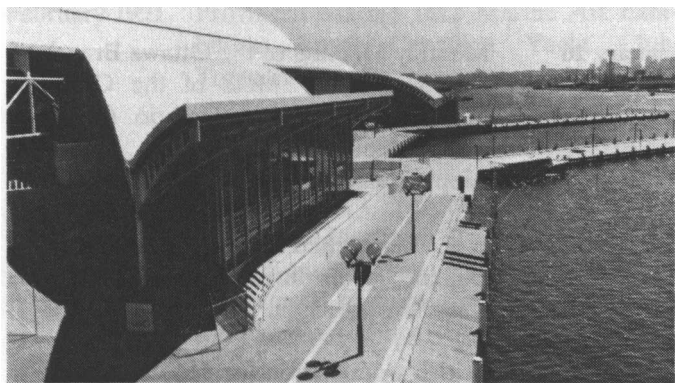


Figure 1: The new Australian Maritime Museum Building.

*FORT MALDEN NATIONAL HISTORIC SITE
(AMHERSTBURG, ONTARIO)*

Sheridan Alder, the former librarian, has moved to a new post in the Canada Agriculture Library in Vineland, Ontario. David Guthrie, the Collection Specialist, has become Chief of Visitor Activities. It is expected that both vacant positions will be filled early in 1991. The on-going display of Peter Rindlisbacher's marine paintings on the War of 1812 continues through this winter.

*MARINE MUSEUM OF THE GREAT LAKES
(KINGSTON)*

The museum is offering fourteen by twenty inch full-colour prints of Peter Rindlisbacher's oil painting, "Kingston Harbour c. 1885, The Golden Age of Sail and Steam." The painting, which was commissioned by the museum's directors, is available from the museum for \$25 plus \$3.50 postage and handling (55 Ontario Street, Kingston, Ontario K7L 2Y2).

NEWFOUNDLAND MUSEUM (ST. JOHN'S)

The museum is attempting to collect a small number of traditionally-built fishing boats. The most recent addition is a punt donated by Clayton Ralph of Port de Grave.

BRANCH NEWS

OTTAWA

The Ottawa Branch has entered its sixth meeting season,

with an interesting and exciting programme. Thus far, an average of twelve members have had attended the first two meetings of the season. Future branch meetings are listed in the "ARGONAUTA Diary" section; CNRS members visiting Ottawa are cordially invited to attend.

AROUND CANADA'S MARITIME ARCHIVES

HUDSON'S BAY COMPANY ARCHIVES (WINNIPEG)

Shirlee Ann Smith resigned as Keeper of the HMCA at the end of November; Judith Beattie has been appointed Acting Keeper. Readers who would like to contact the archives, which is part of the Provincial Archives of Manitoba, by FAX might wish to make note of its new number: (204) 948-2008.

*TORONTO HARBOUR COMMISSION ARCHIVES
(TORONTO)*

The Toronto Harbour Commission is pleased to announce the appointment of Patricia Fortin as Descriptive Standards Officer. This new position will be responsible for the development of standards for cataloguing of archival records in an automated environment, as well as for the creation and maintenance of authority files. As Ms. Fortin begins to tackle her challenging duties, the Commission will be concentrating its efforts upon the description of graphic materials, particularly photographs and engineering drawings, which have not been used effectively in the past due to the rather awkward and unmanageable nature of the media. It is hoped that initiatives such as the development of descriptive standards, automated inventories and optical disc applications will make this valuable information more accessible over the course of the coming years.

AROUND CANADA'S MARITIME ORGANIZATIONS

MANOTICK CLASSIC BOAT CLUB

Marlene Thomas has stepped down after seven years as chair of the heritage committee, but she continues to provide the club with her expertise as a member of the committee. The new chair is J. Cameron Graham. Work continues on maintaining and updating a registry of boats owned by members. The committee has begun planning for a new publication along the lines of the first book sponsored by the club, *On a Sunday Afternoon: Classic Boats on the Rideau Canal* (see the review in the January issue of *The Northern Mariner*).

Cam and Jocelyn Graham are owners of the Thornycroft cruiser *L'Aventure*, which under its former name *Dragonfly*

was one of the "Little Ships of Dunkirk." In June 1990, in company with Rear-Admiral "Bob" Timbrell, RCN (Ret'd), they took part in the fiftieth anniversary crossing of the channel by surviving vessels; sad to say the logistical problems of transporting their boat to England proved insoluble, and the vessel itself had to stay at its moorings in the Rideau Canal. In November Mr. and Mrs. Graham, along with Rear-Admiral Timbrell (who won the DSC at Dunkirk in 1940) were the only Canadians to attend a dinner at the Painted Hall in Greenwich for owners and past skippers of the Little Ships. Admiral Timbrell was one of a small handful who had actually taken part in the 1940 evacuation. At the Manotick Classic Boat Club's annual dinner a plaque was presented to the Grahams for the efforts they have made to preserve *L'Aventure* since first acquiring it in 1965.

