

ARGONAUTA

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EDITORIALS

(I)

As many readers will know, Gerry Panting, one of the founders of CNRS, a former President, and a driving force behind the creation of *The Northern Mariner/Le Marin du nord*, has been hospitalized for the past three months in St. John's. While his prognosis remains uncertain, it is at least positive that he has been allowed weekend visits at home and recently has been discharged some weekdays as well.

We are sure that all members of the Society will join us in wishing Gerry a complete recovery, and we will certainly be pleased to convey your greetings to him. But our purpose here is slightly different: we want to recount an episode of Gerry's career that was passed over in the tribute to him in last year's special issue of *The Northern Mariner/Le Marin du nord* (July 1993). It seems especially appropriate to do so given the current threat to the Director General History, which is discussed at some length later in this newsletter.

Many CNRS members will be aware that when Keith Matthews passed away in 1984 Gerry almost single-handedly picked up the pieces of CNRS and managed to put the Society on a sound footing. What is less well known is Gerry's role in preserving the archive that Keith accumulated in the old Maritime History Group at Memorial University, which as the Maritime History Archive is today the largest maritime archive in the world. Some middle-level administrators at Memorial seized the opportunity after Keith's death to lobby their more senior colleagues to husband scarce resources either by cutting back support for the archive or closing it altogether. What they failed to take into account was Gerry Panting's tenacity and experience – as it happened, he was much better at garnering support than they were! As a result, the collection was kept intact. Although it is a marvellous legacy of Keith Matthews, it is equally a testimony to Gerry Panting's unstinting efforts to preserve an irreplaceable asset.

There may well be a lesson here for those concerned about the fate of DG History. But if so, it comes with no guarantees, unless someone has found a way to clone Gerry Panting, for it seems unlikely that anyone else could have been as successful as he was in saving the archive at Memorial. Just thinking about his efforts a decade ago makes us hope even more for his speedy discharge. Along, we suspect, with most other members of CNRS, we miss having him around.

(II)

Since the appearance of the last issue of *ARGONAUTA* we have had two letters taking us to task for not including the meetings of several major Canadian maritime organizations in the July "Diary." The implication in one of the letters was that we were somehow unwilling to include information on other organizations because "they are competitors."

We would have thought that a "Diary" comprising more than nine pages of events would be convincing evidence of our determination to provide as much information as possible about conferences, meetings and exhibitions across the country and around the world. But lest there be any confusion, we will state the obvious explicitly – we are willing to publicize any and all maritime-oriented events and the meetings of all legitimate maritime organizations.

To meet this pledge, all we require are the details of any organization's meeting. Often we are able to pick up notices from the publications we routinely scan. But since we do not have access to everything that is published, we depend upon members who have such information to let us know. All that

is necessary is a brief note on the information sheets that members receive four times a year. In particular, members should assume that if their favourite organization is routinely omitted from the "Diary," we probably do not consistently know about its activities. Please tell us about such organizations: it is only with your help that we can make "ARGONAUTA Diary" as complete as possible.

ARGONAUTA MAILBAG

Sirs:

I wish to comment on the editorial in the April 1994 issue of *ARGONAUTA* which attacked various actions of the International Congress of Maritime Museums.

First, let me say that neither of the editors was present at the Barcelona 1993 conference where these decisions were made, nor were any of the Executives (although at least three who work in maritime museums were eligible). Finally only one of the liaison committee members (out of a possible three) was present. (For the record I did attend.)

The resolution which caused the delegates much anguish, and which I believe was the basis of the editorial, related primarily to museums owning and/or exhibiting artifacts taken irresponsibly from shipwrecks. Initially it seems obvious that museums should not do so and I'm certain that all the members of the Underwater Archaeology Committee and all museum employees related to that field were adamantly in favour of such a statement. It must be remembered however that museum "professionals" include a range of occupations: curators, exhibitionists (I hate that term), conservators, educators, administrators, registrars, public information officers, etc. etc. The prime objectives of many of these people are far removed from underwater archaeology.

Of particular contention at the Barcelona conference was a "block buster" exhibit of *Titanic* artifacts which had already been scheduled for some museums – the National Maritime Museum at Greenwich, England included. The question then arises, should these artifacts which were not "responsibly" acquired from the *Titanic* (according to strict underwater archaeological techniques) be shown? There are however other considerations regarding this exhibit (which I may say most of us were against). How many visitors would be attracted to this exhibit? Would they learn other things pertaining to marine history in other parts of the museum on the same visit? Is it right to deny the public the privilege of viewing *Titanic* items? And, yes, (it's a fact of life) how much money would such an exhibit generate for the museum? Once questions such as these are addressed it becomes obvious that the initial premise is not at all clear cut.

In addition, the issue was further complicated by the fact that if the resolution was passed as wished by the underwater archaeologists then the National Maritime Museum (a world leader) would be forced to resign from the ICMM. Obviously a compromise had to be reached. The resolution to which the editors reacted was that compromise.

May I also address the point in the editorial concerning professional self-regulation? It must also be remembered that governments are the institutions which make laws, not museums. Many maritime museums, especially European ones, are state owned. Staffs of these museums would be in extremely difficult situations if ICMM passed resolutions which their governments refused to accept. This too is therefore not a clear-cut issue.

The ICMM must be valued for what it is and for how it can assist its member museums – if issues cannot be resolved in a satisfactory manner to all then perhaps weakened resolutions are better than an organization splintered to the extent that all of its other functions are enfeebled.

The International Congress of Maritime Museums meets only once every three years (with annual executive meetings). It is not the United Nations and cannot do all that museologists and historians would like to see done. It does however fulfil its major role of encouraging greater cooperation between its member maritime museums.

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[We thank Mr. Ruff for responding to our editorial. We would only point out, in reference to the second paragraph of Mr. Ruff's letter, that editorials always reflect the views of the editors alone, and not the views of the executive or any officer of CNRS. The Editors.]

Sirs:

In connection with a volume being prepared on all the successes and all the losses of Royal Canadian Navy ships in World War II, the authors are considering including a reference check-list of all Canadian registered and flagged merchant ships that were lost as well, with a brief paragraph describing each catastrophe. There were forty-two to forty-four of them. We know the names, date of loss and how, and in most cases, the owners. But there does not seem to be any central reference source for these. Can any reader point us in a useful direction?

