

# ARGONAUTA

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## **ARGONAUTA**

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## EDITORIAL

Organizations like the CNRS thrive on the spirit of camaraderie and enthusiasm that exists within the membership for the particular interest that brings them together--in our case, "maritime" or "nautical" research. Yet organizations survive on the willingness of its members to support them financially. Unless members cooperate in paying their annual membership, the executive and editorial teams cannot produce or deliver publications like *ARGONAUTA* or *The Northern Mariner*. Every October, members begin receiving reminders to renew their memberships for the year to come. Most respond immediately; unfortunately, many do not, and this is where an annoyance factor is introduced. Early in the new year, we begin sending out reminder notices to *everyone*, a practice which understandably irritates those who paid promptly. Adding insult to injury, members who were slow in renewing their memberships discovered that they were not being sent their publications. This was a consequence of two things. First, it is our current policy to withhold CNRS publications from those who are in arrears. The second is that our system of record-keeping has been very cumbersome. Membership records are kept in Ottawa; mailing lists and records are maintained by our publications office in St. John's, Newfoundland. There are inevitable delays, even in the best of systems, in maintaining two sets of records that are physically separated in this way. As a result, until the publications office in St. John's is notified by CNRS headquarters in Ottawa that a member is no longer in arrears, that member's publications are withheld. We hope that the adoption of a new computerized database will correct this situation. However, it would help enormously if members renewed their memberships promptly, upon receiving their initial notice in October. If you wait until the next reminder notice is sent out, your name goes onto an "arrears" list, and the difficult process begins of ensuring that the arrears list at the point of mailing (in St. John's) matches the one in Ottawa (where the memberships are processed). Certainly, at least two red-faced editors, who were among those who procrastinated themselves onto this year's arrears list, will ensure that *their* next annual membership renewals are submitted on time. How about joining them?

## PRESIDENT'S CORNER

By W.A.B. Douglas  
Ottawa, Ontario

According to *Starshell*, the excellent quarterly of the Naval Officers Association of Canada, newsletters "shed a little

light on what is going on." Where there is light, of course, there are shadows, and I propose poking around in some of them. Four newsletters happened recently to arrive in my mail at about the same time: the February 1992 newsletter of the Australian Association for Maritime History, the Navy Records Society newsletter for February from England, the final newsletter of the British Maritime Foundation, and *Stem to Stem*, the annual newsletter for 1991 from East Carolina's program in Maritime History and Underwater Research.

In the Australian case, the more one pokes around the more one is tempted to make comparisons. *The Great Circle*, edited by the distinguished economic historian Graydon Henning, and the newsletter, edited by Vaughan Evans, are the equivalents of *The Northern Mariner* and *ARGONAUTA*, and in my view the Australian and Canadian publications complement each other nicely. Membership in the Australian society stands at 395; ours is growing and has now reached 265. We in the CNRS, a somewhat younger organization, are pointed in roughly the same direction. We do not sponsor a maritime prize, as does the AAMH, jointly sponsored with a National Maritime Museum; we do not plan two conferences in 1992; and we have not as a society made applications for publishing subsidies. The Keith Matthews prizes do however recognize, if they do not materially reward, distinguished writing in the field. The Maritime Awards Society of Canada, with whom we are exploring a close affiliation, offers the prospect of participating in the funding of substantial postgraduate scholarships in maritime history. And while there is no national maritime museum in Canada, the CNRS provides a forum for numerous regional maritime museums in this country, as well as for other museums with strong maritime interest. As for conferences, we have for ten years conducted annual conferences in various parts of this huge land. Australia and Canada, in their own very different ways, are greatly dependent on the maritime world. We have much to learn from each other in the way we recognize that fact.

Britain has recognized the fact for generations. That venerable body, the Navy Records Society, has only started distributing a newsletter in the last two years, but no doubt in the past century or so, while Britain was busy ruling the waves, the society had ample opportunity to weigh the pros and cons of whether a newsletter was really necessary. The first and only editor, Dr Nicholas Rodger, is well known to users of the Public Record Office, where he was an assistant keeper for many years. It is therefore of more than passing interest that he has left the PRO and will be attached for the next eight years to the National Maritime Museum at Green-

wich, to write "what is intended to be a new standard naval history of Britain." We wish him well in this task, and trust it may derive support from the visit of Dr. Roger Morris to Canada and the USA for the purpose of compiling a guide to British naval documents in North American archives.

How the world turns. It used to be the great task to find documents in European archives to illuminate North American history. And having for many years engaged in precisely that activity, I can attest that nothing reveals more effectively what we do not know about our own past than what is to be found in other peoples' attics. In the meantime, the Navy Records Society will continue to publish its traditional volumes of naval documents, and with the help of Professor David Syrett of the City University of New York, plans to bring out some time in the future a revised *Commissioned Sea Officers' List*, which scholars have long found an indispensable tool in writing about the Royal Navy in the age of sail. That is good news. Long may the NRS flourish.

The other news from England is sad. British shipping interests are no longer prepared to support the Maritime Foundation, which came into being to stimulate a faltering industry. That makes the efforts of heritage groups and academics, to keep the maritime spirit alive, more important than ever. Now the "British Maritime Charitable Foundation" plans to promote research and information activities, and to manage the Memorial Book to record those lost at sea for whom there is no known grave. The new Foundation will depend on donations to continue its work, which the trustees hope will include an annual conference. It is cold comfort to know that Canada is not the only place in the world where economic realities have undermined the seafaring activities of a country that depends so heavily on the sea.

From the United States comes an informative account of interdisciplinary studies that so far as I know are unique. East Carolina University's Maritime History and Underwater Research Group, which includes William Still, Gordon Watts, Michael Palmer, Richard Stevenson, Carl Swanson, John Tilley and Bradley Rogers, is an impressive mix of historians and underwater archaeologists. Theses completed in 1991 reflect both disciplines. Field work in Bermuda, North Carolina, Michigan, Alabama, Wisconsin and Florida evidently draws upon and informs the work of both historians and archaeologists. Of particular interest, the Western Ledge Wreck at Bermuda, recovered from its four hundred year old resting place, has marked similarities to vessels identified by Canadian archaeologists at Red Bay, Labrador. Etienne Arsenaault and Brad Loewen were the Canadian divers; Manuel Izaguirre of Spain brought with him a knowledge of Basque shipbuilding; Jonathan Bream, a graduate of the ECU program, joined the team with important

documentary evidence after sixteen months of research in Seville. Such international and interdisciplinary teamwork is a model that deserves our attention. When we consider how many outstanding maritime historians and underwater archaeologists we have in Canada, what expertise we have in conservation techniques, and the rich archaeological field that remains to be cultivated in Canadian waters, the East Carolina program looks like something that could well be duplicated north of the border.

And now for something completely different. In poking around another kind of source, the diaries of Captain T.C. Pullen, the seaman's turn of phrase became strikingly evident. Modern naval officers do not habitually keep diaries; they write Reports of Proceedings and Night Order Books, and see that ship's logs are maintained to the satisfaction of their administrative commands. These documents seldom escape their bureaucratic limitations. The Pullen diaries are therefore an interesting example of how a modern naval officer really looks at the world around him. There is a notable absence of blasphemy, even in moments of extreme stress. "Hell and damnation," the most severe imprecation uttered, occurs once, so far as I can determine, in more than thirty years of comment about events and people that not infrequently drove him to distraction. At his greatest moment of disappointment and frustration, however, when HMCS *Labrador* was to be turned over to the Department of Transport, he allowed himself the furious utterance: "blast their eyes." A member of this society who has known me longer than either of us care to admit reminded me of the seamanlike nature of this curse when he turned up a delightful, and thoroughly obscure, collection of essays published in 1912 by S.B. Gundy, "publisher in Canada for Humphrey Milford," rejoicing in the title *My Unknown Chum "Ague-cheek,"* with a foreword by Henry Garrity. In "A Passage Across the Atlantic" the author related that:

*An eminent Boston divine, not long since deceased, who was noted alike for his Johnsonian style and his very un-Johnsonian meekness of manner, once said to a sea captain, "I have, sir, in the course of my profession, encountered many gentlemen of your calling; but I really must say that I have never been powerfully impressed in a moral way by them, for their conversation abounded in expressions savouring more of strength than of righteousness; indeed, but few of them seemed capable of enunciating the simplest sentence without prefacing it with a profane allusion to the possible ultimate fate of their visual organs, which I will not shock your fastidiousness by repeating."*

I think Tom Pullen would have enjoyed that anecdote. It confirms in its idiosyncratic way the universal language of the sailor, and reminds us that we should not take ourselves too seriously.

## ARGONAUTA MAILBAG

Sirs:

I am working on a study of transportation to, from, and within Passamaquoddy Bay between 1850 and 1939. This is an independent study undertaken in support of a cultural landscape study of the summer colony on Campobello Island for Parks Canada. I would be interested in corresponding with anyone having a knowledge of early US-registered vessels engaged in trade to and within Passamaquoddy Bay.

Robin H. Wyllie  
East LaHave  
RR 3  
Bridgewater, Nova Scotia  
B4V 2W2

Sirs:

This is in reference to the article, "Some Revisionist History..." which appeared in October 1991 issue of *The Northern Mariner* and which offered reassessments of U-boat kills in the Battle of the Atlantic. I have heard from Mr. Bob Coppock of the British Ministry of Defence who has been doing the basic research that provided the initial detail for the article. He drew my attention to an error on page 29 of that article; *Tigris* was an RN T-Class submarine, not a destroyer.

Mr. Coppock also offered corrections for two other statements that should prove very enlightening to our members. He says that "It is a piece of wartime mythology, the origins of which are obscure and which has no basis in fact, that U-boats were wont to eject debris in an attempt to mislead their attackers into believing they had been destroyed." This was certainly believed on the Allied side both during the war and after, and I am now asking in naval circles among those who were there if they have any first hand information that would confirm or refute this admittedly knowledgeable remark.

Mr. Coppock also says that, contrary to my description that these post-war comparisons of German, British, Canadian, US, and Italian records were aided by computer searches, "Computers have not been used in the reassessment process, as their application to such a task would be too limited. The research requires a painstaking analysis of every available report, log, war diary and signal, together with a careful interpretation of their content, while recognizing and reconciling any discrepancies. There is no substitute for the human brain for such an undertaking.

This is a remarkable revelation, given that these documents are in three languages, with abbreviations, acronyms, some hand-written, with differing time zone references for the same event. The story of the reassessments become therefore all the more interesting.

Fraser McKee  
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Markdale, Ontario  
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Sirs:

I am seeking information on ex-US Navy Submarine S49, privately owned, 1931-42, by Captain Frances J. Chrestensen. S49 transited Canadian waters in 1933 on her way to the Chicago World's Fair. She visited various Canadian ports in 1938 including Hamilton, Toronto, Montreal, Trois Rivières, and Halifax. I desire any information, but would particularly welcome any photographs (these would be returned). Thank you for your help.

Professor Joseph Beard  
St. John's University School of Law  
Grand Central and Utopia Parkways  
Jamaica, New York 11439  
USA

Sirs:

Bobbie Styran and I, both members of the Canadian Canal Society, are pleased to announce that our proposal to the Champlain Society for a volume of documents on the Welland Canal has been accepted. The projected volume will appear in the Society's Ontario Series later in the 1990s. We shall welcome any original material, such as letters and diaries, by or about people involved with the Canal. Photographs, especially those identifying individuals, would also be most welcome. Material dealing with the experience of immigrants would be of particular value.

Professor Rob Taylor  
History Department  
Brock University  
St. Catharines, Ontario  
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Sirs:

Official historians are encouraging groups of naval veterans to compile their recollections, especially in the engineering and technical fields, not necessarily for publication but for publication if necessary! I have established contact for this purpose with the Canadian naval air group and the naval

engineers. If any veteran has something to contribute, he should contact Capt(E) Rolfe Monteith, RCN (Ret'd), 5 Admiralty Cottages, Devil's Point, Plymouth PL1 3RS, Devon, England.

W.A.B. Douglas, Director  
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Sirs:

Your January editorial on Canada's merchant seamen of World War II that neatly tied into Commander Tony German's fine eulogy to Captain Eric Brand in the President's Corner came at an opportune time. The Minister of Veterans' Affairs, G.S. Merrithew, is supposed to respond this month [March] to the Commons Committee's unanimous and favourable Report recommending not only the veterans' benefits but veteran status.

The reference to the merchant navy seamen's plight was useful as was the citation of H.C. Chadderton from *The Globe and Mail* reminding Canadians of the difficulties that merchant seamen still confront.

It should be remembered that part of their forty-seven year old problem since the end of World War II is the attitude of individuals such as Mr. Chadderton as Chairman of the National Council of Veterans Associations (he flipflops in using that title or that of the War Amps.). He obstructed the merchant seamen in their demand for equality with their World War II comrades as veterans with veteran benefits. He discriminated against them in preparing his Position Paper on merchant seamen and had to be repudiated by them. He attempted to silence an academic researching and publishing on the issue.

Indeed, he, along with the Legion and the Army, Navy and Air Force Association, continues to work behind the scenes to ensure that they are not placed by a simple amendment in the War Veterans' Allowances Act while only very recently has he publicly accepted granting them veteran status. In his letter cited no mention was made of equality. It is unfortunate that leaders of the veterans' organizations continue to perpetuate the myth of their supremacy at the expense of merchant seamen comrades who carried them through enemy infested waters.

Such opposition led merchant seamen associations to form the Merchant Navy Coalition for Equality to be their own

spokespersons. It includes the Merchant Navy Association, the Company of Master Mariners, the Canadian Merchant Navy Association Inc., and the CMNPOW Association. The Chairman of the Coalition is Gordon Olmstead, President of the CMNPOWs who has worked tirelessly to correct the injustice and has suffered criticism for his effective activity. The battle continues on something that should be a non-issue.

The suggestion that readers write to their MP, Cabinet ministers and Prime Minister is welcome and certainly would make a difference to those who remain. The World War II merchant seamen are dying at a rapid rate; their average age is 71, 81 in the case of those who had been POW. And letters to MPs need no stamp. Let us hope it will not be too late.

Foster J.K. Griezic  
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## ARGONAUTA ARTICLES

### SEAWAY SEEKS NEW MARKETS

By Jane Becker  
Toronto, Ontario

[Editor's note: this item first appeared in *The Globe and Mail*, March 10, 1992, p. B21. It is reprinted here with the kind permission of Ms. Becker.]

When the St. Lawrence Seaway opened with great fanfare in 1959, it was trumpeted as the key to expanding Canada's inland economy and opening the floodgates to European trade. The expectation was greater than the reality, although the \$500 million waterway has shown its worth in transporting bulk cargoes—mainly grain, iron ore and coal—to market. But it will be an ageing seaway that opens for its thirty-fourth season March 30. "It's still playing a major role in the Canadian transport picture," says André Landry, director of marketing and planning for the St. Lawrence Seaway Authority, which operates the Canadian part of the waterway. "But it's reached a state of maturity."

In fact, the seaway last year carried less cargo than in any year since 1963, mainly because of a depressed economy and the troubled steel industry. The total of 34.4 million tonnes through the Montreal-Lake Ontario section, and 36.9 million tonnes through the Welland Canal, was down about 5.5% from 1990. And it was a stunning 40% drop from 1979, the seaway's record season, when 58 million tonnes travelled through the Montreal-Lake Ontario portion and 67 million

tonnes through the Welland Canal.

Recently, the authority decided to eliminate sixty jobs at the Welland Canal because of the drop in traffic. Norman Hall, president of the Canadian Shipowners Association, which represents the fourteen shipping companies on the Great Lakes, admits the seaway may never return to the glory days of the late 1970s when 176 lakers traversed the locks. After that, according to Mr. Hall, "a lot happened that changed things forever."

One was the US embargo on grain shipments to the Soviet Union in the wake of the Afghanistan invasion. Another was the decline and restructuring of the US steel industry--a major market for seaway-hauled iron ore. European grain subsidies lost Canada that grain market, and the seaway shipments to it. But the most significant development was probably the opening of the \$330 million Prince Rupert, BC, grain terminal in the mid-eighties. This reversed the flow of Canadian grain, Mr. Hall points out: where two-thirds of the export crop had been shipped east from Thunder Bay, 70% now goes west, to Vancouver and Prince Rupert.

But grain is still the seaway's main commodity, and its most successful one. Last year, at 16 million tonnes through the Welland portion of the waterway, it accounted for about 42% of total tonnage, and shipments were up 26% from 1990. In 1991 there were only 119 ships in the Lakes fleet. Mr. Hall calls it a "core fleet," and says most of the rationalization of the past few years is probably over. "We've had to learn to operate to a smaller scale." Nonetheless, he predicts a 5% increase in seaway tonnage this year, mostly because of the prospect of a record Canadian grain crop. "There'll be no joy in the first half of the year in steel, but if the economy turns around, there could be an upturn later," he says.

