

ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

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ARGONAUTA

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EDITORIALS

(I)

Two events in the past month provide a pleasant opportunity for us to repay some long-standing debts to two of the most senior members of CNRS, Barry Gough and Alec Douglas. At the joint CNRS/NASOH meeting in Vancouver, the North American Society for Oceanic History honoured Barry with the prestigious K. Jack Bauer Award. The Vancouver conference also marked the last one that Alec will attend while Director General of History at National Defence Headquarters.

The announcement that Barry Gough was the first Canadian to be honoured with the Bauer Award was in a very real sense a tribute to the maturity and international standing of Canadian maritime historians. The Bauer Award is presented for lifetime contribution to the field of maritime history. In presenting the Award, Bill Dudley of NASOH characterized Barry's *curriculum vitae* as perhaps the most impressive he had ever seen. It is hard to argue with that observation. The author of five books – including two that garnered Keith Matthews Awards

– and a slew of articles, Barry's publishing contribution to maritime history is undeniable. But he has also been honoured for his teaching and has served maritime history as President of both CNRS and NASOH, as well as through membership on the Executive Council of the International Commission for Maritime History. It would be hard to imagine a more varied and rounded set of contributions to maritime history than those Barry has made over the past quarter-century.

If anyone can match Barry's contribution it is Alec Douglas. Like Barry, he has authored and edited a host of important publications and has been honoured with a Matthews Award by CNRS. Like Barry, he too has served both CNRS and NASOH, although the Canadian Nautical Research Society owes him arguably the greatest debt. As the founding Secretary of the Society, as our fourth President, and now as Past President, Alec's contributions to making CNRS a viable national organization are unparalleled. Along the way he has worked tirelessly to make DG History a model that commands respect and admiration, not only within Canada but indeed around the world.

CNRS has been extremely fortunate in being able to avail itself of the talents of these two remarkable individuals. Both have made unique contributions to the Society and to Canadian maritime history. The vibrancy of Canadian maritime history and the Canadian Nautical Research Society are in no small measure due to the efforts of Barry and Alec. We trust that all members will join with us in the somewhat selfish hope that they will continue enriching our Society many years to come.

(II)

Alec Douglas' retirement last month raises an issue of vital importance – the future of the Directorate General of History at National Defence Headquarters. As many CNRS members will have heard, DG History lost roughly one-third of its personnel last year and proposals for further cuts are again being discussed actively within the federal government. As a result, one of Canada's most important historical institutions is clearly under threat.

We use none of the words in the preceding sentence lightly. That the threat is real requires no serious elaboration. Indeed, any observer of the ill-conceived and often incoherent way that the Chretien government has thus far tried to reduce expenditures will accept that DG History is a tempting target. Moreover, at present the unit has no permanent director – the search for Alec's replacement has been put on hold pending a decision on the unit's future.

But what we believe requires more discussion is our characterization of DG History as "one of Canada's most important historical institutions." Recently a well-known British naval historian, in discussing the manner in which various nations have supported the writing of naval history, called the Royal Canadian Navy "the best understood naval force in the western world." To justify this remark he pointed to the veritable flood of important books and articles that has poured forth since the founding of the Directorate of History under Col. C.P. Stacey in 1965. And we are not merely talking about the past. At present DG History has six major projects nearing fruition: the RCAF and RCN histories, the French-language socio-military series, a history of peacekeeping, the battle commemoration series, and the Canadian military heritage series. It is a testimony to the dedication of the talented people at DG History that all this is being accomplished with a staff smaller than the one Col. Stacey began with thirty years ago.

Many members of CNRS will also know that DG History does far more than produce important respected monographs. The unit also manages some of our most important military records – and makes them available to the public. And its information officers answer more than 3000 research inquiries per year, many from CNRS members.

DG History is without question a precious and irreplaceable resource which this country cannot afford to fritter away. Because we feel so strongly about this, we are going to ask each and every CNRS member to participate in a campaign of a sort of which we are normally sceptical. We would like all members who feel able to do so to write immediately in support of DG History. Your letters should go to:

Hon. David Collenette
Minister of National Defence
National Defence Headquarters
Ottawa, ON K1A 0K2

Copies should be sent to:

Mr. R.R. Fowler
Deputy Minister of National Defence
National Defence Headquarters
Ottawa, ON K1A 0K2

and:

General A.J.G.D. de Chastelain
Chief of the Defence Staff
National Defence Headquarters
Ottawa, ON K1A 0K2

Please try to do this today. It will do none of us any good to

sit here in a year or two lamenting the loss of the historical capability within DND. For the future of Canadian naval history, we need to make our voices heard NOW.

FROM THE PRESIDENT'S DESK

By Faye Kert
Ottawa, Ontario

DEAD MEN DO TELL TALES (President's Address, May 28, 1994)

There's an old pirate saying that dead men tell no tales. If that were true, there would be a great many of us with nothing to write about! Fortunately, through such disciplines as history, anthropology, archaeology, museology and archival research, not only are the stories of long dead men – and women – brought to life, but they are shared by a far wider audience than the departed's family or friends.

The pursuit of the past takes as many forms as the pursuers. In her book *Practising History*, Barbara Tuchman describes the historian's work: "What his imagination is the poet, facts are to the historian. His exercise of judgement comes in their selection, his art in their arrangement. His method is narrative. His subject is the story of man's past. His function is to make it known." Clearly a believer in History as an art rather than a science, Tuchman focuses on the central task of an historian – that of communication.

As both an historian and a marine archaeologist, I have always been puzzled by the fact that there is not more interaction between the two fields of research. The ability of one area of investigation to reinforce the other is invaluable. Two examples should suffice.

The first involves a conversation I once had with an historian who was also a museum curator about the nails used in European ship construction. At the time, I had spent a couple of summers on loan to Parks Canada's underwater archaeology section excavating a sixteenth-century Basque whaling vessel in Red Bay, Labrador. I happened to mention that one of their researchers had turned up a shipyard document which not only gave the sizes and Spanish names of the different nails used in various parts of the ship, but had actual life-size drawings of the nails. This was a wonderful find and saved us much effort trying to identify the corrosion deposits where iron nails used to be. My colleague, being involved in researching early blacksmith tools and technology in New France at about the same period, was fascinated by the information. Yet it never occurred to him that another government agency conducting material culture research of the same period in support of underwater archaeology might have something to offer.

The second example occurred when I was working on the excavation of the *Mary Rose*, sunk off Portsmouth, England in 1545. According to the historical record, shipboard gun carriages of the Tudor period were set on solid wooden truck wheels, and sure enough, the first examples excavated from the upper deck bore out this fact. However, as Margaret Rule was virtually writing the chapter on guns and armament, we began to excavate the main deck area and uncovered not one, but several gun carriages with spoked wheels – and more stored in the bow hold. And thus history was rewritten by archaeology.

The point I make is not that one sort of research is better or more accurate than another, but that all research is interdependent and, as a consequence, more valuable when shared. Yet this raises the question – shared by whom? Should only "professional" historians have access to certain archival information, and not others? What constitutes a "professional"? Who decides?

As I look around the room, I see a variety of professionals – not just historians, archaeologists and curators, but engineers, naval architects and people whose careers in other fields have drawn them to the study of our maritime past. The seaman's feel for ship behaviour at sea, the surveyor's knowledge of ship structure and the conservator's response to ship destruction form an invaluable resource upon which to call. While I do not believe that occupation entitles any one group to lay claim to the past, I do think that those who have deliberately sought out training in history, archaeology, etc., have a responsibility to lead by their example and their expertise when the survival of the historical record is threatened.

I recently attended a colloquium on "The Challenge of Underwater Heritage" sponsored by the Canadian Museum of Civilization and the Department of Canadian Heritage. At issue was the question of access to submerged cultural sites, such as shipwrecks, by marine archaeologists, sport divers, tourists, salvors, resource explorers, and/or treasure hunters. After two days of presentations and workshops, we came up with a number of suggestions and recommendations which will, I hope, result in the development of a stronger protection policy for our historic and prehistoric underwater sites.

That being said, those of you who read the editorial in the last issue of *ARGONAUTA* will know that the maritime museums of the world seem reluctant to lead the charge. By refusing to provide strong direction on the issue of acquiring material from sites that have not been properly excavated, maritime museums have left the decision of what a museum should acquire or display to a management or Board of Directors that is increasingly under pressure to enhance attendance at any cost.

As I see it, this situation has many pitfalls. Primarily, if gate receipts and boutique sales are the main objectives of a museum, there is no incentive to ensure that the material displayed has been properly excavated, or researched. There is no denying that grave robbers and treasure hunters come up with the same material as archaeologists – which when labelled and displayed in a glass case, looks pretty much like artifacts properly raised and identified in relation to their historical context. What is missing is the link between the object and the people who used it.

Returning briefly to my original point, one of the obligations of history is to communicate the past to the present for the future. By presenting museum displays of material from historic shipwrecks or other sites that has been removed from its original context, the voice of history is silenced. Not only has the museum visitor been denied valuable information, but by failing to uphold proper research standards, museums have contributed to an overall loss of knowledge, which is contrary to their express institutional responsibility as educators and communicators.

Anyone who has ever priced a fine piece of antique furniture knows that the past does not come cheap. This is particularly true in the case of archaeological excavations, and more so when the site is under water. In order to defray some of the expenses associated with the professional excavation of such sites, it is often suggested that some of the duplicate material excavated be sold. Imagine suggesting that one or two pages of a manuscript be sold in order to pay for the cost of preserving the rest. And what if, once sold, you realize that the very information you require is on those pages?

At a Society for Historical Archaeology Conference in Tucson, Arizona in 1990, George Bass, a well-known underwater archaeologist, discussed this issue in the context of one of his own sites. In the early 1960s, his team excavated a seventh-century amphora wreck at Yassi Ada, Turkey. They found nearly 900 bulbous clay storage jars which looked to be of roughly two basic shapes. Instead of raising a representative sample and selling off some to pay their expenses, Bass left about 700 amphora on the seabed and began to study the rest. As new analytical techniques were developed over the years, the amphora were eventually made to yield up their secrets. Because the collection remained intact, all the amphora could be re-examined at a later date. One of the first things observed was faint graffiti markings that had been missed originally. Then a paleobiologist was able to analyze the contents of the jars and reveal not only what they had contained but where the cargo had probably originated. Thirty years after the amphora were found, the newly-developed technique of neutron activation was used on the pottery to analyze the composition of the clay. By identifying the types of clay body used in the produc-

tion of the amphora, the analyst could pinpoint both quarry sites and firing techniques used in their production. With these results, archaeologists had precise information about where, when and by whom the jars were made.

The new story told by the same amphora was one of complex trading patterns in the seventh-century Mediterranean, the practice of recycling amphora aboard cargo ships, and approximately 40 regional variations in pottery production at the time. The light this new information shed on Byzantine trade and economy should benefit historians, geographers and economic historians for years to come. What would have happened if some or all of the amphora had been sold off thirty years earlier?

Anyone who has ever engaged in a lengthy research project knows how long it takes to piece hundreds of facts together to arrive at a conclusion, and how often these facts have to be viewed from many perspectives, like pieces in a jigsaw puzzle, to determine the best fit. In such a case, every piece of information is valuable insofar as it contributes to the whole. This is the argument for context in archaeology and why a collection of items gathered at random from a shipwreck site cannot possibly tell the same story as material carefully excavated with reference to the area of the ship where it was found, what was found next to it, and the way it was lying.

In his Tucson paper, Dr. Bass used another example of how painstaking research can eventually pay off – usually many years later. In 1977-79 Bass' team excavated an eleventh-century wreck containing a variety of items including three tons of broken glass. Among this mass was approximately one ton of medieval Islamic glass about which little was known. The theory was that the glass was smashed when the ship was wrecked and that, if one wanted to reassemble items from the cargo, one would try to match shards from the same basic area of the wreck. Weeks of fruitless effort called for a reevaluation of the basic premise. By looking at the same data set in a different way, the archaeologists found the fit. Suppose the glass was not broken on impact but was already smashed and being carried as scrap glass for recycling?

Imagine labelling 500,000 to one million pieces of glass and then sorting them by colour! Incredibly, out of hundreds of thousands of similarly-coloured shards, matches were found and over 200 vessel types, some never seen before, were identified. Further research of one type of vessel for a Master's thesis led a student to identify over a thousand similar vessels in Turkish museums and helped in the preparation of a landmark study of ancient glass.

The willingness of archaeologists to spend both the time and the money to excavate and interpret a site professionally is

generally justified by the quality of the information that comes out of it. Armed with this evidence, historians and archivists have the three-dimensional proof to corroborate their documentary research, and museums have both the facts and the artifacts to do justice to a display. In the end, a fuller story is communicated and everyone benefits.

As I said, this work is neither cheap, nor easy, nor quick. It demands a degree of commitment and perseverance that not everyone can achieve. The goal of historical research is not "goodies" that you can hold in your hand, but knowledge that, once acquired, must be shared to have any value. This is not an attitude that governments can legislate. Laws can regulate behaviour – or at least restrict undesirable activity, such as wreck-stripping – but the responsibility for convincing people that the preservation of their past has a value well beyond the immediate financial gratification of tourism or recreational dollars surely rests with organizations such as CNRS.

Conferences such as this are one way of communicating the knowledge that we have acquired through our various maritime interests. During papers, discussions and drinks at the bar, we exchange information and expand our research horizons. It is in all our interests that maritime issues receive a wider audience. There are several hundred of us in this organization who have invested both love and money in pursuing the many facets of our maritime past. The more people know about the past, and the more people who know it, the stronger the support we will have for preserving it.

I think it is time for us to start telling those dead men's tales – or even recording the live ones while they are still here. We can start by communicating this information to each other, then to the public and to the politicians. The past may have happened without us, but it will certainly have no future if we do not speak up.

MINUTES OF THE ANNUAL GENERAL MEETING Holiday Inn (Broadway), Vancouver, BC, 28 May 1994

Present: Faye Kert (President); W.A.B. Douglas (Past President); Olaf U. Janzen (First Vice-President); Lewis R. Fischer (Secretary); Garth S. Wilson (Councillor); Hank Barendregt; Rick James; John Kendrick; Eric Lawson; John M. MacFarlane; Kenneth S. Mackenzie; Leonard McCann; John McKay; Suzanne Spohn; Joan Thornley; Robert Turner; Richard W. Unger; David A. Walker.

Apologies: G. Edward Reed; Gerald E. Panting.

1. Call to Order

The meeting was called to order at 1310 by Faye Kert,

President of the Canadian Nautical Research Society.

2. Agenda

AGREED (1994/01) to approve the agenda as circulated. (Unger, McCann)

3. Minutes of the 1994 AGM

AGREED (1994/02) to approve the minutes as circulated and printed in the July 1993 *ARGONAUTA*. (Wilson, Janzen)

4. Business Arising

The Secretary reported that the resolutions number 1993/10-13 had been acted upon as directed by the membership. Olaf Janzen noted, however, that the editors of *ARGONAUTA* had not attempted to encourage submissions relating either to replica vessels or the preservation of historic ships (1993/14-15), since they believed that the initiative had to come from potential authors.

5. President's Report

The President reported that a dozen maritime museums had agreed to display CNRS membership brochures and that these had been sent to them. She also noted with satisfaction the healthy increase in membership on the west coast, adding that our general membership was up slightly compared to this time last year. Finally, the President reported on CNRS participation in the Colloquium on Underwater Archaeology in Ottawa in February 1994 and stressed the need for future involvement to ensure the protection of underwater heritage sites.

6. Treasurer's Report

In the absence of the Treasurer, the President tabled the financial reports and the 1994-95 budgets (summaries follow these minutes).

AGREED (1994/03) to accept the financial statements as present and to approve a budget for the fiscal year ending 31 December 1994 providing for total operating expenditures by the Society of \$10,275, and a budget for the six months ending 30 June 1995 of \$9730. (Fischer, Walker)

AGREED (1994/04) that J.W. Bigelow be reappointed as auditor at a stipend not to exceed \$100. (Fischer, Wilson)

7. Secretary's Report

The Secretary reported that a tentative agreement had reached to rent the premises of HMCS *Donnacona* for the 1995 ICMH

Conference in Montréal. The Treasurer is currently in the process of finalizing this. The Secretary also reported that thus far no applications for support from the Young Scholar's Trust Fund had been received, but that a new publicity campaign would be launched.

The Secretary also reported on the ICMH Executive Council meeting in Perth, Australia in December 1993, noting especially the fact that CNRS would be asked within the next six months for nominations for Bureau positions for the years 1995-2000.

8. Report of the Editorial Board

In the absence of the Chair of the Editorial Board, no report was made.

9. Report of the Liaison Committee

In the absence of the Chair of the Liaison Committee, there was no report.

The Secretary pointed out, however, that Council had passed a motion asking Fraser McKee, who is stepping down as a member of Council, to continue as Chair until 1 January 1995.

AGREED (1994/05) to ask Fraser McKee to serve as Interim Chair of the Liaison Committee until 1 January 1995 and to thank him for past services to CNRS. (Kert, Lawson)

10. Report of the Museums Committee

On behalf of the Chair, Niels Jannasch, Garth Wilson thanked the editors of *The Northern Mariner/Le Marin du nord* for their work in producing the special museums issue in April 1994.

11. Report of the Archives Committee

In the absence of the Chair of the Archives Committee, there was no report.

12. Report of the Nominating Committee

In the absence of the Chair, the President presented the committee's report. After canvassing the membership, the Committee recommended the following slate:

Past President:	W.A.B. Douglas
President:	Faye Kert
First Vice-President:	Olaf U. Janzen
Second Vice-President:	M. Stephen Salmon
Secretary:	Lewis R. Fischer

Treasurer: G. Edward Reed
 Councillors: William Glover
 Marven Moore
 John Summers
 Garth S. Wilson

AGREED (1994/06) to accept the report of the Nominating Committee. (Kert, Mackenzie)

13. Any Other Business

Olaf Janzen gave notice of motion to amend article 24 of the Society's by-laws to read: ...voice but not vote to Society members resident in Canada who also hold office in ICMH.

AGREED (1994/07) to direct the Secretary to thank Memorial University of Newfoundland for its continuing assistance with the production of the Society's publications. (Kendrick, Unger)

The Secretary announced that a Farewell Reception would be held in Ottawa to mark the retirement of W.A.B. Douglas from the Director General, History. He invited all CNRS members in the area to attend and noted that full details had been sent to all members with the April ARGONAUTA.

14. Termination

AGREED (1994/08) to terminate the meeting. (Douglas, Walker)

The meeting was formally terminated at 1335.

Respectfully submitted,
 Lewis R. Fischer, Secretary

CNRS FINANCIAL STATEMENTS

CNRS Statement of Operations for the Fiscal Year Ended 31 December 1993

REVENUE

Membership Fees – Individual	\$5700
Membership Fees – Institutional	1903
Donations – General	240
Interest	357
Foreign Exchange Gains	76
GST Rebates	508
<i>The Northern Mariner</i> – Individual Copies	120
1993 Conference	<u>3890</u>
Total Revenues	12794

EXPENDITURES

Bank Charges	\$120
Audits	100
Promotion	48
Other Administrative Expenses	400
International Commission for Maritime History	262
ARGONAUTA	1700
<i>The Northern Mariner</i>	6548
1993 Conference	<u>4468</u>
Total Expenditures	13646
Excess of Expenditures over Revenue	\$852

CNRS Budget for the Year Ended 31 December 1994

REVENUE

Membership Fees – Individual	\$6000
Membership Fees – Institutional	2100
Donations	1000
Interest	425
Foreign Exchange Gains	60
GST Rebates	<u>300</u>
Total Revenues	\$9885

EXPENDITURE

ARGONAUTA	\$1400
<i>The Northern Mariner</i>	7500
Conference	500
Keith Matthews Awards	150
International Commission for Maritime History	125
Other Administrative Expenses	<u>600</u>
Total Expenditures	\$10275
Projected Deficit for the Year	\$390

ARGONAUTA MAILBAG

Sirs:

Since 1983 HMCS *Bras d'Or*, at one time the world's fastest warship, has been part of the collection at the Musée Maritime Bernier. After a decade's research and refurbishment, the vessel was opened to visitors last June. Despite all the research done thus far, the museum still seeks more material to aid in its interpretation of the vessel. We are especially interested in acquiring photographs and anything else that will enhance our understanding of the hydrofoil. We would also welcome rem-

iniscences from crew that sailed on the vessel.

Nicole Ménard, Communications Director
Musée Maritime Bernier
55, Chemin des Pionniers Est
L'Islet-sur-Mer, PQ
G0R 2B0

Sirs:

I am conducting research concerning the *Edmund Fitzgerald*, the bulk carrier which sank in Lake Superior on 10 November, 1975 with the loss of all crew members. I seek any information regarding this vessel and her crew. I am particularly interested in acquiring the address of her owners, North Western Mutual Life Insurance Company, and of local or national newspapers that reported the tragedy. Hoping that you may be able to help, I look forward to your reply.

G.P. Greenwell
19, Griffiths Close
Woodshire Park, Yarm
Cleveland TS15 9TZ
England

Sirs:

I seek information regarding the frigate *HMCS Dunver*, commissioned in Québec City on October 1943 and paid off in the summer of 1945. This particular warship was named in honour of the city of Verdun, Québec and I am interested in general recollections, anecdotes, letters, photos and any other material concerning the relationship between the ship's company and the frigate's namesake community, which "adopted" the warship and provided the crew with welcome comforts. As this will form part of a larger community study of wartime Verdun, I am also interested in hearing from anyone with information on this subject. Thank you.