We would probably exclude ex-enemy and ex-occupied Allied ships taken over by Canada (e.g., *Vancouver Island ex-Weser*, *Europa ex-Danish*, etc.) and, at this time, fishing vessels such as *Lucille M*, *James E. Newsom*, etc., all also destroyed by the Germans. We have used *Lloyd's List*, *Parker's Running The Gauntlet*, Imperial Oil's *Esso Mariners*, George Musk's *Canadian Pacific: The Story of the Famous Shipping Line*, Hocking & Lamb's *The Princess Story*, and Gentile's *Track of the Grey Wolf*. But is there anything else out there, particularly relating to the CNSS, CSL, Paterson's, the Hall Shipping Line and Atlantic Transportation Ltd., all of whom lost merchantmen. These are a few names of torpedoed ships about which we can find little: *Trevisa*; *Maplecourt*; *Canadian Cruiser*; *Shinai* (captured by the Japanese?); *Oakton*; *Rose Castle*; *Watuka*; *Taber Park*. Leads or stories or details would be appreciated.

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Sirs:

I was interested in the profile of the Dominion Atlantic steamer *Prince Rupert* which appeared in the July issue of *ARGONAUTA* and would like to make a few corrections.

First of all, she was built by Denny Brothers of Dumbarton, and not, as stated, by the Fairfield yard. According to Denny's List, Part 2, the vessel was ordered by the Canadian Pacific Railway Company and was to cost £38,100, with delivery by 1 June, 1894. She was launched on 23 May, 1894 carrying 150 tons deadweight on 8½ inches draught and reaching eighteen knots on a six-hour trial with 3,000 i.h.p. A picture taken on her trials in the Clyde shows her flying the CPR chequered house flag. Her building was supervised by Henry Beatty, who was in charge of the CPR services on the Great Lakes; his son, Sir Edward, later became chairman of the company.

Prince Rupert was intended to run between Vancouver and Victoria, British Columbia in competition with the service provided by the Canadian Pacific Navigation Co. Ltd., financially controlled by the Hudson's Bay Company. She sailed for Vancouver on 4 September, 1894 with 103 first-class passengers and seven steerage. By then the competition had become aware of her existence and managed to arouse a local uproar in Victoria against the railway. This reached such a pitch that the CPR decided that it would be unwise to press the issue. Consequently, when *Prince Rupert* called at Tenerife, in the Canaries, she received orders to return to England.

The vessel lay idle at Plymouth for some months while the directors decided what to do about her. Then, in July 1895, the Dominion Atlantic Railway was incorporated, and among its directors were John and Archibald Denny of the shipyard, and since the principal shareholder was the CPR, a new use for the idle ship became obvious. During the delivery voyage under tow, *Prince Rupert* was transferred to the new company. Later, in 1911, the Dominion Atlantic Railway was formally leased to the CPR for 999 years.

For eighteen years, until 1913, *Prince Rupert* ran successfully; the only problem was that her paddle floats were constantly damaged by ice and floating logs on the forty-seven-mile passage between Digby, Nova Scotia and Saint John, New Brunswick. In 1913 she was replaced by the former Fishguard and Rosslare Railway steamer *St. George* (not *Prince George* as was stated in the column). The Canadian career of *St. George* was brief, for in May 1917 she returned to the UK for use as a hospital ship; in June 1919 she was sold for service on the Great Eastern Railway's Harwich-to-Hook of Holland night run, and was broken up in 1929.

It was stated that *Prince Rupert* was sold to West Indies owners in 1913, though she still appeared in *Lloyd's Register* as owned by Sir William Van Horne, the former CPR chairman. It would be interesting to learn her career from 1913 until she was broken up in 1922.

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ARGONAUTA ARTICLES

CONVERSATIONS WITH
CAPT. ANTHONY MACPHERSON ROSS, F.R.G.S., M.I.N.
Part IV

by Jay White

[This is the fourth and final 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.]

JW: So were you Master of the *Ocean Layer* when she came out of refit [in 1953]?

AR: No, no, not then, when she left the shipyard. Very quickly I became Chief Officer, about a year and a half after she first went into commission, I got command. I was appointed to command, when the ship was in Port Louis, Mauritius. I can tell you because of all these various problems, I had two, possibly three minds, whether I would take

the thing over or not! I spent the whole night thinking about it, walking up and down on the boat deck. In the end, I thought, well I can't make a bigger mess of it than anybody else has, so I may as well have a go. That's how I took over the ship.

JW: Now, it says here that one of the early jobs undertaken was the laying of power cables between British Columbia and Vancouver Island. How did that go? What do you recall about that?

AR: Well, that went quite easily. We did fault one cable and had to repair it. But it is a fairly simple job. The only snag about that power cable was that they are large and heavy. It is impossible to lay slack in them in shallow water. This makes repairing a cable after you lay it, very difficult to do, because you can't get any slack, to bring both ends inboard, when there is a fault. But, providing the cable has been made properly, and been coiled on the ship properly, there really isn't too much difference between laying power cable and any other sort of cable. It's just that you have to remember you can't lay slack in it, because of its weight and size.

The B.C. cables went very well and as far as I'm aware they are still in service. They were laid originally as AC cables. Now I believe they have been converted to DC. That's partly because the technique of transmitting by DC is now greatly improved from the day when this was done. This was done in 1956. It's a totally different ball game now, even the cables themselves are slightly different. That was a gas-filled cable, the core was hollow about 1/2 inch or maybe a little more. That was gas-filled, because at the time, that was the state of the art method of transmitting AC power. It improved transmitting voltages of the copper conductor. Now, I don't know whether those have been converted to remove that gas of not.

JW: What type of gas would it have been?

AR: That's something I couldn't tell you, offhand. I should know, but I don't. It's a long time ago, 1956. But, the cable was not a straightforward A to B laying job. We had to lay across Georgia Strait to Galiano Island and then across to Parker Island. Where there was a pole. There were power poles on Galiano, too. Then we started under Georgia again from Parker Island. So, really there were two separate laying jobs. It was one of the cables from Parker Island, I think, that we faulted. The ends that go ashore on the mainland were laid through heavy mud. By now, they have long since buried themselves, even though we jetted them in to begin with. They would have buried themselves in the long run, anyway. It's a great big mudflat, mud lands. So, it wasn't something I was particularly concerned with.

JW: What about the California to Hawaii line?

AR: Again, that was a joint effort between ourselves and the British Post Office cables ship *Monarch*. She got there first, and laid her section of it. Again we picked up her cable buoy, made a splice and completed the job. At the time, there was no cables ship available capable of carrying the full cable. Even today, I doubt if there is one.

JW: It's that far is it? Is it 2000 miles?