The seaway authority has turned to aggressive marketing of the waterway in a bid for new business and diversification of traditional cargoes. "Marketing is our top priority for the future," says Mr. Landry, a systems engineer and eighteen-year veteran who became its first marketing director three years ago. "It's a very dynamic situation. We'll continue to carry mostly bulk commodities but we'll attempt small forays into other markets as well." (He won't specify what these might be.)

Authority president Glendon Stewart and his officials now make frequent trips to such areas as the US Midwest in an attempt to entice new business to the seaway. A system of incentive tolls, giving 50% toll reduction for new business, was begun in 1990 and broadened last year to cover both upbound and downbound shipments in an expanded season. Mr. Landry says this brought the seaway about \$600,000 worth of new business in 1991. He estimates shipping

companies may have made ten times that much from their new customers. The incentives will be continued, at least until the end of 1993. More US companies took advantage of the incentives last year. One was a Montana coal company, which acquired a market in Spain and shipped through the seaway for the first time. Western Canadian coal companies could do the same if they develop European markets, Mr. Landry adds. Another incentive, a 20% toll rebate to shipping companies with cargo volumes above the previous five years' average, helped boost downbound shipments by 75% last year, to about two million tonnes, Mr. Landry reports.

He believes seaway business will probably level off at 35 million to 40 million tonnes annually over the next five or ten years. But that isn't so bad, he adds. "At 40 million tonnes, the seaway can be self-sufficient. We lost less than \$1 million on operations last year." (The 1990 loss was \$6.8 million.) "Internal funds made up the deficit. There was no loss to the taxpayer." In the future, he believes rising tolls--they are increasing by 5.75% annually--through 1993 will enable the seaway to pay its way, providing cargo levels are maintained.

One long-time thorn in the seaway's side is the Mississippi River system, which takes US grain by barge to tidewater ports on the Gulf of Mexico at rates much lower than the seaway charges. "We've got to be more efficient to compete with it," Mr. Landry says. Last year, though, low water levels and decreased US grain exports made the system less of a competitor than usual. "About all we can do is pray for drought," Mr. Landry says wryly.

*TUNS, TONS, AND BARRELS OF WINE  
or SO YOU THOUGHT A PINT'S A POUND  
THE WORLD AROUND*

By Thomas Hale  
Vineyard Haven, Massachusetts

*[The author is a retired boatyard owner and operator, amateur maritime historian, and past president of the American Boat Builders & Repairers Association. A slightly different version of this paper appeared in Sea History, No. 58 (Summer 1991); the paper is reproduced here with the kind cooperation of its author and the encouragement of the editor of Sea History, Peter Stanford of the National Maritime Historical Society. Please note that a subscription to Sea History is available to members of the Canadian Nautical Research Society for US \$15, or half the normal rate of US \$30. The Editors]*

Sometimes the uninitiated layman must be convinced that seamen try to make their calling sound complex by using archaic and unusual terms in order to preserve the aura that their profession is quite beyond the ordinary mortal's comprehension--if only perhaps to ensure their own continued employment! Be that as it may, however, certainly

over the years the maritime community has indeed managed to obscure and obfuscate even the simple word "ton" such that admiralty lawyers themselves have occasionally stumbled over the proper definition or usage of the word. This very obfuscation, however, makes it an intriguing puzzle to attempt to sort out its many meanings.

"A pint's a pound the world around," or is it? The old saying may be accurate up to a point if one is talking about liquid measure, for indeed one pint of water weighs about a pound, 1.04 lbs. to be exact. A pint of bourbon, however, weighs only 0.82 lbs. whereas a pint of sulphuric acid weighs almost two pounds (1.89). But supposing we are talking about, say, green beans. Now we have sixteen pints in something called a peck, and who knows what a peck of beans weighs? In a maritime context, the use of the word "ton" sometimes refers to weight and sometimes refers to volume and frequently the word can have totally different meanings.

In the beginning (and in fact today) the word "ton" was then as it is now the index upon which taxes or other charges on a vessel are based. Taxes or customs duties on ships and cargoes are among the earliest of the world's records. There are records of taxes on the import of wood from the cedars of Lebanon into Egypt at the time of the pharaohs and innumerable Greek and Roman records of taxes on cargoes of amphorae of olive oil or wine or of hides or wool. It was a tax on a cargo of tea that sparked the unpleasantness between King George III and the Thirteen Colonies. Thus, there have always been tax collectors in every port, but how and what to tax? How to measure the cargo?

During the Middle Ages and the early Renaissance, the most common cargoes, especially in the Mediterranean where much of the seaborne trade was conducted, were casks of wine commonly called "tuns." They were relatively tall and narrower than what we think of today as hogsheads or casks, but they became pretty much standardized so that a tun of wine in Spain was roughly the same as a tun of wine in Sicily or Malta or Cyprus or in Tyre or Sidon. Thus it was natural for customs men and tax collectors to base their charges on the capacity of a given ship in tuns. Cubic capacity, *not* weight, was the criterion. Unfortunately, over the years the spelling became corrupted and the "u" became an "o," leading to the inevitable confusion between weight and volume. At some point the volumetric measure became standardized at 252 gallons of wine to the ton. Eventually the accepted volume came to be defined as one hundred cubic feet per ton (tun) and vessels were and are today taxed and described by their cubic tonnage. Thus, a thousand-ton ship would have, theoretically at least, an enclosed capacity of one thousand times a hundred, or 100,000, cubic feet.

So far at least, except for the confusion over the two different definitions of the same word, the language is not too complicated. But now the bureaucrats and the technicians and the lawyers enter the picture, and in their efforts to define the word further they have inevitably muddied the waters. At one time, in the dim distant past, some angry sea lawyer shook his fist under a customs collector's nose and shouted, "Why must I pay tax on the whole ship? I don't pay tax on the deck house or galley. I will only pay tax on the cargo holds!" Thus was born the distinction between *gross tonnage* and *net tonnage*; whereas the total cubic capacity of the ship is included in the gross tonnage, certain areas are deducted to arrive at her net tonnage. Even with gross tonnage, most deck houses and cabins above the main deck are not included, while other areas such as the engine room, fuel tanks, store rooms, chain lockers, and crew's quarters are subtracted from the gross to arrive at the net.

*Register tonnage* is another important term; it is the tonnage appearing on the vessel's Register, i.e., the document under which she is registered at her home port and under which she sails. It will be stated as gross tonnage and/or net tonnage, and refers to the volumetric capacity of the ship in units of a hundred cubic feet. Documented yachts or small commercial vessels (in the U.S. at least) have their documented tonnage carved or otherwise permanently affixed to the structure of the boat (thus, "Net 18"). This always refers to the net *interior cubage* of the craft in tons, *not*, as is often mistakenly assumed, to her weight in tons. The operator of a boatyard marine railway or travel-lift will do well to understand this fact!

When I was a little boy I well remember the coal truck backing into our driveway and the roar (I can hear it now!) as two tons of coal disappeared down the shiny chute into the coal bin in the cellar, there to be attacked by a burly Irishman with a shovel who stoked the fire in our family's furnace. For years I laboured under the comfortable illusion and simple enough concept that a ton was a unit of weight and that it equalled 2,000 lbs.--always, or so I thought.

A ton of coal to most of us may indeed weight 2,000 lbs., but when a mariner refers to a ton (weight) he is talking about a British "long ton" which equals 2,240 lbs. or thirty-five cubic feet of salt water, unless he is a Frenchman who will speak only of "tonnes" (metric tons) which equal 2,204.6 lbs., just to confuse the issue. But for now let's just accept long ton as a unit of weight. "But," you say, "you just defined tonnage as a unit of *volume*. Why not leave it there?" Simply because there are many situations in which it is weight rather than volume that is important. Obviously a ship might be able to carry a hundred tons (volume) of bourbon whisky, weighing about fifty-one pounds per cubic foot, but would be

able to carry only a fraction of this cubage were she to be transporting a cargo of, let us say, lead which weighs 750 lbs. per cubic foot. Thus in order to define a vessel's weight or weight carrying capacity, a wholly different set of terms emerges--unfortunately still defined in terms of tons, long tons this time.

A ship's *displacement tonnage* is just that, i.e., the weight of water in long tons which the vessel displaces; it is arrived at by calculating the volume of water displaced in cubic feet and dividing by thirty-five, because thirty-five cubic feet of sea water is equivalent to one long ton. In effect, then, displacement can be considered a volumetric measurement expressed in weight. It took me a long time to reconcile this concept! There are actually two measurements of displacement: (1) *displacement light* which measures the ship's weight, minus her food, stores, fuel, and cargo; (2) *displacement loaded* which includes all consumable stores and cargo. The difference between displacement tonnage loaded and displacement tonnage light is referred to as *dead weight tonnage*; it accurately determines the carrying capacity (in weight) of a vessel. *Cargo* or *freight tonnage* is another term for the weight-carrying capacity of a vessel, but may be either "weight" or "measurement." If the former, it will be in long tons; if the latter, in units of forty cubic feet and will be designated at "W/M" depending on the whim of the ship's agent or operator.

In light of this blizzard of confusing terminology it is easy to see why a Liberty ship of World War II vintage could be a vessel of 7,176 *gross* tons, 4,380 *net* tons, 3,700 *displacement tons light*, 14,200 *displacement tons loaded*, 10,500 *deadweight* tons or 9,600 *cargo capacity* tons. It must be equally obvious that in trying to describe a ship's tonnage there must first be agreement as to which type of tonnage is being discussed. In general the United States uses deadweight tonnage as a constant in measuring merchant ships, the British use gross tonnage, while the US Navy insists on using displacement! When a ship passes through either the Suez or Panama Canals, tonnage measurements apply which are unique to these waterways in an obvious effort to increase tolls.

In light of the above, it is difficult to believe that there is any three-letter word in our English language with as many totally different definitions!

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Leonard Rose, an admiralty lawyer, Falmouth, Massachusetts

### ARGONAUTA COLUMNS

#### MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie  
East LaHave, Nova Scotia

S.S. Connors Brothers

#### Specifications:

Official Number:	116653
Builder:	J.A. McGowan, Shelburne, N.S.
Date Built:	1904
Gross Tonnage:	134 (RB 1911 to 144.62 GT)
Overall length:	97 feet
Breadth:	22 feet
Draught:	9 feet
Engine Builder:	New Burrell Johnson Iron Co., Yarmouth, N.S.
Engine type:	Steam, 2 cyl. 12 inch x 24 inch, 80 r.h.p.
Description:	Wooden hull, single screw, general purpose vessel

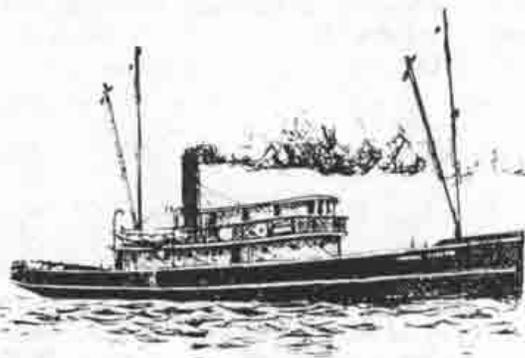


Figure 1: S.S. Connors Brothers. Note the height of her cargo booms, a necessity for small vessels in the Bay of Fundy on account of the tides.

#### History:

Owing much to the design of turn-of-the-century steam drifters, *Connors Brothers* was typical of the many small general purpose vessels registered in the period prior to World War I. Built as the *Granville* (I) for the Valley Steamship Company, she spent the first five years of her life on a semi-regular schedule between Annapolis Basin ports and Saint John, New Brunswick.

In 1909 she was purchased by Connors Brothers of Clacks Harbour, N.B. for their Maritime Steamship Company. Lewis Connors had very deliberately set out to make his business self-sufficient. As a result, not only a cannery but a can manufacturing plant, a print shop, a lumber mill and a shipyard were built. Specialists were brought in from as far away as Norway and they all lived in company houses, shopped in the company store and even went to the company



Figure 2: Canned sardines, the main product of Connors Brothers for over ninety years.

church. By 1920, he owned the largest sardine company in the world. Although Connors had a large fleet of company-built sardine carriers, it was found as business increased that a larger vessel was required to carry the finished product from the somewhat isolated village to the primary markets of Saint John and Eastport. In 1909, the company received a government subsidy for the carriage of passengers and freight between Saint John, Blacks Harbour, St. Andrew, Richardson on Deer Island and Wilson's Beach on Campobello Island. Connors had processing plants at both of the

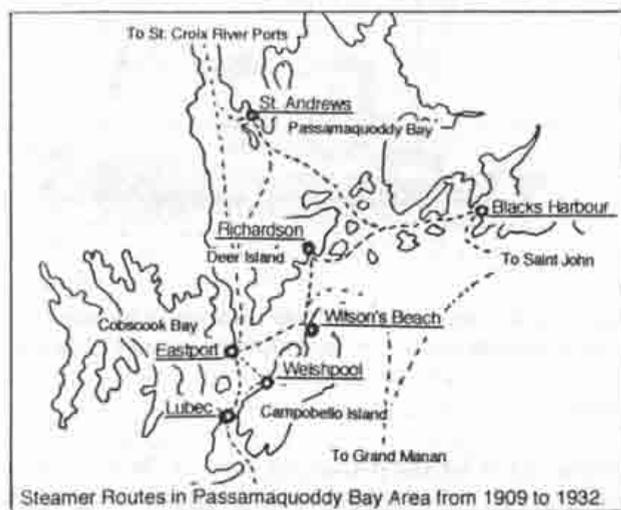


Figure 3: Local steamer routes in the Passamaquoddy Bay area from 1909 until 1939.

last named. Under the terms of the subsidy, something larger than a sardine carrier was required, hence the

purchase of the *Granville*.

Apart from some alterations in 1911, the vessel appears to have had an unremarkable career. The exception of note occurred at 11:30 am on 29 June, 1933. She was approaching Welshpool on Campobello Island, loaded with company, provincial, and dominion officials, all anxious to greet President Franklin Delano Roosevelt, when she narrowly avoided being rammed by *Grand Manan II*, which was packed with sightseers from St. Andrews. Only Captain Denton's presence of mind in running his vessel ashore saved both from possible disaster. *Connors Brothers* was undamaged and floated off the sand bottom half an hour later on the incoming Fundy tide.

Although the highway between Pennfield and Blacks Harbour was paved in 1939, the subsidy remained in effect until 1941. *Connors Brothers* appears to have remained on the run until this time and was not removed from the records until 1949.

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Taylor, Capt. Donald F. Correspondence with the author, 11 July, 1985

Village of Blacks Harbour, *Blacks Harbour*. Blacks Harbour, 1986

#### SWING THE LAMPS: REMINISCENCES OF A CANADIAN MIDSHIPMAN IN THE ROYAL NAVY

By C.B. Koester  
Kingston, Ontario

#### *Those Damn Little Toothpicks*

At 1350 on the 12th of December 1944, HMS *Devonshire* weighed and proceeded from the fleet anchorage in Scapa Flow as Senior Officer, Force 2, in Operation LACERATE

consisting of the escort carriers *Premier* and *Trumpeter* and a screen of six destroyers, *Zealous*, *Zephyr*, *Savage*, *Serapis*, *Algonquin* and *Sioux*. *Devonshire's* ship's company could sense something a little different about this operation. We had been fitted with some new wireless and radar equipment, and a handful of highly specialized telegraphists, as wireless operators were then called, had joined the ship's company a few days earlier. These "tels," rumour had it, were not only masters of their specialized equipment, but were skilled interpreters and experts in the plain-language codes in which Luftwaffe pilots spoke to each other and their base. Something was up!

The first day out an Avenger was flown-off to carry out an anti-submarine patrol ahead of the force, and two Wildcats provided constant Close Air Protection during the rather short daylight hours. There were a few alarms, a few alerts, a few emergency alterations of course, but aside from sighting the odd drifting mine, it was a relatively quiet day.

Our job began in earnest the next day. The tactical objective, so it appeared, was to mine a particular stretch of Norwegian coastal waters and inflict what damage we could with our Wildcats on German shore installations. Having thus made our presence felt fairly close inshore, we hoped, strategically, to divert the Luftwaffe from a rather important Russian convoy steaming northward farther out to sea. The six Avengers we had flown-off at 1100 laid twelve mines, and the eight Wildcats did some damage ashore before returning to the force and landing-on, all safe, by 1240. An hour later a Junkers 88 was shadowing the task force from astern. The tactic had apparently been successful.

With the arctic dusk settling in about 1500, we landed-on our patrol aircraft, and the task force went to the first degree of anti-aircraft readiness. My station was in the Air Defence Position, high above the bridge, assisting the Gunnery Officer by keeping a small, hand-held plot of range-and-bearing reports of any attacking aircraft. An hour-and-a-half later, in pitch darkness, our radar detected a German attack forming up astern, splitting into two groups and taking position on either bow of the task force.

The attack developed from the starboard bow. The destroyers on the screen opened fire first, and then I overheard on my headset the report of the Asdic operator [1]:

"Torpedoes launched and running, Sir!"

The Captain ordered a turn to starboard to "comb" the torpedo tracks and thus present a minimum target to the enemy. Then, suddenly, an attacking Junkers was in sight.