PROVINCIAL MARINE 1812

The group is planning to put on a show of prints, posters and original marine art by members at the Royal Canadian Yacht Club and Harbourfront in Toronto in February. The exhibition will include works by such important artists as Peter Rindlisbacher, Ian Morgan and Klaus Heineke. Ed Cotton of the society has produced a prototype model of a new type of buoy for the federal government; another three such models are to follow.

ARGONAUTA DIARY

Editors' Note: This edition of the "ARGONAUTA Diary" inaugurates a new approach. As well as all the news of events in Canada and the U.S., the "Diary" now also includes information on all events sponsored by the International Commission for Maritime History and our sister commissions. All ICMH and national commission events welcome the full participation of members of CNRS; to facilitate participation by our members, we provide wherever possible the name and address of the organizer.

November 1 1990-28 February 1991 "Welcome Aboard: The First Steamships on the St. Lawrence," Exhibition, Marine Museum of Upper Canada, Toronto

January 9-13 1991 Society for Historical Archaeology Conference on Underwater Archaeology, Richmond, Virginia (Information: Dr. L. Daniel Mouser, Archaeological Research Center, Box 3029, Virginia Commonwealth University, Richmond, Virginia 23284)

January 10 1991 British Commission for Maritime History, Seminar, King's College, London, England; Speaker, Helge W. Nordvik (Norwe-

gian School of Economics), "Norwegian Maritime History. The Past Ten Years" (Information: David M. Williams, Secretary, British Commission, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England)

January 16 1991 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders, Ottawa, Ontario (Speaker: Brian Keefe, "Some Aspects of Steam Propulsion")

January 22-April 21 1991 "The Enlightened Voyages: Malaspina and Galiano," Vancouver Maritime Museum, Vancouver, B.C.

January 24 1991 British Commission for Maritime History, Seminar, King's College, London, England; Speaker, Dr. David Hebb (Institute of Historical Research, London), "Native Shipping in the Indian Ocean in the Late 17th Century" (Information: See January 10, 1991 seminar above)

February 7 1991 British Commission for Maritime History, Seminar, King's College, London, England; Speaker, "Dr. Alston Kennerley (Polytechnic South West), "The Sailors' Home, London, and Seamen's Welfare 1829-1939" (Information: See January 10, 1991 seminar above)

February 13 1991 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders, Ottawa, Ontario (Speaker: M. Stephen Salmon, "Maintaining the Empire: The St. Lawrence River Forwarding trade, 1870-1900")

February 14-16 1991 Canadian Committee for the History of the Second World War, Conference on "Canada, the Pacific and War: A Fifty Year Retrospective," Dunsmuir Lodge, Victoria, B.C. (Information: Canadian Committee for the History of the Second World War, Directorate of History, National Defence Headquarters, Ottawa, Ontario K1A 0K2).

February 21 1991 British Commission for Maritime History, Seminar, King's College, London, England; Speaker, Brian Lavery (Chatham Historic Dockyard), "Impressment: An Anomaly in a Modern Age" (Information:

- See January 10, 1991 seminar above) 1991 Kendall Whaling Museum, Sharon, Massachusetts (Information: Dr. Stuart M. Frank, Director, Kendall Whaling Museum, 27 Everett Street, P.O. Box 297, Sharon, Massachusetts 02067)
- February 22-23 1991 Conference on the Battle of the Atlantic in World War II, Newport Beach, Virginia
- February 1991 Provincial Marine 1812 Marine Art Exhibition, Royal Canadian Yacht Club, Toronto, Ontario May 8-12 1991 French Colonial Historical Society Seventeenth Annual Conference, Newberry Library, Chicago, Illinois (Organizer: David Buisseret, Newberry Library, 60 W. Walton, Chicago, Illinois 60610)
- March 7 1991 British Commission for Maritime History, Seminar, King's College, London, England; Speaker, Christopher Ware (National Maritime Museum), "The Royal Navy and the Revenue Service: Relations in the Age of Walpole" (Information: See January 10, 1991 seminar above) May 3D-June 1 1991 Annual Conference of the Canadian Nautical Research Society, Ottawa, Ontario; Theme: "Ships, Men and Governments: The Connection between Government Policies and Naval and Mercantile Shipping" (Information: Dr. W.A.B. Douglas, President, CNRS, P.O. Box 7008, Station J, Ottawa, Ontario K2A 3Z6)
- March 20 1991 Monthly Meeting of the Ottawa Branch of CNRS, Officers' Mess of the Cameron Highlanders, Ottawa, Ontario (Speaker: Ken Mackenzie, "Some Aspects of the Canadian Government Merchant Marine") May 3D-June 1 1991 Fifteenth Annual Meeting of the North American Society for Oceanic History, State University of New York Maritime College, New York City (Information: Professor Karen Markoe, Department of Humanities, State University of New York Maritime College, Fort Schuyler, Bronx, New York 10465)
- March 20-23 1991 "The Great Ocean: The North Pacific in the Seventeenth Century," Portland, Oregon (Information: Peter A. McGraw, Interim Director, North Pacific Studies Centre, Oregon Historical Society, 1230 S.W. Park Avenue, Portland, Oregon 97205 [tel.: 503-222-1741]) June 2-5 1991 Canadian Historical Association Annual Meeting, Kingston, Ontario
- March 22-24 1991 Canadian-American Business History Conference, Toronto, Ontario (Information: Professor H.V. Nelles, Department of History, York University, 4700 Keele Street, Downsview, Ontario) August 1991 Annual Classic and Heritage Boat Show, Westport, Ontario
- March 25-27 1991 Symposium on Marine Archaeology and the Maritime History of Hawaii and the Pacific, Hawaii Maritime Center, Honolulu, Hawaii (Information: Marine Option Program, University of Hawaii, 1000 Pope Road, Room 229, Marine Sciences Building, Honolulu, Hawaii 96822 [tel.: 808-956-8433]) September 11-13 1991 Tenth Annual Naval History Symposium, United States Naval Academy, Annapolis, Maryland (Paper proposals [by 1 March 1991]: Dr. Jack Sweetman, Department of History, United States Naval Academy, Annapolis, Maryland 21402-5044)
- April 11-13 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 18-20 1991 Canadian Science and Technology Historical Conference, Ottawa, Ontario (Programme Chair: Philip C. Enros, 280 Albert Street, Ottawa, Ontario)
- April 16-28 1991 Annual Scrimshaw Collectors' Weekend, Vancouver Conference on Exploration and Discovery, Vancouver, B.C. (Information: Dr. Hugh Johnston, Department of History, Simon Fraser University, Burnaby, B.C. V5A 1S6)

April-Sept.
1992 "Captain George Vancouver--Navigator and Surveyor," Vancouver Maritime Museum, Vancouver, B.C.

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

June 4-6
1992 "By Sea and By Air: Five Centuries of Interaction between the Low Countries and the Americas," Leiden, Netherlands (Information: Mrs. S. Tabeling, Department of History, University of Leiden, P.O. Box 9515, 2300 RA Leiden, Netherlands)

ARGONAUTA GRADUATE STUDENT
DIRECTORY

August 1992 "People of the Sea," Conference of the Association for the History of the Northern Seas (Co-Sponsored by the International Commission for Maritime History), Kotka, Finland (Organizer: Dr. Yrjö Kaukiainen, President, Association for the History of the Northern Seas, Department of Economic and Social History, University of Helsinki, Aleksanterinkatu 7, 00100 Helsinki, Finland)

Editors' Note: Because the flow of young people into maritime history is so vital to the continued health of the field, we have decided to try to identify them at an early stage. For this reason, we have contacted all history departments in the country and asked for some basic information about students writing graduate theses with some maritime content. Not all responded, of course, but below we print the responses that we have received. The listings are grouped by institution. After the student's name we indicate the degree for which the thesis is being written and the expected date of completion. The thesis topic is not necessarily a final title. The supervisor's name is that provided by the institution. We hope to be able to update these listings continually and to publish them on a regular basis in *ARGONAUTA*.

August 18-22
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)

MCMASTER UNIVERSITY

Student: FURY, CHERYL (PhD, unknown)

Thesis Topic: "Shipboard Life in the Fleet of Elizabeth I"

Supervisor: J.D. Alsop

MEMORIAL UNIVERSITY OF NEWFOUNDLAND

December
1993 "New Directions in Maritime History," Conference, Australian Association for Maritime History, University of Western Australia, Nedlands, Australia (Organizer: Dr. F.J.A. Broeze, Department of History, University of Western Australia, Nedlands, WA.6109)

Student: ABREU-FERREIRA, DARLENE (PhD, 1994)

Thesis Topic: "The Iberian Connection: Portuguese and Spanish Activities in Sixteenth Century Atlantic Canada"