AR: It's a couple of thousand miles. You can rarely go from A to B without making some sort of detour for unknown obstructions of some kind on the bottom. Generally speaking the amount of cable laid is quite a bit more than the distance involved. For one thing there might be as much as 7% slack. That's to allow for the current and so on. With the state of the art stuff today, the fibre optic cables and once they overcome all the distance problems, and fibre optics come along in their own right. I think probably the technique of laying cable and repairing it too, will undergo a lot of change. It's much lighter for one thing. How the manufacturers get on with the strength is something I don't know.

With the old telephone cables laid in 1950s and 60s, the strength member was in the centre. The cable was lying in the centre. The conductor comes after that, with some kind of protection between the two. Then some insulation and then usually thick copper tapes on the outside, laid up diagonally along the cable. Then outside that there is a...fairly thick PVC sheathing. So it has a sort of rather obscene creamy colour – some of it's sort of pink, it depends on the PVC. The old cables of course, were all black because the strength member was wires on the outside, steel wires and they were covered with jute and tar. It was a totally different ball game altogether.

The cable itself, depending on where the strength member was – inside or outside – behaves quite differently. If you're recovering cable to make a repair and you have to coil down perhaps, five miles at a time, with the old fashioned telegraph cable, you had to watch what you were doing so it would coil on its own. Otherwise, you'll find yourself in the tanks with a whole lot of little bicycle wheels. Those are really dangerous to the laying people. They have to watch their feet and their hands all the time.

JW: Even if you kink....

AR: It can't kink very easily. But, if you pick that cable up, depends on the way it was made. You have to have some idea who made it and how they made it. But, most D type cable, if you pick that up having a slight bias in the lead from your

bow sheave, down to the water, a slight bias to your right, you've got to be very careful in the handling of the ship to maintain that slight angle to the right. It will coil easily in the tank. Then, you don't get bicycle wheels. When we recovered all that German cable, we coiled down about, well over 400 miles of it, with no trouble whatsoever. Not one single bicycle wheel! That was simply because those up in the bow knew what they were doing. You have to do it from there — you can't do it from the bridge, you can't see it from the bridge. It's a lot more than just electronics to this sort of thing.

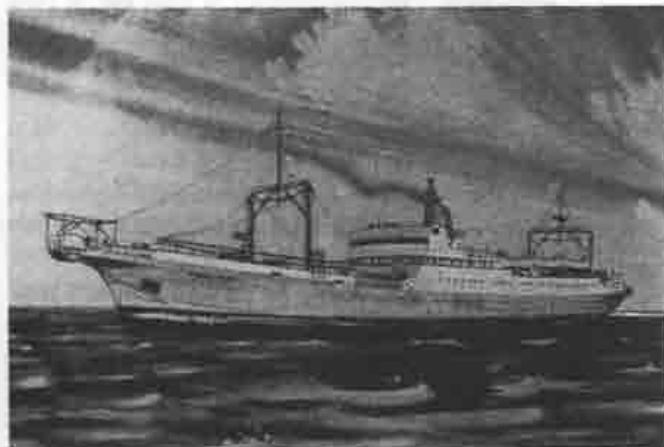


Fig. 1: Cableship Ocean Layer

JW: Did the *Ocean Layer* — after she received the active rudder — did she turn out to be a pretty good operational vessel?

AR: Yes, we had some problems. One particularly stupid one — just carelessness. We had been grappling all day, using the active rudder only, near the Island of Mauritius, in very deep water, something like 3000 fathoms. Towards the early evening, I was up on the bow and three red warning lights showed up on the front of the bridge. These were placed there, connected with the active rudder equipment, to show if there was trouble with the motor in the rudder. I talked to the man at the wheel and the officer of the watch. We found that the motor was still running at somewhat reduced speed. I'd noticed she was not handling as well. We stopped everything and let the ship drift back until she was laying on the grappling rope like an anchor, to keep the ship head to wind. Darkness was coming in and we went aft with lights to see if we could see anything. We could see something swirling around in the water, but you couldn't make out what it was. Don't forget the rudder motor housing was twenty-odd feet below the water. We got a rope ladder over the side and somebody went to see if he could get a bit closer and see what was going on.

Meantime, I'd spoken to the chief engineer about pumping all

his oil forward and everything that he could move from any of the after tanks, including any bulk or whatever, move it all forward to raise the ship's stern. By doing this we changed the trim [by] five or six feet and we were able to get the thing closer to the surface, and we could see what it was. It was a long coir [i.e., coconut fibre] mat, two-and-a-half feet wide, about forty feet long. Part of it was sticking out one side of the Kort nozzle round the active rudder motor, and the rest round the other side. It was sort of flapping around like seaweed.

JW: What was it, some kind of a...?

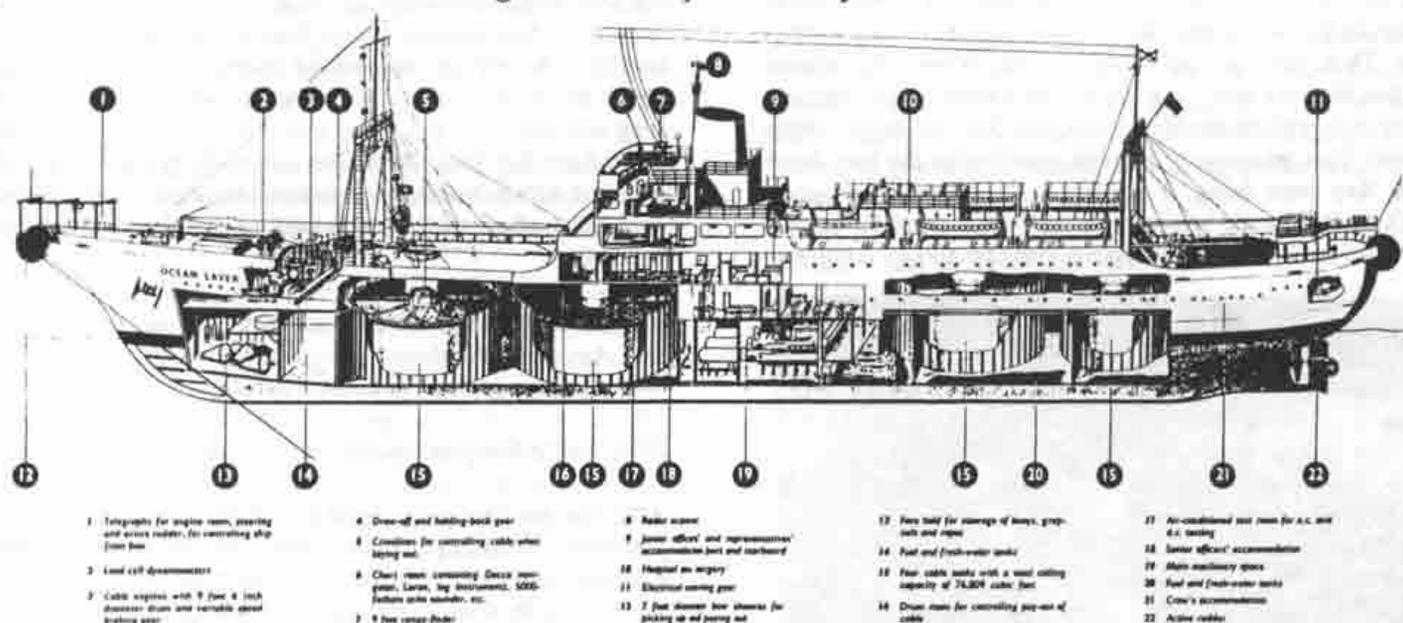
AR: It was a coconut fibre mat.