Serge Durlinger
6472 Beurling Avenue
Verdun, Québec
H4H 1E1

ARGONAUTA ARTICLES

CONVERSATIONS WITH

CAPT. ANTHONY MACPHERSON ROSS, F.R.G.S., M.I.N.

Part III

by Jay White

[This is the third of a four-part series of recollections by Captain Anthony

MacPherson Ross, who served in cable-laying and repair ships all over the world in a career spanning some forty years.]

AR: There is one point that really ought to be made before we go on. I've never really understood the reason for this. The work done by the *John W. Mackay* in the latter part of the war, in the latter half of the war has been kept very closely under wraps. I've never understood why. Agreed we were a good part of the time working on enemy cable, but so what? I still don't see the reason for such secrecy, if in fact, it is secrecy, at this late stage after the war. It's well after any normal period of secrecy from a defence point of view. It just doesn't make sense. So if you try to run down any checks on this and you run into a complete roadblock, that's what I'm talking about. Why? Why is it such a roadblock? Or seems to be. Of course, as far as the *John W. Mackay* is concerned, there are very few people left that: (a) were in the ship during that period or (b) know anything about it anyway.

JW: Anyone else that you can think of? Did we talk about them last time?

AR: No, the only two I know are Captain Hunter who lives in the southwest of England, and Ronald Latcham, who lives in New York. Both these men are well along in years. I'm 72 and they are considerably older than I am. Whether they would talk about this or not, I don't know. The last time I saw Hunter about three years ago, he was really just yarning, and not discussing what we did or any details of it. So it's a little sad that all that work, sometimes under a little hairy conditions, has become a sort of *non sequitur*. Nobody seems to be ready to talk about it. I'm not sure why.

JW: Well, it may just have been overlooked.

AR: It's possible, because even in those days, it was a highly technical situation.

JW: They talk about this "Caterpillar" affair that was used for paying out the cable. Could you go into detail as to what it was?

AR: It was on the after deck. It was for laying cable. It was really in a sense a pair of tank tracks, which could be almost closed together. In each tank track, there was a half moon shaped like this in the middle to allow the track to digest a repeater. It was just slightly over the half size of the repeater, so that you could be laying cable, no problem whatsoever. The Caterpillar track could be opened up to admit the repeater and grip it long enough until it got over the side without any damage. Then it would close again on the cable and you could continue laying cable.

It was quite a dandy because all the track vehicles are trouble-

some and there are too many moving parts. It's not easy to maintain it. You can't keep something like that running for perhaps six, seven days and nights at a time. It just can't be done without some kind of problem. This was no exception. The basic idea was good. But, like so many other things, how do you carry it out without having trouble? I was never happy with that. I would always prefer to lay cable over the bow, if I could.

JW: So, it wasn't used all that often?

AR: No, it wasn't. It was very troublesome the way it was.

JW: You weren't always laying cable with repeaters then, were you?

AR: Oh no, quite a lot of cable was laid without repeaters.

JW: What was the purpose of the repeaters? Now they're still used aren't they, do they still use repeaters? But, they're small enough now, that they don't...

AR: They're much smaller now. The early ones were quite large, shaped much like a torpedo, a bit smaller. They were... don't forget the early repeaters had radio valves [i.e., "tubes"] in them, which had to be pretty robust to put up with any kind of knocking. They were also very heat sensitive. The early efforts at laying rigid repeaters, the repeaters themselves had to be refrigerated, because they had to go down to the bottom in the deep water where it is just about freezing point. You've got this cumbersome business of having twenty miles of cable coiled in the tank, then a bight of cable coming up to the repeater. This is itself [enclosed] in a refrigeration jacket. The other side of the bight goes back down the tank again. It's a pain in the neck. You've got to divest it of its jacket, get it over the side without banging the thing. There's one of these every twenty miles. So you really only get fourteen, fifteen miles of normal laying speed out of each length between repeaters. Now, of course, the repeaters are very much smaller and they are much more robust, because they don't have radio valves in them.

Let's go back just a bit. The first long distance telephone cables, including the San Francisco-Hawaii link, were flexible repeaters, they were quite long, thirty-five, forty feet long. They tapered from a sort of fat section about yea [indicates about three feet]...down finally to the normal cable size. Those were laid round the drum. All you had to do was open the Fleetings knives a little bit to allow the three turns of cable to open up a little bit on the drum, and admit the fat section of the repeater onto the drum face. If you didn't do that it would be riding on top of the three turns of cable. As soon as that's gone you get the Fleetings knives back in again quickly,

or you have all three turns moving across the drum. That you do not want!

The one snag about those is that they are unidirectional, which means that if your going to lay a cable from A to B there had to be two cables, one for each direction. TAT-1 [Clareville, Newfoundland to Oban, Scotland] was like that, two cables. The San Francisco to Honolulu section was the same...

I saw a pretty bad accident in one cables-ship. Where it comes out of the top of the tank, above the cone, there is a cylindrical cone in the centre, which is usually big enough that there no bending restrictions come into it. At the top of the tank there is a bell mouth, which has a gate in it, a hinged gate. That is there if you need to pass a repeater through it. You don't want it hanging up any place, so you open the gate. Normally that is closed, that confines the cable and doesn't allow it to whip around. Down the tank over the cable - about eighteen inches or two feet above it - is a spider-shaped thing made of steel pipe. The ends are all joined together on the outside. The whole thing is raised and lowered electrically with small winches and small wires.

There is a ring that fits over the cone as well. That's called a "crinoline." Like a lady's crinoline. That will stop cable [from] kinking. Especially brand new cable, [it] tends to be a bit springy. The men sit on that. As each turn goes out, they watch to keep their feet out of the way. You've got to be pretty quick; if it sticks - sometimes in hot weather, the jute on the outside will be a little soft and one turn will stick to the next - you've got to be pretty quick to open it up. That's what they are there for.

There's usually six or eight men down the tank, and they have the control for the crinoline on a long cable with a switch box. What happened in this particular incident, one turn picked up another. It kinked as it was coming up. One chap made the mistake of trying to clear it as it was going round the inner part of the crinoline, on its way to the Bellmouth, and he got his wrist caught in it. Of course, he got up to the Bellmouth, and it just tore his arm off there, and he dropped down the tank. Thank God, those things don't happen very often. It was sheer inexperience; if he had realized what a lethal thing he was getting mixed up with, he wouldn't have touched it.

JW: Of course, you would have had a ship's doctor or medical officer on board?

AR: Not always. British ships are only required to carry a doctor, if the crew is over 100, if you have a crew of 99, you don't need a doctor. Everyone is supposed to be looking after himself. No, that's not quite true. Normally, on the *John W. Mackay*, the navigator was the doctor. If the crew was less

than 100. It varies quite a bit sometimes there's a lot more than 100, then you have to have a doctor. All the time we were away, from the end of April 1942 until the end of the war, we had a crew of over 100, so we had this doctor who most of the time was drunk as a hoot owl! But, when he was sober, he was a damn good doctor. He had a DSO, and two MC's, and Mentioned in Despatches from the First World War. He had been an army doctor. It was very funny because, when he was sober, anybody who said even "damn" in front of him got thoroughly lashed out. He used to say "No need for that rotten language, cut it out, I don't like that!" But when he was drunk, he used to use the foulest language you ever heard in your life.

JW: We've covered the Azores to Emden cable. So we're in the English Channel now, around D-Day. You must have been a little apprehensive about German E-boats and that sort of thing.

AR: We were fairly well escorted. I think that we had a couple of MTBs and occasionally air cover.

JW: Any close calls at that point?

AR: No, really there wasn't a lot going on in the Channel where we were. It was a little bit livelier around Cherbourg.

We didn't realise that the beach was mined all over the place. We had to put the end on the beach and coil down enough for the engineers to hook up to their own switchboards. So we didn't realise quite what we were going into. Ours is a strictly marine environment, often away from the general run of things for weeks on end. So we weren't prepared for the Teller mines all over the place in the sand. They had tried to clear an area, and there were little flags stuck in the sand and so on. We were told by the army engineers "For the love of Pete stay between those flags, don't get outside them, if you can possibly help it."

JW: Were you armed at all? Was the ship armed?

AR: We had a gun on the back end of the ship, but it was a four inch, a 1911 vintage, that kind of thing. Something that had been kept nice and greased in a store-room for a couple of decades or more before we got it. I doubt if we could have shot the top off of a milk bottle with it! No, we were generally fairly well escorted because of the value of the ship.

After that was all

finished with, we did a couple of other repairs around the U.K. Then it was back into the normal run of things – back to base on the East coast, [to] Halifax. Promptly the crew was cut back, as soon as the end of the war came. Denny returned looking for his job, and Butt. Interlopers like me who had



Fig. 1: Cableship Lord Kelvin in dry-dock, Halifax. Nova Scotia Information Service photo 10126, Public Archives of Nova Scotia.

been doing the job were virtually redundant. But Western Union was short a man, so I spent a year relieving in Western Union's *Lord Kelvin* and *Cyrus Field*.

Now, they did things rather differently. Technically, grappling for the cable, repairing it and so on was pretty much as we did it. But they were the first cableships in the world to recover and stream the buoy from the side of the ship. They never used a boat. I used to think it was hair raising! There would be a buoy bobbing about in the water, Captain Richard Beadon – he was the master of the *Lord Kelvin* – I've seen Dickie Beadon bring the *Kelvin* up to the buoy like a taxi. He put the thing alongside, and hook it and it was off the bottom in a matter of minutes! He was an expert, plus the fact that he was a very nice guy. Wild Billy Adamson, the one-man band, he was the master of the *Cyrus Field*, wouldn't let anybody do anything. He did everything himself, which meant that he was rushing all over the ship all the time, like a mad thing. That's why he was known as "Wild Billy" Adamson. Again a nice fellow.

JW: Now do you have any idea where these fellows hailed from originally?

AR: They were both English. In fact, Adamson's mother was the first female member of Parliament in England.

JW: Something about which he bragged to no end?

AR: No, he was a very reticent chap, he was so determined that everything was going to be as near perfect as possible. I was surprised that he didn't have a heart attack, with all this charging around, because he was pretty corpulent. He wasn't a thin man. Dickie Beadon, on the other hand, was a direct antithesis. I was on watch one day and somewhere off New York, and we were doing a job on one of their cables, and it had been pretty crummy weather and the ship was bucketing around a bit. In the night orders, when I took over at midnight, it said "Call me if the weather becomes fit for work." [It was] normal for any cableship master to have that in his night orders as a standing thing.

About two o'clock in the morning, the weather was getting pretty nice, the sea was going down and the wind was almost non-existent – in the *John W. Mackay* we'd have been working a couple of hours before – so I thought the hell with this I'm going to call Dickie. So I phoned, and after a couple of rings, the phone picked up and he said "Yes?" I said, "The weather is getting not too bad now, Sir, I think maybe we ought to be getting going." "Come down here, there is no traffic about is there?" I said "No." He said, "Well come down here, I want to speak to you."

I went down to his cabin. His cabin had square port holes about double the size of a dinner plate – two of them at the forward end of his night cabin. He was still in his bunk, pyjamas and all. He said, "Look out of one of those port holes and see if you can see the bow sheaves lifting above the horizon."

Now the slightest bit of swell will make the bow sheaves lift in a small ship like that. So I looked and he says, "Are they lifting above the horizon?" I said, "Yes, Sir." He says, "It's not fit to work, good night." When Tiny Walmsley, the Chief Officer, relieved me at four in the morning, I said to him, "Tiny, look at the weather, we should be working." He

says, "I know, but don't ever call Dickie, you are wasting your time; he likes his sleep." I found that to be the case. If she was standing by, she stood by, fit to work or not!

JW: You must have been working under some kind of schedule set by Head Office about how much work you had to do in a particular run. Or were you able to take as long as you wanted? They couldn't tell what the weather conditions were going to be like.

AR: The only people that really know what is going on are the people that are actually on the job. We went to sea from Halifax in the *John W. Mackay* shortly after the war to repair Commercial Cable Main One, one of their early cables, which had not been touched throughout the war. There hadn't been a ship there to do it. It was down we knew; it was down in

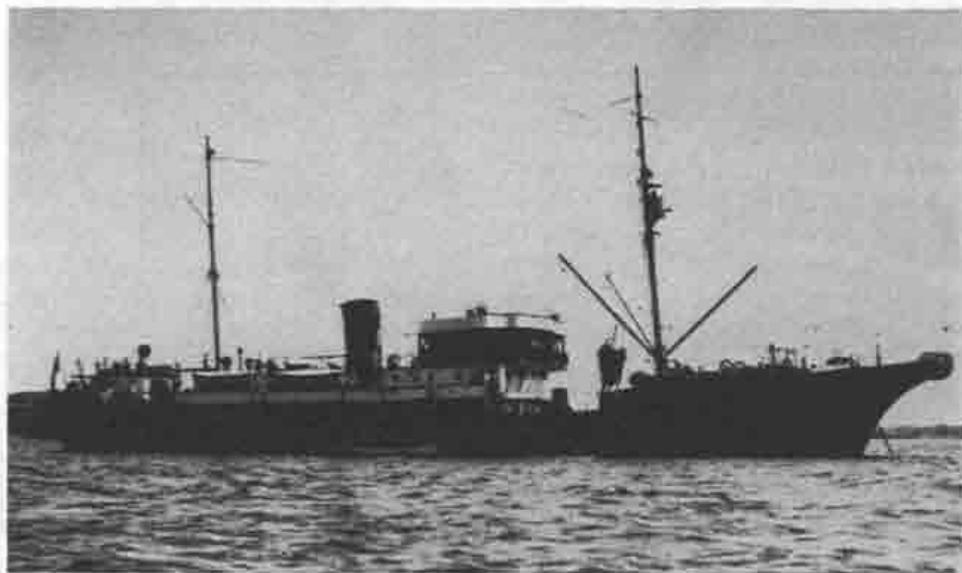


Fig. 2: Cableship *Cyrus Field*. Photo courtesy of the National Archives of Canada; PA 180217.

two places fairly well apart, just off the Grand Banks. So we went to the nearest end first and hooked it and repaired it. In the course of doing that we found that it was down again further east. We found seven faults in it, before we had it all repaired. We were 129 days at sea doing that, because of the weather. That was when poor old Dillon got himself injured [because of] these cable bow sheaves. Let me show you; let's have a look at one so you can see the bow sheaves head on. [looks at photographs]

JW: This one's pretty close.

AR: Well this is not really a good example because the old bow sheaves were rounded. This is called a "whisker," on both sides – and that centre piece is also a whisker. But in the old cableships that was rounded, so was this.

JW: OK, I see, so it was sort of upside down in a way.

AR: Right. Now if you are making a final splice, you've got one end in there and one end in the other one, that's the normal way of doing it; and you let the ship fall off that way, we'll say, that's fine because you're not going to get into any trouble. This one will eventually get tight and bring her back. But, if you are laying cable with only one side in use and you're going to pick up a buoy, which has a cable end under the buoy, and you're going to make a final splice, if you let the ship fall off, so that the cable in that bow sheave is leaning this way, it can jump the centre sheave. This ship [in photograph] has only two sheaves, but the *John [W. Mackay]* had three. And it's very, very dangerous, because they were only about yea high off the deck in the extreme end of the ship.

Vic Hughes was up on the bow and Dillon let her fall off. I don't think he realized what was going on. It was blowing like the devil and he was very, very tired. We'd been 122 days at sea, I think, by that time. We were getting low on fuel. The ship was high and out of the water and she was catching the wind in every...oh it was awful! It was really bad. I was up on the upper bridge taking a range and bearing of the mark buoy. The ship was rolling 30 or 40 degrees, it was really difficult to do, you have to really know how to use one of those range finders in those conditions.

Vic Hughes told me about it afterwards. He said, "I warned him, I said 'Captain, that's going to jump sheaves anytime now, it's on the wrong bow.'" Dillon got impatient; he said, "I know what I'm doing, Hughes – just mind your own business!" He'd hardly got it out of his mouth, that it did jump sheaves and it caught him across the hip here, with all the ten tons weight on it! It shattered his hip. I tell you, his face – I'm about 170, 180 feet away from him, up on the upper bridge and his face was the colour of those letters there. It's

the first time I've ever seen a man green in the face.

So we helped him to his cabin and Denny was Chief Officer, this was after the war. Denny says, "O.K. you've got to take over as Mate to finish this; somehow we have got to get this done, because we haven't got much fuel left, or food, or water." So we took him up to his bunk, settled him in, but he was never the same man after that.

JW: How old would he have been at that point?

AR: He was within two or three years of retirement, so he would have been 62 or so. But he was very impatient, and he was so good at his job, that normally that wouldn't have happened. He would never have got into that position in the first place.

JW: Just a momentary lapse....

AR: Mind you, it was suggested that we have whiskers put on our bow sheaves after that. We all vetoed it because it makes it much too difficult if you do have to change sheaves, sometimes you have to. But then you put a piece of grappling rope over the side, over the bow, put a stopper on the cable, and take that to a winch and take all the weight off the cable where it is on the bow sheaves and then move it by hand. You don't do it like that.

JW: But the newer ones do have the whiskers; they put them on there for safety....

AR: I know, they built them that way for safety purposes. But I don't think that it's sensible. I would much rather have them...well the *Ocean Layer* didn't have them. The *Ocean Layer* didn't have them. I wonder if I got a picture of her. [finds photo] Yes, she did have them, but they were somewhat modified. They weren't as pronounced as that. That was taken immediately after she came out of the ship yard. We found that this short stack was a nuisance because we were getting a lot of smut all over the upper deck. There are a total of six little coloured lights, three reds and three greens across the front of the bridge. Those are there so that the man at the wheel can tell the officer forward without using a phone or anything like that that the ship is falling off. Each light is 10 degrees. So if she is going off to port, he'll put on one, for the first ten degrees and then the second one. He'll have a bank of switches over his head.

JW: And those lights are on the front of the bridge?

AR: It's crude, but it's good because the man on the bow can see this. He doesn't need to have somebody on the phone all the time.

JW: Now, what did you call the front controls, again?

AR: The bow telegraphs....you've seen the brass telegraphs...?

JW: The bow telegraphs for steering? The type that are up on the bridge?

AR: Yeah, exactly the same thing. But, she had them aft as well, because this ship can lay cable over the stern, too. [shows photos in book] This one here, that's Cook Strait Cable, she's lying between two buoys and those are the moorings to the buoys. In Otoronga Bay, in New Zealand. This weird contraption here....

JW: It looks like some kind of a diving bell or something...

AR: It is, it's actually a Bell Mouth, in the forward end of it, you probably can't see it, but it's two separate leaves. They can be opened hydraulically, if you're beginning to get too much weight on one side. These cables, well we're on the technical side, but I think that we should have this in here. The leading end, when you're starting at Otoronga Bay, those are floated ashore like any other cable - air bags or barrels or whatever - with enough buoyancy to keep the thing off the bottom. Until they get it to ashore and they get enough cable to attach it to wherever it's going. But, the finishing end, at Fighting Bay, on the other side of the Strait was a different sort of a kettle of fish. You are dealing with a cable that size, very heavy, you can't just cut that with a pair of scissors.

So what we tried to do, they thought of all sorts of things.

They got all the engineers in BICC [British Insulated Callenders Cable Ltd.], some of them the highest brass you could get hold of, and they sat around a big table for a whole day, and they couldn't come up with any answer to this. Here we are, we've got a ship that's arrived at Fighting Bay, she's got cable underwater going all the way back to Otoronga Bay, how are we going to get the end to shore? I'm among the bunch of high priced help too. So after about half an hour, I want to go to the John. So I cleared off. Coming back I passed the boss's

secretary desk. Here she was sewing her stocking or something. She had nothing to do and there was an ordinary reel of thread. I thought to myself, that rings a bell somehow. "Can I borrow it?" She said "Sure." Have you got a pencil handy? I'll show what I'm getting at. [figure 3 and 4] It was an old fashion reel like so. I thought now, can that be adapted in some way? Supposing we shorten this part of it up, and this distance being the size of a cable. Okay, can you mount that on a float, like so? Have a hook there, [so] that you can have a line to the ship and have another hook that you have a line to a winch on shore. So here you've got the bow of the ship and the cable, going back the way you've been. You offer this contraption up, so that, the cable is in there like that, and it's sitting on its own line back to the ship, line to the shore.

And you tell them on the beach, heave away. As that's going on, the farther it goes toward the shore, the more this happens. Until finally, you're in the half way position and you've got enough cable there just to reach the beach. So you go on...

JW: So, you unhook it from the bow....

Heavy Submarine
Final shore and laying apparatus.
Diagrammatic only.