"Box barrage! Commence! Commence! Commence!" ordered the Gunnery Officer, and our starboard anti-aircraft armament, four-inch, pom-poms and oerlikons, immediately began to fill the night sky with hot metal and tracers.

The aircraft, clearly out of control, came over the ship at masthead height and crashed off our port quarter. Seconds later there was a tremendous explosion aft. I was sure we had been hit, until I heard the Gunnery Officer order the eight-inch guns to cease firing. Yet these weapons had never been ordered to open fire in the first place! An eight-inch gun is not an anti-aircraft weapon, but the Royal Marine major in charge of "Y" Turret [2] had apparently been determined to have his guns participate in the action, and he had ordered a salvo on the general bearing of the attack. The unexpected explosion was unsettling even to the personnel on the bridge, and it certainly frightened me out of my wits.



Figure 1: "Hands to Quarters; Clean Guns." The division of labour is readily apparent. The two Royal Marines on the left are part of the "Y" Turret's crew and are using a pull-through to clean the barrels; the hands working on the exterior of the turret are quarterdeckmen.

Source: Courtesy of H.J. Wade

I was not privy to the conversation the major must have had afterwards with the four-ring RN Captain in command of *Devonshire*, but I did hear the explanation offered later that the major was not going to let "those damn little toothpicks"--by which he meant any weapon smaller than his beloved eight-inch--have all the fun. It was all very exciting, but whether it was "fun" or not was clearly a matter of opinion.

Still, there was an amusing footnote to this episode. Some

weeks later there appeared in the Gunroom a copy of *The Maple Leaf*, a newspaper prepared for the Canadian forces, containing a report of this engagement and describing in some detail the role of the two Canadian destroyers, *Algonquin* and *Sioux*. One particularly lurid passage in the report stated that the explosion and the sheet of flame which had lit up the sky on *Algonquin's* port quarter was yet another demonstration of the accuracy of the Canadians' gunnery. Since *Devonshire* was on *Algonquin's* port quarter at the time, what the destroyer claimed as a direct hit was simply the explosion and muzzle flash of "Y" Turret's salvo, fired because our gallant major wanted to be in on the fun.

### *I Want a Competent Officer on the Bridge*

*Devonshire* had been at sea for some time operating off the coast of Norway in mid-December 1944, and the weather was deteriorating steadily as we returned to Scapa, but we got into the Flow safely on a black winter's night and set course for our anchorage. Even that was not without its hazards, however. Because of the blackout, the navigation aids were strictly controlled, and the navigator had to make his way with care around the "baffles," wire nets strategically positioned throughout the anchorage to prevent a torpedo from having a clear run at any capital ship which might be at anchor there (the lessons of the *Royal Oak* had been learned rather late, but they had not been forgotten).[3] I was Midshipman of the Watch on the compass platform.

Everything seemed to be under control, but I was surprised at how fiercely the gale was blowing even inside the anchorage. Yet Scapa Flow was no snug haven tucked in behind a protective headland; it was a one-hundred-and-twenty-square-mile patch of the North Atlantic lying between the Orkney Mainland to the north and the islands of Hoy, Fara, Flotta, South Ronaldsay and Burra to the south. It gave some protection against the more destructive rages of North Atlantic gales and North Sea storms, but it offered more protection from a marauding enemy than from the generally bad winter weather of those latitudes. The navigator, who was conning the ship, carefully watched the bearings of the few navigational aids which had been switched on for us and gave his orders for alterations of course and speed to bring us up to the position for letting-go the anchor. Suddenly, he turned to the Captain and reported that we were slightly off course. We had reduced speed too soon, and we had been carried down wind. The Captain acted quickly; he took over from the navigator and ordered a series of engine movements intended to bring us back on course. Then one of the telephones whined.

Ship's telephones do not ring; they whine, and a small lamp glows for an instant. It was a bit of a trick to identify which

of the battery of instruments was actually whining, for by the time one turned to search, the whine had usually ceased and the lamp had gone out. One invariably tried the wrong telephone, more likely a succession of wrong telephones, until the caller, in desperation, called again, at which point one of the officers on the bridge would growl at us to "answer that bloody telephone." Of course, the situation could become even more confused when several telephones at once whined. This time, however, I found the right instrument quickly, but the message I received was chilling. The quarterdeck was calling to say that our starboard screw was a foul a baffle.

The Captain immediately stopped the starboard engines and continued his attempts at manoeuvring with the helm and the port engines alone. Then the telephone whined again. Again, it was the quarterdeck to report that the port screws were now fouled. The Captain gave up! We were well and truly secured astern, so he ordered an anchor to be let-go underfoot, and when this had been done he stamped off the bridge, growling:

"I want a competent officer on the bridge!"

He was obviously not referring to me, but judging from earlier experiences I had had with this Captain, I fully expected that he would find some way to turn his wrath on the Midshipman of the Watch who had passed the fateful message.

Of course, arrangements were quickly made for a "competent" officer to be on the bridge, and, indeed, on the fore-castle and the quarterdeck as well. We spent the next few days at anchor watches, while experts worked with winch, crane and cutting-torch to free us from the wiry grasp of the baffle. I did my turn that first night on the fore-castle with the Torpedo Officer who taught me much about anchors and cables in those intervals when we took shelter from the gale in the lee of "A" Turret. I also learned much from the whole episode about the force of wind and wave and how the elements can wreak havoc with man's puny machines. Thus, while this was indeed a minor disaster for *Devonshire*, and particularly her Captain and Navigating Officer, since we were out of action for several days as a result, it was, on the whole, yet another good experience for a young officer.

### Notes

[1] Asdic was the acronym for anti-submarine detection. It is also known as sonar.

[2] "Y" Turret was traditionally manned by gunners drawn from the Royal Marine detachment. The other turrets were

manned by seamen gunners.

[3] *Royal Oak* was torpedoed and sunk at anchor in Scapa Flow on 14 October 1939 by a German U-boat which had penetrated the anchorage. The boat, U-47, was commanded by Günther Prien.

### INTERNATIONAL COMMISSION OF MARITIME HISTORY NEWS

#### FROM THE PRESIDENT'S DESK

The year of Christopher Columbus has spawned replica fleets, an extraordinary lighthouse in the Dominican Republic, newspaper and magazine articles, coffee table books, academic and museum conferences and exhibitions. Heated debates are being waged about the pros and cons of Columbus' "discovery" of the New World and its long-term consequences for the original inhabitants of those continents and the world at large. If ever maritime history is making waves far outside its salty element, it is in this quincentennial year of what in anyone's book must remain a remarkable voyage made by a remarkable man.

Coming on the heels of bicentenary celebrations (the independence and the Constitution) of the United States and Australia, the 400th anniversary of the Spanish Armada, the 300th anniversary of the invasion of Britain by William and Mary, the 200th anniversary of the arrival of Captain Vancouver on the Northwest Coast of North America and a host of other such historical fiestas, one cannot help but reflect on the tyranny of the round figure. As history becomes more and more commercialised (not in the least by postal authorities around the world) and governments are increasingly keen to divert their electorate's attention away from the pressing issues of the day, it seems as if history has become a marketing tool for business and politicians alike. Maritime history is evidently not immune from these influences. What are the costs and benefits of such external dynamics?

The disadvantages are clear in both the supply and demand sides of our discipline. On the demand side, as the public is saturated with electronic, printed and other material dealing with a particular theme, there is inevitably less purchasing power left for other subjects. Worse, business sponsorship and government programmes are also likely to be redirected to such anniversary projects. While they may have a high public profile, these projects may not contribute greatly (if at all!) to our understanding of the particular historical issue at stake. It is doubtful whether 1992 will tell us anything more about Columbus' thoughts and deeds or the maritime achievements and ambitions of Portugal or Castile. On the supply side, much effort will be made to match the

increased, sometime superheated, demand from the marketplace. Historians, museums and many other image makers will direct their work towards the particular themes involved and leave other issues on the shelf. As these commemorative projects are driven by anniversaries that in themselves are meaningless and not by intellectual questioning, they can easily cause harmful disturbances to the continued debates within, and steady evolution of, our discipline.

There are two other issues of concern. Commemorations are all too easily transformed into celebrations. Objectivity and controversy are easily swept out as heroic deeds or periods are relived. I have often observed how maritime history and maritime museums have been handmaidens of nationalism, patriotism and a profoundly biased eurocentric worldview. Even if controversy and debate may exist on some levels, the general aura of most commemorations is one of self-congratulation and the imposition of conservative consensus. Moreover, commemorations only rarely touch all aspects and the full complexity of the historical events involved. For example, as maritime historians move into new areas of social and business history, they outpace the interest of the public, business interests, and the politicians who determine what is "commemorable" and what is not.

Of course, there are also many good sides to the current craze for public history. Money is available and cultural events will be organized. On the bandwagon there are often excellent opportunities for new initiatives which may well benefit from the aroused general interest. This can have immediate spin-offs though they may also result in more lasting benefits. There is little doubt that the Australian Bicentennial greatly increased the awareness of the Australian people for their maritime past and heritage. The new Australian National Maritime Museum received a multi-million dollar gift from the United States (which, it must be said, caused considerable resentment in American maritime heritage circles as no such largesse was available for domestic museums). The four Australia Day stamps of 1992 carry beautifully designed illustrations of prominent sailing craft.

In particular, meetings and publications can be organized which might not otherwise have been possible or contemplated. A fine example is the ambitious "By Sea and By Air" conference which will be held in June 1992 in the Netherlands and is organized by the History Department of the State University of Leiden and the Netherlands National Maritime Museum at Amsterdam. Taking Columbus' voyage as its cue, the conference will examine the development of all links between the Low Countries and the Americas between 1492 and 1992. As long as academic and intellectual independence is maintained, the benefits of such gatherings and stimuli to research and discussion will be worth all the efforts made. Yet it may be that a sharply visible contrast

will exist between such critical exchanges of views and the sanitised versions of history which in the public arena will pass for accepted wisdom. One of our main tasks must be to have an active presence in the community at large.

Frank J.A. Broeze  
Nedlands, Australia

### ARGONAUTA NEWS

#### *CNRS AND NOAC CO-SPONSOR CONFERENCE ON "OCEANS POLICY IN THE 1990S: AN ATLANTIC PERSPECTIVE"*

Coinciding with our own Annual Meeting this year, the CNRS is co-sponsoring a conference with the Naval Officers Association of Canada on "Oceans Policy in the 1990s: An Atlantic Perspective," to be held at Memorial University of Newfoundland on 26 June, 1992. This is the second of a series of conferences that the NOAC has sponsored to sustain and increase interest and insight into the enormous stake that Canada has in the orderly management and development of activities conducted in its waters. The aim of the conferences is to provide different perspectives on the uses of our seas with a view to encouraging a more integrated approach to the protection and development of Canada's maritime interests in its three oceans. The first conference was held in Toronto in June 1990; well over a hundred people attended, representing government, naval, scientific, academic, professional, and industrial ocean-related interests. That conference examined some of the diverse elements that shape Canada's oceans policy, including political, legal, economic, technological, environmental, and security aspects. The proceedings were subsequently published under the title *Oceans Policy in the 1990s: Niobe Papers Volume Two* by the Oceans Institute of Canada in Halifax, Nova Scotia. This year, the conference will examine in an historical and policy framework the role of law, force, and diplomacy in managing activities and resolving disputes in Canada's Atlantic inland, coastal, and oceanic waters. Panels and luncheon speakers will discuss the shipping industry, the future of coastal communities, maritime boundary settlements, regional interests, and the enforcement of Canada's maritime sovereignty. Invited speakers include: the Hon. John Crosbie, Minister of Fisheries and Oceans; Mr. François Mathys, Canadian Agent, Canada-France Maritime Boundary Arbitration, Department of External Affairs and International Trade Canada; Dr. Art May, President of Memorial University; Professor Lewis Fischer, Maritime Studies Research Unit, Memorial University; Rear-Adm. L.E. Murray, Associate Assistant Deputy Minister, Policy, National Defence Headquarters; and Dr. Mary Brooks, Associate, Oceans Institute of Canada. The

proceedings of this conference will also be published. A third conference on Canada's Pacific maritime interests is planned for Vancouver, British Columbia in June 1994. Persons interested in further information are asked to contact Rear-Adm. Fred Crickard (Ret'd), Centre for Foreign Policy Studies, Dalhousie University, Halifax, N.S. B3H 3J5.

#### *CANCELLATION OF CONFERENCE ON "STRATEGIC PERSPECTIVES" AT VICTORIA, BC*

The Pacific and Maritime Strategic Studies Group of the University of Victoria regrets to announce that severe fiscal constraints have forced the cancellation of the conference on "Shared Perspectives: Australia, Canada and New Zealand and Pacific Defence and Security," which had been scheduled for 25-28 June at the University of Victoria. The decision to cancel was reached after learning that two major grants for a total of \$23,500 would not be forthcoming. This could not have been foreseen because most of this loss was caused by our most recent Canadian federal budget. In this budget one of the great surprises was that the Canadian Institute for International Peace and Security had its entire five million dollar annual appropriation eliminated and has, therefore, ceased to exist. This and other government cutbacks meant that the University of Victoria lost its primary funding for the conference. Hence, it could not proceed with the programme in the 1992-93 fiscal year. The University plans to hold the conference sometime in 1993.

#### *CANADA'S MERCHANT MARINE VETERANS TO BE RECOGNIZED AT LAST?*

On 26 March, Veterans Affairs Minister Gerald Merrithew promised merchant marine veterans that legislation will be introduced this summer to make as much as \$100 million available over the next six years so they can enjoy the same medical and pension benefits as other veterans. Approximately 4,500 surviving merchant mariners will be affected. Merrithew also said he would try to have the names of the 1,146 Canadian merchant mariners who died during World War II to be recorded in the Book of Remembrance of war dead in Ottawa. The construction of a monument to the merchant marine veterans will also be encouraged, though the federal government will not finance the effort. Nor will the new benefits be made retroactive to the date of the announcement; rather they will take effect only when the actual legislation is passed.

#### *RE-ENACTMENT OF PROVINCIAL MARINE 1792 SQUADRON*

On the weekend of 3-5 July, the Canadian War Museum will coordinate the recreation of a squadron of the 1792 Provin-

cial Marine. The squadron to date will comprise four brigantines, two schooners, and five longboats, all flying correct 1792-era ensigns, pennants, and jacks, with some 150 crew and officers in period uniform. Several ships will carry guns to fire salutes, and a company of fifteen musket-armed marines will be carried in the flagship, the brigantine *Blackjack*. Patron of the event is the Lieutenant-Governor of Ontario, H. Jackman, and the Special Guest will be Captain (N) D.E. Miller, MSC, CD, who commanded the Canadian ships and the Allied Logistical Fleet in the Gulf War. After a reception hosted by the Harbourfront in Toronto on Friday, 3 July the squadron will slip and proceed at 2300 that night, to heave to at 1100 on Saturday over the wreck site of USS *Hamilton* and *Scourge*. There Capt. Miller and other VIPs will lay wreaths on the water. Following a conference of captains in the flagship, the squadron will brace in and steer for Niagara-on-the-Lake, anchoring there for 1300 Saturday. An actor portraying John Graves Simcoe will land by whaleboat at 1400, recreating Simcoe's landing there in 1792. The squadron will then go alongside at Niagara-on-the-Lake for meals and pageantry activities, dispersing the next morning. Commodore of the squadron is Canadian War Museum Director and naval fiction author Victor Suthren. Additional information may be had by writing Victor at the Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0M8 (tel: 613-996-4306).

#### NATIONAL MARITIME MUSEUM LIBRARY MOVES TO TEMPORARY NEW LOCATION

The Caird Library at the National Maritime Museum in Greenwich will move to temporary accommodations in July 1992 for ten months while extensive building works are underway. The Museum regrets that this will necessitate restricted service until the Library re-opens in April 1993. The Library and Information Service are the core of the Maritime Information Centre, a new public research and database for historical maritime information. Most of the Museum's vast quantity of material is hidden from public view; the public exhibits are only the tip of the iceberg. It is to provide easier access to other Museum collections for family historians, modelmakers, scholars, enthusiasts and others that the MIC is being set up. Thousands of books, models, relics, and objects of all kinds, tens of thousands of pictures, plans, photographs, and charts, the world's largest collection of visual images (including plans) of ships and seafaring, all these and more are available to enquiries. An on-line library management system will become fully operational in 1992, beginning in April with cataloguing and book ordering. Work is now in progress to transfer the existing 60,000 computerized library catalogue records to the new system by October. Provided funding can be secured, on-line public access terminals will be available by August 1992,

providing easy access to the collection. They will be complemented by improved reference tools on CD-ROM which will be purchased during 1992. A new guide to the Library collection will be published in April 1992, and research into an imaging system will continue with the aid of a special grant and commercial sponsorship. The Systems and Access section is now established to promote and improve access to the reserve collections. It will concentrate initially on the Ship Model collection.