JW: Had it been man-made?

AR: Oh yes. So I got hold of the Chief Steward and I fixed him with a beady eye. I said "You find out from your men who put that over the side, and why." So very quickly he came up with what had happened. One of his men had the bright idea that his mat was a little dirty and he wanted to wash it. So he'd put a light heaving line on about the middle of it, and just lowered it into the water and paid it out. Assuming the ship would be moving ahead all the time, but in fact for some reason, we had merely overrun the grappling rope. I wasn't in the bow at the time, but somebody had given her a touch of stern on the main engine, and sucked this thing straight into the Kort nozzle. It was an awful mess; we got a couple of wire snotters around each side of the trailing ends and led those back through the quarter fairleads in the ship to the after docking winch, and just put some strain on the wire snotters. It broke the matting. It left a foot still jammed in the Kort nozzle. Six inches or so were still sticking out of the side, no way in the world you could put a snorter around that. We had a chat with the chief engineer and I said "What goes, chief, is it going to make things worse if we give her a sharp belt full ahead on the rudder motor?" "Well," he says, "it probably won't make it any worse, but I think you'll find three phases are down, and the motor is probably unserviceable now."

But he said to go ahead — it can't make much more damage to it. So, we gave it a short belt for a couple of seconds, full ahead on the motor in order to snap this thing out. But, when we tested the whole motor out more thoroughly, we found that two out of the three phases were down to infinity. The third phase was still capable of producing some power, but we couldn't work with it. The nearest dry dock was in Durban, South Africa, a long, long way, a couple of thousand miles away. So we had to go there to change the motor. We carried a spare motor on the ship, [but] we couldn't put it in at sea. We couldn't get our stern up high enough.

Fig. 2: Cableship Ocean Layer



JW: So that's what you did?

AR: That's what we had to do. We had to go to Durban and get this damn thing changed. I could have spat blood, I can tell you. But, we went back there and finished the job.

JW: Any discipline administered to the....?

AR: What can you do? We could slap a fine on him. What good would it do? It would just make him resentful, and then he might deliberately throw something over the side. So your best bet is just to tell him what an idiot he is and use a certain amount of salty language and leave it at that!

JW: How big a crew would have been serving on the *Ocean Layer*? How many of them were involved in the operations of the ship? How many were involved in the cable laying?

AR: The engine room had three watches of five men each, that's fifteen. There were seven engineers, that's twenty-two. A cook, and an assistant cook, that's twenty-four, five or six stewards, that's somewhere around twenty-nine, thirty. The biggest department was the deck department, there were four deck officers, not counting the master. There was a cable foreman, a boatswain, three boatswain's mates, and three watches of twelve men. We must have had close to a hundred at that time and we had one representative. We must have had over a hundred because we had a doctor. The law is with the British ships, if you have a crew of over one hundred, you have to have a doctor. We must have had a hundred and one or a hundred and two.

The biggest department in a cableship was usually on deck because they do all the work, having to do with the cable itself. The deck crew – ordinary seamen, able seamen – their chances of promotion even as far as leading seaman are pretty thin. To get to leading seaman or boatswain's mate, they've got to be really interested in staying for some years, before they have a hope of getting promoted.

JW: On the same vessel...?

AR: Yes, or if the company had more than one ship, they could transfer. Our cable foreman was a real washbuckler, he should have been a pirate! What a fantastic seaman! A real character! Except for cable work, I wouldn't have him on the ship. I've been trying to remember his name.

JW: Were there any other interesting jobs in the Indian Ocean, or what about the Brazilian coast?

AR: Oh yes, we worked on the Brazilian coast for quite some time, on two separate voyages. It was quite entertaining, especially from the point of view of dealing with the local populace.

JW: How so?

AR: Officialdom – particularly the question of getting permission to do anything. You almost had to have permission to breathe! You got nothing done without a present being involved. This has to be done with a good deal of decorum, you don't just breeze into a man's office and say "Here's a

case of Scotch, mate, I want something." The case of Scotch has to be delivered very, very quietly to the person's office, not inside it, but outside it. Then his assistant will be sent out before the man will even talk to you, to check what is there. Only when he comes back again, with a smile on his face, do you relax. He doesn't say anything; he doesn't have to – you know he's going to get that bottle! Then, you get down to the business at hand, and something can get done. It was pretty good, we got a lot of help.

JW: What sorts of things were you asking them to do?

AR: Well, first of all we were required to renew some shore ends for Cable and Wireless, all their shore ends. We threw a bit of a party for them, this was in the port of Recife [northeast Brazil] by the way. The Cable and Wireless cableship *Lady Denison-Pender* was there at the time. She was one of their older ships, a beautiful old ship too. A little small for the kind of work we were going to do. The day that we were going to sail to get on with the work in deeper water, an American satellite vessel came in loaded down with all sorts of strange antennae all over the deck. He arrived just as we were leaving port, he arrived at the entrance of the harbour. We had to make a swing to port and go right around through 180 degrees and make for the entrance. Just as we got there, the American ship negotiating the entrance had a complete engine breakdown. I felt sorry for the Master; he didn't have much choice about what to do. He had to get his anchor on the bottom quickly, or he would have drifted down among the wharfs and all the rest of it. So he did this, but it didn't help me, because the wind was from outside the harbour, straight down through the entrance, which meant that he had to drop his anchor underfoot. She started to swing round 180 degrees – right across my bow! Our Brazilian pilot was doing the can can or something on the bridge and screaming in Portuguese at the pilot on this other ship. A real pantomime! Our active rudder came into its own then. We did some fancy step dancing to get round this ship; we missed him by the skin of our teeth, and got outside. The Brazilian pilot had to be revived with a large Scotch and a carton of American cigarettes. Finally, we got away and got rid of him and went to sea. Boy, that active rudder paid for itself in ten minutes! Without it we'd have been into this fellow, with tremendous damage to both ships. He couldn't help himself. He had to immobilize the ship there somehow! But of all places – right in the entrance, which isn't the widest place in the world. You've got to be ready for anything that might come up.