Fig 1
FLOAT
DEVICE
FROM
FRONT

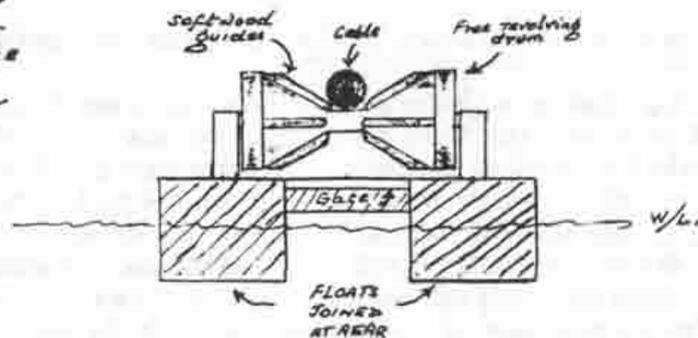


Fig 2
FLOAT
DEVICE
FROM
ABOVE

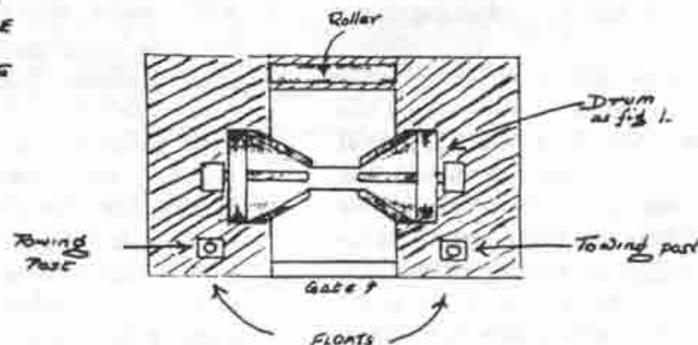


Fig. 3: Float device for laying heavy final cable ends. Sketches by Capt. A.M. Ross.

AR: Hang on, you go on a little farther, maybe twenty or thirty fathoms, to give them enough cable on the beach to do what they want with. Then you cut it on the ship, put a wire and a stopper onto it, and tell them to heave away. And then they've the whole thing on the beach

JW: Never been done before?

AR: So I returned to the boardroom and explained my idea to Jock Gib-

son, the Director in charge of our project. Following long discussion, detailed drawings were made, and a unit manufactured to take care of bending restrictions on the cable. This was shipped to New Zealand and used much as my diagrams show. [see illustration]. That's what we used to lay the shore end in Fighting Bay. You know all I got out of that was a bottle of whiskey. Because when you work for a company like that, everything you invent is their property.

JW: Yes, but I think you won the undying admiration of a Scotsman with...

AR: When I left the company, sometime after that, Jock Gibson said to me: "If you did nothing else while you were working for us, your idea of landing the shore end in Fighting Bay was the best thing yet."

LAYING SHORE END USING FLOAT DEVICE. THREE STAGES. See text.

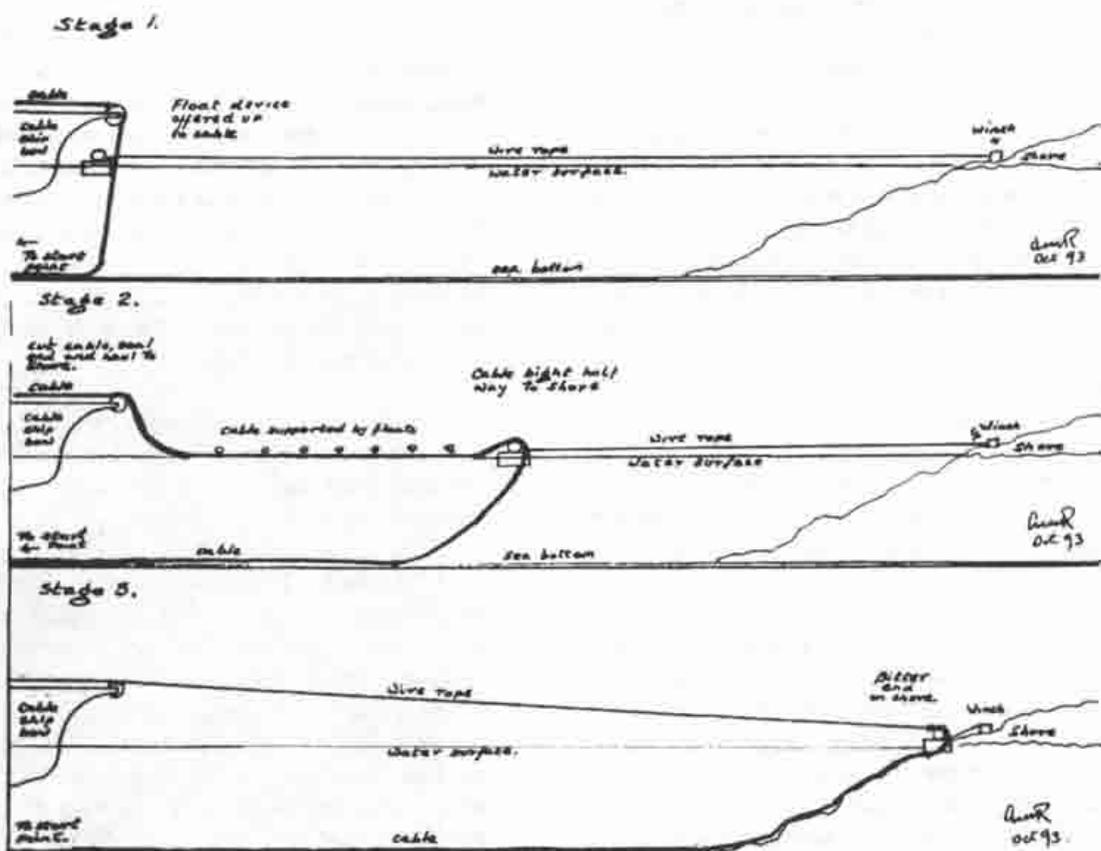


Fig. 4: STAGE 1. Float device is offered up between cable ship's stem and cable already laid. Wire rope from winch at landing is secured to towing posts at front of float. Winch at landing begins heavy float toward shore. Cable ship pays out cable while stand-by boat attaches float. Operation is controlled by radio from float; ship has over-ride. STAGE 2. When float is midway to shore, winch stops heaving. Cable ship cuts and seals cable, attaches stopper to cable end and shackles this up to trailing wire rope. STAGE 3. Winch continues heaving float toward shore while ship pays out wire rope. Sketches by Capt. A.M. Ross.

slave labour involved and what they did or didn't do.

JW: [reading] She was called the cargo vessel *Empire Frome*, and she was purchased from Ministry of Transport in 1953. That's when it went to Pembroke Dock?

AR: That's right. The Ministry of Transport got her after her wartime operations.

JW: What sort of modifications were made to the vessel in Pembroke Dock to turn her into a cable ship? You said last night... You were saying that she was not an ideal vessel for cable purposes. A lot of deficiencies.

AR: One thing puzzled me greatly when I first joined *Ocean Layer*, apart from the engine and boiler problem. Why did

JW: Let's move on to the *Ocean Layer*. Earlier you were telling me about its origin. That's interesting. Let's move on from there.

AR: She was a German ship. German built, partly by slave labour. There was a good deal of chat going on in the shipyard at the Royal Dockyard at Pembroke where my company was converting the ship to a cable ship. There was a good deal of talk about the

they buy a ship of precisely that size? She was a little too small for adequate laying operation, particularly ocean laying, in places where you might have to be laying two, three thousand miles of cable. She was just too small. And, she was just too big for successful work as a repair ship. Those matters really interested me at the time. I never figured out why they bought the ship in the first place. I think it must really have been in a matter of availability. I can't believe that anybody would buy a ship with so many things against her, if there had been anything else available. She never appealed to me anyway. I don't believe that those who purchased the ship realized that the main engines would be unsuitable for that kind of work. She was designed for a normal passage where the engine is going the same way all the time. Then they'll run like a clock, virtually forever as long as you have enough steam to run them. A poppet valve engine like that is unsuitable for repeated manoeuvres ahead or astern, which are typical cable operations at sea. Just totally unsuitable. The camshaft system is a double compound engine; [a] camshaft system is such that it wouldn't tolerate the kind of backwards and forwards...

Let's face it, these engines are quite large. If you're going to back 'em and fill 'em all the time, something's got to give, if they're not designed for that, and these engines certainly were not. Besides which, of course, it's just a single screw and if left that way with just one screw, one engine, she wouldn't have been able to do much cable work at all. I'd say from that point of view, it was not a good buy. The engines and boilers should have been gutted. She should have been refitted with new machinery.

Probably, in those days, a good diesel setup or a diesel electrical arrangement, where you would perhaps have four diesel engines driving generators which in turn would be driving two shafts, that would probably be the best thing. It would have meant completely rebuilding the stern. A cheaper way would have been to cut the stern off and put a new one on, designed to carry two shafts. That would probably be the cheaper way. But in the long run, they opted for retaining the existing boilers and double compound engine.

Instead of the normal rudder, they bought an active rudder, a German design, which had a small electric motor in the rudder blade. The rudder stock was hollow to carry the power down to the electric motor. The rudder blade was capable of moving through 180 degrees, 90 degrees on either sides of the fore and aft lines. This provided fairly considerable side thrust on a 500 horsepower engine, as long as you were not doing any more than three or four knots with the main engine. That was another thing that [that] engine wouldn't tolerate very well – prolonged steaming at lower speed. It just didn't like that at all. So, they bought this German thing and fitted it. This

provided the manoeuvrability that wasn't available with a single screw.

There were three controls for it, one on the bridge, one forward of the bow area, and one on the afterdeck. So you could control that particular part of the ship directly. You could control that directly under your own hand. The main engines were not controllable from anywhere other than the engine room. Again, that's not the best thing in the world. Most of the old cablesheeps were operated that way. Cablesheep engineers down through the years have become real experts at handling cable machinery under all conditions at sea. They have every bit as much interest at doing a good job as anybody else in the ship.

JW: You said that on cablesheeps specifically designed for that kind of work – when they have the double screws – that sometimes the engines are aligned in such a way, that the engineer can sit there and control...

AR: Yes, he has to be able to reach both sets of controls with no gap in between the two. Because most cablesheeps are – up to the time I first went to sea – were relatively small, the engines themselves were small. They were very old, they were all reciprocating machines because they are the simplest to maintain. They turned over at 120 to 125 rpms full speed. The engineer could stand between the two, and work the reverse levers, and the throttles. It was very simple to handle the machinery that way. But, the bigger the ship gets, the farther apart these controls have to be, because of the size of the engines themselves. The more difficult it becomes to run a ship that way, run the engine like that, particularly when there is constant manoeuvring ahead or astern all the time.

(To be concluded)

ACROSS THE ATLANTIC BY PASSENGER LINER IN 1898
Excerpts from the Diary of Vara Kalbach Bucher
of Lebanon, Pennsylvania

by Mary Leah Christmas

In an old, leather-bound diary, I recently read the daily entries of my great-grandparents' honeymoon trip to Europe in 1898. Dr. Hiester Bucher and Miss Vara Kalbach were married on 29 September, 1898, in a ceremony at the Kalbach home on Cumberland Street in Lebanon, Pennsylvania. The couple left by train the next morning, and at Hoboken, New Jersey, took their stateroom upon the *Pretoria* of the Hamburg-American line. Once under way, they sighted several ships just returned from victory in the Battle of Santiago de Cuba. These ships – the cruiser *Brooklyn* and the battleships *Iowa* and *Oregon* – were in New York Harbor for only a brief time. Had they em-

barked on their honeymoon journey a few weeks later, the couple would have missed seeing the vessels. Little did the Buchers know of another chance meeting that awaited them, after their voyage.

I would like to thank Dr. William H. Flayhart III, Professor and Chairman of History and Political Science at Delaware State University for his gracious assistance in providing certain reference materials.

York.

Saturday, October 1, 1898. The *Pretoria* was scheduled to leave at six A.M. and we wished to be out in time to see the harbor, but we were too late. When we came on we were disappointed to find a dense fog which delayed us. After dropping anchor four times, we were obliged when only fifteen miles out (off Tompkinsville, S.I.) to anchor for the remainder of the day, for when the fog lifted there was no tide. Breakfast was served at eight very nicely. It consisted of eggs, steak, potatoes, rolls, brown and white bread, tea and coffee. At table we sit on a long high-backed sofa of green plush, which seems strange and uncomfortable to Hiester. The fog lifted during the morning and we then found the armored cruiser *Brooklyn* (Schley at Santiago), the battleships *Iowa* and *Oregon* in sight.¹ After securing our steamer chairs and enjoying them awhile, we took a nap until dinner time. At noon the bill-of-fare included: soup, beef, potatoes, boiled cabbage, compote and cake. At breakfast Hiester was delighted to find butter and helped me liberally. When I tried to spread it, I found it cheese. There was butter on another plate, however. At three o'clock (six bells) coffee is served. Our state room is about 6 x 6, an inner room with two berths, spring mattress, and comfortable. We have a roomy wardrobe with many hooks, a large rack, a tufted sofa of red plush, a folding washstand with mirror and shelves. We are surprised at the pleasantness of it. The floor is covered with red velvet carpet. The saloon is across the hall from us, giving us more air as there is an electric fan in the dining room.

Have met Mr. Barenson, a Dane, who has been in America fifteen years and hails from San Francisco; also, Mrs. McGuire from Rome, Ga., who is taking her brother-in-law, who has lost his eyesight through cataract, to Hamburg for an operation....Have been occupying our chairs since dinner, and have just seen the *Lucania* (Cunard) leave. Hiester read her name at a surprising distance. We expect to sail toward evening. Leave at 5.50 P.M. Sight the *Etruria* (Cunard) going in.

An English freight steamer, *Buffalo*, came up abreast of us, and ran down a three-masted sloop, loaded well down, in tow of a tug, with another sloop. The stern was battered in. The four men on board took to the boats, and soon were safe on the tug which turned and came to their assistance. The sloop settled



Fig. 1: SS Pretoria, Hamburg-Amerika Line. "All aboard for Hamburg (September 30, 1898)."

Source: the author.

Friday, September 30, 1898. [A]fter attending to our baggage ...we did a little shopping, and then came to Hoboken, N.J., and took our state-room on the *Pretoria* of the Hamburg-American line. While looking up our baggage, at seven o'clock we met Mr. Green who was looking for us. We took him to our room, where we found a box of beautiful roses, carnations and ferns, which he had very kindly sent us. After Mr. Green's departure we enjoyed the pretty effect of the lights of New York and those on the boats, and then retired, very tired. Noticed that one sees very few ladies in the business section of New



Fig. 2: "New York Harbor - cruiser Brooklyn, battleships Iowa and Oregon; October 1, 1898."

Source: the author.

quickly and soon went down, only the spars appearing above the water. This accident caused great excitement on board the *Pretoria*. Immediately after this on walking forward on the promenade deck, we saw a sailor fall heavily to the deck. He lay unconscious and was carried below. The doctor diagnosed it an attack of epilepsy. Supper at six consisted of meat with herbs, potatoes, potato salad and a sausage. On going on deck at seven o'clock, we found us well out, off Sandy Hook. It was a perfect moonlight night. The reflection of the moon on the water was pretty. (This brings to mind the sunset which was beautiful.) Although everything was favorable, I didn't enjoy it very much on account of the pitching of the boat, which soon obliged us to go below. I then began to feel the first symptoms of seasickness, and lay down. Hiester kindly volunteered to read to me, and I fell asleep at the most interesting part of the story. Sometime later, I was awakened by the orchestra, found the state room dark and Hiester gone to his berth. I got up reluctantly and prepared to retire. Took a powder (Saccharated Pepsin and Dovers).

Sunday, October 2, 1898. I spent a comfortable night but upon awakening found myself a victim to seasickness. My breakfast, a roll, was served in our stateroom. Was persuaded to go on deck and found it very refreshing. Toward noon, I became worse and went below. Hiester brought me a plate of tomato soup, but I could eat only a few spoonfuls. Remained in my berth all afternoon and consequently felt a great deal better. Had four pieces of bread and butter, with two glasses of milk, for supper. Hiester reported the dinner as having been extraordinarily fine, but this did not tempt me. I could not realize that it was Sunday. About 8.30 the orchestra played beautifully in the saloon, being so near we hear the full benefit of the music. Struck a fog at nine o'clock and heard the musical (?) fog horn at intervals of ten minutes. Mr. Otto J. Fleischer, a Norwegian from Cristiana who has been living in Boston five years, and is now returning to his home, is a very pleasant young man. There are six at our table. I am the only lady. Mr. Fleischer, two Germans, and a Russian who says his name is Scotch Whiskey.

Monday, October 3, 1898. Awoke this morning feeling a great deal better and ventured into the dining room. Had potatoes, an egg, bread and milk. During the night we struck the Gulf Stream; have smooth sailing and delightful weather; an ideal day. Am so glad to be able to be on deck again. Yesterday, I was wrapped up in my cape and two blankets and was cool. This morning I am warm with my light jacket. All the officers and sailors are German. German money is used on board. It is surprising how soon one becomes accustomed to the language, and how bravely one tries to make wants known in the same. The stewardess is a very nice looking, young, and kind German woman. Remained on deck until dinner. Took a long nap, after which I came on deck. Mrs. McGuire

entertained me while Hiester played whist. After supper took a promenade, then sat in our chaise. The orchestra came, there was some dancing, and we had a pleasant time. We tried waltzing, found it rather difficult with the motion of the boat, but enjoyed it just the same.

Mr. Jacoby, a German-American from Berlin-New York, who lived in America fifteen years, is an interesting character with worlds of assurance. He is taking an old man ("They say, 'a miser worth \$100,000'") to Germany. Am sorry that my curler is in my trunk, as there is an electrical apparatus in our stateroom by which it could be heated. There are two young doctors from St. Louis on board, Dr. Wm. Sauer and Dr. L. H. Hempelmann, whom we met yesterday. They are going to study at Heidelberg. During the evening we had an interesting chat with a man from Indiana, taking horses to Hamburg. Freight per head \$25 without feed. Duty \$5. Ship carries 800 tons of water for horses, alone.

Tuesday, October 4, 1898. The *Pretoria* is 585 feet long and was launched in Feb. '98. Our captain, Capt. Kopff, is considered the best on the ocean. The Hamburg-American Co. launches a steamer annually and Capt. Kopff takes each new steamer out on the first six trips. This is the sixth trip of the *Pretoria*. He will remain on land until the next boat is launched, in February.

We lose 1/2 hour each day as the clock is turned forward from 11.30 to 12 every day, at noon.

After sitting on the deck awhile, we took a promenade, visiting the horses and steerage quarters. In the latter there are eight berths in one apartment. Accommodations for 828 steerage passengers, on this trip there are only about 60 on board. These quarters are more comfortable than I expected to find them. After seeing everything, we were requested to leave as the other passengers are not allowed to go there. Fortunately, we were not discovered before we were ready to leave. Took a long nap after dinner and then sat in my chair chatting with fellow passengers while Hiester played whist. We sat out awhile after supper, and went to our stateroom when the music began. They played one very jolly piece, with bells, tambourines, whistles and shouting, descriptive of a country fair. The German passengers sat up drinking and singing until a late hour. To our knowledge there are only five Americans - American born - on board.

Wednesday, October 5, 1898. Cold. Hiester and I had a two-step on deck. Mr. Fleischer took our pictures in our chairs. Hiester discovered the first porpoise, commonly called hogfish. There was a large school of them. They are great big fellows, about six ft. long, gray backs and white below. The heads are long and sword like, terminating like a pig's snout.

There is a hole in the top of the head. It was great fun watching them. They leap the waves at intervals, sometimes seven jumping out about the same time, close together. We could see three under the water when they swam near the boat. It was very exciting. Mr. Fleischer quite lost his head, shouted as though he were at a horse race. Between him and the fish I felt badly again, and after eating a little went to bed for the remainder of the day. Spent the evening listening to the music. Hiester read to me until 10.30 when he retired. Saw two freight steamers, one bound for Antwerp and the other for Liverpool.



Fig. 3: "An Afternoon's siesta, October 5, 1898." Dr. and Mrs. Bucher "in their chairs."

Source: the author.

Thursday, October 6, 1898. Took breakfast in bed, then dressed and went on deck to watch the sea gulls. There were hundreds following the steamer for scraps from the kitchen. They seem to be able to rest on the waves.

We went to the other deck, where the boys performed various athletic feats, and we had a pleasant time. The waves are high. We are having a very heavy sea, and if the boat were not so heavily freighted, it would be more unsteady. Hiester thinks the waves are about 30 ft. high, but to me they seem higher.

Was lying down awhile and later watched the game of whist between Hiester, Mr. Fleischer, Dr. Hempelmann and Mr. Barenson. They play every afternoon. Yesterday they signalled to a passing boat to learn whether they had seen ice, and they had. This made me feel uncomfortable; was afraid of a collision with an ice-berg. Today we saw the steamers of yesterday in the distance.

Friday, October 7, 1898. On deck all day. A storm in the afternoon. The waves were high and the water rough all day, but the climax came in the afternoon. The waves were so high, looking over the ocean it looked like mountain after mountain. Sitting on the deck, one could not see the sky or horizon as the water shut out the sight of anything else. It seemed as if the waves must wash right in over us, but the steamer mounted them all. Some washed over the lower deck. The thunder and lightening frightened me and I started to go inside, but Dr. Sauer assured me that I must wait where I was. Hiester was inside playing whist and did not notice that the storm had increased. The ocean was grand and I am glad to have seen it like this, as they say one can cross many times and not be so fortunate.

The foam and different shades of green and blue were beautiful and wonderful. One could hardly realize that the wonderful effects could be produced by water.

Saturday, October 8, 1898. The ocean is still wild. We went to the barber shop for a cap, as the hat I purchased to wear on board is not practical. Bought a pretty blue cap, with black braid and shield, for one dollar. Mr. Fleischer, Hiester and I went to the prow of the boat to watch the waves and foam. The boat passing through the water turns the water over like a fall, perfectly clear, of greenish color, with the beautiful foam showing through the transparent green, like clouds of white. Mr. Fleischer often persuades us to go to the prow with him, and his original exclamations of delight at the beautiful effects are very amusing. Was in my berth all afternoon. As I had to leave the breakfast table, I had the other meals served in our room. Came on deck awhile in the evening. Had lemonade. Last evening we heard a crash in the dining room. Hiester ran to see what had happened. Owing to the pitching of the boat the dishes and glasses flew about. Hiester came just in time to see a tall young German slide from his seat, pouring the contents of his beer mug right over himself.