These services are open to anyone upon application for a ticket to the Library; an enquiries section responds to written enquiries (the more specific and precise the question, the more detailed the response). High standards are being set in answering enquiries. The current procedure of sending a donation form with replies will be monitored until December 1992 and then reviewed. Additionally, time limiting enquiries (whereby an enquirer asking for a reply which will take more than an hour to compile will be asked to pay a fee), charging for use of the reserve collections and for consulting specialists will be introduced. There is no fee for those who visit the Museum's Maritime Information Centre to do their own research. For additional information, contact the Maritime Information Centre at the National Maritime Museum, Park Row, Greenwich, London SE10 9NF (tel. 081-858-4422).

#### MARITIME AWARDS SOCIETY OF CANADA EXPANDS ITS ACTIVITIES

Over the years, many studies have documented the obvious fact that Canada is a maritime nation from its beginnings to the present day. Evidence of the importance of maritime policies and industries continues to increase, as does evidence of the neglect to which maritime industries have fallen victim. Canada is a vital participant in the global economy in which seaborne trade and the importance of the sea for natural resources (both as a source and for their movement) is increasing. Yet Canada has no coherent maritime policy, and essentially views itself as a continental nation.

The Maritime Awards Society of Canada, a public foundation registered under the Income Tax Act of Canada, was created four years ago to assist in correcting this lack of an adequate maritime policy. The Society's aim is to foster a national awareness of the importance of maritime affairs to the economic development of Canada and to the well-being of all Canadians through education. The Society believes that the need for professional education in maritime-related fields is crucial for Canada's national well-being; equally important is the need for public education on the importance of the oceans. The Society has therefore established a Scholarship Funding Programme to support the award of post-graduate scholarships in maritime-related fields of

study, and is moving quickly to establish such scholarships at Canadian universities already committed to such studies. With time, it is expected that Centres of Excellence will emerge which will achieve the Society's objectives.

The Society selects the educational institution and area of study to be undertaken; the institution then selects the recipients of the awards. In January *ARGONAUTA* reported on the first two scholarships, based on the recommendations of the Pacific and Maritime Strategic Studies Group of the University of Victoria. These were worth \$5,000 each; in future the award will be a single Fellowship in the amount of \$10,000. To emphasize the national interests of the Society and to confirm its dedication to the enhancement of the awareness of Canadian maritime affairs through education, the Society will establish the next scholarship fund at a university located in the Atlantic provinces.

Memberships in the Society are offered at the "Member," "Sustaining," and "Life" levels for individuals, and at the "Sustaining" and "Corporate" levels for organizations. The annual fees are \$25 for Members, \$100 for Sustaining members, and \$1,000 for Life and Corporate members; these are tax-deductible. Donations in any amount to assist the work of the Society will also be gratefully accepted; receipts are issued for donations of \$10 or more. For information, write: The Maritime Awards Society of Canada, P.O. Box 5328, Station B, Victoria, B.C., V8R 6S4

#### *CANADIAN CANAL SOCIETY ARCHIVES TO BE HOUSED IN BROCK UNIVERSITY LIBRARY*

The CSS is observing its tenth anniversary. In part to mark the occasion, and in part to cope with the substantial accumulation of records as part of its operation and organization, the Society has decided that its Archives should be preserved and housed in a proper archival repository. Towards this end, it has been decided to place the Archives in the custody of the Brock University Library's Special Collections which has, among its various specialities, a particularly strong holding of Canadian canal materials, especially relating to the Welland Canals, the St. Lawrence Seaway, and other Ontario canals. A collection of material on the Erie and other New York canals is also available for comparative purposes. Canal-related items continue to be sought and additions are made regularly. As well, and a most important consideration, the Library's Special Collections can provide the proper archival care for CSS material. The Special Collections, located on the Tenth Floor of the Arthur Schmon Tower, are in the care of John Burtiak, current CSS President. As Special Collections Librarian and University Archivist, he has full responsibility for the development and maintenance of the collections. For information, contact

John at (416) 688-5550, ext. 3264 or FAX (416) 988-5490.

#### *GUIDE TO BRITISH NAVAL DOCUMENTS IN NORTH AMERICAN ARCHIVES IS BEING PREPARED*

Dr. Roger Morriss of the National Maritime Museum in Greenwich will visit Canada and the United States this year in the course of compiling a guide to British naval documents in North American archives. He invites information on collections of British naval documents in North America, particularly any not mentioned either in the Library of Congress National Union Catalogue of Manuscript Collections, or in the National Historical Publications and Records Commission's Directory of Archives and Manuscript Repositories in the United States. For this purpose British naval documents are defined as original documents (not copies or transcripts) compiled by British officers or officials, dealing with British naval affairs. Dr. Morriss may be reached through the National Maritime Museum, Greenwich, London SE10 9NF (tel: 081-312-6677 or 081-858-4422).

#### *DORY MODELS DONATED TO MEMORIAL UNIVERSITY*

Seven models of fishing dories were recently donated to Memorial University of Newfoundland by Mr. Jim Thoms, who commissioned them from their builder, Mr. Otto Kelland, who is probably best known as the author of several books as well as of the song, "Let Me Fish Off Cape St. Mary's." The models are scale representations of a variety of different types of dories commonly used in Newfoundland.

#### *MARTIN FROBISHER SITE INVESTIGATED*

[Editor's note: this item is reprinted, with permission, from the *Memorial University Gazette*, March 5, 1992, p. 5.] Dr. James Tuck of Memorial University's Archaeology Unit spent part of the last two summers with an international team of researchers investigating the 400-year-old site established by Martin Frobisher on Kodlunarn Island in Frobisher Bay. Tuck was invited to participate because of the expertise in sixteenth century European material he gained working on the Red Bay site. "In 1576 Martin Frobisher led an expedition looking for the Northwest Passage. Though they didn't find the passage, they did find a black rock that someone reported had a high concentration of gold," Tuck says. In 1577 and 1578 the Europeans returned to Frobisher Bay and established a base camp and mining sites. "What we are really looking at in Frobisher Bay is the first Arctic mining venture--and one of the first mining ventures in the whole country, short of native people looking for particular stones."

The 1578 expedition remains one of the largest expeditions

ever to go into the Canadian Arctic. "After 1578, the whole business went to pieces when it was determined that there wasn't any gold in the ore after all. How they could have been so convinced in the first place is something we will probably never know." Though the Frobisher expeditions were well known, the exact location was lost until it was found in the mid-1800s by an American explorer, Charles Francis Hall. The 1990 and 1991 trips to the site included researchers from the Smithsonian Institution, the Canadian Museum of Civilization, the Prince of Wales Northern Heritage Centre and Memorial. "We did a survey in 1990, locating features that Charles Francis Hall had reported in the 1860s," Tuck says. "In fact, in the air you could see them from miles away. One was called the ship's trench and another was called the reservoir. We think in fact that both of them were mines." There is evidence of mining such as tailings and pick marks in the rock, and other features that researchers think include a blacksmith's shop, a place for assaying rock, and tent rings marking where Europeans set their tents for the summer. "In 1991 we went back with the express purpose of doing some digging," Tuck says. The researchers found that the site had already been thoroughly explored over the years by people in the area. The researchers also investigated a small ten- by fourteen-foot house built by Frobisher to show local people how Europeans lived. "The foundations are there and still in pretty good shape, though they have been dug over by lots of people. We exposed enough to get a good idea of the size and shape of the building. Then we covered that back up and left it. We also found what we thought might be a couple of graves because we know some of Frobisher's people died in that expedition and were buried on the island." Dr. Tuck has no plans to return to Frobisher Bay this summer. "Things have been put on hold for a while, waiting for funding to do what needs to be done correctly," Dr. Tuck says. "Working on Kodlunarn Island will be expensive because it is a long way from anywhere." He notes that it is a very fragile site, and he finds the fact that Arctic adventure cruises are starting to penetrate into the area worrying. "The places where the Europeans took sods to pile up around their walls are still bare. They have not grown back in 400 years," he says. A committee has been formed to co-ordinate the research. "It will decide what to do next, and who should do what." One goal is to continue with the documentary research and attempt to collect all the available Frobisher documents in one place. "Then, a decision will be made whether to excavate the site or to preserve it as it is."

#### *FOURTH ANGLO-FRENCH NAVAL HISTORIANS' CONFERENCE HELD IN PORTSMOUTH, ENGLAND*

The fourth annual Anglo-French Naval Historians' Conference is being this year in Portsmouth, England on 1-4 April

on the theme "Maritime Warfare 1688-1713." American, British, French, Dutch, and Swedish historians are meeting to reconsider this important and fascinating period in naval history. Topics discussed include the navies, grand strategy, commerce raiding and trade protection, amphibious warfare, administration, shipbuilding, personalities, navigation, and recent discoveries in underwater archaeology.

#### *AMSTERDAM SUMMER UNIVERSITY OFFERS COURSE ON DUTCH EAST INDIA COMPANY*

The Amsterdam Summer University will offer a course from 24-28 August on "The Intriguing World of the Dutch East India Company." The course is open to those who have already acquired some knowledge of the Company, on a broad scale or on a specific aspect, through their studies or working experience. It will be offered at the National Maritime Museum in Amsterdam where a replica of an eighteenth-century Eastindiaman is moored at the jetty. The course consists of lectures, discussions and excursions. There will be an overview of the present state of the field and discussion of recently published and current research projects by many different specialists, as well as the direction of future research. The course includes a boat trip to Enkhuizen and Hoorn on the steamship *Christiaan Brunings*. For information, send name, address, telephone and Fax numbers, and identify your profession to: Amsterdam Summer University, P.O. Box 53066, 1007 RB Amsterdam, the Netherlands (tel: +31 20.6200225; FAX: +31 20.6249368).

#### *BATTLE FOR THE ATLANTIC CONFERENCE (WASHINGTON, DC)*

The 1992 annual meeting of the North American Society for Oceanic History is being held 23-25 April at the Naval Historical Center in Washington, DC. The sessions provide a diversity of perspectives on the struggle for control of the Atlantic sea lanes during World War II. A session on "War for the Atlantic: Views from the Top" will look at both the political and naval commanders. Most sessions reflect an American perspective, though there is a session on "Canada and the War in the Atlantic." Another on "The Battle of the South Atlantic" will remind us that not all the action occurred north of the equator.

#### *ICMM INTERIM MEETING TO COINCIDE WITH CLASSIC BOAT GATHERING "BREST 92"*

The next Interim Meeting of the International Congress of Maritime Museums will take place 7-9 July, 1992 in Douarenez in Brittany. A session on French maritime heritage will begin the meeting; another on small craft preservation, building, and sailing will be held on the last day. On 8 July

there will be a nautical excursion of French Cornwall, from Quimper to Concarneau where participants will be welcomed by M. Hervé Gloux, Curator of the Musée de la Pêche." The Meeting coincides with the classic boat gathering, "Brest 92." 1,500 traditional boats and ships will be in Brest Harbour 10-15 July before leaving for Douarnenez for a further three day festival and the inauguration of the floating dock that will be the heart of the Port-Musée's future museum afloat. For information, write to Françoise Dantec, ICMM Secretary, Le Port-Musée, B.P. 434, 29174 Douarnenez, Cedex-France (tel: 33-98-92-78-75; FAX: 33-98-92-05-41).

#### CONFERENCE: "THE ARCHAEOLOGY OF SHIPS OF WAR"

In celebration of 1992 International Maritime Heritage Year, The Nautical Archaeology Society, Oxford University M.A.R.E., The National Maritime Museum, and the World Ship Trust will hold a two day international conference on "The Archaeology of Ships of War" at Trident Hall, Royal Naval College, Greenwich, on 31 October - 1 November 1992. The conference will include dinner aboard the *Cutty Sark*. As well, the conference ticket will include admission to the five sites of the National Maritime Museum. The conference has five themes: Survey and Excavation Reports, Weaponry and Ordnance at Sea, General Research Papers, Care and Construction of Preserved Naval Ships, and Naval Dockyards. People wishing to give papers should contact Mensun Bound or Tim Dingemans: Oxford University M.A.R.E., 4 Butts Road, Horspath, Oxford OX9 1RH. The cost of the ticket including conference dinner has yet to be determined; to reserve places in advance, write to Sarah Draper: Archaeology Section, National Maritime Museum, Greenwich, London SE10 9NF. Since the last two conferences by the same organizers were sold out well in advance, it is advisable to reserve early to be certain of a place.

The next conference in the series will be in 1993 on "Maritime Archaeology of the Ancient Mediterranean: Recent Fieldwork." Those wishing to give a paper are asked to write to Mensun Bound and Tim Dingemans at the above address.

#### CALL FOR PAPERS: THE 1917 HALIFAX EXPLOSION

A multidisciplinary conference will be hosted at Saint Mary's University by the Gorsebrook Research Institute for Atlantic Canada Studies to observe the seventy-fifth anniversary of the Halifax explosion, which devastated much of the north end of Halifax and Dartmouth and cost the lives of nearly 2,000 people. Existing and new research on the explosion will be brought together and focus on the way it reshaped the two communities. A wide cross-section of the public is expected to attend, reflecting the broad interest this disaster

engenders. Registration is on 3 December, with the conference beginning that evening. Presentations continue all day Friday and Saturday morning, with site visits on Saturday afternoon. Sunday morning, conference participants are invited to attend commemoration services. Local museums and archives will mount special exhibitions.

Papers, presentations, posters and displays on all aspects of the 1917 Explosion are invited. Abstracts (300 words) are required for invited and contributed papers and for posters or displays and must be received by 30 June, 1992. Abstracts should be sent to Alan Ruffman, Programme Co-chair, The 1917 Explosion, Gorsebrook Research Institute, Saint Mary's University, Halifax B3H 3C3 (tel: 902-420-5668; FAX: 902-420-5561). The full range of topics is difficult to anticipate, but could include medical aspects, the Relief Commission, oceanography and seismology, disaster planning, economic aspects, art, literature and music, to name but a few. It is intended to publish the proceedings of the conference.

#### CALL FOR PAPERS: GLOBAL OCEAN PARTNERSHIP

Since ocean issues are a major concern in the 1990s, the Marine Technology Society of Washington, DC has selected "Global Ocean Partnership" as the theme for its 1992 annual conference. The theme captures the escalating role that global-scale activities play in resources, maritime engineering, and infrastructure. Industry, academia and government share a responsibility to ensure that coordinated and integrated scientific activities are undertaken in marine disciplines. The conference will provide a unique forum for sharing ideas and knowledge. The importance of international science as a key element of global progress will be reflected in the technical programme of MTS'92.

The programme will be organized around five themes: global resources (environmental protection, resource development, coastal management), global sensing (space-based, surface, and sub-surface sensing), global infrastructure (navigation, communications, information management), global issues (education, policies, programmes), and global engineering (structures, vehicles, equipment). However, submissions of proposals need not be limited to these themes. Proposals should include an abstract of no more than 300 words, structured according to problems or questions addressed, summary of work performed, and results and/or conclusions. Include a title along with your name, address, and telephone. A brief biographical sketch of the author(s) is also desired. The deadline for abstracts was 1 April, though CNRS members who are interested may wish to try and apply after this date. Write to the Technical Program Committee at MTS'92 c/o J. Spargo & Associates, Inc., 4400 Fair Lakes Court, Fairfax, VA 22033 (FAX: 703-818-9177). All abstracts

will be peer-reviewed. Conference proceedings will be conducted and published in English.

Conference organizers also invite manufacturers of ocean engineering products and firms offering related services to exhibit products and services throughout this conference. MTS'92 participants will include representatives of marine-related industries, academic institutions, and government agencies worldwide. Attendance is expected to exceed 3000.

#### PETER ANSON PROJECT

Dr. Peter Quartermaine, a Senior Lecturer in the School of English and American Studies at the University of Exeter, has embarked upon a project to locate *marine* paintings, drawings, and writings of Peter F. Anson, a founding member of the Apostleship of the Sea, a Catholic organization that cares for the spiritual, social and material welfare of seafarers around the world. Research costs are supported by the National Maritime Museum, Greenwich through an award from the funds of Sir James Caird, one of the Museum's founders; Dr. Quartermaine becomes the Caird Associate Fellow for one year. According to Dr. Quartermaine, "Anson donated marine paintings and drawings to the Scottish Fisheries Museum at Anstruther (of which he was briefly the first Curator), to Buckie Maritime Museum, and to the National Maritime Museum. Many more were sold or given to friends, and their whereabouts are now unknown. This research project aims to locate as much Anson material as possible and to prepare a comprehensive book on his lifelong involvement with ships and the sea. The National Maritime Museum is interested in mounting an exhibition of Anson's marine work which would also travel to Scotland." If you can help in any way, please write to Dr. Peter Quartermaine, Queen's Building, The Queen's Drive, Exeter EX4 4QH, England.