JW: So what happened on the day you lost the *Ocean Layer*? That must have been quite a day, or was it an evening?

AR: It was pretty bad. We only had about two more sections of cable and three repeaters to go, something like that. We

were going to buoy off our end, then *Monarch* which had gone in for more cable – would come back and pick up our buoy and complete the job.

JW: Where was she?

AR: In Greenwich loading cable.

JW: Where were you?

AR: We were about 370 miles south west of Ireland at the time.

JW: The cable was going from where to where, from England to Ireland?

AR: From Newfoundland, Harbour Grace, I think it was, to France. As I was telling you the cable was partly owned by the American AT&T company, partly by what is now British Telecom, and partly by the French Telegraph Company. There were quite a few cables laid like that, not all owned by one outfit. Rigid repeater cable about every twenty miles,.... Anyhow, I'd turned in to try and get a couple of hours sleep, between one repeater and the next. The officer of the watch was a fairly competent man, the second officer was on watch. He was up on the bridge by himself. The chief officer was having a lay down. The navigator was around some place. The first thing I heard was somebody rushing up to the bridge, right past my door, my cabin door, yelling something unintelligible. I ran up the steps myself in my pyjamas, to find the second mate trying to interrogate this guy, and get some sense out of him. Eventually, I realized what he was talking about. There was a fire on the lower accommodation deck, which seemed to be in his cabin.

Let's go back a bit. On the way out from the U.K. to do this work, we were one man short of our full complement. We needed fuel and water, particularly water. That was another problem with that ship, she was always short of water, because the boilers used distilled water. They were partly water tube boilers. They won't work with ordinary water that's contaminated with anything.

JW: It corrodes too quickly, corrosion problems?

AR: It damages the tube very quickly. We went into Cork, not right in there. She was too big to go in there. We got fuel from a barge and we got one crewman. Because of the kafuffle of getting under way again, this man was not examined properly by our doctor. If he had been examined by a doctor, he would have been turned away. We would have sailed without him. He suffered from asthma. [Usually] you don't examine a man's gear when he joins a ship, and in his

gear was a small electric hot plate — again, something that wasn't spotted. One of these things with a solid top without an exposed element. Just sizable enough for one pot. He had a pot that he had boiled up some kind of inhalant in. He was employed in the engine room department and he shared a cabin on that lower deck with one other man. No cabin in the ship had more than two men. She was a bit ahead of her time in that way.

It appeared that...we've never been able to prove this, but it appeared that he made a brew to inhale. Then went on watch, the middle watch, that's midnight to four o'clock in the morning. He shoved this hot plate under his bunk, still in the hot condition. Under that lower bunk, there were two steel drawers, side by side. The space between the top of the drawers and the underside of that mattress was a bare six and a half inches. This thing was about five and three quarter inches from the bottom of the legs to the surface of the hot plate itself. You put something like that under a rubber mattress, and if it's hot enough sooner or later you're going to have a fire. That's what the fire detective, the fire investigation team, that's what they figured happened. We found the hot plate in the debris of this cabin, all the bulkheads had gone of course — they were plywood bulkheads, they'd all burned. We found this thing and the pot with the brew, what was left of it. Grains of something, I don't know what it was. This was the cause of the start of this fire.

To make matters worse, this guy that ran up on the bridge right outside my cabin, as soon as he opened the door, he was right in front of it. On the other side of the alleyway, no more than four feet away, was a soda acid fire extinguisher. All he had to do was rip that off the bulkhead and squirt the thing and he would have put it out. The engineer on watch came up out of the engine room to get a breath of air because the steam machinery engine room is usually very humid. He came out through a door in the engine room casing about ten feet further down from the door of this cabin. He hooked the door back, so he'd be able to go in again without having to open it again and disturb anybody who was off watch and asleep. He gave that whole alleyway all the ventilation it needed. It just went off like a bomb!

I sent the Officer of the Watch down right away to have a look at this, and took over the ship myself. He came rushing back and said "The whole alleyway is ablaze from end to end!" "You G.D. idiot," I said, "Why didn't you stay down there and try and do something about it? Never mind coming back here to tell me, that's a fat lot of use!" We tried to fight the fire...

Sometime before — this is something that I never knew anything about until then — sometime before we'd been in dry

dock somewhere and something happened that I've fought against all my life at sea. Ever since I had a fairly responsible position. Nothing gets done on a ship if I have anything to do with it, unless it's in the list of things to be done. None of this old boy's business, "Put a clip here for me mate will ya, and don't say anything about it?" Nothing doing, I won't have that. It should be in the list of things that have to be done, otherwise it doesn't get done. What had happened because of this constant problem with fresh water, there was never enough cooling water for the three evaporators to produce reasonably pure water for these boilers. So, the Chief Engineer at the time, had managed to get a ship yard to put a small bypass line from the main fire line to these three evaporators with a valve. The valve to the main fire line was partially closed. It wasn't fully closed, but it was partially closed, giving some water to the evaporators and only some water, not the full pressure to the main fire line. With the result that we didn't have enough water to even fight the fire! We never did find out what the problem was, because the Engineer on watch didn't know anything about this modification. He said the pump is bashing its head off, you must have all the water you can handle. He came up to have a look and realized there was something wrong, but he never found this valve. We didn't find it until after the ship was burned out.

Something did come out of it that was worth while: the plastic cable insulation used in those days produced highly toxic gas when it was burning. The cable tank with the remaining cable in it, about a total of no more than fifty miles of cable, was burning pretty good. There was a lot of this white, sort of chalky coloured smoke. You couldn't breath, it was really awful. I went down to the seat of the fire myself eventually, once the second mate took over the watch again. I had one of those old fashioned helmets, a smoke helmet, on. I never did like them anyway. This one leaked just as bad as any other I'd ever tried. I got a good whiff of this stuff, a couple of times. But, there was no way that we could fight a fire of that size with the amount of water we had. It would have needed an experienced fire brigade with half a dozen people with equipment to even make an impression on it. So she was burnt to the water's edge. All the ship's plating was heat stressed and wrinkled, there was no way they could do anything with it.