Sunday, October 9, 1898. Was awakened by the orchestra playing "Nearer My God to Thee." Breakfasted in my berth and came on "board" at 10.30. Mr. Fleischer saw a large shark in the water. It came to the surface several times, and Mr. Fleischer thought it was a whale. We saw about 20 ft. of it and do not know how much was under water. As usual Mr. Fleischer was excited. Dr. Sauer and I had our dinners served

on deck. I find that I can eat here, while I am in agony every time I enter the dining room. Have been sitting here all afternoon, with the exception of a promenade with Hiester.

The days pass so quickly, especially considering that there is so little variety, but there is always someone to chat with, and these people are very interesting. Am not making much progress reading *Vicar of Wakefield*. A sailing vessel passed after dinner. Supper on deck. Dressed and went into the dining room to hear music.

Monday, October 10, 1898. Finished dressing too late to go into the dining room for breakfast, and the stewardess served it in our state-room. Feeling well. The *Lahn* (German Lloyd) in sight. Sat on deck all afternoon. "Grand Ball" in the evening. One of the decks was enclosed with canvas, and draped with the different national flags and signal flags. Everyone was out dancing. A peculiarity of German dancing is that they do not reverse, but spin about like a top.

Tuesday, October 11, 1898. On deck the greater part of the day. Nap in the afternoon. Dancing in the evening. Sauerkraut and Frankforters (!) for supper. Signalled the *Pennsylvania* about 7.30 P.M. *Pennsylvania* is the *Pretoria*'s sister ship.

Wednesday, October 12, 1898. On deck before breakfast to see land. Saw "The Lizard," and coast of England, which looked like a gray bank, at places high white cliffs. Now in English Channel.

Thursday, October 13, 1898. There was a heavy fog early this morning in which we had a narrow escape. In turning out for a steamer to our left, we ran to within twenty feet of a ship in tow of a tug on our right. Had the hawser between the tug and ship torn, the latter would have struck us amidships. As they were headed for us and suddenly put about there was a great strain on the hawser. The *Pretoria* was reversed, backed promptly, and turned to the left. This was about six o'clock. We had intended to be on deck at this time, but hearing the fog horn we knew there would be no sunrise to see and did not rise. We noticed that the steamer was stationary, but attributed it to the fog. The event caused some excitement, much interest, and a degree of alarm among the passengers. Am sorry we were not on deck.² Passed through Dover Straits at five A.M. and are now in the North Sea. The weather is delightful, contrary to expectations, as the North Sea is rough as a rule. In deck all morning.

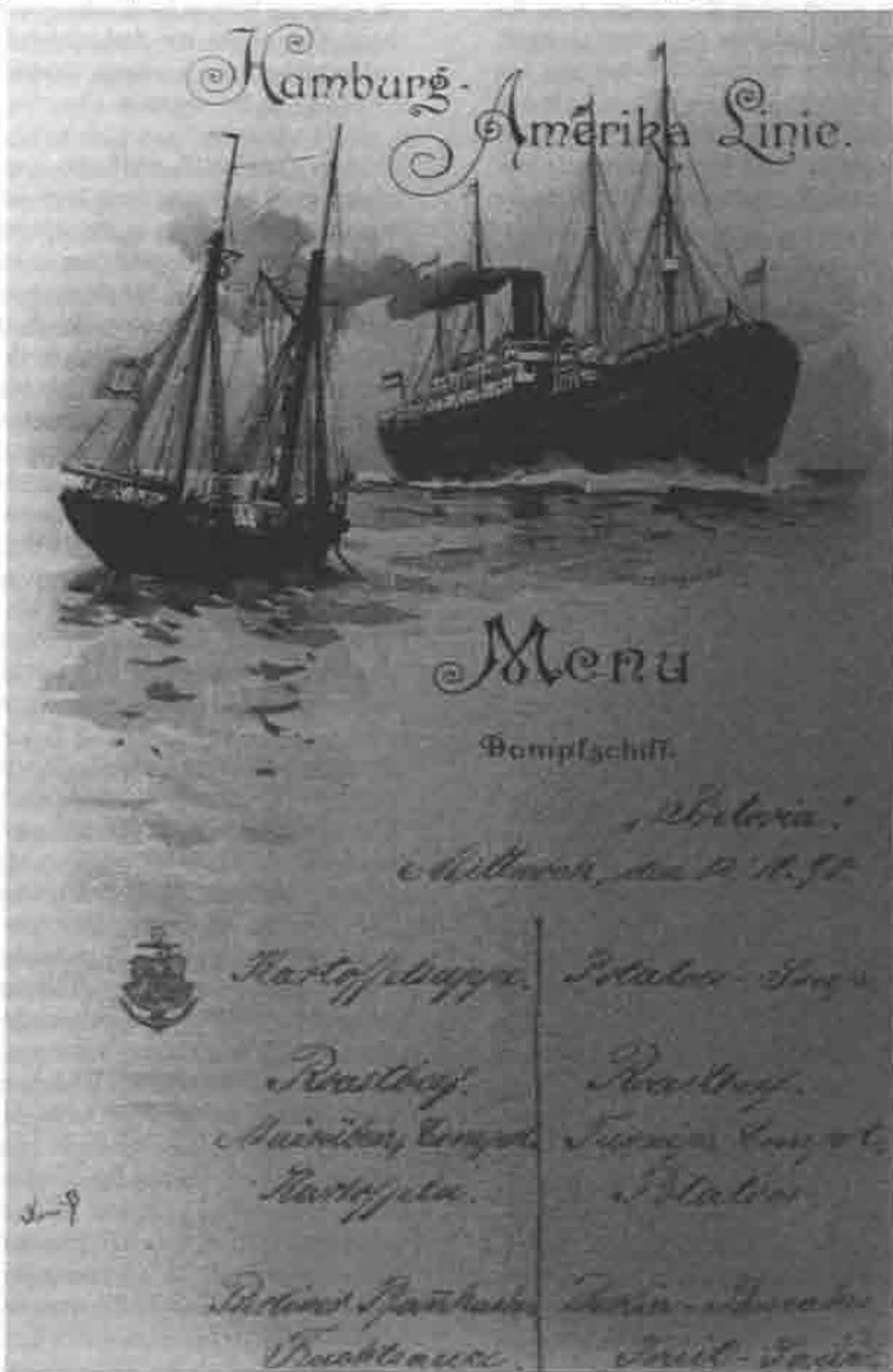


Fig. 4: "Menu, Dampfschiff Pretoria, October 12, 1898."

Source: the author.

Miss Rath (Hamburg) celebrated her birthday by having all the

ladies to coffee and treating us to her birthday cake – a flat macaroon pie, garnished with candied fruit – very elaborate and fine. We went into the hold after dinner to put a few articles into our trunk. We have access to our trunks every Monday and Thursday at two P.M. Watched the daily whist game. Hiester and Mr. Fleischer winning. Took a promenade on deck after supper, and spent the rest of the evening in the dining room.

Friday, October 14, 1898 – Hamburg. Clear and cold. After breakfast went out to see the pilot come on board. Saw Helgoland in the distance, which looks like a huge rock, right out in the ocean. There is a cleft, making a projection like an immense tooth on one side. They say the other side of the island slopes to the water gradually. It is a summer resort, and has about 1500 inhabitants. At two o'clock we were transferred to a small steamer, the *Primus*, which carried us up the Elbe to Hamburg, where we arrived at six o'clock. We were all interested in the Dutch wind-mills along the German coast. They are very picturesque with their four long arms waving in the air. Passed Cuxhaven in the morning. Blankenese is a pretty resort on the Elbe, built on the side of a mountain. There are number of fine residences along the river including a palace. Upon leaving the steamer we took a Droschke, and were driven to the Custom House (Zollamt) where our hand baggage was examined. This was a mere formality, as our dress-suit-case was merely opened. We left our trunk until the following day. We then registered at the Meyer Hotel on the Esplanade. After finishing our first letters home and mailing them, we took supper at a restaurant on the Alster Basin. Later Hiester sent a cablegram to his father – one word, "Arrived." This with the address cost 6 M or \$1.44. We were very tired by this time, and returned to our room, No. 14, and retired.

From Hamburg, they took a train to Vienna. During their five months in Vienna, in which Dr. Bucher furthered his medical studies, they had another chance meeting. On Thanksgiving Day, 1898, the Buchers met Mark Twain at a party given for all Americans by the U.S. Ambassador, Charlemagne Tower. As Mark Twain wrote in *Life on the Mississippi*, "When one makes his first voyage in a ship, it is an experience which multitudinously bristles with striking novelties."

Notes:

1. According to the *Dictionary of American Naval Fighting Ships. Volume I* (Washington, DC, 1959) *Brooklyn* was launched 2 October 1895 and became "flagship of the Flying Squadron under Commodore W.S. Schley" during the Spanish-American War. In May 1898 *Brooklyn* played a key role

when the squadron destroyed the Spanish fleet at Santiago, Cuba. *Brooklyn* returned to Tompkinsville, New York in August 1898 and subsequently participated in the Spanish-American War Victory Celebration at New York in October. *Iowa* and *Oregon* had also been heavily involved in the Battle of Santiago and had returned to New York Harbor. This convergence was quite brief, and Dr. and Mrs. Bucher were fortunate in being able to sight and photograph the three ships on 1 October, 1898. *Iowa* departed on 12 October "for duty in the Pacific" (*Dictionary, Vol. III*, pp. 453-4), and also that month *Oregon* "sailed for the Asiatic station." (*Dictionary, Vol. V*, p. 167)

2. Ironically, ten years later almost to the day, on October 9, 1908, the *Pretoria* collided in thick fog off of Holland with the steamer *Nipponia*, which sank with the loss of all hands. Arnold Kludas, *Great Passenger Ships of the World, Vol. 1: 1858-1912* (Cambridge, UK, 1975), p. 32.

Sources:

Kludas, Arnold; Charles Hodges, trans. *Great Passenger Ships of the World, Vol. 1: 1858-1912*. Cambridge, UK: Patrick Stephens, 1975.

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ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

P.S. Prince Rupert

Specifications

Official Number:

104789

Built:	The Fairfield Shipbuilding and Engineering Co. Govan, Scotland
Date Built:	1894
Gross Tonnage:	1,158.44
Overall Length:	260 feet
Breadth:	32.2 feet
Draught:	19.5 feet
Engine:	Triple expansion diagonal - surface condensing
Propulsion:	Side paddles

History

By 1892, the Canadian Pacific Railway had a through line from Vancouver to Saint John and running rights into Halifax over the Inter-colonial. These rights were due to expire in 1896 and application for their renewal had been turned down. Luckily, CP controlled the board of directors of the Dominion Atlantic Railway, which owned the line from Yarmouth to Windsor and had inherited permanent access into Halifax through an old agreement between the Windsor and Annapolis Railway and the Nova Scotia Provincial Railway.

With a good steamer connection between Saint John and Digby on the DAR, the Canadian Pacific could have bettered the ICR's time between Montreal and Halifax by several hours. However, the Bay of Fundy Steamship Company's old paddler, the ill-fated *City of Monticello*, was not up to the task. Marguerite Woodworth, the Dominion Atlantic Railway's official chronicler, notes the following regarding the acquisition of the *Prince Rupert*:

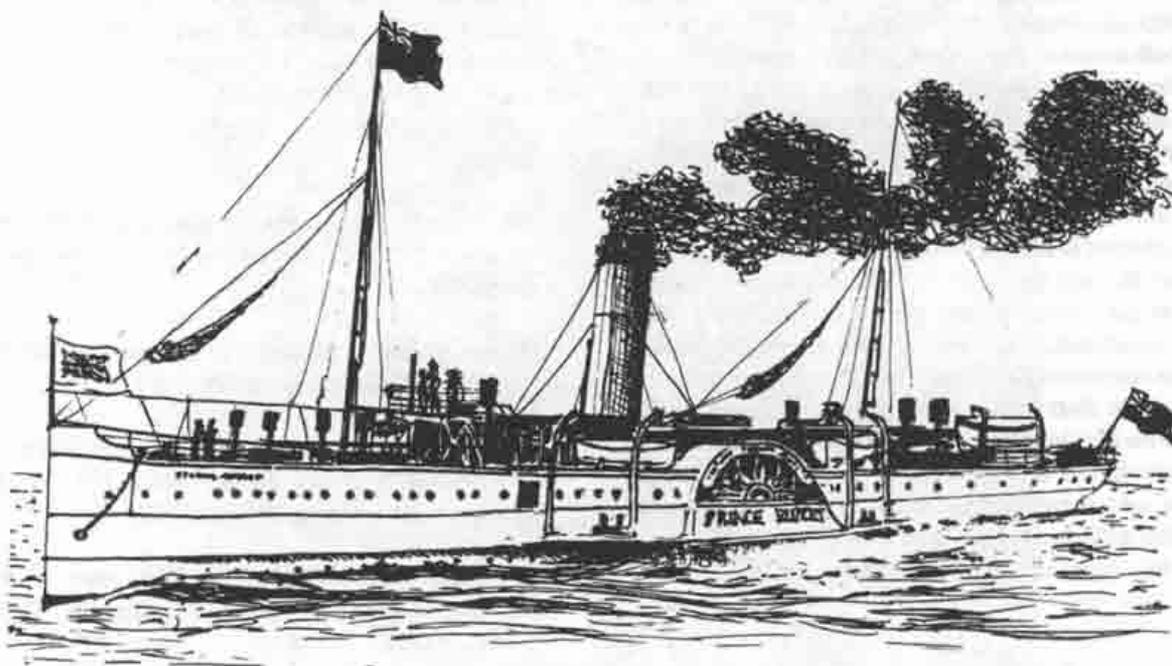
The boat had been ordered built by, and was actually the property of, the D.A.R., but the fact that its acquisition fitted in peculiarly with the policy of the C.P.R. and that it was built by a firm supplying steamships for the Pacific service, whose heads were members of the D.A.R. directorate, gave rise to the following in the *Saint John Record* of June 26, 1895: "There is a rumour that the C.P.R. are really behind the D.A.R. in the deal. The C.P.R. built the boat for a route on the Pacific Coast, and the report was that the D.A.R. had bought her from the other line, but the argument is advanced that they would not be likely to risk such a big expenditure. It is argued that it is the C.P.R. working behind the scenes. Their agreement with the I.C.R. concludes

next year and they want to build up a strong competing route."

The *Saint John Record* reporter was absolutely correct. Sir Thomas Shaughnessy, Chairman of the CPR, was concerned on two counts. One, that if his stockholders were seen to control

the DAR, the Intercolonial might use this as an excuse to block its access to Halifax, and two, that a fast reliable steamer was urgently needed to make the connection with express trains twice daily at Saint John and Digby. Both matters were readily addressed. CPR domination of the Dominion Atlantic puppet regime was played down in the press and a vessel ordered for CP's British Columbia coastal service was "sold" to the DAR.

The vessel, the *Prince Rupert*, was a superior example of a Clyde-built cross-channel passenger steamer, fitted with the ultimate in modern equipment and accommodations for 450



P.S. PRINCE RUPERT

ROBIN H. WYLLIE

Fig. 1: PS Prince Rupert on her trials. From a glass negative in the Adamson-Robertson Collection, University of Glasgow Archives.

passengers. She was a magnificent sight, resplendent in her CPR livery of white hull, varnished deck houses and buff funnel, when she ran her sea trials off the Isle of Arran in 1894.

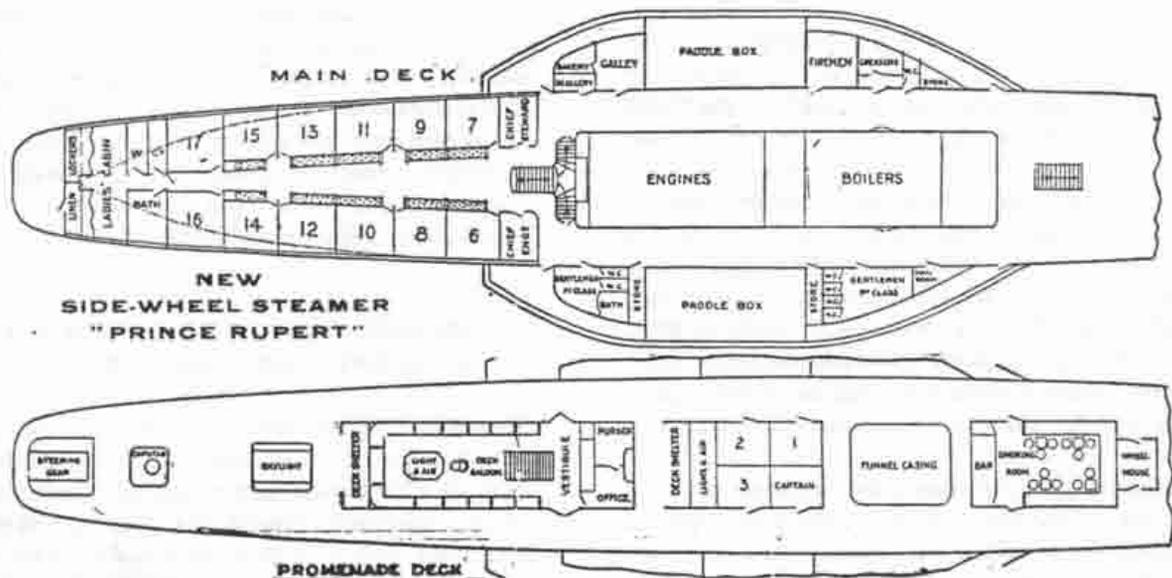


Fig. 2: Cabin plan of Prince Rupert from the October 16, 1911 Dominion Atlantic Railway Timetable. Although now all of seventeen years old, she was still being advertised as "New."

Early the following year, it must have seemed quite a different ship when she crossed the Atlantic under tow. Gone were the yacht-like Canadian Pacific colours, replaced by the unimaginative black hull and red funnel of the Dominion Atlantic Railway. She also had a new wheelhouse mounted on the boat deck, to permit better visibility when docking at the extremes of the Bay of Fundy's tides.

Prince Rupert appeared to be an instant success on the Saint John to Digby run. The only problem was that her new captain felt that, having managed to clock 21 knots on her trials, she should be run at that speed, day in, day out. Prince Rupert managed it for the first few trips, then one of her cylinders cracked and she ended up in dry dock until a replacement could be manufactured and installed. After a brief bonanza for the competing City of Monticello, and a frantic search for a suitable substitute, the big paddler came back on service a few months later and, politics being what they were in those days, the company somehow managed to obtain the federal subsidy previously awarded to the City of Monticello.

After the delivery of the Prince Arthur and Prince George in 1899, the DAR's Yarmouth-Boston steamer Prince Edward (which had never been much of a success) was relegated to spare boat, replacing Prince Rupert on those few occasions when the latter was out of commission or undergoing her annual refit. From 1901, after the DAR acquired the Yarmouth Steamship Company, the 1,452-ton SS Yarmouth filled this position.

By 1911 the Canadian Pacific had found its solution to retaining control of the DAR and its running rights into Halifax, by negotiating a long-term lease of the company. Prince Rupert and the other

vessels in the DAR's Bay of Fundy fleet were then "sold" to Canadian Pacific and the company proceeded with an imaginative tourism development plan for their extensive DAR holdings. These included hotel and resort construction and also the use of the DAR's Yarmouth and Boston steamers to buy into Charles Morse's giant Eastern Steamship Lines consortium.

By 1913, business was really booming and Prince Rupert was hard-pressed to handle the peak summer tourist traffic. As a result, the 2,500 ton, 1,000 passenger capacity, turbine steamer Prince George was purchased from the Great Western Railway. Upon her delivery, Prince Rupert was sold to West Indies owners, remaining on the registry until 1922, when she was broken up.

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ARGONAUTA NEWS

1993 KEITH MATTHEWS AWARDS

At its annual general meeting in Vancouver in May, the CNRS was pleased to announce that *Tangled Webs of History: Indians and the Law in Canada's Pacific Coast Fisheries* (University of Toronto Press, 1993) by Dr. Dianne Newell receives the 1993 Matthews Prize in the book category, and "The NYK and World War I: Patterns of Discrimination in Freight Rates and Cargo Space Allocation," *International Journal of Maritime History* V, No. 1 (June 1993) by Prof. William D. Wray receives the 1993 Matthews Prize in the article category. Both recipients are members of the Department of History at the University of British Columbia.

Named after the late Keith Matthews, the renowned maritime historian and one of the founders of the Canadian Nautical Research Society, the Matthews Awards are presented annually for the best books and articles published either *on* Canadian maritime topics or *by* Canadians on maritime topics. Each recipient of a Matthews Award receives a certificate together with a year's membership in the Canadian Nautical Research Society, including a subscription to *The Northern Mariner/Le Marin du nord* and *ARGONAUTA*.