#### ONTARIO COTTAGE COUNTRY FROM SPACE

If you are looking for something unusual to decorate your yacht club or marina, how about a poster (60 x 100 cm) of the Georgian Bay, Muskoka and Lake Simcoe region as seen from space? This boating paradise can now be "cruised" visually from an altitude of 700 km. This spectacular photo is produced from digital data collected by LANDSAT 5, the remote sensing satellite. Towns, bays, rivers, islands, all can be seen with great clarity. The colours and definition are excellent; with a magnifying glass you can follow the chart's "red line" and it may even be possible to see the lighthouse on Christian Island and the rear range light on Jones Island! A durable, high quality laminated version is available, just right to protect the poster from "finger-pointers." For additional information, contact Worldsat International Inc.,

Box 421, Clarkston P.O., Mississauga, Ontario L5J 3Y2 or call (416) 828-1052

#### AROUND THE MARITIME JOURNALS

##### FRESHWATER (VI, NO. 1, 1991)

Frances K. Smith, "Grant Macdonald: The Artist, The Protagonist and the War at Sea"  
W.A.B. Douglas, "Grant Macdonald's Navy"

##### INLAND SEAS (XLVII, NO. 3, FALL 1991)

Richard Palmer, "Last Trip of the Steamer *Perseverance*"  
Eric Hirsimaki, "The Ore Docks"  
Edward J. McHugh, "The King's Cannon" [a cannon from HMS *Detroit* on view in Cleveland, Ohio]  
Ernest L. Ellenberger, "Wooden Boats and Wooden Boxes: Recollections of the Great Lakes" [the Smeed Box Company's Great Lakes vessels]  
Gerard T. Altoff, "Deep Water Sailors, Shallow Water Soldiers (Part VII Conclusion): Soldiers and Marines on U.S. Fleet During Battle of Lake Erie"

##### INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XX, NO. 4, NOVEMBER 1991)

N.A. Easton, C.D. Moore, "Test Excavations of Subtidal Deposits at Montague Harbour, British Columbia, Canada"  
A. Simossi, "Underwater Excavation Research in the Ancient Harbour of Samos, September-October 1988"  
L. Shimmin, "Waterfront Excavations at Dongmenkou, Ningbo, Zhe-Jian Province, PRC"  
V. Mass, "Prospects for Underwater Archaeology in the Eastern Baltic"  
S. Parry, S. Mcgrail, "A Prehistoric Plank Boat Fragment and a Hard from Caldicot Castle Lake, Gwent, Wales"  
N.C. Owen, "Hazardous 1990-1991 Interim Report"

##### SEA HISTORY (NO. 57, SPRING 1991)

George L. Maxwell, "Sail Training: The Sail Training Association and the Schooners Foundation"  
Norman Brouwer, "Stephen B. Luce and the Federal Act of 1874"  
Dick Rath, "Sail Training: A Movement Comes of Age"  
Pamela Wuerth, "A Soviet-American Sail"  
Paul Pennoyer, "Reviving a Tradition--In East Harlem!"  
Timothy G. Dingemans, "Oxford's Nautical Archaeology Team: The First Ten Years"  
Norma Stanford, "Marine Art: Michael Blaser's World of

## Steamboats"

Roger Williams III, "An Ohio River Window. Steaming the Ohio Aboard the *Delta Queen*"

*SEA HISTORY (NO. 58, SUMMER 1991)*

Tom Prindle, "The Tugboat *Urger*, Ancient Mariner of the Barge Canal"

Thomas Hale, "Tuns, Tons and Barrels of Wine"

Peter Stanford, "Rediscovering Columbus, V: Under Indian Eyes"

Peggy Turco, "The Noble Hudson; Indian Life on the River"

Kevin Haydon, "Early Encounters on the Hudson"

Norma Stanford, "Marine Art; William Gordon Muller, Steamboats, and the Hudson River"

Dick Rath, "Operation Sail '92: The Extraordinary *Eagle*"

Randall Edwards, "The City of Columbus Plans for the Quincentenary"

Robert Bahnsen, "Dessert: My Father's Epic Cape Horn Voyage"

*SEAWAYS (II, NO. 5, SEPTEMBER/OCTOBER 1991)*

Bill Swartz, "The *Philadelphia*: An American Gunboat of 1776"

E.C. March, "The Design 1023 'Standard Fabricated Submarine Type' Cargo Ships of World War I: Part 1 of 2"

John F. Millar, "H.M.S. *Rose* and *Providence*: Some Lessons Learned the Hard Way"

Lynne Masland, "Marine Artist: Steve Mayo"

Melbourne Smith, "U.S. Brig *Niagara*, Part 1: Research"

Robert Eddy, Jr., "Model Shipwright: Concordia 41 'Yawl'"

N. Roger Cole, "Model Shipwright: *Benjamin W. Latham*, Part 4 of 6"

*SEAWAYS (II, NO. 6, NOVEMBER/DECEMBER 1991)*

Craig Arnold, "*Medea*: A Classic Steam Yacht"

Cyrus Hamlin, "Planning for Small Ships"

Jim Campbell, "Marine Artist: Jim Campbell"

E.C. March, "The Design 1023 'Standard Fabricated Submarine Type' Cargo Ships of World War I: Part 2 of 2"

Donald Canney, "*Canonicus* Class Monitors"

Jay S. Hanna, "Model Shipwright: *Sherman Zwicker*"

Melbourne Smith, "U.S. Brig *Niagara*, Part 2: Design"

Clayton Feldman, "An Armed Virginia Sloop of 1768: A Research and Design Study for a Model-Making Project"

Robert L. Evans, "Model Shipwright: The *Bounty*. Understanding and Improving the Mamoli Kit"

N. Roger Cole, "Model Shipwright: *Benjamin W. Latham*--

1902 Mackerel Seiner, Part 5"

Mike Costagliola, "Model Shop: Making a Steering Wheel for a Model Ship"

*STEAMBOAT BILL (NO. 200, WINTER 1991)*

David F. Massie, "A Century on the River: Greene Line and Delta Queen Steamboat Company"

Peter T. Eisele, "Cruise Guide 1992"

Al Trojanowicz, "*John J. Harvey*: Sixty Years of Outstanding Service" [story of a New York Harbor Fireboat]

## ARGONAUTA VIDEO NOTES

*BATTLE OF THE ATLANTIC VIDEO*

Naval author James B. Lamb writes from his winter abode at Malaga in Spain that he has acquired an excellent video of the Battle of the Atlantic. He says that there are "lots of good shots of wartime Halifax, with identifiable RCN destroyers, corvettes, Bangors, and glimpses of others. A good deal of captured German film...and some lifted from the wartime movie *Corvette K225*. Good pix of Captain Johnny Walker's 2nd Support Group and of the parade through Halifax of the RN crews taking over the USN four-stackers, with the STAD band and an HMCS *Kings* Gunnery group leading. The best is the last, with Walker's Group returning to Gladstone Dock in Liverpool, with music from their SREs, and then his funeral and *Hesperus* backing away 'on his last voyage'." Despite the odd error in the narration, Jim says that it's tremendous stuff. The video is "Part 6: Perilous Waters" of an extended series (other parts include "Battle-ships at War," "Close Up! Action Stations," "Colour Camera at Sea, WWII," etc.). It is a sixty-minute tape, available in VHS or Beta, for £24.95 to North America from: NVTC, Beck House, Escrick, North Yorkshire, YO4 6JH, England.

F.M. McKee  
Markdale, Ontario

*BLACK ROBE*

This movie, based on a novel by Brian Moore, takes its title from the North American Indians' name for Jesuit priests. It portrays the contrasts between the ascetic Father Laforgue and an Algonquian chief named Chomina as they canoe up the St. Lawrence and Ottawa Rivers to Lake Nipissing, down the French River to Georgian Bay and to their destination, the mission of Ste. Marie-among-the-Hurons. Chomina is magnificent, his death poignant. In contrast, Father Laforgue appears frozen in his Christian beliefs with little understanding of his Indian companions. The winner in this film is the scenery. Photographed on the Saguenay River in summer,

fall, and winter, the ever-changing colours of its bold headlands provide a sense of discovery. Only one thing bothered me; while the canoe party is supposed to be taking the classic water route to Georgian Bay, the appearance of which is familiar to many of us, the background scenes are unmistakably Saguenay. My problem was that I knew both waterways too well. You can't go to Ste. Marie via the Saguenay! The ever-critical *New Yorker* magazine gives this film a glowing review: "an adventure story in the truest sense." Look for it at your local video rental centre.

Theodore Wakefield  
Sewall's Point, Florida

### ARGONAUTA DIARY

1992

January 31-  
May 3 Exhibition of Sidney M. Chase photographs at the Peterson Gallery, Maine Maritime Museum, Bath, Maine

March 6-  
June 8 Exhibition on "Modelmania: Ships to Scale," at the Vancouver Maritime Museum, Vancouver, British Columbia

March 7-  
October 11 "Great Age of Sail," a Touring Exhibition of the National Maritime Museum, will be at the San Diego Museum of Art, San Diego, California

March 14-  
May 10 Exhibition on "The Painter Otto Bollhagen, 1861-1924: Decorative Art and Industry," with catalogue and poster, at the Deutsches Schiffahrtsmuseum (German Maritime Museum), Bremerhaven, Germany

April-July Exhibit: "Voyages aux Îles françaises d'Amérique," Musée de l'Histoire de France, Archives nationales, Paris

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

April 1992-  
June 1993 Exhibition on "Currents of Change" (marine transportation and maritime technology in Canada) at the National Museum of Science and Technology, Ottawa, Ontario

April 1-4 Fourth Annual Anglo-French Naval History Conference, "Maritime War 1688-1713," Portsmouth, England (Information: D.J.

Lyon, National Maritime Museum, Greenwich, London SE10 9NF).

April 2 for  
one year Exhibition on "Task Force South: The Falklands Campaign of 1982," Imperial War Museum, London

April 2-5 Organization of American Historians 1992 Annual Meeting, The Palmer House, Chicago, Illinois

April 3-5 The Ontario Underwater Council hosts 20th Underwater Canada at the Constellation Hotel in Toronto (Information: Ontario Underwater Council, 1220 Shepard East, Willowdale, Ontario [tel: 416-495-4245; FAX: 416-495-4310])

April 6-8 "Western Jutland and the World Economy," a conference to promote studies in regional contacts from the west coast of Jutland in a North Sea and Baltic perspective (Information: Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark)

April 10-11 Annual meeting of the Society for Military History (formerly the American Military Institute) on the theme "Joint, Combined, Amphibious, and Expeditionary Operations," to be hosted by the Marine Corps Command and Staff College, Quantico, Virginia (Proposals for papers should be submitted by 5 October, 1991 to: Dr. Donald F. Bittner, S.M.H. Program Chairman, P.O. Box 307, Quantico, VA 22134-0307 [tel: 703-640-2746])

April 12-14 Conference on "Découvertes et explorateurs," Université Michel de Montaigne (Bordeaux 3) and the Association Histoire au présent, Maison des pays ibériques, Bordeaux

April 22 until  
year's end Exhibition on "Vancouver's Mariners" at the Vancouver Maritime Museum, Vancouver, British Columbia

April 23-25 Annual Conference of the North American Society for Oceanic History, Naval Historical Center, Washington, D.C. on the theme "50th anniversary of the World War II Battle of the Atlantic" (Information: William Dudley, Naval Historical Center, Washington Navy Yard, Building 57,

- Washington, D.C. 20374-0571)
- April 23-26 "The Vancouver Conference on Exploration and Discovery," Simon Fraser University at Harbour Centre, Vancouver, B.C. (Information: Dr. Hugh Johnston, Department of History, Simon Fraser University, Burnaby, B.C. V5A 1S6)
- April 25 Anson Society Annual General Meeting, Sea Cadet Corps TS Anson, Brookland Lake, Dartford, Kent; open to non-members for ca. £5 inc. lunch (Information: The Hon. Secretary Mr. E. Keough, 13 Maxwell Road, Arundel, West Sussex BN18 9EU [tel: 0903-882058])
- April 28-May 1 Colloquium on "La piraterie dans tous ses états," Rochefort, France (Information: Gérard A. Jaeger, 29 bis route de France, 06800 Cagnes-sur-Mer, France)
- May 1-Aug. 31 Exhibition on "Pirates: Fact and Fiction," National Maritime Museum, Greenwich, London SE10 9NF.
- May 1-3 International conference on French-American encounters in the St. Lawrence River and Gulf, 16th to 20th centuries, Québec City (Information: Laurier Turgeon, CELAT, Université Laval, Cité universitaire, Québec, Québec G1K 7P4)
- May 1-3 20th Annual Maritime History Symposium, Maine Maritime Museum (Information: Robert L. Webb, Curator, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA)
- May 5-7 Colloquium on "Dans le sillage de Colomb: l'Europe du Ponant et la découverte du Nouveau Monde, 1450-1650," Rennes, France (Information: Professeur André Lespagnol, Université de Rennes II, 6 avenue Gaston Berger, 34043 Rennes Cedex, France)
- May 6 Opening of an exhibit, "When Bath Won the America's Cup," the Peterson Gallery, Maine Maritime Museum, Bath, Maine.
- May 7-10 Battle of the Coral Sea Conference, Australian National Maritime Museum, Sydney, Australia (Information: John Wade, Senior Curator, USA Gallery, Australian National Maritime Museum, GPO Box 5131, Sydney, NSW 2001 [tel: 011-612-552-7777; FAX: 011-612-660-0729])
- May 15-Aug. 15 *Ente Colombo '92-Esposizione di Genova* (Genoa 1992 Specialized International Exhibition): "Christopher Columbus: Ships and the Sea," Palazzo Serra Gerace, Via Sottoripa, 5, 16123 Genoa, Italy (Tel. [10] 284111, FAX: [10] 292693)
- May 21-23 Atlantic Canada Studies Conference, Memorial University of Newfoundland, St. John's, Nfld. (Organizers: Dr. Rosemary E. Ommer and Dr. James K. Hiller, Department of History, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- May 21-23 Annual meeting of the French Colonial Historical Society, McGill University, Montreal, PQ (Information: Prof. Cornelius Jaenen, Department of History, University of Ottawa, Ottawa, Ontario K1N 6N5)
- May 21-Apr.12 1993 Exhibition on "Docklands," London Transport Museum, London
- May 26-30 World Fishing Exhibition 1992, Bella Center, Copenhagen, Denmark.
- May 31-June 2 71st Annual Conference of the Canadian Historical Association, Charlottetown, Prince Edward Island (Information: The Programme Committee, CHA Annual Meeting, Department of History, University of Prince Edward Island, Charlottetown, PEI)
- June Tenth International Harbour Congress, Antwerp, Belgium (Information: Ms. Rita Peys, Tenth International Harbour Congress, Ingenieurshuis, Desguinlei 214, B-2018, Antwerp, Belgium)
- June 4-6 "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)

- June 4-7 "6th Annual Wooden Boat Show," National Maritime Museum, Greenwich, London SE10 9NF.
- June 8-12 "Vessel Traffic Services in the Global Environment," the 7th International Symposium on Vessel Traffic Services, Vancouver, BC (Information: James C. Kelly, Supt. Language Training, Coast Guard College, P.O. Box 4500, Sydney, Nova Scotia B1P 6L1)
- June 12-14 International Whaling History Symposium, Sandefjord, Norway (Information: Commander Chr. Christensen's Whaling Museum, N-3200 Sandefjord, Norway [tel: 47-34-63251; FAX: 47-34-63784])
- June 12-19 Symposium on Baltic Trade, Novgorod, USSR. (Information: Prof. Dr. Klaus Friedland, Kreienholt 1, D-2301 Heikendorf, Germany)
- June 18-September 8 3rd annual juried art show and sale of the Marine Museum of Upper Canada. This year's theme: "Picture This: Toronto Harbour in Art" (Applications and information: Betty Stein, Exhibit Co-ordinator, Toronto Historical Board, Marine Museum, Exhibition Place, Toronto, Ontario M6K 3C3 [tel: 416-392-6827; FAX: 416-392-6834])
- June 18-19 2ème Journées d'Histoire et d'Archéologie Maritimes, Saint-Vaast La Hogue (near Cherbourg), international conference (with simultaneous translation French-English) on "The Invention of the Ship of the Line, circa 1450-1700" (Information: Christelle Levasseur, Conseil Général de la Manche, Maison du Département, Rond-Point de la Liberté, 50008 St. Li, France)
- June 22-September Exhibition of marine art at the Vancouver Maritime Museum, Vancouver, British Columbia
- June 22-26 26th Law of the Sea Institute Annual Conference and International Conference on Current Issues in Maritime Transportation, Genoa, Italy. (Information: *Ente Colombo '92-Esposizione di Genova*, Palazzo Serra Gerace, Via Sottoripa, 5, 16123 Genoa, Italy [tel: (10) 284111; FAX: (10) 292693])
- June 25-27 Annual Meeting of the Canadian Nautical Research Society, St. John's, Nfld. (Information: Prof. L.R. Fischer, Secretary, CNRS, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- June 26 Conference on "Oceans Policy in the 1990s: An Atlantic Perspective," Memorial University of Newfoundland, St. John's, Newfoundland, sponsored jointly by the Naval Officers Association of Canada and the Canadian Nautical Research Society (Information: Rear-Admiral Fred Crickard [Ret'd], Centre for Foreign Policy Studies, Dalhousie University, Halifax, N.S. B3H 3J5 [tel: 902-494-3769; FAX: 902-494-1957]; for advanced registration, contact Mrs. Margaret Gulliver, Conference Administration Coordinator, Memorial University of Newfoundland, St. John's, Newfoundland A1C 5S7 [tel: 709-737-2602; FAX: 709-737-4569])
- June 26-27 Historical Society of Michigan's Upper Peninsula Conference at Sault Ste. Marie, MI (Information: Historical Society of Michigan, 2117 Washtenaw Ave., Ann Arbor, MI 48104 [tel: 313-769-1828])
- June 30 Exhibition opening, "Falklands Conflict," National Maritime Museum, Greenwich, London SE10 9NF.
- July "Titanic Exhibition," National Maritime Museum, Greenwich, London SE10 9NF.
- July 3 "Provincial Marine" 1792 Voyage, Toronto to Niagara-on-the-Lake, Ontario (Information: Victor J.H. Suthren, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0MB)
- July 7-9 Interim Meeting of the International Congress of Maritime Museums, Douarnenez, France (Information: Françoise Dantec, ICMM Secretary, Le Port-Musée, B.P. 434, 29174 Douarnenez, Cedex-France [tel: 33-98-92-78-75; FAX: 33-98-92-05-41])
- July 11 "Classic Boat Rendezvous '92" at Grand Haven, MI (Information: Project Lakewell, P.O. Box 80066, Lansing, MI 48908-0066)