JW: You had to abandon ship?

AR: Yes, well, first we had to bring the ship to a stop and get the men out of the cable tanks. They were having trouble with gas anyhow. So I got them out. We got the boatswain out. We got the brakes put on the cable drum, good and tight and let the ship swing to the wind, the cable as an anchor. It's very difficult to get boats away from a ship's side that's moving. So many mens' lives have been lost that way. The

next thing, Peter Buckle, who owned that book [POINTS TO BOOK ON TABLE] originally, he found me on the upper deck trying to get things organized. With the chief officer working on one side and me on the other, he said, "There is a fellow trapped in the stewards' quarters." I said, "Good God, who is that?" He told me the man's name, a French name. I said, "Oh, that's the fellow that doesn't speak much English." I got down on my stomach on the boat deck and Pete Buckle sat on my legs, to prevent me from going over the side. I was able to see this fellow's face. He was looking out his port hole. A great big heavy man. He had forgotten the little amount of English he knew, in his excitement and fear. He'd forgotten it altogether. He was babbling in French, nineteen to the dozen. A patois at that, since he came from Mauritius. I understood only part of it. My French is school-boy French and poor at that! But, I did understand a little bit. He was saying he could not get out for the fire, he couldn't get out of his cabin because of the fire. I said, "Can you get your body through that porthole?" They were quite big round ports about that size, but he was such a big man. There was no hope of that, he would get his head out and one shoulder, but that's as far as he could go. We couldn't pull him out! We tried for ten, fifteen minutes, we tried.

In the end I managed to get through to him, speaking very slowly. He told me he had a bucket of clothes that he'd been washing in his cabin. I said, "OK, put all those on and don't wring them out, put them on soaking wet, everything you've got. If there's any water left by the time you're done that, soak your bedding in it, too. Put that over your head, wrap yourself up in it, and then run for it. That's the best advice I can give you - I can't help you any other way." He did this, he had to run about twenty-five or thirty feet through this blaze. All the cabins forward of his cabin had been destroyed! He got out, but there wasn't a thing on him. No clothes of any kind, and no shoes. It shows the intensity of heat there was.

JW: It just burned right up?

AR: Well, he was suffering from sixty per cent burns on his body. Third degree burns.

JW: He survived?

AR: Yes, just! The German ship that picked us up, this big German freighter bound for Europe from Cuba with a full cargo of sugar, he stopped and picked us up about three hours after we had abandoned ship. There were quite a lot of ships around. Our distress call was answered by half a dozen different ships.

JW: You must have been near a busy shipping lane, obviously.

AR: Yeah, close to Europe like that, you would be. I wasn't concerned about that, I knew we would be picked up eventually, but I was afraid this chap would die in the interim. He didn't, he was only half conscious. This ship [that picked us up] was fairly new...she had some rather nice passenger accommodation, [for] twelve passengers. The German captain spoke quite good English. Three of these passengers were doctors, women doctors, who had been practising in Cuba for several years. He got these girls out, middle-aged women they were, and explained the position about this man. Right away, they set to...they saved the guy's life. We were about two days steaming from Falmouth, southwest England. They never left him. There was one of them there all the time. They saved his life. He was landed to hospital in Falmouth as soon as we got there, of course.

I had to stand by the wreck, after they'd towed her in, which was three or four days later. She didn't sink, she just burned out. They brought the wreck in, then the fire investigators came down to have a look, because I couldn't explain how it started. I had no idea how it had started! I knew where it started, but how was another matter. I worked with them for a while. Each day I went to the hospital to see this chap. He was gradually improving. It was most embarrassing, every time I went in there, he'd burst into tears. He kept on over and over again, thanking me in French, and the strange language that they have in this place. He was illiterate, but a real nice chap. A great big fat, jolly fellow. By the time he was ready to go home, he'd lost a lot of weight. He wasn't nearly so big and fat. But he was still quite a happy-go-lucky fellow. He kept saying that I had saved his life and all the rest of it. But I didn't, all I did was tell him what to do.

I had awful trouble with the press too. Oh, by the time it was over I was ready to leave there. They never leave you alone. These press people, that was disgusting! It really was. Before we were landed in Falmouth, [Jo, my wife] knew there was something wrong, but she didn't know what. The company's office had phoned and said the ship had had a fire on board. They didn't know any details yet. Somebody in the office must have leaked it, or else the radio message had been intercepted. Some female reporter showed up from one of these tabloid papers and Jo answered the door, and this damn woman pushed her way into the house. Didn't say who she was or what she wanted! Marched into the living room and found a picture of me in my Master's uniform. She just grabbed this and said "I'll let you have it back when I'm finished with it." Then she told her who she was. Both Jo and Sharon [our daughter], if they wanted to go out of the house, had to climb the brick wall into the garden and get out that way. They couldn't go via their own gate! They were hounding me all the time.

JW: Was there an investigation?

AR: Oh yes, there always is, even though there were no fatalities. There's always an investigation into the loss of a ship. The actual inquiry didn't take place for a full year. But, the Ministry were spending all that time assembling information. My company provided me with a lawyer, who didn't seem to know whether his backside was punched or bored! The Chief Engineer was this chap Goody from Malta. He was very concerned about this. He thought that they would probably try to pin the fire on him. So when we all arrived to the place where this inquiry was going to take place, we were warned that it would be about a week. There is no judge, there's a person called a Wreck Commissioner, who is usually a lawyer very experienced in marine matters. He has assessors with him. Now, if they are going after the Chief Engineer, you can tell right away, because two of the assessors will be engineers, and one will be a Ship's Master. The reverse is true if it's the Master they're going after. In this case there was only one of each, so both of us were aware they weren't gunning for either of us. How could they? Neither of us had anything to do with it!

Anyway, the Ministry lawyer was a chap called Bucknell, I'll remember him until I'm dead and buried. A little runt with a limp! He had me on the witness stand for three whole days. At the end of that time, the Wreck Commissioner said, "Mr. Bucknell, I think that's enough, this witness has been on the stand for three whole days. I'll allow you one more question." This fellow sauntered up to me with the lapel of his gown in his hand. I think he thought he was one of the great lawyers of this century, or something. He looked me straight in the eye and he said, "Tell me Captain, why did you abandon ship?" Well, I was ready to blow up by this time. So I turned to the Wreck Commissioner, up to that time I'd tried to be polite to him. But, there is one way that you can get a lawyer's goat, if you want to – that is to ignore him, and address your answer to the judge.