1993 JOHN LYMAN AWARDS ARE ANNOUNCED

In conjunction with the meeting of the Canadian Nautical Research Society, the North American Society of Oceanic History also held its annual meeting in Vancouver in May. NASOH used the occasion to announce its John Lyman Awards in four categories of maritime history, as well as the Jack Bauer award, recognizing distinguished service to maritime history. In the category of US Naval Biography, the John Lyman Award went to David F. Long at the University of New Hampshire for his study of *"Mad Jack": The Biography of Captain John Percival, USN, 1779-1862* (Greenwood Press, 1993). *"Mad Jack"* was reviewed in the January 1994 issue of *The Northern Mariner*. In the category of US Naval History, the Lyman Award went to Robert M. Browning, Jr. for his book, *From Cape Charles to Cape Fear: The North Atlantic Blockading Squadron during the Civil War* (University of Alabama Press, 1993); it was reviewed in *TNM* in the April issue. Donald Shomette was the recipient of the Lyman Award for best US Maritime History for his book *The Hunt for HMS De Braak: Legend and Legacy* (Carolina Academic Press, 1993), and James Gibson was honoured with a Lyman Award in the category of Canadian Maritime History for his book, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785-1841* (McGill-Queen's University Press, 1992); Professor Gibson's book was honoured last year by CNRS with the Keith Matthews Award

for best book of 1992. NASOH gave its Jack Bauer Award, recognizing distinguished service to maritime history, to CNRS past president Barry Gough of Wilfrid Laurier University. Prof. Gough is the author of numerous works, including *Gunboat Frontier: British Maritime Authority and Northwest Coast Indians, 1846-1890* (UBC Press, 1983), *The Falkland Islands/Malvinas: The Contest for Empire in the South Atlantic* (Athlone Press, 1992), and *The Northwest Coast: British Navigation, Trade, and Discoveries to 1812* (UBC Press, 1992).

RESEARCH OPPORTUNITIES: USS CONSTITUTION
BICENTENNIAL AWARD COMPETITION

To mark the bicentennial of USS *Constitution*, which was authorized in 1794, launched in 1797, and ordered on her first cruise in 1798, as well as the bicentennial of the establishment of the Department of the Navy (1798), the US Naval Historical Center plans to make an award of \$750 for an article and an award of \$2,500 for a book related to a bicentennial theme and based on original research, published or accepted for publication between 1994 and 1998. Articles and books whose subjects relate to any aspect of the history of USS *Constitution* in any time period, or to any aspect of the history of the Federal Navy, c. 1798-1801, are eligible.

Nominations should be made by 30 June 1998 and must include one copy of the article or book, or if the work is not yet in print, of the manuscript along with evidence that the work has been accepted for publication. The awards will be announced in December 1998. Nominations should be made to: Senior Historian, Naval Historical Center, Washington Navy Yard, 901 M Street SE, Washington, D.C. 20374-5060.

INTERNSHIPS AT NAVAL HISTORICAL CENTER

The Naval Historical Center welcomes internship applications from undergraduate history majors who wish to spend up to four weeks engaged in applied history projects in the Washington Navy Yard. Limited funds are available to support living expenses. Historical research, archival, museum, and curatorial assignments are available. Applications should be filed at least two months before the desired beginning date of the internship.

Application forms for the research grant, pre-doctoral fellowship, and internships may be obtained by writing to: Senior Historian, Naval Historical Center, Washington Navy Yard, 901 M Street SE, Washington, D.C. 20374-5060.

LOS ANGELES MARITIME RESEARCH GROUP

A maritime history research group has been formed under the

auspices of the Los Angeles Maritime Museum in San Pedro, California. The purpose is to provide a forum for advanced and beginning researchers to exchange information, ideas, and sources. Research results will be disseminated to the community at large through the museum's existing educational media. Those interested should contact the Los Angeles Maritime Museum, Berth 84, Foot of 6th Street, San Pedro, CA 90731.

EXXON VALDEZ RESOURCE

An extensive collection of news clippings about the 1989 Exxon Valdez oil spill is now available in the research library at The Mariners' Museum. The 8,000 news clippings come from various Alaska newspapers and are bound into fifty-five volumes arranged chronologically. Interested parties may contact the library, which is adjacent to the museum, at (804) 596-2222, or write: The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3798.

TALL SHIPS ON THE GREAT LAKES THIS SUMMER

What is described as the largest flotilla of tall ships ever to visit the Great Lakes is touring ports during the summer months. More than a hundred vessels and Heritage Sailing organizations from around the world were approached to participate. Schooners, brigs and sailing ships representing three Canadian provinces and six American states rendezvoused in Toronto on 29 June for *Sail Toronto 1994*. They were accorded a regal welcome with a sailpast of charter boats to greet their arrival, which coincided with Canada Day celebrations. After Toronto, the vessels sailed in 'Rally' formation to the Welland Canal and proceeded to *Tall Ships Erie 1994*, scheduled for 8 July. Following their activities there, most of the vessels set sail for Lake Huron and the *Georgian Bay '94 Marine Heritage Festival*. The vessels also visited as many ports as possible along the upper Lake Huron and Georgian Bay shoreline, with each vessel visiting one or more ports en route.

The vessels were expected to arrive in the Penetanguishene and Midland areas on 29 July, where they will join the fleet of tall ships already docked at the Penetang Naval Establishment. The public, officers and crew will be invited to attend the "Honorary Commissioning" of the reconstructed Armed Schooner *Tecumseth* (see below) on 30 July at the Historic Naval and Military Establishments in Penetanguishene. A member of the British Royal Family has been invited to preside at this ceremony. A "mock battle" has been proposed for mid-afternoon for historic naval vessels, along with an extensive programme of historical re-enactments and more at the Penetanguishene Historic Site.

A highlight of the occasion will be the Atlantic Challenge

which is scheduled to take place between 2 and 10 August. The Atlantic Challenge is a sailing and rowing competition between youth from various nations in Bantry Bay gigs built specifically for the purpose. The challenge is held every two years. Canada's entry was victorious in its first appearance at Brest, France in 1992.

CAMPAIGN UNDERWAY TO SAVE THE LAST PARK SHIP

A campaign is underway to save the last surviving example of the famous World War II "Park" class ships. Equal in importance to the famous American Liberty and Victory ships, of which three have been respectfully preserved, the *Cape Breton* is the last to carry the flag from Canada's most important maritime effort. The ship is therefore symbolic of the great role played by Canada's Navy, Merchant Navy and shipbuilding industries and is a priceless artifact of the age. *Cape Breton* was built at the Burrard Dry Dock, Vancouver in 1945. The ship served as an Escort, Maintenance, Fleet Support and Apprentice Training Ship until it was withdrawn from Canadian Navy Service. *Cape Breton* is now in danger of being lost forever once she is transferred to Crown Assets for disposal. Disposal could literally occur at any time - Ken Mackenzie reports that a Chinese tug is pulling at its tow-rope with two other Canadian hulks, just waiting for *Cape Breton* to have the mandatory pollution cleansing carried out.

Still physically fit, *Cape Breton* presents a unique and cost effective opportunity to assist Canada's Technical Trades and Apprentice Training efforts. With her fleet support and Apprentice Training facilities, *Cape Breton* is capable of providing the finest practical and operations-related training to over twenty trade or technical disciplines. In short, the ship offers immediate quality and long term employment with training, retraining and general education facilities which could not be cost effectively duplicated. Too numerous to list are the many additional practical services *Cape Breton* can tender.

Towards these ends, the "Cape Breton Project" has been set up to save this historic ship. This organization is less concerned at the moment with raising money than with recruiting moral support. An appeal has therefore gone out for signatures from those who agree with their project. They have asked supporters to send name, address, a brief statement indicating past experience with this class of ship, and specific interest in the "Parks." This information (together with any further questions you may have) should be sent to: Cape Breton Project, 21 Erie Street, Victoria B.C. V8V 1P8.

For more on Canada's Park Ships in general and on the *Cape Breton* in particular, readers are referred to the article by R.F. Latimer and the commentary by Ken Mackenzie in last October's *ARGONAUTA* (pp. 13-14 and 17).

HISTORIC TUGBOAT TO BE RESTORED

The *Newsletter* of the Association for Great Lakes Maritime History reports that the Province of Ontario has agreed to provide a \$250,000 grant towards the restoration of the historic tugboat *James Whalen*. Located in Thunder Bay, Ontario, the tug needs \$400,000 for the complete restoration. It will eventually be docked at the Kaministiquia River Heritage Park. Representatives from Thunder Bay were also scheduled to visit Douglas earlier this year to inspect the museum ship *Keewatin*, in order to see whether the ship could be acquired, restored and returned to Thunder Bay. If the present owner, Rolly Peterson, agrees to part with the ship, the cost is expected to be \$3-3.5 million.

NINETEENTH CENTURY WARSHIP SAILS AGAIN

During the War of 1812, the two-masted armed schooner *Tecumseth* was built at Chippewa to be part of England's defences on Lake Erie. It was equipped with two 24-pound cannons but never saw active duty, serving instead as a supply vessel before being transferred to the Naval Establishment at Penetanguishene where it continued to serve as a supply vessel until 1819. Rotting and in disrepair, it sank in Penetanguishene harbour in 1828. The remains of the hulk were raised in 1953 and the keel and ribbing are now on display at the Historic Naval and Military Museum at Penetanguishene, just north-west of Midland in the southern end of Georgian Bay.

In 1990, the St. Thomas boat builder Kanter Yachts won a contract from the Ontario government to build the hull for a full scale "working ship" model of the *Tecumseth*. The project was conceived as part of a \$700-million "economic stimulation" initiative by the provincial government, the town of Penetanguishene, and private investors who hoped to try to turn the harbour into a "Niagara-on-the-Lake-like" destination for Canadian and American tourists (ironically, the original *Tecumseth* was built to keep Americans away!). *Tecumseth* was to become the centrepiece for the Historic Naval and Military Museum and Discovery Harbour in Penetanguishene, and the first major project in the harbour development effort.

The new *Tecumseth* was completed at Discovery Harbour to the same dimensions as the original vessel, using the original rigging inventory and Admiralty plans: 124 feet sparred length, 24-foot beam, eight-foot draft, and displacing 146 tons. Fully equipped to meet today's safety standards, it will carry a crew of sixteen and be used for promotion, education and sail training programmes. It begins sailing in the summer of 1994, and will be given its "Honorary Commissioning" on 30 July during the Tall Ships Rendezvous and 1994 Atlantic Challenge races. *Tecumseth* becomes the largest vessel in Discovery Harbour's growing fleet of historical watercraft.

KATHERINE V UPDATE

Walter Hoagman of the University of Michigan Sea Grant Extension Service at Tawas City has prepared a video which provides a detailed review of the interior and exterior of the historic wooden fish tug *Katherine V* of Rogers City. Mr. Hoagman is heading a drive to preserve the vessel and has secured the use of Coast Guard property at Tawas City to restore and display the tug. Plans call for having the Kahlenberg engine removed before the boat is moved by flat bed trailer from Rogers City to Tawas. John Vogelheim of Rogers City, whose family built and operated the fish tug, is pleased that someone is finally taking an interest in the vessel. For further information, contact Walter Hoagman, Cooperative Extension Service, P.O. Box 599, Tawas City, MI 48764. (Source: *Great Lakes Fisherman*, March 1994.)

BRONZE AGE BOAT FOUND BENEATH STREETS OF DOVER

The May 1994 issue of *National Geographic*, 185, No. 5, described the discovery last fall in Dover, England of a fifty-foot boat dating from at least 1300 BC. Workers building a pedestrian underpass beneath a road leading to the "Chunnel" entrance made the discovery. The boat was made of oak planks, each weighing over a ton and fastened together with twisted yew branches and chinked with packed moss. The seagoing vessel, apparently abandoned in a creek, suggests a greater degree of sophistication in English Bronze Age wooden structures, both on land and on sea.

BRISTOL CELEBRATES CABOT QUINCENTENARY

1997 marks the 500th anniversary of the voyage by John Cabot and his son Sebastian from Bristol across the Atlantic in the *Matthew*, making landfall on 24 June and claiming his "New Founde Land" for the English crown. To celebrate this important voyage, the City of Bristol is holding a four-day international "Festival of the Sea" in 1996 around Bristol's floating harbour in the centre of the city, run on similar lines to the festival held in Brest in 1992. Some one thousand traditional vessels of all sizes and nationalities will be invited to attend. The highlight of the festival will be the launching of a full-sized replica of the *Matthew*, which is being built of traditional materials in the traditional manner at Bristol's Redcliffe Wharf, from plans drawn up by the naval architect Colin Mudie. A large quantity of oak has already been earmarked from ancient trees brought down at Longleat in the 1987 hurricane. The *Matthew* will be completed as a ballasted caravel with a central mainmast and two auxiliary masts fore and aft, 75 feet in length and with a displacement of approximately 100 tonnes. She will carry a crew of twenty. In May 1997 the *Matthew* will sail from Bristol, bound for Newfoundland, just

as John Cabot's *Matthew* did in 1497, berthing at St. John's Newfoundland on 24 June to star in their 500th anniversary celebrations. Later she will sail to Nova Scotia, Boston and the eastern seaboard of the United States as an ambassador for Britain, before returning to Bristol. (Source: *Newsletter of the Society for Nautical Research*, February 1994.)

DEFECTIVE VESSELS AT SEA

According to the Spring 1994 issue of *Anchor Magazine*, published by the Apostleship of the Sea, 70 per cent of foreign-flag vessels checked in British ports in 1993 were found to be defective. Of 2,132 ships inspected, 1,489 were defective; of these, 202 were detained. The main reason for detaining vessels were:

- Defective life-saving equipment
- Defective fire-fighting equipment
- Inadequate manning
- Operational shortcomings, such as poor emergency drills

This problem, of course, is not unique to England. The Indian-flagged *APJ Annad* was detained for eight weeks in Australia when serious corrosion was discovered in the hull, hatches and ventilators and inoperative derricks, cargo gear and generators. The bulk carrier was described as a "seaborne time bomb." Eventually the price of such conditions is rendered in human lives, a point which Tony Lane made in his review in the *TNM/LMN* (January 1994) of Paul Chapman's *Trouble on Board: The Plight of International Seafarers*.

CUTTY SARK TALL SHIPS RACE

Members who are in England's West Country this summer head for Weymouth on 20 July for the start of the Cutty Sark Tall Ships Race. The ships will assemble there between 17 and 20 July, then set sail for La Coruña, Oporto and Saint-Malo.

REPLICA OF HM BARK ENDEAVOUR

Last December a full-size replica of Lieutenant James Cook's vessel of discovery, *Endeavour*, was launched by the HM Bark *Endeavour* Foundation in Fremantle, Western Australia. According to the *Society for Nautical Research Newsletter*, the 110-foot long, 550-ton replica is one of the largest wooden ships ever built in Australia and was constructed to the same specifications as the original ship using detailed information on Cook's vessel held at the National Maritime Museum in Greenwich. She was launched in traditional eighteenth-century fashion, out of its construction shed and down greased ways into Fremantle Fishing Boat Harbour. The vessel has great historical meaning for Australia. The original *Endeavour* was a three-masted collier bark or coal carrier, converted to

accommodate a scientific expedition. In 1768 Cook set sail in *Endeavour* to disprove the existence of the Great South Land. By 1770 Cook had reached New Zealand, completely charting the north and south islands before proceeding west. In April he sighted the east coast of Australia, anchoring in Botany Bay. Cook became the first to chart accurately a substantial part of the Australian coastline and fix the continent in relation to known waters, leading to settling expeditions soon after.

The six-year project to build the replica will be completed this year. After sea trials, *Endeavour* was to operate out of Fremantle, then undertake her maiden voyage to Sydney in the spring. She will then visit Australian cities before sailing to Britain and berthing at the National Maritime Museum.

THE CAMMELL LAIRD ARCHIVES FIND A NEW HOME

In May 1991 the directors of Cammell Laird agreed to deposit this very substantial archive with the Wirral Libraries, Museums and Archive Service, so that it may form a central feature of the local history museum and borough record office now being developed at the Birkenhead Town Hall (to be called the Wirral Museum). According to an article by David Thompson and John Taylor entitled "The Cammell Laird Archives," *Bulletin of the Liverpool Nautical Research Society* and substantially reprinted in the *Newsletter of the Society for Nautical Research*, Cammell Laird has accumulated a vast quantity of archives during nearly two centuries of shipbuilding. The archives deposited so far include:

- Board minutes from 1903 onwards, together with earlier minutes inherited from Cammell and Co. Sheffield, plus index volumes.
- Specification books, trial trip reports, dimensions and particulars of vessels etc. from the 1850s onwards.
- Plans, general arrangements, engine drawings, etc.; a large but incomplete series dating back to the 1840s.
- Ships estimates: details of almost every contract back to 1833 and including, for example, the building of David Livingstone's paddle-steamer the *Ma Robert* (1858) and the conversion of the submarine *Thetis* following its tragic sinking during trials in 1939.
- Boiler report books, records of propeller design, hull design and testing etc.
- Records of shipbuilding plant and machinery dating back to the 1860s.
- Newspaper cutting books (1902 onwards)

- A large collection of photographs and drawings. This includes over 20,000 single photographs of various vessels (some derived from paintings or drawings) dating back to the 1830s. Also numerous albums devoted to particular ships, yard reconstructions etc; mostly compiled since the turn of the century.
- Publicity brochures, launching ceremony programmes etc.

Because of the difficulties of bringing everything together, it was decided to begin by compiling a basic catalogue/location list using a computer data-base programme (in this case dBASE III plus) which is capable of expansion and can be indexed and sorted in a variety of ways. Another essential task has been to compile a list of all the vessels built by Cammell Laird, based wherever possible on original contractual information, but also drawing on a number of incomplete printed sources. The Yard's Vessel Number is used as the main identifier. The total size of the Cammell Laird archive is difficult to determine exactly because of the large quantity of material still awaiting transfer and because security clearance is needed before some records can be examined but 7,000 linear feet of records can be regarded as a reasonable estimate.

For further information, contact David Thompson, Archivist, Birkenhead Central Library (+44 51 652 6106); John Taylor, Cammell Laird Archive Project, Birkenhead Town Hall (+44 51 666 4000); David Hillhouse, Wirral Principal Museums Officer (+44 51 666 4010).

1995 MARINERS' MUSEUM SCALE SHIP MODEL COMPETITION

The Mariners' Museum, Newport News, Virginia, will hold its fourth Scale Ship Model Competition, designed to recognize and encourage excellence in the art of building scale ship models, next summer. The competition is open to completed models built to scale by professional and amateur modelers of all ages. The Museum's most recent Ship Model Competition, in 1991, drew modelers from twenty-three states and Canada.

The 1995 Competition features three divisions: scratch built, semi-scratch built, and kit, with three classes (sailing ships, powered ships, and small craft) in the first two divisions. Nationally recognized ship model authorities will judge entries based on general impression, research and historical accuracy, level of difficulty, scale fidelity, and craftsmanship. The awards structure will allow recognition of all models of superior quality, not merely the three highest scoring entries in each category. A single award for "Best in Show" will be presented. In addition, special awards sponsored by other organizations with an interest in ship models will be given.

Each entrant must submit an official entry form and a \$10 entry fee for each model by 3 April, 1995. Competitors must deliver their models to the Mariners' Museum between 1 May and 4 June 1995. Award-winning models and other selected entries will be exhibited as space allows at the Mariners' Museum between 17 June and 28 October 1995. To obtain the official 1995 Ship Model Competition Announcement, which includes competition rules and entry form, write to Ship Model Competition, The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759.

GHOST FLEET OF THE ST. CLAIR RIVER

CNRS member Cris Kohl passed on clippings from the Port Huron, Michigan *Times Herald*, sent to him by Mark Warring, and the *London Free Press* that describe four burned-out wooden steamers at the south end of Lake Huron, just a few miles from the St. Clair River; they were found by Lakeshore Charters and Marine Exploration of Lexington, Michigan. Cris believes that the four wrecks were among a number of steamers and sailing ships raised from the mud of the St. Clair River after sinking there, then scuttled in Lake Huron about sixty years ago during a general clean-out of Sarnia Bay, where the wrecks were rotting at their moorings. The four have been identified as: the *Aztek*, destroyed by fire at Marine City in 1923; the *Province*, a Canadian steamer barge purposefully sunk in 1936 with the remains of *Aztek* on its deck; the *Sachem*, a Canadian freighter razed in an explosion and fire near Marine City in 1928; and the *Yakima*, which burned in 1905 after stranding on Stag Island. In a rather unusual procedure, the vessels were raised by Sarnia salvager James T. Reid, stripped of their cargo and machinery, then moored in Sarnia Bay, before eventually being taken out into Lake Huron and sunk between 1928 and 1936.

WRECK OF LARGEST CANADIAN SCHOONER FOUND

A team of Michigan divers have found the final resting place of the *Minnedosa*, a 250-foot, four-masted schooner which sank in Lake Huron in 1905. At the time she was built in 1890, *Minnedosa* was the biggest schooner ever built in Canada and one of the two or three largest in the Great Lakes. Indeed, she was possibly too large, for she required a crew of twelve. This made her expensive to operate, and her owners, Montreal Transportation Co. Ltd. of Kingston, Ontario, shortened the masts and converted the ship into a grain barge to be towed by steamships. It was in this role that *Minnedosa* was overwhelmed by a storm and foundered.

EFFORTS TO PRESERVE LAKE ERIE WRECKS

The Windsor chapter of *Save Ontario Shipwrecks* is leading a drive to establish an underwater preserve in the Pelee Passage

between Pelee Island in Lake Erie and the Pelee Peninsula. Twenty-six wrecks have been found in the area. Efforts are also underway to establish an underwater park off Port Dover, Ontario on Lake Erie to protect the remains of the *Atlantic* (see the video review of the "Steamer Atlantic Preservation Project" in the October 1993 issue of *ARGONAUTA*).