- July 31-October Exhibition: a retrospective view of the work of 20th Century marine painter John B. Leavitt, in the Peterson Gallery, Maine Maritime Museum, Bath, Maine
- August 4-6 "People of the Sea," Triennial 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; deadline for paper proposals has passed)
- August 12-14 "L'espace maritime acadien: passé, présent et perspectives," colloque sur l'Acadie et la mer et les pêches du golfe Saint-Laurent, Centre Universitaire de Shippagan, Université de Moncton (Information: Nicolas Landry, Dean, Centre Universitaire de Shippagan, Université de Moncton, Shippagan, New Brunswick E0B 2P0 [Tel: 506-336-4761; FAX: 506-336-9870])
- August 17-21 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)
- August 24-28 "The Intriguing World of the Dutch East India Company," a course offered by the Amsterdam Summer University (Information: Amsterdam Summer University, P.O. Box 53066, 1007 RB Amsterdam, the Netherlands [tel: +31 20.6200225; FAX: +31 20.6249368])
- August 26-29 "Society and Expansion: Exploration and Domination of Geographical Space," campus of the University of Lima (Information: Universidad de Lima, apartado postal n°.285, Lima 100, Peru)
- August 31-Sept. 4 Common European Maritime Heritage Congress, Amsterdam (Information: Dr. Willem Mörzer Bruyns, Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam)
- September New permanent gallery on "Seapower in the Twentieth Century" opens at the National Maritime Museum, Greenwich, London SE10 9NF
- September Conference on "Demography of Small Island Populations," sponsored by the Institute of Island Studies, Charlottetown, Prince Edward Island (Information: Harry Baglole, Director, Institute of Island Studies, University of Prince Edward Island, Charlottetown, Prince Edward Island C1A 4P3 [tel: 902-566-0386; FAX: 902-566-0420])
- September 13-18 1992 Annual Meeting of CIMOSET (International Committee of Museums and Technology) and IATM (International Association of Transport Museums) at the National Museum of Science and Technology, Ottawa, Ontario (Information: Dr. Geneviève Sainte-Marie, Director, National Museum of Science and Technology, P.O. Box 9724, "Ottawa Terminal," Ottawa, Ontario K1G 5A3)
- September 17-25 International Symposium Commemorating the Spanish Malaspina Expedition (1791-1792), Madrid, Spain (Information: Sra Mercedes Palau, Comisión Nacional del Quinto Centenario, Calle de Serrano 187-189, 28002 Madrid, Spain)
- September 19 1992 Annual Meeting of the Association for Great Lakes Maritime History, Duluth, Minnesota (Information: David T. Glick, Admin. Sec., P.O. Box 25, Lakeside, Ohio 43440 U.S.A.)
- October 15-18 "Cincinnati Tall Stacks 1992," a gathering of steam-powered sternwheelers and smaller boats, Cincinnati, Ohio (Information: Rick Greiwe, P.O. Box 1256, Cincinnati, OH 45201 USA)
- October 31-November 1 "The Archaeology of Ships of War from Antiquity to Modern Times," Greenwich; to be organized by Oxford University M.A.R.E., the World Ship Trust, the National Maritime Museum and the Nautical Archaeological Society to celebrate International Maritime Heritage Year (Information: Tim Dingemans and Mensun Bound, O.U.M.A.R.E., 1st Floor Flat, 58 Fairholme Road, London W14 9JY)

- November 12-14 B.C. Studies Conference, University of Victoria, Victoria, B.C. (Organizer: Dr. Eric W. Sager, Department of History, University of Victoria, P.O. Box 3045, Victoria, B.C. V8W 3P4)
- November 12-15 Meeting on "Christophe Colomb et son époque," Université de Montréal (Information: Denise Angers, Département d'histoire, Université de Montréal)
- December 3-6 "75th Anniversary of the Halifax Explosion" conference, Halifax, Nova Scotia (Information: Alan Ruffman, Program Co-chair, The 1917 Explosion, Gorsebrook Research Institute, Saint Mary's University, Halifax, Nova Scotia B3H 3C3 [tel: 902-420-5668; FAX: 902-420-5561])
- December 27-30 Annual meeting of the American Historical Association, Washington, DC
- 1993*
- Spring Annual Conference of the North American Society for Oceanic History, Bermuda Maritime Museum, in conjunction with CAMM, the Council of American Maritime Museums (Information: Dr. Edward Harris, Director, Bermuda Maritime Museum)
- April 23-25 Fathoms '93 Conference, sponsored by the Underwater Archaeological of British Columbia (Information: Fathoms '93, #2104-2020 Bellevue Avenue West, Vancouver, BC V7V 1B8 [tel: 604-737-2211] or U.A.S.B.C., c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)
- May 50th Anniversary of the Battle of the Atlantic, Liverpool, England
- May 20-24 Annual Meeting of the Society for Military History on the theme "Allies & Alliances," Royal Military College, Kingston, Ontario (Information: Dr. W.A.B. Douglas, Director of History, National Defence Headquarters, Ottawa, Ontario K1A 0K2)
- June 21-25 XV International Conference on the History of Cartography, Chicago and Milwaukee (Information: the Herman Dunlop Center for the History of Cartography, The Newberry Library, 60 West Walton Street, Chicago, IL 60610)
- Summer The American Sail Training Association/Canadian Sail Training Association "Tall Ship" Rally, Toronto to Erie, Pennsylvania (Information: Richard Birchall, Toronto Brigantine, Inc., 283 Queens Quay West, Toronto, Ontario M5B 1A2)
- August 23-25 Pre-Conference of the IMEHA Session on "Management, Finance and Industrial Relations in Maritime Industries," University of Glasgow, Glasgow, Scotland (Proposals for papers by 1 March, 1992 to David M. Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- August 27-29 Conference of the North Sea Society on "The North Sea--Resource and Responses," Aberdeen, Scotland (Organizer: John Edwards, Aberdeen Maritime Museum, Schoolhill, Aberdeen AB9 1FQ, Scotland)
- September 6-10 Triennial Conference of the International Congress of Maritime Museums, Barcelona, Spain (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMM, Altonauer Museum, Museumstrasse 23, D-2000 Hamburg, Germany)
- October 1-3 "Family and Community in Planter Nova Scotia," Third Planter Conference, Acadia University, Wolfville, Nova Scotia (Information: Planter Studies Committee, Acadia University, Wolfville, Nova Scotia B0P 1X0 [tel: 902-542-2201; FAX: 902-542-4727])
- December 6-10 "New Directions in Maritime History," Conference to be held in Perth/Fremantle and sponsored by the 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, W.A. 6009 [tel: 61-9-380.2139; FAX: 61-9-380.1069])
- 1994*
- May Commonwealth Maritime History Confer-

- ence, Victoria, British Columbia
- June "Canada's Pacific Maritime Interests," Naval Officers Association of Canada conference, Vancouver, BC
- August Seventh Conference of the Association for the History of the Northern Seas, University of Northern Iceland, Akureyri, Iceland
- Aug./Sept. "Management, Finance and Industrial Relations in Maritime Industries," Session of the Eleventh International Congress of Economic History (Sponsored by the International Maritime Economic History Association), Milan, Italy (Organizers: David Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England; and Dr. Simon Ville, Dept. of Economic History, Australian National University, GPO Box 4, Canberra, ACT 2601, Australia)

## 1995

- August "Ports, Port Cities and Maritime Communities," conference of the International Commission for Maritime History, in conjunction with the International Congress of Historical Sciences, Montréal, P.Q. (Proposals to ICMH Organizer, Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 or ICMH President Frank Broeze, Dept. of History, University of Western Australia, Nedlands, WA 6009)

## PERSONAL NEWS

CHRISTON ARCHER is presenting a paper this month at the Vancouver Conference on Exploration and Discovery; the paper is entitled "Seduction before Sovereignty: Spanish Efforts to Manipulate the Natives in their Claims to the Northwest Coast".....as a result of his contact with historians, LOUIS AUDETTE has entered into correspondence with the German former captain of a U-boat which sank three ships of a convoy that Louis was escorting in 1945. Louis assures us that the correspondence is friendly!....SHAWN CAFFERKY asks CNRS members to please note that he does *not* live on Third Avenue, as we indicated in the October 1991 Research Directory, but on Queen Elizabeth Driveway. All the other details were accurate. Sorry about that, Shawn!....FRED CRICKARD is co-coordinator with

Lewis Fischer of the conference on "Oceans Policy in the 1990s: An Atlantic Perspective," which is being co-sponsored by the Naval Officers Association of Canada and the CNRS, and which will be held at Memorial University of Newfoundland on 26 June.....JOHN A. CROSSE is Archivist and Editor at the Jericho Sailing Centre in Vancouver. Last June he staged a re-enactment to mark the Bicentennial of the Spanish discovery of the Gulf of Georgia off the East Point of Saturna Island, British Columbia. The Spanish vessels were represented by the *Fairwyn* and *Juanita* of the Vancouver Wooden Boat Society, and were escorted by an international fleet of twenty-eight yachts drawn from local yacht clubs and organized by the Council of B.C. Yacht Clubs. Both the United States and Canada sent Coastguard cutters. John describes the historical background and the re-enactment itself in the May, June, and July issues of *Boat World*.....PETER N. DAVIES's book, *The Transfer of Shipbuilding Technology: The Case of National Bulk Carriers and the Kyre Shipyard*, has been published as Volume 7 of the Hiroshima Shudo University Research Review. An essay entitled "The Role of National Bulk Carriers in the Advance of Shipbuilding Technology in Post-War Japan" will appear in the June 1992 issue of the *International Journal of Maritime History*.....JAMES P. DELGADO and J. Candace Clifford are the authors of *Great American Ships* (Washington, DC, 1991), a guidebook to over two hundred historic ships and vessels in the United States that are on view to the public. Jim also gave a talk in March on "1941: The Battleships of Pearl Harbor" as part of the Vancouver Maritime Museum's series of public lectures on "Great Ships and Little Ships." At last year's Conference on Historical and Underwater Archaeology, held in Richmond, Virginia, Jim presented a paper on "The Archaeology of the Atomic Bomb: Assessing the Sunken Ships of Operation Crossroads." He also contributed an essay on "The National Maritime Initiative: An Interdisciplinary Approach to Maritime Preservation" which appeared in *Public Historian* XIII, No.3(1991), as well as the text for *Pearl Harbor Recalled: New Images of the Day of Infamy* (Naval Institute Press, 1991); the book commemorates the fiftieth anniversary of the attack on Pearl Harbor, and is organized around a collection of paintings by Tom Freeman.....W.A.B. DOUGLAS reports that the official history of the RCN proceeds apace. 1942 operations are the subject of current interest to the team; they are being re-examined in the light of newly released sources and recently available German documents. Alec will be one of several CNRS members participating in April at the "Battle for the Atlantic" conference at this year's annual meeting of NASOH (North American Society for Oceanic History). He will chair a session on "Canada and the War in the Atlantic".....LEWIS FISCHER is the author, with G.E. Panting, of "Ethnicity and Compensation on the Sub-Continent: Patterns of Maritime Wages in India, 1863-1900," which

appeared in K.S. Matthews (ed.), *Studies in Maritime History* (Pondicherry, 1991), pp. 175-191.....CHARLES DANA GIBSON's book on *The Ordeal of Convoy NY 119*, first published in 1973 when it was selected by the Naval Institute Press as one of that year's notable books on the war at sea, has just been released in a second edition by Ensign Press of Camden, Maine.....RICHARD GIMBLETT contributed an essay entitled "From Militia to Navy: Reassessing the Origins of the Naval Service of Canada" to a special historical edition of *Maritime Warfare Bulletin* (Fall 1991). Richard is on the staff at the Directorate of History, National Defence Headquarters, where he is assisting in the preparation of an official history of Operation FRICTION, with special attention to Canadian naval operations in the Persian Gulf.....JOAN GODDARD has written two articles on the Rose Harbour whaling station in the Queen Charlotte Islands: "When Whales were Fair Game" appeared in *Canadian West VIII*, No.1, while "Rose Harbour Reeked" will appear in *Canadian West VIII*, No.2. Joan also has a children's book in press, *Charlotte's Treasure* (Press Porcepic), about archaeology and nature tours in the Queen Charlotte Islands. Meanwhile, Joan is preparing one or more articles on Ludwig Rissmuller, the German-American chemist whose patented machinery and processes influenced the whaling industry on both sides of North America during the first decade of the twentieth century.....TONY GERMAN's extremely well-received book, *The Sea is At Our Gates*, has just appeared in a trade paperback edition, published by McClelland & Stewart. It is in the same format as the hardcover, with all the maps and illustrations, but with 43 amendments of *errata*. Look for it in bookstores; the price is \$24.95.....BARRY GOUGH is presenting a paper on "Alexander Mackenzie's Scheme for North Pacific Dominion" at the Vancouver Conference on Exploration and Discovery" this April. Though he is Archives Fellow at the Churchill Archives Centre, Churchill College, Cambridge University, Barry remains quite active in the publishing field. Two new books will appear this year: *The Northwest Coast: British Navigation, Trade and Discoveries to 1812* (University of British Columbia Press) and *The Falklands/Malvinas: The Contest for Empire in the South Atlantic* (London, Athlone Press). Barry is also working on *Britannia in American Waters: The Royal Navy's North America and West Indies Station 1815-1914*.....ROBERT GRENIER will speak at the Maine Maritime Museum's Twentieth Annual Maritime History Symposium in May on "The Importance of North Atlantic Seafaring Activity Prior To and After Columbus' Discoveries, With a Focus on Sixteenth Century Basque Whalers in Red Bay, Labrador".....JOHN HARLAND has an article entitled "Ship's Boat An-End" in *Seaways III*, 1(1992). The article examines the practice in Irish coasting schooners of running the boat up the mast; this was done when loading granite slabs to tilt the vessel against the quay at low tide.....