Which I did. I turned to the Wreck Commissioner and I said, "With respect, Mr. Commissioner, I can only answer a bloody stupid question, with a bloody stupid answer." Then I turned to Bucknell and said, "Because she was too hot, Mr. Bucknell!" The press gallery – there were about thirty press men and women sitting there – they all ran out of there like a flock of frightened sheep to get to a phone. The next day, the headlines read "SKIPPER SAID 'SHIP WAS TOO BLOODY HOT!'"

JW: That was a good quip!

AR: I wasn't trying to be funny, I was just telling the man the facts. Another month went by and nothing happened. We

were all told to present ourselves at the No. 7 divorce court at the Old Bailey, which I thought was somewhat appropriate. It took the Wreck Commissioner four hours to read his findings! At the end of which he said that the Court could find no blame attached to the Master or the Chief Engineer, or any other Officer on the ship. In essence, he felt that the order to abandon ship had been given in sufficient time, so that there was no loss of life. Very close to it in one case, but no actual loss of life. He said, "From that point of view, the Court was well satisfied that the Master had carried out his duties properly," or words to that effect. I'll never forget it at all! That's why I got a thing about fire now. I have a real thing about it.

JW: What was your next assignment?

AR: For a year I worked in the office, the company's office in London, in Greenwich.

JW: That was Submarine Cables Limited?

AR: Yeah, from there, it may have been slightly less than a year, something like that. From there I was seconded to the Manchester offices of another company – British Insulated Callenders Cable Ltd. – that was associated with them. They made power cable and heavier cable. It was because of my experience in Vancouver that I was transferred to the Manchester office.

BICC were good people to work for. They had a good name in the power cable field. They made some of the pipe and power cables that were used with the Mulberry Harbour during the D-Day invasion of Europe. That's where they got a lot of their experience. They were good people to work for.

JW: When did you go to New Zealand?

AR: That would have been in the early sixties. We used a freighter for that. For about four years altogether, BICC had been sending people out to New Zealand to carry out surveys of Cook Strait. One of the problems is the very volcanic area. Cook Strait goes right down quite deep, nine thousand feet in the middle. The cable had to be capable of taking the wear and tear on the shoulder as it goes down. There was a lot of land survey required because of the overhead pylons. They were going to be made by an Italian company. It was a very interesting job. I found it very interesting. I was in real trouble with my back at the time. That's when I started to become deaf. Oh it's a long story...but, I learned a lot from it. I think they did too. The company learned a lot from the job.

As I say, we used a 10,000-ton freighter for it because of the

weight of the cable – we had to have a fairly big ship. Curiously enough, she was lost, I think, by fire up in the Great Lakes, a few years after that job was done. Her name was the *Photinia*. All the cable was made by us. We fitted the side thruster in the ship. She wasn't equipped with one. It cost a hell of a lot of money to fit her out. It was cheaper to leave it in and pay dead freight on that hold than take it out after each job.



Fig. 3: Bulk carrier *Photinia* (Stag Line Ltd.); G.T. 7660; length, 479.7 ft., beam, 60.25 ft.; single screw diesel, six cargo holds.

Source: Capt. Ross



Fig. 4: *Photinia* as converted to lay power cable: hydraulic cable machinery on fo'c'sle; two 16-foot diameter bow sheaves, bell mouth under for use during cable repairs; No. 1 hold fitted as generator and motor room, Voith Schneider side thruster fitted to improve vessel's handling; No. 2 hold, stores, etc. for cable operations; Nos. 3, 4 & 5 holds, cable stowage; No. 6 hold, converted to temporary quarters for extra crew members for cable work, consisted of portable huts on steel transverse beams, all connected to ship's services.

Source: Capt. Ross

The Cook Strait cable had a bending restriction of sixteen feet diameter, so the bow sheaves had to be sixteen diameter, we couldn't use anything smaller. Again, it was so heavy that there was no way you could lay any slack with it.

JW: [EXAMINING PHOTOGRAPH] The sheaves on the *Photinia* do look larger than normal.

AR: Oh yes, they were huge!

JW: They were built for that specific job, then?

AR: Yes, she was designed just to do that. She also was supposed to do the Trinidad to Tobago power cable. I don't know if that was ever laid by them or not. That was after I left the company. But, I went from there to a little cables ship out in the Philippines called the *Omega*. She was an extraordinary ship, very small!

She was owned by an American company in Washington, DC. Weird, I was sitting at home, minding my own business, when a phone call from a fellow in London wanting to see me. I said, "Well, if you want to see me, you're going to have to come down here." He didn't tell me what he wanted. So, he asked where we lived and so on. He did come down. He wanted me to go off to the Philippines and take the *Omega* over as Cable Engineer, for a period of six months or something.

I went out there and met him in Manila. The ship was in Subic Bay, in the Philippines. He said, "We'll go down to the boat landing, the boat should be in there. I've sent a message off to the ship." We got down there and there is no boat. No sign of anybody from the *Omega*. She was lying off at a buoy. In the long run, I found my way to the Navy signal tower and talked to the duty officer. "Have you got a boat going out anywhere near to this buoy?" I said, giving him the number. He says, "Need a ride?" and I said, "Yes, two of us." "OK, no problem, give you a ride, just go down to the boat landing." That's one thing about Yanks, they are great for that sort of thing.

So we went off to the ship. There wasn't a soul around! Those on board were all seven fathoms down asleep. No Officer of the Watch, no rating on the gangway, nothing! So, Martin was displeased, I'd say, if nothing else. He said, "Let's find beds somewhere, and we'll see about this in the morning." So we turned in. It was after 10 o'clock the next morning when the Captain comes aboard. "Oh, I forgot to send a boat in for you, I forgot to tell them." Well, anybody can forget, but it was pretty obvious that he'd been drinking heavily. Before the end of that day, Martin sent for me and said "I think you had better take her over altogether, because this isn't any good." To make a long story short, I found myself Skipper of that damn thing for three years! But, I learned a lot. I have never had a job yet that I didn't learn something from. That's her right here, that's the *Glassford*. But, again, there was a ship with a crew with absolutely rock bottom morale, a lot of them

useless anyway.

These little wooden cableships [like the *Glassford*] were built for the US Government and some of them have got into private hands. I don't know if any of them are still afloat now, but they had remarkable machinery. The two main diesel engines, the outside ones of three, were for normal propulsion and handling of the ship. But, the centre screw was a much smaller engine, and a smaller screw. It was supposed to be for grappling. I found it great for handling the ship up to a buoy or to recover a buoy, or something like that or when making a splice where you got to keep the ship in the same position all the time. Its horsepower was so low, that it really was handy. It was an interesting idea. The cable machinery was steam-powered, so there was a boiler to supply that. She was a funny little ship altogether, but very handy.