WRECKS IN LAKE SUPERIOR

In Lake Superior, five wrecks along the Minnesota shore have been nominated for the National Register of Historic Places. According to the *Newsletter* of the Association for Great Lakes Maritime History (January/February 1994), the wrecks include the USS *Essex*, scuttled in 1931, the tug *Niagara*, sunk in 1904, the steamer *Hesper*, which sank in 1905, and the steamer *George Spencer* and schooner *Amboy* which grounded in 1905. The remains of the steamer *Sevona*, also in Lake Superior, have been placed on both the Wisconsin and National Registers of Historic Places.

NAVY WARPLANES RETRIEVED FROM LAKE MICHIGAN

The AGLMH *Newsletter* reports that restoration work proceeds on three World War II-vintage aircraft that were recovered from Lake Michigan. During the war, two Great Lakes passenger steamers were converted into small aircraft carriers and used to train pilots. When planes were damaged, they were tipped overboard, because the makeshift carriers lacked the room to hold them while training operations were underway. An F4F-3 Wildcat fighter and an AD Skyraider bomber were salvaged from the lake floor, restored and, last October, dedicated on the hanger deck of the museum ship USS *Yorktown* at the Patriot Points Naval & Maritime Museum in Mt. Pleasant, South Carolina. In Pensacola, Florida, the National Museum of Naval Aviation is restoring a Douglas SBD-2 Dauntless. This plane actually served in the South Pacific on the USS *Lexington* before it was sent home to participate in the Lake Michigan training programme.

EFFORTS FAIL TO HALT STRIPPING OF EMPRESS OF IRELAND WRECK

Shipwrecks have obvious appeal to divers and historians alike. Sometimes, the interests of these two groups coincide; sometimes, unfortunately, they do not. A press clipping from the *Toronto Star*, sent to us by Cris Kohl, describes the efforts of Philippe Beaudry, a resident of Longueuil, Québec and founder of the *Empress of Ireland* Historical Society to seek an injunction against a Quebec company which hired several divers to salvage as much teak as possible from the *Empress of Ireland*, the famous Liner lost in the St. Lawrence following a collision with a Norwegian collier at a cost of 1,014 lives. The courts ruled that Beaudry and the Society have no

rights of ownership, and allowed the work to proceed. Beaudry would now like to move federal authorities into declaring the wreck site a marine reserve park, thereby sparing the wreck any further damage.

ENIGMA MACHINES ON DISPLAY IN SPY MUSEUM

According to a story by Bob Davis in the June 16 issue of the *Wall Street Journal*, the National Security Agency has recently opened a new museum in Fort Meade, Maryland to the public. The museum, officially called the National Cryptologic Museum, is open only on weekdays, from 9 am to 3 pm. According to Jack Ingram, the museum's curator and a 31-year NSA veteran, the museum celebrates the craft of cryptography through static and some interactive displays. Despite the somewhat limited hours, CNRS members might well want to visit the museum, for in one corner of the museum is a display of about ten Enigma machines, the German code devices used during World War II. Each machine is about the size of a typewriter and uses a system of adjustable rotors to encrypt messages into what seems like gibberish. One machine is set up for visitors to operate; hit a key and an electric bulb illuminates a letter that the Enigma has chosen as a replacement. During World War II, British code breakers, led by mathematician Alan Turing, devised an early computer, called the Bombe, to figure out the Enigma's rotor settings. 120 Bombes were set up in Washington to decode German U-boat messages. All but one of these were eventually junked or lost. The NSA lent its last one to the Smithsonian Institution a few years back, before the agency approved plans for its own museum. Bombe-less, the museum improvises with photos of the machine and U-boat 117, which was sunk on July 8, 1943 after the Bombe deciphered messages revealing its location.

The NSA museum displays other World War II-era code machines, including parts of the Japanese Purple recovered from Tokyo's embassy in Berlin. U.S. cryptographers had broken the Purple's code even before Pearl Harbor, and read messages between Germany and Japan throughout the war.

CONFERENCES AND CALLS FOR PAPERS

1994 NAUTICAL RESEARCH GUILD CONFERENCE

The Manitowoc Maritime Museum in Manitowoc, Wisconsin will host the 21st Annual Nautical Research Guild Conference 23-25 September, 1994. Registration and the business meeting are on 21 September. Tours have been arranged for conference goers of the Great Lakes carferry *Badger* and of the Burger Boat Company, a firm specializing in construction of aluminum yachts. There will be technical sessions covering aspects of ship model building, research, and local history, as well as Roundtable discussions. Although most events are

scheduled at the Inn on Maritime Bay, the Manitowoc Maritime Museum and its centrepiece artifact, the World War II *Gato* Class submarine, *USS Cobia* (SS 245) will be open for inspection to conference participants throughout the weekend. The Museum is situated on the Lake Michigan shore, at 75 Maritime Drive, Manitowoc, WI 54220 (tel.: 414-684-0218; FAX: 414-684-0219). The conference contact person at the Museum is Isacco A. Valli.

INTERNATIONAL CONGRESS OF MARITIME MUSEUMS CONFERENCE

The Vancouver Maritime Museum will host the International Congress of Maritime Museums (ICMM) when it meets in conference 13-16 September, 1994. The tentative programme has sessions organized around two themes. "Pacific Rim Maritime Museums" will be the focus for sessions on "Fresh Insights from Newly Emerging Maritime Museums on the Pacific Rim," "New Ways of Interpreting Old Pacific Collections," and "Canadian Maritime History and Maritime Museums." As well, there will be a panel discussion. The theme "Maritime Archaeology and Museums" will provide the focus for sessions on "New Approaches, New Dilemmas," "Maritime Museums and Maritime Archaeology," and "Maritime Archaeological Education of the New Millennium." For more information, contact: The Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 (tel.: 604-257-8309/257-8310; FAX: 604-737-2621).

21ST ANNUAL CONFERENCE OF THE FRENCH COLONIAL HISTORICAL SOCIETY

The French Colonial Historical Society will hold its 1995 meeting on Cape Breton Island May 31-June 3, 1995. Conference activities will be located in Sydney and Louisbourg.

FCHS meetings attract an interdisciplinary mix of people interested in a wide range of topics dealing with the French experience in colonial settings around the world. That means there are usually sessions dealing with New France, Africa, the Antilles, Asia, and the Pacific. Specialists in history, archaeology, French literature, geography, material culture, and other fields are encouraged to participate, as well as members of the general public.

The 1995 FCHS conference promises to be an exciting event, both for the mind and for the senses. In addition to the normal conference papers, there will be several receptions, excursions at the Fortress, and a closing banquet within the walls of the eighteenth-century fortress-town. For information concerning the organization of conference events, contact: John Johnston, c/o Fortress of Louisbourg National Historic Site, P.O. Box 160, Louisbourg, N.S. B0A 1M0 (tel.: 902-733-2280).

ANNUAL MEETING: MUSEUM SMALL CRAFT ASSOCIATION

The 1994 annual meeting of the MSCA will take place 7-9 October 1994 at The Mariners' Museum, Newport News, Virginia. The MSCA was established in 1987 to "uphold and promote the interest, programs, and activities of museums, other institutions, and individuals in furthering the understanding of the technical and social history of small craft." Call (804) 596-2222 for registration information.

SYMPOSIUM: AUSTRALIAN INSTITUTE FOR MARITIME ARCHAEOLOGY

The Australian Institute for Maritime Archaeology will hold its thirteenth annual conference at the Queensland Museum, Brisbane, from 17-21 October 1994. The conference theme is "Discovery, migration, acculturation, exploitation, or...? Reinterpreting seafaring activity within the Pacific Rim." The goal of the conference is to integrate maritime historians and anthropologists with a view toward defining where maritime archaeological evidence can contribute to new or revised interpretations of seafaring activity within the Pacific Rim. Expressions of interest in participation should be sent to Peter Geisner, Queensland Museum, PO Box 3300, South Brisbane 4101, Australia.

AROUND THE MARITIME JOURNALS

Many articles on maritime topics appear in journals that are themselves not specifically dedicated to maritime themes. For instance, the mystery of the Franklin Expedition continues to attract attention. In "Bones of Contention," *Equinox*, No. 74 (Spring 1994), 69-87, Barry Ranford discusses the growing evidence that before they all perished, the men of that ill-fated expedition resorted to cannibalism. In a review in the April issue of *TNM/LMN*, Alan Ruffman predicted that a controversial new theory would provide yet another focus for the never-ending debate about the *Titanic* sinking. The theory, based on evidence collected since the famous liner's remains were first explored in 1986, is that the *Titanic*'s hull was extremely brittle, owing to the nature of the ship's steel and the cold water temperatures, and that this exacerbated the damage caused when the ship collided with the iceberg in 1912. Alan's prediction comes true in a sidebar by Garry Hamilton in *Equinox*, No. 74 (Spring 1994), 18; it is entitled "The *Titanic* Mystery: A Shattering New Theory." *National Geographic*, 186, No. 1 (July 1994) carried an article by Franck Goddio entitled "*San Diego*: An Account of Adventure, Deceit, and Intrigue," pp. 34-57; the article describes (with the lush photographs and illustrations which are the hallmark of the National Geographic Society) the story of a Spanish galleon that sank in the Philippines in 1600 following a ship-to-ship battle with

a Dutch warship, and the underwater archaeological recovery of the ship's remains. John G. Arrison wrote an exhibit review entitled "Time Capsule from the 17th Century: Stockholm's Vasa Museum" for *Technology and Culture* 35, No. 1 (January 1994), 158-167. The article focuses not only on the central artifact of the museum but on the museum itself. The article is highly recommended, both for those who have been fortunate enough to visit the museum and those who plan to do so. J.C. Appleby analyses a revealing document about early seventeenth-century commercial ventures to the Caribbean in "Thomas Mun's West Indies Venture, 1602-5," *Historical Research: The Bulletin of the Institute of Historical Research*, 67, No. 162 (February 1994), 101-110. S.P. Karpov writes about "The Grain Trade in the Southern Black Sea Region: The Thirteenth to the Fifteenth Century," in *The Mediterranean Historical Review*, 8, No. 1 (June 1993), 55-73. The journal *Sibirica* has been re-launched by the Keele University Press in what is now its third incarnation. Volume I, No. 1 (1993/94) carried an article by Glenn Farris about "The Russian Sloop *Apollo* in the North Pacific in 1822" (pp. 47-70). Farris describes the activities of a Russian warship assigned to picket duties in the north Pacific area, linking Russian possessions in Siberia and America. In an article entitled "Fish and Politics in Jacksonian Maine," Wayne M. O'Leary suggests that the class structure and the nature of the fishing economy account for the way in which Maine fishing communities remained a stronghold of Jacksonian Democracy until the US Civil War. The article appeared in the *New England Quarterly*, 67, No. 1 (March 1994), 92-114. Margaret M. Gerrish writes about "The Dock Builders: Dock Navvies at Grimsby in 1851" in an article that appeared in the *Journal of Transport History*, 15, No. 1 (March 1994), 45-58.

The fiftieth anniversary observances of D-Day are now part of history. According to a column in *History Today* 44, No. 5 (May 1994), 2-3, one of the "most unusual and ambitious of the D-Day commemorative events" to be organized in the United States was "Project Liberty Ship." The column, entitled "D-Day's Liberty Ships Return," described the efforts to carry D-Day veterans from the United States to Normandy in one last convoy of three surviving Liberty ships – the SS *John Brown*, *Jeremiah O'Brien* and *Lane Victory*. Also in that issue of *History Today* is an article by Sir Alan Harris on the artificial 'Mulberry' harbours; see "Gathering Mulberries," pp. 15-22. The much-deserved attention given to Operation Overlord did, unfortunately, tend to divert public appreciation from the equally significant Battle of the Atlantic. One exception to this general rule was an article entitled "Capturing the U-505: World War II German Submarine" by L. Cortesi, which appeared in *American History Illustrated* 29, No. 1 (March 1994), 46-53.

After the role, the Royal Navy found a number of unusual

new tasks assigned to it. Stuart A. Cohen investigates one of these in "Imperial Policing against Illegal Immigration: The Royal Navy and Palestine, 1945-48," an article which appeared in the *Journal of Imperial and Commonwealth History* 22, No. 2 (May 1994), 251-274. Silver Donald Cameron describes the application of modern electronics, computers, and satellite technology to marine navigation in "The Silicon Chart," *The Canadian Geographic* 114, No. 3 (May/June 1994), 40-48.

THE AMERICAN NEPTUNE (LIV, NO. 1, WINTER 1994)

- Lionel Casson, "Skippers on the Nile in Ancient Times," 5-10
 James Fetzer, "Alfred Thayer Mahan and East Asia: An Evaluation," 11-17
 H.J.K. Jenkins, "Commerce Raiding and Crisis: Guadeloupe, 1799-1802," 18-24
 William Thiesen, "The Curse of the *Dolphin*," 25-39

Notes & Documents

- Frank O. Braynard, "Ocean Liner Travel a Century Ago," 40-45
 Victor A. Lewinson & Kurt Hasselbach, "The Bethlehem Shipbuilding Corporation Archives," 45-49

THE GREAT CIRCLE (XV, NO. 2, 1993)

- John Bach, "The Late Vaughan Evans, a Personal Note," 73-74
 Robert J. Antony, "Aspects of the Socio-Political Culture of South China's Water World, 1740-1840," 75-90
 Ayodeji Olukoju, "Population Pressure, Housing and Sanitation in West Africa's Premier Port-City: Lagos, 1900-1939," 91-106
 William P. Helling, "Redistributing the Blame: Baudin's Voyage to the Australian Seas," 107-127

INLAND SEAS (L, NO. 1, SPRING 1994)

- William D. Ellis, "Our Son 1875-1930," 1-3 [3-masted schooner]
 Katherine Warnes, "The 106 Year Career of a Beautiful Ship: The Story of the U.S.S. *Michigan*," 4-13
 Richard F. Palmer, "The 'Port' of Henderson Harbor," 18-23
 Hugh C. Weir, "Pere Marquette No. 18," 24-31 [reprint of an article describing the foundering of this steel car-ferry in 1909]
 Robert C. Grunst, "The *Swan*, the *Elk*, and the *Shark*," 32-38 [Great Lakes fish tug]
 Richard F. Palmer, "Postcard Craze Engulfs the Great Lakes," 39-45
 Don Naish, "My Life on the Western Rivers," 46-52
 Roger M. Jones, "Saga of a Great Lakes Family," 64-71

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- Freda Harcourt, "Black Gold: P&O and the Opium Trade, 1847-1914," 1-83
- Robert V. Kubicek, "The Role of Shallow-Draft Steamboats in the Expansion of the British Empire, 1820-1914," 85-106
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ARGONAUTA DIARY

1994

- To Summer "A Certain Slant of Light: Marines and Seascapes by George Emerick Essig," Exhibit, Philadelphia Maritime Museum, Philadelphia, PA (Information: Philadelphia Maritime Museum, 321 Chestnut Street, Philadelphia PA 19106-2779 [tel.: 215-925-5439; FAX: 215-625-9635])
- To Summer "Coming to Light: The Luminist Marine Paintings of George Curtis," Exhibit, Peabody Essex Museum, Salem, MA (Information: Peabody Museum of Salem, East India Square, Salem, MA 01970 [tel.: 617-745-1876])
- To Summer HMS *Worcester* Collection, Exhibit, Historic

Dockyard, Chatham, UK (Information: Chatham Historic Dockyard, Chatham ME4 4TQ, UK [tel.: +44 634-812551])

- To September 5 "Ship, Sea and Sky: The Art of James Edward Buttersworth, 1817-1894," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 207 Front St., New York, NY 10038 [tel.: 212-669-9400])
- To September 5 "Picture This: Toronto Harbour in Art," 5th Annual Juried Art Show and Sale, Marine Museum of Upper Canada, Toronto, ON (Information and Entry Forms: Wendy Cooper, Exhibits Coordinator, Toronto Historical Board, 205 Yonge Street, Toronto, ON M5B 1N2)
- To Sept. 18 "Flüsse im Herzen Europas," Exhibit, German National Maritime Museum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49-471-482-0749; FAX: +49-471-482-0755])
- To Sept. 30 Exhibition on the Normandy Invasion, Archives départementales du Calvados, Caen, France (Information: Archives départementales du Calvados, 61 rue de Lion-sur-Mer, Caen)
- To Sept. 30 "Art of the Yacht," Exhibit, Mystic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, 75 Greenmanville Ave., Mystic, CT 06355 [tel.: 203-572-5317])
- To September "Nautical Treasures: The Ultimate Prize," Exhibit, Vancouver Maritime Museum, Vancouver, BC (Information: Ms. Susan Everts, Community Relations Officer, Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621])
- To September "Beaver: Pioneer Steamship of the Pacific Northwest," Exhibit, Vancouver Maritime Museum, Vancouver, BC (Information: Ms. Susan Everts, Community Relations Officer, Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621])

- To October 30 "Transport par Mer: The St. Lawrence and the Sea, Maritime Commerce through the Ages," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, PQ (Information: Musée Maritime Bernier, 55, Chemin des Pionniers Est, L'Islet-sur-Mer, PQ [tel.: 418-247-5001; FAX: 418-247-5002])
- To October 30 "Nautical Folk Art," Exhibit, Crooker Gallery, Maine Maritime Museum, Bath, ME 04530 (Information: Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel: 207-443-1316; FAX: 207-443-1665])
- To December 7 "Shipwreck: The Real Treasure," Exhibit, National Museum of American History, Washington, DC, USA
- Sept.-Dec. "Ship, Sea and Sky: The Art of James Edward Buttersworth, 1817-1894," Exhibit, Peabody Essex Museum, Salem, MA (Information: Peabody Museum of Salem, East India Square, Salem, MA 01970 [tel.: 617-745-1876])
- June 29-July 2 "From Coast to Coast '94," Conference, Hobart, TAS, Australia (Information: Ms. Penelope Archer, Conference Design Pty Ltd., GPO Box 844, Hobart, TAS 7001, Australia [tel.: +61 02-313223; FAX: +61 02-313224])
- July 2-4 Annual Wooden Boat Festival, Center for Wooden Boats, Lake Union, WA
- June 29-July 4 "Sail Toronto '94," Festival, Harbourfront Centre, Toronto, ON (Information: Festival Committee, Harbourfront, Toronto, ON (tel.: 416-973-4600))
- July 4-7 "Parameters of Naval Power in the Twentieth Century," Conference, University of Exeter, Exeter, UK (Information: Dr. L.P. Morris, Dept. of History and Archaeology, University of Exeter, Queens Building, Queens Dr., Exeter EX 4QH, UK [tel.: +44 392-264297; FAX: +44 392-264377])
- July 4-8 6th Pacific Congress on Marine Science and Technology, Townsville, QLD, Australia (Information: PACON '94, Local Organising Committee, Conference and Events Management, Townsville, QLD 4810, Australia [tel.: +61 7-721-2377; FAX: +61 7-721-4936])
- July 5-7 1994 Undersea Defence Technology Conference, London, UK (Information: UDT '94, Nexus Business Communications, Warwick House, Swanley, Kent BR8 8HY, UK)
- July 8-11 Great Lakes Tall Ships Festival, Erie, PA (Information: tel.: 814-456-5600)
- July 11-15 4th Nearshore and Estuarine Cohesive Settlement Transport Conference, Wallingford, UK (Information: Ms. Jacqueline Watts, INTERCOH '94, Howvery Park, Wallingford, Oxfordshire OX10 8BA, UK [tel.: +44 491-835381; FAX: +44 491-826703])
- July 18-21 International Institute of Fisheries Economics and Trade Conference, Taipei, Taiwan (Information: Dr. David Liao, Institute of Fisheries Economics, National Taiwan Ocean University, 2 Pei-Ning Rd., Keelung 202, Taiwan [tel.: +886 2-462-3158; FAX: +886 2-462-4565])
- July 18-24 "Shifting Cultures: The Expansion of Europe and Its Cultural Impact," Course for PhD and Post-Doctoral students sponsored by the European Science Foundation, Sant Feliú de Guixols, Spain (Information: Secretariat, Research School CNWS, Leiden University, PO Box 9515, 2300 RA Leiden, Netherlands [tel.: +31 71-272171/272768; FAX: +31 71-272615])
- July 19-22 Seventh International Symposium on Boat and Ship Archaeology, Musée Maritime de l'Île Tatihou, France (Information: Secrétariat Scientifique ISBBA 7, Musée de la Marine, Palais de Chaillot, 17 Place du Trocadéro, 75116 Paris, France [tel.: +33 1-47278370])
- July 20-24 "Strategies for the Nineties - Preparing for the 21st Century," 22nd Conference of the National Naval Officers Association (US), San Diego, CA (Information: National Naval Officers Association, 40 Lake Edge Dr., Euclid, OH 44123 [tel.: 800-772-6662])