DAN HARRIS is preparing an article on the Danish naval architect H. Gerner, which he will submit either to *Mariner's Mirror* or *The American Neptune*. Dan will begin research soon on the Sheldon family, who were active as shipbuilders in Britain, Denmark and Sweden between 1650 and 1864.....NORMAN HURST has had three articles accepted for future publication in *Family Tree Magazine*; the articles examine the published sources of information on World War II shipping losses, the Royal Flying Corps, and World War I army casualties.....C.B. KOESTER is continuing research on a collective biography of selected flag officers of the RCN, commencing with Adm. Charles Edmund Kingsmill.....JOHN LING has retired from the South Australian Museum but will continue to pursue his interests in marine mammals and does not intend to lose touch with his scientific colleagues.....DUNCAN MACKENZIE has resumed research and writing about the history of Mackenzie Brothers Steamship Company as well as the family history from 1870 to 1910.....KEN MACKENZIE has left Canadian National and is now conducting freelance work and historical consultation from his Ottawa apartment. This will only be temporary, as Ken and his family will move out to the West Coast some time during the summer. Ken will read a paper entitled "The Canadian Government Merchant Marine and the Atlantic Provinces 1919-1936" at the annual meeting of the Canadian Historical Association in Charlottetown in June. He is also writing a picture book on the history of the Port of Montréal 1642-1952 in time for the Montreal 350 Celebrations. Ken will be in St. John's, Newfoundland at the end of June to present a paper on the "St. Lawrence Artery in Canadian Maritime Endeavour" at the CNRS/NOAC meeting.....EILEEN MARCIL reports that the City of Lévis, Parks Canada, and the Ministry of Cultural Affairs have come together and asked for a feasibility study on the possibility of setting up a museum or interpretation centre at the MIL Davie Shipyard in Lévis.....JOHN MCKAY is pleased to announce that *The 24-Gun Frigate Pandora 1779*, which he and Ron Coleman of the Queensland Maritime Museum have co-authored, has been published by Conway Maritime Press in its "Anatomy of the Ship" series.....CHRIS MILLS published Part I of a brief history of Nova Scotia lighthouses in the *Northern Lighthouse Journal*, a bi-annual publication of the Northern Lighthouse Board (the Scottish Lighthouse Authority) in Edinburgh. Chris continues to work as assistant lightkeeper on Gannet Rock in the Bay of Fundy. This station was due to be de-staffed last year but will remain staffed for a few months more or even longer, pending approval from Ottawa for closure. Chris hopes shortly to complete the draft of a book-length manuscript recording his experiences as a lightkeeper at the end of the era of staffed lighthouses. An introduction will place those experiences into historical and technological context. Look for it on bookshelves before the end of the summer.....MARC

MILNER will present a paper on "The Royal Canadian Navy and the Atlantic War: An Overview" at the NASOH conference on "The Battle for the Atlantic," to be held in April at the Naval Historical Center in Washington, DC.....JAMES PRITCHARD's paper, "The Naval Career of a Colonial Governor: Charles de Thubières, Marquis de Caylus, 1698-1750," which he presented at the 1990 annual meeting of the French Colonial Historical Society, has just been published in the conference *Proceedings* (University Press of America, 1992).....ALAN RUFFMAN is chairing the Programme Committee for the 75th Anniversary of the Halifax Explosion, to be hosted by the Gorsebrook Research Institute. Alan encourages input from CNRS members for this marine disaster. Alan has also nominated a whole raft of names for marine seabed features such as canyons and seamounts in the area of the *Titanic* sinking. The names nominated to the Advisory Committee on Names for Undersea Features of the Canadian Permanent Committee on Geographic Names are generally those of vessels involved and the placing of names on seafloor features generally reflects the relative positions of the vessels at the time of the disaster. Eight of the names have been accepted in 1991 and in April 1992 an additional nine names are to be considered.....SHANNON RYAN is presently engaged in writing a history of the Newfoundland seal fishery to 1914. Shannon also wrote the chapter on Newfoundland in *Atlantic Canada: At the Dawn of a New Nation* (Windsor Publications, 1990) as well as entries on Newfoundland in *Chronicle of Canada* (Montreal: Chronicle Publications, 1990).....CHESLEY SANGER's article on "Changing Resources and Hunting Locations of Scottish Whaling-Sealing Vessels in the Second Half of the 19th Century" appeared in *Scottish Geographical Magazine* CVII, 3(1991), 187-197. With A.B. Dickinson, Ches has published "*They Were Clannish as Hell: Origins of Modern Shore-Station Whaling in British Columbia—The Newfoundland Factor*" (Halifax: Oceans Institute of Canada, 1991). Ches was also a member of the Contents Committee for the *Atlas of Newfoundland and Labrador* (St. John's: Breakwater Press, 1991); Ches and W. Gordon Handcock prepared two plates for the atlas, "Cultural Ancestry" and "Cultural Patterns".....ROGER SARTY is giving a paper on "The Royal Canadian Air Force and Naval Intelligence: A Canadian Perspective" at the "Battle for the Atlantic" Conference of NASOH in April.....SUZANNE SPOHN is the author of "In Command at Sea," which appeared in *West-coast Mariner* IV, No.8(October 1991), pp. 42-43; a longer version of this paper will appear in *B.C. Historical News* in the Winter/Spring 1992-93 issue. The article is a biographical study of the sea captain after whom a local cove, "Batchelor Bay," was named.....JOHN STANTON is completing his autobiography, which will focus in part on his family and in part on his professional development as a lawyer.....IAN K. STEELE was given an Honourable Mention last year for the

Wallace K. Ferguson Prize of the Canadian Historical Association for his book, *Betrayals: Fort William Henry and the "Massacre"* (Oxford University Press, 1990). The Ferguson Prize is awarded annually to a Canadian citizen or Canadian immigrant who has published an outstanding book in a field of history other than Canadian history.....JOHN SUMMERS was re-elected to the Board of Directors of the Museum Small Craft Association, and elected to the Board of Directors of the Association for Great Lakes Maritime History. John presented a paper at the annual meetings of each of these organizations: one on the Toronto Harbour iceboat *Silver Heels*, the other on iceboating in Toronto from 1824 to 1941.....VICTOR SUTHREN will spend the month of May at sea in the Atlantic in the topsail schooner *Pacific Swift*. He will be getting in the mood for his role as Commodore of the Provincial Marine 1792 squadron, which, in July, will recreate the historical arrival of Lieutenant John Graves Simcoe at Niagara-on-the-Lake two hundred years ago.....BROOK TAYLOR is working on a study of Frederick William Wallace with particular attention to his photojournalism of the fishing community of Digby just prior to the outbreak of World War I.....RICHARD UNGER's book, *The Art of Medieval Technology: Images of Noah the Shipbuilder*, has been published by Rutgers University Press, while his essay on "Marine Paintings and the History of Shipbuilding" appears in David Freedberg and Jan DeVries (eds.), *Art in History/History in Art: Studies in Seventeenth-Century Dutch Culture* (Los Angeles: Getty Center for the History of Art and the Humanities, 1991), 75-93. In both works, Dick examines technological, social, and economic aspects of shipbuilding through an analysis of European art. Richard was elected Vice President of the Medieval Association of the Pacific for 1992-1994 at their annual meeting in February. Dick gave a seminar while in England last fall on "The Total Tonnage of Europe's Merchant Fleets 1300-1800" to the International Commission of Maritime History at King's College, the University of London. Upon his return to Canada, he delivered a talk on "Columbus' Ships" for a series on "Big Ships and Small Ships" for the Vancouver Maritime Museum in February. In May he will give a paper on "The Grain Trade in the Low Countries in the Fifteenth Century" as part of a series of five sessions on Towns and Trade at the 27th International Congress on Medieval Studies at Western Michigan University in Kalamazoo....

#### AROUND THE MARITIME MUSEUMS

##### FISKERI- OG SØFARTSMUSEET (ESBJERG, DENMARK)

Henrik B. Simonson has been appointed Curator of Collections. An exhibition has opened which examines the phenomenon of stranded whales on the Danish coast.

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

Dennis Carter-Edwards has been appointed Acting Superintendent. In addition to exhibitions on the War of 1812 and the Upper Canada Rebellions, a new exhibition is being prepared on the British Indian Department. Artifacts from the Amherstburg Naval Yard have been included in an archaeological display. An exhibit is planned for 1993 on the War of 1812 Provincial Marine/Amherstburg Naval Yard.

**MAINE MARITIME MUSEUM  
(BATH, MAINE)**

In January an exhibition of photographs by maritime artist Sidney M. Chase depicting the lives of Maine Coast fishermen in the early 1900s opened at the Peterson Gallery. Chase was a classmate and lifelong friend of artist N.C. Wyeth. Although never matching Wyeth's fame, Chase was active as a writer, illustrator and artist, and the two men shared an interest in the coast of Maine. Chase summered there until his death in 1957. Chase concentrated almost exclusively on maritime subjects, creating a unique photographic record of the lives of fishermen and mariners at work by training his camera on small lumber schooners, inshore fishing craft, and fishermen. He then used the photographs to create his drawings and paintings. Maine Maritime Museum received the collection of over five hundred photographs in February 1991 from John B. Atherton, who received it from Chase when the two men were summer neighbours and friends. The pictures were taken mostly along the Maine coast from steamers, small craft, and the shore, from 1911 to 1924. This collection represents the best photographic material in the museum depicting the fisheries of this period. Approximately twenty-five photographs from the collection, including several copies of Chase's drawings matched with the photographs from which they were made, will be on exhibit until early May.

Two exhibitions open on 3 May. "New Worlds: North Atlantic Seafaring in the Era of Discovery" will examine waterborne culture on both sides of the Atlantic from the 1490s until 1607, using rare world maps and nautical charts, early navigation instruments, illustrations from fine art and archaeological material. "The Maritime Folk Art of A. De Clerk" is the world's first exhibit of works by this popular Belgian pierhead artist who portrayed countless coastal and deepwater vessels in the last days of sail. On 6 May the exhibit "When Bath Won the *America's Cup*" opens in the Peterson Gallery; it will focus on the construction at Bath Iron Works of the hull of the *Ranger*, which won the Cup in 1937. Half-hull models, photographs and other artifacts will be included and will be on exhibit during the *America's Cup*

races in San Diego in mid-May. From July 31 through October, an exhibition in the Peterson Gallery will provide a retrospective view of the work John F. Leavitt, a twentieth century marine painter.

**MARINE MUSEUM OF UPPER CANADA  
(TORONTO, ONTARIO)**

Nancy Reynolds was hired in October as the Museum's Historical Interpreter. A recent acquisition of considerable significance is a decked sliding-seat sailing canoe built ca. 1910-1915 by the Gilbert Boat Company of Brockville, Ontario. Due to their specialized nature and delicate construction, few of these boats have survived. In largely original condition, the canoe demonstrates one of the most extreme developments of the canoe-sailing movement which began in the 1880s in a number of Canadian cities. Other acquisitions include two 1850 watercolour and pencil drawings by Toronto artist William Armstrong showing yachts racing on Lake Ontario, a collection of over 3,500 photographs of Great Lakes ships, late nineteenth century archival photographs and scrapbooks of the Toronto Canoe Club, and a pencil and watercolour portrait of Alexander MacDougall, master of the pioneering steamer *Royal William*.

On 18 June the Museum will open its third annual juried exhibition and sale of paintings at Exhibition Place on the theme "Picture This: Toronto Harbour in Art." Artists are encouraged to consider Toronto Harbour's past, present and future meanings and to respond to aspects of the harbour, such as its history, vessels, land and waterscapes, people and events, which particularly engage their attention. Last year's show attracted over 120 submissions, so a good response is expected this year. Works are judged on their style, execution and the degree to which they concern the theme of the exhibit. Eligible media include oil, acrylic, watercolour, ink, pastel and pencil. Entry forms are due 15 May, and paintings must be dropped off on 23 May, after which they will be judged. For entry forms and further information, contact Betty Stein, Exhibit Co-ordinator, through the Marine Museum at Exhibition Place, Toronto, Ontario M6K 3C3 (tel. 416-392-6827; FAX: 416-392-6834).

Work continues on the restoration and maintenance work on the 1932 steam tug *Ned Hanlan*. Last year, the pilothouse woodwork was completely replaced and restored. This year it is the turn of the main deck woodwork, while the wood decking fore and aft is being removed and replaced with an interim plywood and epoxy deck; this will restore watertight integrity and allow the steel beneath to be surveyed. After many hours of volunteer labour, a comprehensive restoration and refit study of the tug is near completion. Asbestos insulation will be removed from piping and the boiler this

spring to allow ultrasound testing so that the survey can be completed. A complete set of winter covers for restored and soon-to-be-restored woodwork was installed this winter.

*NATIONAL MUSEUM OF  
SCIENCE AND TECHNOLOGY  
(OTTAWA, ONTARIO)*

Ship modelers take note! The Museum has published a collection profile on "Ship Models," one of an ongoing series of folders highlighting aspects of the Museum collection. Order it from the Museum either in French or in English for \$1.50 (National Museum of Science and Technology, P.O. Box 9724, "Ottawa Terminal," Ottawa, Ontario K1G 5A3).

An exhibition entitled "Currents of Change" examines marine transportation and maritime technology. The exhibition continues until June 1993. In September the Museum hosts the 1992 Annual Meeting of CIMOSET (International Committee of Museums of Science and Technology) and IATM (International Association of Transport Museums). For more information, contact Dr. Geneviève Sainte-Marie, Director, National Museum of Science and Technology at the address given above.

*NATIONAL MUSEUMS & GALLERIES ON MERSEYSIDE  
(LIVERPOOL, ENGLAND)*

The hours of opening of the Maritime Records Centre of the Merseyside Maritime Museum at Albert Dock in Liverpool have been reduced because of a staff shortage and the need to improve their finding aids. Effective 9 March, the hours have been: Monday and Friday, closed all day; Tuesday until Thursday, 10:30 am until 4:30 pm. The Museum regrets the inconvenience and expresses the hope that the opening hours can soon be extended once again. In any case, appointments are always advisable, and any researcher with special needs should write to the Curator of Archives; every effort will be made to accommodate the request. For more information, write the Maritime Records Centre, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA (tel: 051-207-0001, ext. 474/424/418; FAX: 051-709-3003).

*ST. CATHARINES MUSEUM  
(ST. CATHARINES, ONTARIO)*

Most of the Museum's extensive archival holdings are again available to researchers in the new facilities at Lock 3 of the Welland Canal. Access to part or all of the collections of photographs, maps, microfilms, archives, periodicals, and library can be provided on Mondays, Wednesdays and Fridays, 1:30-5 pm. Other parts of the collection will be available after new holdings equipment has been installed.

Orders are again being taken for copy photographs from the photograph collection (allow three weeks for delivery).

*SOUTHERN NEWFOUNDLAND SEAMEN'S MUSEUM  
(GRAND BANK, NEWFOUNDLAND)*

A new exhibition is being planned for the Southern Newfoundland Seamen's Museum at Grand Bank, a branch facility of the Newfoundland Museum. The project is being funded through the Canada Newfoundland Co-operation Agreement on Tourism and Historic Resources. It will be developed over the next several years. The new exhibition will broaden the museum's focus on the maritime history of Newfoundland's South Coast. Displays will enable visitors to explore the material world of the nineteenth and early twentieth century Newfoundland fishery and to learn about the life of fishing families. A combination of artifacts, interpreters, and displays will reveal that the Newfoundland fishing family required a great variety of skills and much ingenuity and be self-sufficient in many aspects of their lives.

There will be three categories of artifacts. The first will comprise artifacts that related to the fishery: boats, fishing gear, building and repair tools patterns, and so on. A second category will include provisions and purchases a family might receive from merchants in exchange for their fish; fishing gear, firearms, tools, provisions, clothing, and domestic items. The third category will include domestic items that fishing families created for themselves: powder horns, shot bags, animal traps, tools, clothing, household utensils, clothing, and bedding, together with a model of a typical fishing premises. A few objects will exhibit the roles of merchants and tradesmen in the local economy. A representative local nineteenth century fishing family will be selected for insight about fish catching, cleaning and curing, net making and mending, and domestic life; these in turn will reveal the relationship of fishing families to the structure of the local economy. Information about the family's way of life will come from vital statistics, documentary records, even a merchant's ledger containing the family's account, thereby linking the exhibit to the material artifacts.

The exhibition area will represent three general contexts in a Newfoundland outpost: the outdoors and various outbuildings where work chiefly related to the fishery was undertaken; the store and twine loft where handwork essential to the fishery and to the family's material needs was carried out; and domestic space. Several other strategies will explore additional aspects of the Newfoundland fishing culture. For example, a replicated fish flake will demonstrate the process of drying and salting codfish. As well, displays of half models, moulds, patterns, boat building tools and fishing boats will focus on basic elements of boat design, and to

illustrate important aspects of the traditional boat building process. A computer system will allow museum visitors to interact with the display. A user-friendly programme will provide the opportunity for museum visitors to experiment with a boat's design, and to discover the various relationships between its design and its performance. Research required for this display will include an investigation of traditional boat building techniques in the various Newfoundland regions. As well, a resource person will be required to create an interactive computer programme for the display. In short, this exhibition will provide the means for the public to explore, understand and enjoy the material world of the nineteenth and early twentieth century Newfoundland fishery.

*VANCOUVER MARITIME MUSEUM  
(VANCOUVER, BRITISH COLUMBIA)*

The Museum is planning an expansion which will provide it with a new library. The Museum has also recently published *Empress to the Orient* by W. Kaye Lamb. Several exhibitions this year will include ones on "Vancouver's Mariners" (22 April to year's end) and a marine art show (22 June until September). An exhibition of general appeal but especially to modelers is "Modelmania: Ships to Scale" (6 March-8 June). The development of ships and ship building through the ages and around the world is traced, using the best model ships in the Museum's collection, including Donald Ferguson's international prize winning tug *Bandera*, Iain Main's *Leon*, and a racing model yacht by Cyril Greenglass. John Claridge's model of *Sicamous* will be featured, along with his notable collection of early CPR coastal ships. A special section will feature models made by prisoners-of-war, including a ship carved in bone by a French sailor during the Napoleonic War. A full scale model of the Grand Dining Saloon from the first *Empress of Japan*, one of Canada's earliest ocean liners, will house several of the models.

The Museum has acquired the port paddlewheel shaft, sidelever, and boiler of the 1835-built Hudson Bay Company steamer *Beaver*, the first steamship to operate on the Pacific Coast of North America. After she was wrecked off Prospect Point near Stanley Park in 1888, the *Beaver* was slowly scavenged. The boiler and paddlewheel shaft were raised and sold between 1906 and 1908 and have been in the United States ever since. The boiler is the oldest known surviving British Columbia-manufactured marine boiler; together with the paddlewheel shaft, it was acquired from the Washington State Historical Society in Tacoma with the assistance of the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers. In addition, the Vancouver Board of Parks and Recreation has voted to present the sidelever, which has sat on Prospect Point since 1941, to the Museum. A display of the repatriated machinery

is planned for the spring, and an exhibition of the *Beaver's* artifacts, including an anchor, a bell, brass fastenings, hull timbers, davits, doors, walking sticks, commemorative medals and souvenirs made from *Beaver's* wreckage, opened in the Museum's Finning Gallery in March. These, along with models, drawings, and paintings will tell the tale of *Beaver's* exploits on the Pacific coast.