Supervisor: R. Pastore

August
1994 "Business, Labour and Financial Intermediaries," Session of the Eleventh International Congress of Economic History (Sponsored by the International Maritime Economic History Association), Milan, Italy (Organizers: David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England; and Dr. Simon Ville, Department of Economics, University of Auckland, Private Bag, Auckland, New Zealand)

Student: CADIGAN, SEAN (PhD, 1991)

Thesis Topic: "Productive and Social Relations in the North-East Coast Fisheries of Newfoundland, 1785-1855"

Supervisor: G. Kealey/R. Ommer

August 1995 International Congress of Historical Sciences, Montreal, P.O., including the Congress of the International Commission for Maritime History (ICMH Organizer:

Student: HEWITT, KEITH (MA, 1992)

Thesis Topic: "American Markets for Newfoundland Fish, 1890-1920"

Supervisor: L.R. Fischer

Student: POPE, PETER (PhD, 1991)

Thesis Topic: "Residence, Labour, Demand and Exchange on the Seventeenth-Century Shore of Newfoundland: The South Avalon Planters and their Servants, 1630-1680"

Supervisor: R. Pastore

Student: WALSH, VINCE (MA, 1991)

Thesis Topic: "Early Modern New England Seamen"

Supervisor: D. Vickers

Student: WINSOR, FRED (PhD, 1993)

Thesis Topic: "A History of Health and Safety in the Newfoundland Deep-Sea Fishery, 1876-1970"

Supervisor: G. Kealey

ROYAL MILITARY COLLEGE

Student: MCKILLIP, ROBERT W.H. (MA, 1991)

Thesis Topic: "Staying on the Sleigh: Commodore Walter Hose and a Permanent Naval Policy for Canada"

Supervisor: D.M. Schurman

Student: MCLEAN, DOUG (MA, 1992)

Thesis Topic: "The Last Cruel Winter: Canadian Support Groups and the Schnorkel Offensive, December 1944-February 1945"

Supervisor: Barry D. Hunt

UNIVERSITY OF GUELPH

Student: DICKSON, PAUL (PhD, 1991)

Thesis Topic: "'He Would Never Make a Bad Mistake': The Life and Career of H.D.G. Crerar"

Supervisor: R.M. Sunter

UNIVERSITY OF NEWBRUNSWICK

Student: ARCHAMBAULT, PETER (MA, 1991)

Thesis Topic: "The Canadian Naval Mutinies of the 1940s and the Imperial Naval Tradition"

Supervisor: Marc Milner

Student: HENNESSY, MICHAEL (PhD, 1992)

Thesis Topic: "The Rise and Fall of Canadian Maritime Power 1935-63"

Supervisor: Marc Milner

UNIVERSITY OF WESTERN ONTARIO

Student: LEE, LAWRENCE (MA, 1991)

Thesis Topic: "The British Corps of Marines and the Seven Years' War"

Supervisor: Ian K. Steele

YORK UNIVERSITY

Student: LEWIS, WALTER (PhD, 1994)

Thesis Topic: "Great Lakes Shipping"

Supervisor: H.V. Nelles

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Editors' Note: Below we print the 1990 version of our annual index. As with last year's index (see *ARGONAUTA*, VII, No.2 [April 1990], 31-32] we list articles by the author's surname. Reviews are listed by both the name of the author and the reviewer. The first numeral is the number of the issue; the second denotes the page number(s). For reasons of space, many titles in the Book Review section have been shortened.

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CANADIAN NAUTICAL RESEARCH SOCIETY
ANNUAL CONFERENCE AND GENERAL MEETING

CANADIAN WAR MUSEUM
OTTAWA, ONTARIO
30 MAY-1 JUNE 1991

SESSIONS ON:

FLEETS AND POLICIES
SHIPBUILDING AND BUREAUCRACY
CANADIAN MERCHANT MARINE
MARITIME HERITAGE

RECEPTION, THURSDAY EVENING, 30 MAY AT WAR MUSEUM

ANNUAL DINNER AND AWARDS FRIDAY, 31 MAY AT MUSEUM OF
CIVILIZATION

LUNCHEON AND PRESIDENTIAL ADDRESS, SATURDAY, 1 JUNE

REGISTRATION FEE: \$75 (SUBJECT TO CHANGE)

ALL MEMBERS AND THEIR GUESTS ARE CORDIALLY INVITED TO
ATTEND. REGISTRATION FORMS AND THE PRELIMINARY
PROGRAMME WILL BE SENT TO MEMBERS IN EARLY MARCH.

FOR FURTHER INFORMATION, PLEASE CONTACT DR. W.A.B.
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