- July 21-24 21st Annual Conference of the Maritime Law Association, Leura, NSW (Information: Cindy Last, KK Conference Management Services, Sydney, NSW [tel.: +61 3-428-3155; FAX: +61 3-428-3412])
- July 29-Aug. 10 Georgian Bay '94 Marine Heritage Festival, Observed in many communities from Tobermory around Georgian Bay to Sault Ste. Marie, ON (Information: tel.: 705-549-8064)
- August 1-4 Educator's Conference, Sponsored by the Great Lakes Lighthouse Keepers Association, St. Helena Is., MI (Information: Mary Ann Moore, 21942 King Rd., Trenton, MI 48183)
- August 6-7 18th Annual Model Ships and Boats Contest, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220 [tel.: 414-684-0218; FAX: 414-684-0219])
- August 10-12 "World War II in the Pacific" Conference, Hyatt Regency Crystal City, Arlington, VA (Information: Dr. William S. Dudley, Chair, Coordinating Committee, World War II in the Pacific Conference, Naval Historical Centre, Bldg. 57, Washington Navy Yard, 901 M Street, Washington, DC 20374-0571 [tel.: 202-433-7229; FAX: 2020-433-3593])
- August 10-13 "Development and Operation of Harbours," 10th International Baltic Seminar, Kotka, Finland (Information: Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, 48100 Kotka, Finland [tel.: +358-52-274430; FAX: +358-52-274277])
- August 13 Lake Superior Conference of the Great Lakes Lighthouse Keepers Association, Marquette, MI (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101)
- August 14-19 Captain Juan Francisco de la Bodega y Quadra Symposium, Instituto de Estudios Histórico-Marítimos, Lima, Peru (Information: Capt. Jorge Ortíz, Instituto de Estudios Histórico-Marítimos, Avenida Salaverry 2487, Lima 27, Peru [FAX: 632030])
- August 15-20 "Fishing, Shipping and Trading in the Northern Regions," Seventh Conference of the Association for the History of the Northern Seas, University of Akureyri, Akureyri, Iceland. (Information: Jón Th. Thór, Midvangur 77, IS-220 Hafnarfjörður, Iceland [tel.: +354 1-654625; FAX: +354 1-688-142])
- August 18-29 "Paris Celebration," Tour to Various Historical Sites in France to Commemorate the 50th Anniversary of the Normandy Landings, Sponsored by the International Naval Research Organization (Information: Paul Silverstone or Gerry McDonnell, Seasoned Travellers, New York [tel.: 212-687-0040; FAX: 212-370-9284])
- August 21-25 "Managing Now for the 21st Century: Food, Recreation, Diversity," 124th Annual Meeting of the American Fisheries Society, Halifax, NS (Information: Dr. Paul Brouha, American Fisheries Society, 5410 Grosvenor Lane, Suite 110, Bethesda, MD 20814-2199 [tel.: 301-897-8616])
- Aug. 31-Sept. 2 "INEC '94: Cost Effective Maritime Defence," Second International Naval Engineering Conference, Plymouth, UK (Information: Ms. Rhian Bufton, Conference Organizer, Institute of Marine Engineers, 76 Mark Place, London EC3R 7JN [tel.: +44 71-481-8493; FAX: +44 71-488-1854])
- September 3 "The Shipbuilding Industry and the Contribution of the North-East of England," Conference, University of Newcastle upon Tyne, UK (Information: Dr. Ian Buxton, Dept. of Marine Technology, University of Newcastle upon Tyne, Newcastle upon Tyne NE1 7RU, England [tel.: +44 91-222-6712; FAX: +44 91-261-1182])
- Sept. 5-10 20th Colloquium of the International Commission of Military History, Warsaw, Poland, hosted by the Polish Commission of Military History (Information: Dr. Serge Bernier, Chairman, Canadian Commission of Military History, National Defence Headquarters, Director General History, MGen George R. Parkes Building, Ottawa, ON K1A 0K2 [tel.: 613-998-7064; FAX: 613-990-8579])

- Sept. 7-9 "Challenges and Opportunities in the Marine Environment," Marine Technology Society Annual Conference, Washington, DC (Information: MTS 94, c/o J. Spargo and Associates, 4400 Fair Lakes Court, Fairfax, VA 22033 [tel.: 703-631-6200; FAX: 703-818-9177])
- Sept. 8-10 Annual Meeting of the Association for Great Lakes Maritime History, Traverse City, MI (Information: Robert Graham, AGLMH, PO Box 7365, Bowling Green, OH 43402)
- Sept. 11-16 Eleventh International Congress of Economic History, Milan, Italy, including sessions on "Management, Finance and Industrial Relations in Maritime Industries," sponsored by the International Maritime Economic History Association (Organizers: David M. Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081]); and Dr. Simon Ville, Dept. of Economic History, Australian National University, Canberra, ACT 0200, Australia [tel.: +61 6-2493581; FAX: +61 6-2495792; E-mail: Simon.Ville@anu.edu.au]; and "The Market for Sailors in the Age of Sail" (Organizer: Prof. Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7, Canada [tel.: 709-737-8424; FAX: 709-737-8427; E-mail: lfischer@leif.ucs.mun.ca])
- Sept. 13-15 International Conference on Computer Aided Design, Manufacture and Operation in the Marine and Offshore Industries, Southampton, UK (Information: Ms. Sue Owen, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO4 2AA, UK [tel.: +44 703-293233; FAX: +44 703-292853; E-mail: CMI@ib.rl.ac.uk.])
- Sept. 13-16 "New Challenges and New Opportunities," Interim Meeting of the International Congress of Maritime Museums, Vancouver Maritime Museum, Vancouver, BC (Information: James Delgado, Executive Director, Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621])
- Sept. 16-18 "World War I - Seminar '94," Conference, Sponsored by the Western Front Association and the Great War Society, Lisle, IL (Information: Western Front Association, PO Box 604, Bloomfield Hills, MI 48303 [tel.: 810-642-8436; FAX: 810-332-9479])
- Sept. 19-21 Fourth International Conference on Ice Technology, Robinson College, Cambridge, UK (Information: Ms. Sue Owen, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO4 2AA, UK [tel.: +44 703-293223; FAX: +44 703-292853; E-mail: CMI@ib.rl.ac.uk.])
- Sept. 20-23 "Coastal Zone Canada '94," Halifax, NS (Information: CZC '94 Conference Secretariat, Bedford Institute of Technology, PO Box 1006, Dartmouth, NS B2Y 4A2 [tel.: 902-429-9497; FAX: 902-429-9491])
- Sept. 20-24 28th Annual Meeting of the Historic Naval Ships Association of North America, Bremerton, WA, USA (Information: Channing Zucker, 4640 Hoylake Dr., Virginia Beach, VA 23462 [tel.: 804-499-6919])
- Sept. 23-25 21st Annual Nautical Research Guild Conference, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220 [tel.: 414-684-0218; FAX: 414-684-0219])
- September 16th International Maritime Film Festival, Deutsches Schiffahrtsmuseum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49-471-482-0749; FAX: +49-471-482-0755])
- October 2-8 35th International Conference of the Comité Maritime, Sydney, NSW (Information: Ms. Bettina Potent, ICMS Australia Pty Ltd., Sydney, NSW [tel.: +61 2-241-1478; FAX: +61 2-251-3552])
- October 5-7 International Conference on Ship and Marine Research, Biblioteca Nazionale Centrale, Rome, Italy (Information: Stefano Ricco, NAV '94 Secretariat, Cetena SpA, Via Al Molo Giano, 16126 Genoa, Italy [tel.: +39 10-599-5793; FAX: +39 10-599-5790])

- October 7-9 Annual Meeting of the Museum Small Craft Association, Mariners' Museum, Newport News, VA (Information: Mr. David Baumer, Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222])
- Oct. 8-Jan. 8 "Die Flensburger Förde, eine maritime Kulturlandschaft," Exhibit, German National Maritime Museum, Bremerhaven, Germany (Information: Deutsches Schiffahrtsmuseum, Van-Ronzelen-Strasse, 27568 Bremerhaven, Germany [tel.: +49 471-482-0749; FAX: +49 471-482-0755])
- October 11-12 Marine Corrosion Prevention: A Reappraisal for the Next Decade, Conference, London, UK (Information: Conference Department, Royal Institute of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ, UK [tel.: +44 71-235-4622; FAX: +44 71-245-6959])
- October 13 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Alston Kennerley (University of Plymouth), "Frank Bullen, Whaling and Popular Maritime Literature, 1857-1915" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])
- October 13-15 Urban Waterfronts Conference, New Orleans, LA (Information: Waterfront Center, 1536 44th St. NW, Washington, DC 20007 [tel.: 202-337-0356; FAX: 202-625-1654])
- October 14-15 Symposium on "Exploration in the North Pacific 1741-1805," Cook Inlet Historical Society, Anchorage, Alaska (Information: Anchorage Museum of History and Art, 121 West 7th Ave., Anchorage, AL 99501)
- October 15 Lake Ontario Conference of the Great Lakes Lighthouse Keepers Association, Cape Vincent, NY (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101)
- October 17-21 "Discovery, Migration, Acculturation, Exploration, or...? Reinterpreting Seafaring Activity within the Pacific Rim," 13th Annual Conference of the Australian Institute for Maritime Archaeology, Brisbane, Australia (Information: Peter Geisner, Curator of Maritime Archaeology, Queensland Museum, PO Box 3300, South Brisbane 4101, Queensland, Australia)
- October 17-21 International Towage and Salvage Conference, Southampton, UK (Information: ABR Company Ltd., Dunelm, Church Rd., Claygate, Esher, Surrey KT10 0JP, UK [tel.: +44 372-468387; FAX: +44 372-468388])
- October 20-22 "European Sailors, 1570-1870" Conference, Amsterdam, Netherlands (Information: Dr. P.C. van Royen, Instituut voor Maritieme Historie, Jan van Nassastraat 112, 2596 BW Den Haag, Netherlands [tel.: +31 70-316-2853; FAX: +31 70-316-2861])
- October 22-23 "Naval Power in the Age of Steam, 1850-1930," Annual Exeter Maritime History Conference, Exeter, UK (Information: Dr. H.E.S. Fisher, Dept. of Economic and Social History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ, UK [tel.: +44 392-263290; FAX: +44 392-263305])
- October 24-25 Conference on Business History, Dutch Centre of Business History, Rotterdam, Netherlands (Information: Centre of Business History, Faculty of History and Arts, Erasmus University Rotterdam, PO Box 1738, 3000 DR Rotterdam, Netherlands [tel.: +31 10-4082475; FAX: +31 10-4532922])
- October 27 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Michael Duffy (University of Exeter), "British Naval Intelligence at the End of the 18th Century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])
- October 29 Annual General Meeting of the Company of Master Mariners of Canada, Vancouver, BC

(Information: Capt. D.J. Bremner, Secretary, Company of Master Mariners of Canada, 50 N. Dunlevy St., Vancouver, BC V6A 3R1)

- October "Cities of the Sea," Second Symposium of the Cyprus-American Archaeological Research Institute, Nicosia, Cyprus (Information: Dr. Stuart Swiny, Director, Cyprus-American Archaeological Research Institute, 11 Andreas Demetriou, Nicosia 136, Cyprus [Fax: +357 246-1147])
- November 7-8 4th International Marine Symposium on Technological and Design Developments in Marine Transport, Wellington, NZ (Information: J. Barry Coupland, Hon. Sec., Institute of Marine Engineers, Wellington Branch, PO Box 10062, Wellington, NZ [tel.: +64 4-385-3193])
- November 7-11 5th International Conference on Stability and Ocean Vehicles, Melbourne, FL
- November 10 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Lars U. Scholl (Deutsches Schiffahrtsmuseum), "Rebuilding the German Merchant Fleet, 1918-1932" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel: +44 533-522582; FAX: +44 533-525081])
- Nov. 19-22 First International Congress of Underwater Archaeology, Palais Neptune, Toulon, France (Information: Professor Elisha Linder, University of Haifa, Haifa, Israel)
- Nov. 22-24 Ausmarine 94, Fremantle, WA, Australia (Information: Baird Publications Pty Ltd., PO Box 460, South Yarra, VIC 3141, Australia [tel.: +61 3-826-8741; FAX: +61 3-827-0704])
- Nov. 23-27 26th Annual International Festival of Maritime and Exploration Films, Toulon, France (Information: La Nouvelle Espérance, Ch. de la Batterie Basse du Cap Brun, 83000 Toulon, France)
- November 24 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. A.J.L. Blond (University of Lancaster), "Sir Henry B. Jackson, 1855-1929: The Forgotten Admiral" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel: +44 533-522582; FAX: +44 533-525081])
- Nov. 24-26 Conference on "Shipping, Factories and Colonization," Royal Academy of Sciences, Brussels, Belgium (Information: Organizing Committee, Shipping, Factories and Colonization Conference, Royal Academy of Overseas Sciences, Rue Defacqz, 1 bte 3, B-1050 Brussels, Belgium [tel.: +32 2-538-0211; FAX: +32 2-539-2353])
- December 1 International Seminar on Waterjet Propulsion, London, UK (Information: Conference Department, Royal Institute of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ, UK [tel.: +44 71-235-4622; FAX: +44 71-245-6959])
- December 15 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Ms. Gillian Hutchinson (National Maritime Museum, Greenwich), "The Archaeology of Medieval Shipping" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel: +44 533-522582; FAX: +44 533-525081])

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- January 19 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. David J. Starkey (University of Hull), "Costal Collage: The Distribution of Maritime Activity in the United Kingdom, 1870-1914" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel: +44 533-522582; FAX: +44

533-525081])

- January 23-29 Ship Production Technology Symposium, Sponsored by the National Shipbuilding Research Program, San Diego, CA (Information: Conference Coordinator, UMTRI, Marine Systems Division, 2901 Baxter Rd., Ann Arbor, MI 48109-2150 [tel.: 313-763-2465; FAX: 313-936-1081])
- January International Seminar on Shipbuilding and Navigation, 1400-1800, Pondicherry University, Pondicherry, India (Information: Prof. K.S. Mathew, Department of History, Pondicherry University, 34 Third Cross St., Pondicherry 605 008, India [tel.: +91 413-39020; FAX: +91 413-852265])
- February 16 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Simon Ville (Australian National University), "The Chartered Trading Companies: Monopolists or Efficient Multinationals?" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])
- March 2 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. Kenneth Breen, "St. Eustatius in the American War: A Commercial and Naval Distraction, 1775-1783" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])
- Mar. 30-Apr. 2 Annual Meeting of the Organization of American Historians, Atlanta, Georgia
- March "Le Pêche en Manche et l'Histoire Maritime, XVIIIe-XXe Siècles," Conference, Boulogne-sur-Mer, France (Information: Guy Marchand, 85 Avenue de St. Cloud, 78000 Versailles, France)
- April 3-5 West Jutland and World II, Conference on West Denmark and the North Sea Rim, Lemvig, Denmark
- April 24-27 Third International Conference of the International Association for the Study of Maritime Mission, York, UK (Proposals and Information: Stephen Friend, Dept. of Religious Studies, University College of Ripon and York St. John, College Road, Ripon, HG4 2QX, UK)
- April 27 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. John Brooks (King's College, London), "Fire Control and Battle Cruisers: Gunnery Systems and Capital Ship Design 1904-14" (Information: David M. Williams, Secretary, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 533-522582; FAX: +44 533-525081])
- April "Hidden Dimensions: The Cultural Significance of Wetland Archaeology," Conference, University of British Columbia, Vancouver, BC (Information: Dr. Kathryn Bernick, Program Organizer, UBC Museum of Anthropology, 6393 NW Marine Dr., Vancouver, BC V6T 1Z2 [tel.: 604-822-6530; FAX: 604-822-2974])
- May 5-7 23rd Annual Maritime History Conference, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel.: 207-443-1316; FAX: 207-443-1665])
- May 24-28 Seventh North American Fur Trade Conference, St. Mary's University, Halifax, NS (Information and Proposals [to August 31, 1994]: Drs. Barry Moody or Bill Wicken, Dept. of History, St. Mary's University, Halifax, NS B3H 3C3 [tel.: 902-420-5668; FAX: 902-420-5530])
- May 31-June 3 21st Annual Conference of the French Colonial Historical Society, Louisbourg, NS (Information: John Johnson, c/o Fortress of Louisbourg National Historic Site, PO Box 160, Louisbourg, NS B0A 1M0 [tel.: 902-

733-2280])

ucs.mun.ca])

- June 1-2 "World War II: A Fifty Year Perspective," 9th Annual World War II Conference, Siena College, Loudonville, NY (Paper Proposals and Information: Dr. Thomas O. Kelly II, Dept. of History, Siena College, Loudonville, NY 12211-1462, USA [tel.: 518-783-2595; FAX: 518-783-4293])
- June 7-10 World Fishing Exhibition, Copenhagen (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, England [tel.: +44 81-948-9800; FAX: +44 81-948-9870])
- June 9-11 Annual Meeting of the Naval Officers Association of Canada, Windsor, Ontario
- June 11-16 ISOPE 95: 5th International Offshore and Polar Engineering Conference, Den Haag, Netherlands (Information: Technical Program Committee, Att. Prof. Jin S. Chung, ISOPE, PO Box 1107, Golden, CO 90402-1107, USA [tel.: 303-273-3673; FAX: 303-420-3760])
- August 18-20 "Maritime Industries and Public Intervention," Fourth Conference of the North Sea Society, Antwerp, Belgium (Information: Ms. Randi Skotheim, Stavanger Museum, Muségt. 16, N-4000 Stavanger, Norway [tel.: +47 4-526035])
- August 20-26 XXI Colloquium of the International Commission of Military History, Québec, PQ (Information: Dr. Serge Bernier, Director General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: 613-998-7064; FAX: 613-990-8579])
- Aug. 27-Sept. 3 International Congress of Historical Sciences, Montréal, PQ, including the Congress of the International Commission for Maritime History on the theme "Ports, Port Cities and Maritime Communities," and the CNRS Annual General Meeting, 28 August-1 September (ICMH Organizer: Prof. Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: 709-737-8424; FAX: 709-737-8427; E-mail: lfischer@leif.
- September Interim Meeting of the International Congress of Maritime Museums, Stavanger Maritime Museum, Stavanger, Norway (Information: Mr. Harald Hamre, Director, Stavanger Museum, Muségt. 16, N-4000 Stavanger, Norway [tel.: +47 4-526035])
- 1996
- March 7-10 "De-Centring the Renaissance: Canada and Europe in Multi-Disciplinary Perspective, 1350-1700," Conference, University of Toronto, Toronto, ON (Proposals by 1 October 1994 and Information: Dr. Germain Warkentin, Dept. of English, Victoria College, University of Toronto, Toronto, ON M5S 1K7 [FAX: 416-585-4584; E-mail: warkent@epas.utoronto.ca])
- June 5-8 Second International Congress of Maritime History, Amsterdam (Information: Mrs. Drs. C. Reinders Folmer, PO Box 102, NL-2350 AC Leiderdorp, Netherlands [tel.: +31 71895382])
- Sept. 15-18 Icelandic Fisheries Exhibition, Reykjavík (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, UK [tel.: +44 81-948-9800; FAX: +44 81-948-9870])
- September Ninth General Assembly of the International Congress of Maritime Museums, Merseyside Maritime Museum, Liverpool, UK (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMH, Altonaer Museum, PB 50.01.25, Museumstrasse 23, D-2000 Hamburg 50, Germany)
- 1997
- August Eighth Conference of the Association for the History of the Northern Seas, Fiskeri-og Søfartsmuseum, Esbjerg, Denmark (Information: Dr. Poul Holm, Fiskeri-og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057])
- PERSONAL NEWS**
- CNRS member TOM BEASLEY will discuss "Maritime

Museums and Maritime Archaeology" at the ICMM Interim Meeting this September in Vancouver. *Mr. Brooks and the Australian Trade: Imperial Business in the Nineteenth Century*, the most recent book by FRANK BROEZE, was published in late 1993 by Melbourne University Press. The author of "The Transfer of Technology and Science to Asia 1780-1880: Shipping and Shipbuilding," in K. Yamada (ed.), *The Transfer of Science and Technology between Europe and Asia 1780-1880* (Kyoto, 1994), 119-142; and "The Netherlands and the Atlantic: Ocean Transport and Port Rivalry," in R. Hoefte and J. Kardux (eds.), *The Netherlands in Four Centuries of Transatlantic Exchanges* (Amsterdam, 1994), 83-105, Frank has also written a full introduction to the reprint of Henrietta Drake-Brockman's classic study of the wreck of the Dutch East Indiaman *Batavia*. His latest project is a monograph on the maritime history of Australia for Oxford University Press. BRITON C. BUSCH is the author of "Whalemen, Missionaries, and the Practice of Christianity in the Nineteenth-Century Pacific," *Hawaiian Journal of History*, XXVII (1993), 91-118. FRED CRICKARD recently presented a comparative paper, written jointly with CNRS member RICHARD GIMBLETT, on Canadian naval deployments to the Gulf (1990) and Korea (1950) to the Dalhousie University Foreign Policy Colloquium. Having written the definitive book on the banana trade, PETER DAVIES is now at work on a history of the Honorable Company of Fruiterers. JIM DELGADO has recently been named editor of the *International Encyclopedia of Underwater and Maritime Archaeology*. This 50,000-word general entry listing of sites, technology, research themes and legal issues is slated for publication in 1996. Jim continues to work on his book manuscript, "Tokushu Senkotei: Japan's Midget Submarine and Human Torpedo Programmes, 1929-1945," and is the author of "Rediscovering the Somers," *Naval History*, VIII, No. 2 (March/April 1994), 28-31. RICHARD L. DONALDSON has been elected a trustee of the CFB Esquimalt Museum and Archives Society. He writes that his current projects, such as listing the Commanding Officers of Naval Reserve Divisions since 1923 and the groups in which World War II RCNVR officers were trained, reveal the scarcity of Canadian Navy Lists in Victoria (and most of Canada). He is currently trying to devise a way of gathering all information from the few extant complete sets into computer files accessible nationwide. Any member with suggestions on how to go about this worthy project should write to him (address in the October 1993 Research Directory supplement). The Gaspé schooner is the current research project of SELWYN J. DUMARESQU, who tells us that he plans a tour to try to find any extant examples this summer. LEWIS R. FISCHER's most recent publications are "Norjan Laivam-eklaritoiminnan Kasvu: Case-Tutkimus Fearnleyn ja Egerin Toiminnasta, 1869-1914," in Eira Karppinen (ed.), *Meren Kansaa: IX Itameri-Seminaari Kotkassa 5.-8.8. 1992* (Kotka, 1994), 243-259; and "Economic Theory, Information and