*YARMOUTH COUNTY MUSEUM  
(YARMOUTH, NOVA SCOTIA)*

The Museum intends to open to the public the office of the former Killam Brothers building in Yarmouth. It is believed that this will be the oldest shipping office in existence in Canada (though the Museum cheerfully stands to be corrected). On display will be furniture and fixtures, including ship portraits and half models, that were in the building until the business closed in 1991. Killam Brothers was in business in that building since the mid-nineteenth century.

**AROUND CANADA'S MARITIME ORGANIZATIONS**

*CANADIAN CANAL SOCIETY  
(ST. CATHARINES, ONTARIO)*

The CSS plans a spring meeting and tour of Smith's Falls and the Rideau Canal on 15-17 May. Of special interest will be the new museum complex at Smith's Falls. The meeting will coincide with the grand opening ceremonies for the Rideau Canal system in Ottawa on the Victoria Day weekend, the traditional opening date. This year the opening will also mark the 125th anniversary of Confederation. Special activities will also be held at Smith's Falls on that weekend.

The CSS also advises that the 1992 tour for members of the Inland Waterways Association of Great Britain will bring them back to North America (they visited Canada in September 1985). Their itinerary will take them to several museums and canals in Massachusetts, Pennsylvania, and New York, and should bring them to the Welland Canal, probably in late June, though as yet there is no firm date.

The CSS will place their Archives in the custody of the Special Collections of the Brock University Library. Further details concerning this decision and the nature of other canals-related material at Brock University are described under "Argonauta News" elsewhere in this newsletter.

*PROJECT H.M.S. "DETROIT"  
(AMHERSTBURG, ONTARIO)*

The 1992 Board of Directors was elected in December, followed immediately by the appointment of the operating

officers. Murray Kennedy was appointed Chairman, Harold Bernachi was appointed Vice-President, Clemence Bell was appointed Secretary, and Frank Switzer was appointed Executive Director and Treasurer. The organization continues to raise funds and seek volunteers to assist in achieving its goal of constructing a replica of HMS *Detroit* which was launched in Amherstburg during the War of 1812. The aim of the project is to create and sustain a vivid appreciation and an accurate understanding of the significance of Amherstburg, the King's Navy Yard, and especially HMS *Detroit* during the last war to be fought between Canada and the United States. Annual dues remain unchanged at \$10 (individual), \$20 (institutions) and \$30 (corporations). To join, or for more information, write: Project H.M.S. *Detroit*, P.O. Box 1812, Amherstburg, Ontario N9V 2Z2.

*SOCIÉTÉ HISTORIQUE PIERRE-DE-SAUREL*  
(PIERRE-DE-SAUREL, QUEBEC)

The Société Historique Pierre-de-Saurel has recently added to its archives more than 60,000 photographs and two hundred metres of documents and plans belonging to Marine Industries Limited, later known as Groupe M.I.L., Inc.

*TORONTO HARBOUR COMMISSION ARCHIVES*  
(TORONTO, ONTARIO)

Michael Moir, Records Manager/Archivist, recently completed his work with Jeffery Stinson for an environmental audit conducted by the Royal Commission on the Future of the Toronto Waterfront. Their report, *Built Heritage of the East Bayfront* (October 1991), examines the historical development of part of the waterfront reclaimed for industry and port operations. The study identifies heritage features and suggests strategies for preservation and adaptive reuse.

Elene Ftohogiannis, Archives Assistant, spent two weeks during February at the Marine Museum of the Great Lakes in Kingston as a participant in the archival exchange programme offered by the Ontario Association of Archivists. She processed a series consisting of 13 cubic feet of files created by Lambert, German, and Milne, a noted firm of naval architects, that document the design and construction of several merchant and naval vessels during the 1930s and 1940s. Her descriptive inventory of this material will be available at the Marine Museum in the near future.

The work of Arthur Beales, the Commission's staff photographer from 1914 to the 1950s, will be featured in an exhibit of "official" photography to be opened 15 June at the Market Gallery of the City of Toronto Archives. The photographs depict reclamation, port operations, industry on the waterfront, and recreational activities. The history of the

Toronto Harbour Police will be featured in an exhibit to be sponsored by the Royal Canadian Yacht Club in the fall.

**FORTHCOMING REVIEWS IN  
THE NORTHERN MARINER**

- Boudriot, Jean and Berti, Hubert; trans. David H. Roberts. *The Bomb Ketch Salamandre 1752: Étude navires méditerranéens*. Paris: Collection archéologie navale française, 1991; English translation, Rotherfield, England: Jean Boudriot Publications, 1991
- Boudriot, Jean and Berti, Hubert; trans. David H. Roberts. *Chébec Le Requin 1750: Étude navires méditerranéens*. Paris: Collection archéologie navale française, 1987; English translation, Rotherfield, England: Jean Boudriot Publications, 1991
- Brunelle, Gayle K. *The New World Merchants of Rouen, 1559-1630*. Kirksville, MO: Sixteenth Century Journal Publishers, 1991
- Burridge, George Nau. *Green Bay Workhorses: The Nau Tug Line*. Manitowoc, WI: Manitowoc Maritime Museum, 1991
- Cole, Sally. *Women of the Praia: Work and Lives in a Portuguese Coastal Community*. Princeton, NJ: Princeton University Press, 1991.
- Conrad, Margaret (ed.). *Making Adjustments: Change and Continuity in Planter Nova Scotia*. Fredericton: Acadiensis Press, 1991
- Delgado, James P. and Clifford, J. Candace. *Great American Ships*. Washington, DC: The Preservation Press, 1991
- Dorwart, Jeffery M. *Eberstadt and Forrestal. A National Security Partnership, 1909-1949*. College Station, TX: Texas A&M University Press, 1991
- Dunmore, John. *Who's Who in Pacific Navigation*. Honolulu: University of Hawaii Press, 1991
- Frank, Stuart M. (comp. & ed.). *Meditations from Steerage: Two Whaling Journal Fragments*. Sharon, MA: Kendall Whaling Museum, 1991
- Gerstenberger, Heide (ed.). *Von Land zu Land: Aus der Geschichte Bremischer Seefahrt*. Bremen: Edition Temmen, 1991
- Gibson, James R. *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785-1841*. Montreal: McGill-Queen's University Press, 1992
- Gillmer, Thomas C. *Pride of Baltimore: The Story of the Baltimore Clipper*. Camden, ME: International Marine, 1992
- Hattendorf, John B. (ed.). *The Influence of History on Mahan: The Proceedings of a Conference Marking the Centenary of Alfred Thayer Mahan's The Influence of Sea Power Upon History, 1660-1783*. Newport, RI: Naval War College Press, 1991
- Hindle, Brooke. *Lucky Lady and the Navy Mystique: The Chenango in WWII*. New York: Vantage Press, 1991
- Hordern, Marsden. *Mariners Are Warned! John Lort Stokes and H.M.S. Beagle in Australia 1837-1843*. Carlton, Victoria: Melbourne University Press, 1989

- de Kay, James Tertius. *The Battle of Stonington*. Annapolis, MD: Naval Institute Press, 1990
- Klare, Normand E. *The Final Voyage of the Central America 1857*. Spokane, WA: The Arthur H. Clark Company, 1992
- Laughton, L.G. Carr. *Old Ship Figure-heads & Sterns*. London, 1925; reprinted, London: Conway Maritime Press, 1991
- Lawliss, Chuck. *The Submarine Book*. New York: Thames & Hudson, 1991
- Lorenz, Edward H. *Economic Decline in Britain: The Shipbuilding Industry, 1890-1970*. Oxford: Clarendon Press, 1991
- McKay, John & Coleman, Ron. *The Anatomy of the Ship: The 24-Gun Frigate Pandora 1779*. London: Conway Maritime Press, 1992
- McKervill, Hugh W. *The Salmon People*. Special 25th anniversary edition; North Vancouver, BC: Whitecap Books, 1992
- Miller, Edward S. *War Plan Orange: The U.S. Strategy to Defeat Japan, 1897-1945*. Annapolis, MD: Naval Institute Press, 1991
- Morrison, Alex (ed.). *Divided We Fall: The National Security Implications of Canadian Constitutional Issues*. Toronto: Canadian Institute of Strategic Studies, 1991
- Mushkat, Peter; Crickard, Fred; Huebert, Rob (eds.). *NIOBE Papers, Volume II: Oceans Policy in the 1990s*. Halifax: Oceans Institute of Canada, 1991
- Poimar, Norman. *The Naval Institute Guide to the Soviet Navy*. 5th ed., Annapolis, MD: Naval Institute Press, 1991
- Reynolds, Clark G. *Admiral John Towers: The Struggle for Naval Air Supremacy*. Annapolis, MD: Naval Institute Press, 1991
- Sacks, David Harris. *The Widening Gate: Bristol and the Atlantic Economy, 1450-1700*. Berkeley: University of California Press, 1991
- Scholl, Lars U. *Der Marinemaler Hans Peter Jürgens*. Herford, Germany: Koehlers Verlagsgesellschaft, 1991
- Schreiber, Roy E. *The Fortunate Adversities of William Bligh*. New York: Peter Lang, 1991
- Smith, Alan K. *Creating A World Economy: Merchant Capital, Colonialism, and World Trade, 1400-1825*. Boulder, CO: Westview Press, 1991
- Sokolsky, Joel J. *The Fraternity of the Blue Uniform: Admiral Richard G. Colbert, U.S. Navy and Allied Naval Cooperation*. Newport, RI: Naval War College Press, 1991
- Stommel, Henry. *A View of the Sea. A Discussion Between a Chief Engineer and an Oceanographer about the Machinery of the Ocean Circulation*. Princeton, NJ: Princeton University Press, 1987
- Thompson, Shawn. *River's Edge: Reprobates, Rum-runners and Other Folk of the Thousand Islands*. Burnstown, Ontario: General Store Publishing House, 1991
- Upton, Joe. *Journeys Through the Inside Passage: Seafaring Adventures Along the Coast of British Columbia and Alaska*. North Vancouver: Whitecap Books, 1992
- van der Vat, Dan. *The Pacific Campaign: World War II. The U.S.-Japanese Naval War 1941-1945*. London: Hodder & Stoughton, 1991
- Ward, Iain. *Sui Geng: The Hong Kong Marine Police 1841-1950*. Hong Kong: Hong Kong University Press, 1991
- Watson, Alan D. *Wilmington: Port of North Carolina*. Columbia: University of South Carolina Press, 1992
- Williams, David M. and White, Andrew P. (comp.). *A Select Bibliography of British and Irish University Theses About Maritime History, 1792-1990*. St. John's, Newfoundland: International Maritime Economic History Association, 1992
- Woodward, John "Sandy" with Patrick Robinson. *One Hundred Days: The Memoirs of the Falklands Battle Group Commander*. Annapolis, MD: Naval Institute Press, 1992
- Yoshimura, Akira; trans. Vincent Murphy. *Build the Musashi! The Birth and Death of the World's Greatest Battleship*. New York: Kodansha International, 1991

## RESEARCH DIRECTORY UPDATES

(Editors' Note: This is the latest instalment of updates to the CNRS research directory. For a complete introduction to the Directory, see the October 1990 issue of ARGONAUTA.)

Name: CROSSE, JOHN A.

Institution: Vancouver Maritime Museum Society

Address: 2526 West 6th Avenue, Vancouver, B.C. V6K 1W5 (H)

Phone: (604) 734-0909

Research: Pacific maritime history, West Coast Indians and canoes, World War I and II at sea

Name: ENSOR, MORETON J.

Address: 52 Locust Lane, RR2, Brewster, MA 02631, USA

Phone: (508) 255-4329

Research: Naval history, maritime history, Admiral Nelson and his contemporaries

Name: FLOOD, MIKE

Address: 551 Needham Street, Fredericton, New Brunswick E3B 1P4 (H)

Phone: (506) 455-3250 (H)

Research: Ships and shipping; yachts and yachting; work-

boats

Publications: "Wharfrat's Journal," a regular column in *The Citizen of Saint John*

Name: RYAN, SHANNON

Institution: Department of History, Memorial University of Newfoundland

Address: St. John's, Newfoundland A1C 5S7 (O)

Phone: (709) 737-8420 (O)

E-mail: sryan@kean.ucs.mun.ca

Research: history of the North Atlantic cod fishery and trade, seal fishery, oral history

Publications: *Fish Out of Water: The Newfoundland Saltfish Trade 1814-1914* (St. John's: Breakwater Press, 1986); *Seals and Sealers* (St. John's: Breakwater Press, 1987)

Name: TAYLOR, M. BROOK

Institution: Department of History, Mount Saint Vincent University

Address: Halifax, Nova Scotia B3M 2J6 (O)

Phone: (902) 443-4450 (O)

Research: Frederick William Wallace (1886-1958); history of the Canadian maritime region

Publications: *Promoters, Patriots, and Partisans: Historiography in Nineteenth-Century English Canada* (Toronto: University of Toronto Press, 1989); "William Kingsford" and "Joseph Edmund Collins" in *Dictionary of Canadian Biography*, Vol. XII (Toronto: University of Toronto Press, 1991)

Name: THOMPSON, SHAWN

Institution: The *Kingston Whig-Standard*

Address: P.O. Box 96, Gananoque, Ontario K7G 2T6 [H]

Phone: (613) 382-2661

FAX: (613) 382-5799

Research: Maritime anthropology; river narratives

Publications: *River Rats: The People of the Thousand Islands* (General Store Publishing House, 1989); *River Edge* (General Store Publishing House, 1991); "Sewer Rats on Patrol," *Reader's Digest* (Cdn. ed.), May 1991.

#### RESEARCH INDICES

Biography: Taylor, Thompson

Canada, East Coast: Flood, Ryan, Taylor

Canada, Great Lakes: Thompson

Canada, Rivers: Flood, Thompson

Canada, St. Lawrence River: Thompson

Canada, Pacific Coast: Crosse

Cartography: Crosse

Early Modern (1600-1800): Crosse

Fishing: Taylor, Ryan

Great Britain: Ensor

Mediterranean: Ensor

Merchant Shipping: Ensor, Flood

Native Peoples: Thompson

Naval History: Crosse, Ensor, Thompson

Nineteenth Century: Ensor, Ryan

North Atlantic: Ensor, Flood, Ryan

Oral History: Ryan

Pacific Ocean: Crosse

Ports and Harbours: Flood

Sailing Ships: Ensor, Flood, Taylor

Sealing: Ryan

Twentieth Century: Flood, Ryan, Taylor, Thompson

Yachting: Crosse

**CANADIAN NAUTICAL RESEARCH SOCIETY  
ANNUAL CONFERENCE AND GENERAL MEETING**

**MEMORIAL UNIVERSITY OF NEWFOUNDLAND  
ST. JOHN'S, NEWFOUNDLAND  
25-27 JUNE 1992**

**"SHIPS, SHIPPING AND SEAFARERS"**

**SESSIONS ON:**

**THE GREAT LAKES  
EIGHTEENTH-CENTURY ATLANTIC MARITIME HISTORY  
WORLD WAR II  
THE NAVY IN WORLD WAR II**

**THERE WILL ALSO BE A ONE-DAY JOINT CONFERENCE OF THE CNRS AND  
THE NAVAL OFFICERS ASSOCIATION OF CANADA ON THE THEME:  
"CANADA'S OCEAN POLICY IN THE 1990S: AN ATLANTIC PERSPECTIVE"  
WITH SESSIONS ON:**

**SHIPPING  
WATERWAYS AND REGIONAL INTERESTS  
COASTAL POLICY  
CANADIAN MARITIME SOVEREIGNTY**

**RECEPTION AND LUNCHEON, 1200-1330 FRIDAY, 26 JUNE  
CNRS ANNUAL BANQUET AND AWARDS, FRIDAY EVENING  
LUNCH AND PRESIDENTIAL ADDRESS, 1300 SATURDAY, 27 JUNE  
ANNUAL GENERAL MEETING, 1545 SATURDAY, 27 JUNE**

**REGISTRATION FEE: \$100 AFTER 1 MAY**

**ALL MEMBERS AND GUESTS ARE CORDIALLY INVITED TO ATTEND. THE  
PRELIMINARY PROGRAMME AND REGISTRATION FORMS HAVE BEEN SENT  
TO ALL MEMBERS AND SHOULD BE SENT AS SOON AS POSSIBLE TO  
MARGARET GULLIVER, CONFERENCE COORDINATOR.**

**FOR FURTHER INFORMATION, PLEASE CONTACT MARGARET GULLIVER,  
CONFERENCE COORDINATOR, MARITIME STUDIES RESEARCH UNIT,  
MEMORIAL UNIVERSITY OF NEWFOUNDLAND, ST. JOHN'S, NEWFOUNDLAND,  
CANADA A1C 5S7**