Management in Shipbroking: Fearnley and Eger as a Case Study, 1869-1972," in Simon P. Ville and David M. Williams (eds.), *Management, Finance and Industrial Relations in Maritime Industries: Essays in International Maritime and Business History* (St. John's, 1994), 1-29. Both of these essays were co-authored with CNRS member Helge W. Nordvik. DAVID FLEMMING will be participating in a panel discussion on "Canadian Maritime History and Maritime Museums" at the Interim Meeting of the International Congress of Maritime Museums in Vancouver in September. Although he swears that "this is not a solicitation for requests," RICHARD GIMBLETT has been appointed an access to information staff officer at National Defence Headquarters. CHARLES DANA GIBSON tells us that an essay of his on merchant marine prisoners-of-war in World War II is set to appear in the summer issue of *American Neptune*. He has also completed historical research on a US Army tug which took part in the Normandy landings and which was recently dedicated as a focal point of the H. Lee White Museum in Oswego, NY. We offer our congratulations to BILL GLOVER on his election to the Executive Council of CNRS. An article by MICHAEL HADLEY entitled "Rückwärts schauende Propheten": U-Boot-Literatur im Dienste der Zukunft ["Backwards-looking Prophets": U-boat Literature Serving the Future], appeared in *Hinter dem schwarzen Vorhang: die Katastrophe und die epische Tradition*, Hrsgg. Gaede, O'Neill, Scheck (Tübingen: Francke Verlag, 1994), pp. 217-229. On the invitation of Commander-in-Chief, Fleet, Federal German Navy [*Bundesmarine*], Mike attended the annual Historical-Tactical Conference of the Fleet (HiTaTa) in January 1993 and again in 1994. The theme of the 1993 conference was "The image of the German navy in the media, from its origins to the present day." In 1994 the theme was "Confidence in leadership." One section of the 1994 conference examined the motivation of World War I submariners, and another the motivation of World War II submariners to continue the battle after 1943 when, by all post-war assessments, Germany had already lost the Battle of the Atlantic. The Director of the Fiskeri- og Søfartsmuseet in Esbjerg, Denmark, MORTEN HAHN-PEDERSEN, will be presenting a paper on "Esbjerg - Denmark's Gateway to the West, 1864-1994," at the X Baltic Seminar in Kotka, Finland, next month. Morten's museum is one of CNRS' institutional members. CAPT. H.G. HALL wrote "M.V. *Bluenose* - Personal Reflections," which appeared recently in the *Yarmouth Vanguard*, and continues his research on wooden "double enders" and the steam and motor vessels built in Yarmouth, Shelburne and Digby counties to 1930. He recently sailed a former tank landing ship - one of the last World War II vessels flying the Canadian flag - to new owners in the Caicos Islands. ART HARRIS tells us that the Windsor branch will be hosting the 1995 Annual General Meeting of the Naval Officers Association of Canada. Details will be

available in future issues of *ARGONAUTA*. The always-busy **DAN HARRIS** has recently contributed an essay on "The Swedish Monitors" to the 1994 edition of *Warships*. He is currently examining the Sheldon family, who were ship-builders active in Denmark and Sweden, 1659-1780. **POUL HOLM** is editing the *Yearbook* of the Association for the History of the Northern Seas, which will appear this summer. **ROBIN INGLIS**, who made a stimulating presentation at the recent CNRS/NASOH conference, will be a participant in a panel discussion on "Canadian Maritime History and Maritime Museums" at the Interim Meeting of the International Congress of Maritime Museums in September in Vancouver. The most recent essay from **OLAF JANZEN's** pen (via a translator's desk) is entitled "'Une Petite Republique' Newfoundland Luonaisosassa: Imperiumin Vallan Rajat Syrjäisessä Merenkulkuuyhteisössä." It appears in Eira Karppinen (ed.), *Meren Kansaa: IX Itameri-Seminaari Kotkassa 5.-8.8. 1992* (Kotka, 1994), 157-182. **YOGI JENSON's** new book, *Bluenose II: Saga of the Great Fishing Schooners*, is now available from Nimbus Press in Halifax. This 125-page book contains measured drawings of the schooners with accompanying text. Published in a quality soft cover edition, it is a bargain at only \$19.95. **CRIS KOHL** successfully defended his MA thesis on "The Politics and Economics of Twentieth Century Marine Losses in the St. Clair Area." Cris' degree is in history, with a specialization in Great Lakes maritime history. **TIM LEGOFF** will present a paper on French seamen at a conference on European sailors, 1570-1870 in Amsterdam in October. Congratulations are in order to **WILF LUND**, who has successfully completed his comprehensive examinations at the University of Victoria and is now working on his PhD thesis, which will trace the development of the identity of the RCN and its growth as a national institution between 1939 and 1968, with the main emphasis on the postwar era. **DAN MAINGUY** continues to edit *National Network News* for the Defence Association National Network. He recently appeared before a Special Joint Parliamentary Committee on Canadian Defence Policy and in May organized a defence policy seminar in Ottawa. **DAVID MCGEE** is currently working on an historical assessment of marine engineering in Canada for the National Museum of Science and Technology. We were delighted to learn that **FRASER M. MCKEE** has agreed to stay on as Interim Chair of the CNRS Liaison Committee. Fraser, whose volume on *HMCS Swansea* is due out this month, is currently working on his next one. Along with Capt. R. A. Darlington of Victoria, he is working on a book examining RCN successes (U-boats and destroyers sunk) and losses, with personal memories and memorabilia. Intended primarily as a reference work, Fraser and Capt. Darlington were motivated to begin work by the recognition that it need to be done before all of the participants either became too elderly or passed away. Are any other authors listening??? An article by **MARC MILNER** entitled "Squaring Some of the Corners:

The Royal Canadian Navy and the Pattern of the Atlantic War" appears in *To Die Gallantly: The Battle of the Atlantic*, the new collection co-edited by Timothy Runyan. **TED ROBERTS** presented a paper on "A Vindication of George Vancouver: The Camelford Controversy Revisited" at the 47th Annual Pacific Northwest History Conference in Bellingham, WA, in March. Ted designed and prepared the construction drawings for the *Discovery* replica in the Royal British Columbia Museum. He has also just completed a 450-page manuscript entitled *A Discovery Journal*, which provides a daily chronicle of Vancouver's first survey season in 1792. **TIMOTHY RUNYAN** is co-editor of *To Die Gallantly: The Battle of the Atlantic*, which was published recently by Westview Press. **SHANNON RYAN** recently participated in a Parks Canada training programme for summer employees, lecturing on the history of the Newfoundland fishery. His book, *The Ice Hunters: Newfoundland Sealing to 1914*, has been awarded funding by the Social Science Federation of Canada. **M. STEPHEN SALMON** will be presenting a paper to the Canadian Business History Conference in Peterborough this autumn. **JANE SAMSON**, who recently received her doctorate from the University of London, has been awarded a Killam Postdoctoral Fellowship tenable at the University of British Columbia. Her many friends will be glad to know that she plans to spend the first semester of the award in Vancouver. The ever-prolific **CHESLEY SANGER** is the author of "'We Are Now in a Splendid Position for Whales': Environmental Factors Affecting Nineteenth-Century Whaling in Baffin Bay," *Mariner's Mirror*, LXXX, No. 2 (May 1994), 159-177. **ROGER SARTY** also contributed to the collection of articles on the Battle of the Atlantic which Tim Runyan co-edited; Roger's paper is on "Ultra, Air Power, and the Second Battle of the St. Lawrence, 1944." **MAURICE SMITH** will be participating in a panel discussion on "Canadian Maritime History and Maritime Museums" at the Interim Meeting of the International Congress of Maritime Museums in Vancouver in September. **GORDON C. SHAW** has recently been appointed Secretary of the Muskoka Lakes Navigation and Hotel Company Limited of Gravenhurst, ON. In addition to operating *RMS Segwun*, the company recently became the owner of the steam yacht *Wanda III*. Built for the Timothy Eaton family in 1915, *Wanda III* represented the apex of steam yacht development on inland waters; it is currently being restored and will be available shortly for charters. Gordon is also continuing his research on books on the Canadian-flag dry bulk shipping industry since 1913, and on package freight and passenger ship services through the North Channel of Georgian Bay. **BOB TURNER's** new book is *The Skyline Limited: The Kaslo and Slocan Railway*, which is published by Sono Nis Press in Victoria. Co-authored with David S. Wilkie, the 296-page volume includes a history of the connecting stern-wheeler services on Kootenay Lake in southeastern BC. The railway and steamers were controlled by the Great Northern

Railway. His next project will be a study of the CPR steamers *Sicanous* and *Haramata*. Both vessels are preserved at Penticton. LARRY TURNER reports that he has completed a study on "Georgian Bay Maritime History," for the Ontario Region of Parks Canada and Fathom Five National Marine Park. He is presently engaged in writing the storyline and developing exhibits for the Presqu'île Provincial Marine Heritage Centre near Brighton, Ontario. MICHAEL WHITBY's latest article is "The Seaward Defence of the British Assault Area, 6-14 June 1944," *Mariner's Mirror*, LXXX, No. 2 (May 1994), 191-207. DAVID M. WILLIAMS is co-editor of *Management, Finance and Industrial Relations in Maritime Industries: Essays in International Maritime and Business History* (St. John's, 1994) with Simon P. Ville.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

BOAT MUSEUM (Ellesmere Port, UK)

This summer the museum, which is located about fifteen kilometres east of Liverpool, will be hosting a temporary exhibit entitled "Paintings of the Shubenacadie Canal, Canada, by Tom Forrestall." The museum staff extend a special invitation to CNRS members visiting Britain to attend.

DEUTSCHES SCHIFFFAHRTSMUSEUM (Bremerhaven, GERMANY)

A major exhibition entitled "Die Flensburger Förde, eine maritime Kulturlandschaft," will open in October and run through early January. The show will also be accompanied by an exhibition catalogue. In September, the museum will be hosting the 16th Annual International Maritime Film Festival.

FISKERI-OG SØFARTSMUSEET (Esbjerg, DENMARK)

The museum has two special exhibits on display this summer. "Maritime Man" (featuring the paintings of the renowned maritime artist August Kruse) and "Coast Watch" will be on display until the fall.

KENDALL WHALING MUSEUM (Sharon, MA)

The museum will be well-represented at the upcoming Interim Meeting of the International Congress of Maritime Museums meeting at the Vancouver Maritime Museum, 13-16 September 1994. Director Stuart Frank and Douglas Brooks will participate in plenary panels during the event.

MAINE MARITIME MUSEUM (Bath, ME)

The museum has recently published a volume entitled *Nautical Folk Art*. Written to accompany an exhibit of the same name, it contains an introductory essay by Dr. Kenneth R. Martin. This exhibit, featuring ninety folk art objects currently in Maine, runs until 30 October. As well, a brief exhibit of the nautical folk paintings of Stan Hugill will be on view from 12 August-18 September in conjunction with "Liberty Days," a festival of traditional sea music and storytelling. Other current exhibits include "Shipwreck!" and "No Fleet Has Paid...So Well as Mine," on the William F. Palmer schooner fleet.

The Board of Trustees is currently formulating a Strategic Plan to carry the museum into the twenty-first century; the addition of an auditorium is contemplated, as well as new exhibition space. The museum recently acquired seventeen watercolour panels depicting a gold-rush voyage from Portland, Maine; and a fine James E. Buttersworth painting of the Maine-built clipper *Snow Squall* rounding Cape Horn, both gifts of Elizabeth R. Noyce.

MARINERS' MUSEUM (Newport News, VA)

The museum recently opened a new permanent exhibition. "Thar She Blows (Fun-Filled Family Fo'c'sle)," a family activity centre devoted to whales, features a variety of whaling equipment. The museum also reports that it has received a gift of more than 400 original photographs of the Chesapeake Bay area taken between 1927 and 1970 by A. Aubrey Bodine. Between 7 and 9 October the museum will host the annual meeting of the Museum Small Craft Association.

MERSEYSIDE MARITIME MUSEUM (Liverpool, UK)

Matthew Tanner, formerly Curator of the Scottish Fisheries Museum, has been appointed Curator of Maritime Technology. The finishing touches are currently being put on a catalogue of the major materials held by the Maritime Records Centre; this will be published in June 1995 jointly with the International Maritime Economic History Association in the latter's *Research in Maritime History* series.

MICHIGAN MARITIME MUSEUM (South Haven, MI)

The museum has recently acquired several important additions to its Marialyce Canonic Great Lakes Research Library. One is a unique collection of patent records documenting the work of George F. Williams, one of the Great Lakes region's most

prominent nineteenth-century shipbuilder. The second is twenty-four volumes of the *Annual List of Merchant Vessels of the United States*, covering the period 1883-1916. Finally, the library has recently purchased fifty volumes of the annual *Directory of the Ship Masters' Association for the Great Lakes* (1900-1960) and forty-one volumes of the *Annual Reports of the U.S. Life-Saving Service/Coast Guard* (1877-1920).

MILWAUKEE MARITIME CENTER
(Milwaukee, WI)

The Center, which opened in late 1993 in the former offices of the Port of Milwaukee, is currently hosting a display on "Great Lakes Shipping: Past and Present." The Center also plans in future to operate a replica of a Great Lakes cargo schooner.

MUSÉE MARITIME BERNIER
(L'Islet-sur-Mer, PQ)

The museum has been awarded Tourisme Québec's prestigious Regional Award for Promotion. This comes as no surprise to us, since we have long been impressed with the quality of its promotion. Nonetheless, we congratulate the hard-working staff on achieving this honour!

Visitors this summer will be able to visit the museum's new park, which will contain a good deal of information (and interpretation) about tides, anchors, propellers and windlasses, and to see the exhibit, "Transport par Mer: The St. Lawrence and the Sea, Maritime Commerce through the Ages," which runs until 30 October. From 1 November this exhibit will be available to travel across Canada; interested institutions can contact the museum (55, Chemin des Pionniers Est, L'Islet-sur-Mer, PQ G0R 2B0).

As well, the famous hydrofoil HMCS *Bras d'Or* will be open to visitors until 5 September. Now in its second season, this exhibit is sure to be extremely popular, focusing as it does on a vessel once reputed to be the world's fastest warship.

NATIONAL MARITIME MUSEUM
(Greenwich, England)

Paul Pinnock is the new head of operations. The museum is presently showing an exhibit celebrating the "Tercentenary of Greenwich Hospital." Originally established in 1694 by Queen Mary, the hospital operated continuously until closed in 1869.

The Museum has acquired a ship model of fifty to fifty-four guns dating back to the early eighteenth century. The model, built on a scale of 1:60 is an original Navy Board model, therefore made at the same time as the construction of the ship

itself. It measures 32½ inches by 40 inches and becomes the earliest example in the Museum's collection of a ship model with original rigging still intact. Made in about 1710, the wooden model is in excellent condition and an extremely fine example of eighteenth-century model-making, illustrating several innovative features of shipbuilding of that era: the replacement of the sprit topmast with a jib-boom and the transition of round tops to square are clearly displayed. It is also one of the earliest ship models to include a long boat on deck. The model was allocated to the Museum in lieu of death duties of the 11th Viscount Barrington, who expressed a wish that the model enter the Museum's collections. It is now on display in the Museum galleries.

The Museum has also acquired a unique eighteenth-century pocket chronometer, made by John Arnold (1736-1799) in London in 1778. The watch was the first to have a temperature-compensated balance – a vital invention for global voyages of exploration so necessary for the expansion of Britain's maritime empire. Although Arnold had been making marine time-keepers since the late 1760s, it was this watch, "No.36," which established his reputation after the incredibly successful trials of the watch at the Royal Observatory at Greenwich, carried out between 1 February 1779 and 6 July 1780. The watch's performance was so extraordinary that it occasioned the introduction of a new term to describe this sort of high-precision timekeeper. Arnold No.36 was the first "chronometer." Many examples of Arnold's pocket chronometers are extant, but none has such an importance for the history of the precision timekeeper and not one remains in such a well-preserved state. The watch forms part of Arnold's series that he himself described as being "of the best kind" and is contained in its original 22K gold case. Arnold No.36 is on display at the Old Royal Observatory, alongside the four great timekeepers of John Harrison. (Source: *Newsletter of the Society for Nautical Research*, February 1994.)

NORTH VANCOUVER MUSEUMS AND ARCHIVES
(N. Vancouver, BC)

This summer the museum will inaugurate its exhibit, "Waterfront-Homefront: Shipbuilding and the North Vancouver Community, 1939-1945."

PEABODY ESSEX MUSEUM
(Salem, MA)

The museum has published a new book. *Marine Life of the North Atlantic: Canada to New England*, the first full-colour field guide to these coastal waters, includes a number of photographs recently displayed as part of its exhibit, "Beneath the Waters of New England." Daniel R. Finamore has been appointed Curator of Maritime Arts and History.

PHILADELPHIA MARITIME MUSEUM
(Philadelphia, PA)

The museum is refitting the 1920s yacht *Principia* to carry passengers upriver to the museum's new home at Penn's Landing. It is expected that the vessel will be in service sometime this summer.

PORT COLBORNE HISTORICAL AND MARINE MUSEUM
(Port Colborne, ON)

Four new exhibits have been mounted for the 1994 season, two of which have strong maritime components. "Canada Remembers" commemorates the 50th anniversary of the D-Day Landings. The other exhibit illustrates the ties of Port Colborne to Great Lakes shipping through the voyages of the *Hochelaga*, a lifeboat of which is displayed on the museum's lawn.

VANCOUVER MARITIME MUSEUM
(Vancouver, BC)

The museum reports that Brian Gauvin has been appointed Design Technician. This fall, construction will begin on the "Children's Maritime Discovery Centre," a permanent, hands-on display. Also this fall the museum will host the 1994 meeting of the International Congress of Maritime Museums, 13-16 September. The themes of the meeting will be the expanding Pacific Rim, and maritime museums and underwater archaeology.

WISCONSIN MARITIME MUSEUM
(Manitowoc, WI)

The former Manitowoc Maritime Museum officially changed its name to the Wisconsin Maritime Museum after eighty-one percent of its members voted in favour of the change.

The museum has received a grant of \$5138 from the US National Historical Publications and Records Commission to enable it to transfer selected films to video tape. This will protect them from deterioration due to continuous use as well as make more footage readily available to the general public. The project will run until 30 May 1995.

**NEWS FROM MARITIME ORGANIZATIONS
AND SOCIETIES**

ALGERINES ASSOCIATION

The Algerines Association is an association of individuals who served in Algerine-class minesweepers. It is open to any Canadians who served in RN or RCN Algerines – even

though the latter were not used as minesweepers – or Belgian Algerines (the Belgians acquired RCN Algerines after World War II). The Association is especially interested in documenting the histories of Algerines. It does this in two ways. First, it does so in the pages of a quarterly publication called *The Sweeper*. Second, it also publishes full histories of various vessels and campaigns. The most recent volume is Jack Williams, "They Led the Way." *The Fleet Minesweepers at Normandy, June 1944*. The latter is available from Mr. J.F. Williams, 395 Lytham Road, Blackpool FY4 1E8, England. For more information on the Association, please contact the Honorary Secretary, Mick Arnold, at 35 Larks Rise, Ferndown, Dorset BH22 9QU, England.

ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

Dave Glick, who has edited the Association's newsletter since 1986, has stepped down as editor, as well as Administrative Secretary of the AGLMH. Proving his importance to the Association, it will take three people to replace Dave: Stan McClellan takes over as Secretary, Bob O'Donnell as Newsletter Editor, and Wayne Dennis as Production Editor. Dave remains as Contributing Editor. The first issue of the newsletter to be produced by Bob and Wayne features a bright new design and some significant changes in layout. CNRS members interested in the Great Lakes might wish to consider joining the AGLMH; membership is only US \$35 for members and US\$ 50 for institutions, which includes a bi-monthly newsletter. For information, contact Robert Graham, Treasurer, AGLMH, PO Box 7365, Bowling Green, OH 43402.

COMPANY OF MASTER MARINERS OF CANADA

The BC branch recently sponsored a one-day seminar in Victoria on "Ship Safety and Port State Control. A variety of speakers made presentations, including Captain John Clarkson (Canadian Coast Guard), Captain John Swann (Brookdale International Systems), Sam Behramfram (Det Norske Veritas), and Glen Cobb (Lloyds Register). A BBC documentary entitled "Ships of Shame" was also shown.

NAVAL OFFICERS' ASSOCIATION OF CANADA

We are told that the recent conference in Vancouver was, as usual, extremely well attended. The Association also announces the appearance of two new books published by Nautica Booksellers in Halifax. The fifth volume of the *Niobe Papers*, entitled *Canada's Navy – Sailing into the 21st Century*, edited by Fred Crickard and J.P. Nash, is available for \$10, GST and postage included. Fred Crickard and Peter Haydon have also edited *Why Canada Needs Maritime Forces*, a 56-page softcover volume which costs only \$5 (GST and postage included).