JW: A small ship like that would not be practical for laying cable, so much as repair work?

AR: Oh no, only for repair work, and even then you couldn't work a little ship like that in real bad weather. We did work on the coast of Vietnam several times. In fact, one Chinese New Year, Tet as they call it, we were asked to renew a shore end, close to a place called Vung Tao. Not very far from the Saigon River. When I saw on the instruction sheet that this was to be done on the morning of Tet, I thought that wasn't the smartest thing in the world. They get more than a little excited. There are fire crackers going off all over the place. Who's to know whether it is a fire cracker or a rifle?

We had to get on the beach and dig a trench for this cable end. I wasn't very happy about that! I told the Yanks, "I can't see what difference it's going to make if you move that date up one day or move it back one day." Why do you have to do it on the very day of Tet? Particularly, you ought to have more sense; you work here. "Well, I get my orders from above." So, I did talk to my people in Washington. I said "I'm expecting our crew on the beach to be fired on." I explained why. They said, "Yeah, that sounds very logical, but we can't do anything for you. We can't make them do something or not do something. Even here in Washington, we can't do it." So, he said, "All I can suggest to you is do your best not to lose any men." It was just a little hairy!

JW: So were you in fact fired upon?

AR: We were fired upon, but it was pretty sporadic. It wasn't machine guns, it was single shots.

END PART FOUR

Epilogue

Following his China Sea work, Captain Ross purchased 25 per cent of Marine Survey Co., Vancouver BC, moving there in the late 1960s. This lasted until September 1974 when he became Vancouver Harbour Master. He left the Harbours Board in September 1978 and operated his own marine survey business while teaching at the Vancouver School of Navigation. In November 1981 he became Dangerous Cargo Surveyor for the Maritimes Region, Canadian Coast Guard, "a tough position." He was also Secretary of the Marine Safety Advisory Committee, Pollution Officer for Arctic and East Coast waters, and an Examiner for Masters and Mates. In November 1985, at age 67, he retired to Prince Edward Island.

A LETTER FROM RIO JANEIRO

by Eric J. Ruff,
Director/Curator, Yarmouth County Museum
Yarmouth, Nova Scotia

One of the real joys of working at the Yarmouth County Museum is that you never know what interesting people, questions or artifacts will come to you on any given day – and what tangents they will lead you on to during that day and following days. In the mail one day this winter we found a small package redirected to us by the Yarmouth Public Library. Inside was a small change purse and several pieces of paper, all sent by Mrs. Edward Skillen of Vernon, Connecticut. In the accompanying note, Mrs. Skillen wrote: "My friend, Violet Haley Goodwin asked me to send you a purse and papers of her family when she passed away. She died many years ago and I have just come across these papers which I am mailing [you]..." She added, "If you cannot use them, please destroy."

What a treasure-trove of interesting and poignant family memories were enclosed (they will *not* be destroyed!). The purse which is three inches high by four inches wide, is hand-made of various coloured wools in a diamond-shaped needlework pattern. The edges are trimmed with a hand-sewn green satin type material with ties of the same. Inside are two compartments. The back compartment contained a smaller beaded change purse of colourful, intricately woven beads – this probably dates from the 1890s.

The purse is of importance to Yarmouth citizens but it is the other papers which yield an interesting story of the sea – one which brings home a little reality to what we often call Romantic Days of Sail. The papers consisted of: Violet Haley Goodwin's parents' wedding certificate indicating that Reuben Goodwin of Pubnico married Emma H. Hilton of Kelley's Cove on 18 November, 1885; notes on the Hilton family;

record of births, deaths, etc. of the Hilton family; genealogy of the Haley family; and a letter from Henry Hilton to his wife Hannah. The poignancy of this collection comes from noting that the papers state that "Henry Hilton (father) died at Rio De Janeiro [or Rio Janeiro as it was then commonly known], Brazil, South America, of yellow fever, buried in the ocean." The date of his death was 7 March, 1850; he was 45 years old. The letter dated at Rio de Janeiro on 20 February, 1850 was the last one to his wife Hannah at home in Yarmouth. The note also reveals that Mr. Hilton was "Captain of the *Zone*, a vessel fitted out from Yarmouth, Nova Scotia for California, in the early days of the discovery of gold" and thus gives us a clue to discovering more about the voyage as well as a better understanding of what Captain Hilton says in his letter.

James Murray Lawson, in his *Yarmouth Reminiscences* (Yarmouth, 1902), and George S. Brown in *Yarmouth, NS* (Boston, 1888) give us substantial details about "The California Fever" and the "California Expeditions." Apparently in early 1849 the news of the discovery of gold in California reached Yarmouth. Two joint-stock companies were formed to take cargoes of building materials to the rapidly growing town of San Francisco. The first group of stockholders paid forty pounds each which gave them one of thirty shares and entitled them to a one-thirtieth part of the vessel and cargo, together with a passage to California. They purchased the fast brigantine *Mary Jane* and on 22 November, nineteen men (all shareholders except the cook) set sail for San Francisco. Although the *Mary Jane* had been repaired and well-fitted out for the long and perilous voyage, some four or five hundred solemn well-wishers turned out to send her off with three cheers and several cannon shots. The *Mary Jane* arrived safely in California 183 days later on 25 May 1850.

The second vessel bound for the gold rush was the brigantine *Zone*, and it was this vessel in which Captain Henry Hilton sailed his last voyage. The following year the schooner *Eagle* left for San Francisco and two years later, in 1852, a similar expedition left for the gold rush in Australia in the brigantine *Brilliant*. We are concerned here, however, only with the brigantine *Zone*. She was built in 1847 in Argyle by Andrew Ricker for himself and others. The *Zone* was 70.6 feet in length, a 18.7-foot beam, a 9.7-foot depth of hold, and was 100 gross tons. On 9 November, 1849 the vessel was sold to Elisha W.B. Moody and George W. Bond. Then, on 13 December, her Yarmouth certificate of registry was cancelled – probably because their intention was to sell her once the vessel reached California (which was, in fact, what happened).

At some point prior to leaving on the expedition, shares were sold. The shares were divided, as with vessels, into sixty-four shares. The shareholders were as follows:

E.W.B. Moody	32 shares
George W. Bond	12 shares
Norman J. Bond	12 shares
John W. Moody	6 shares
Dennis Horton	<u>2 shares</u>
	64 shares

It is important to understand that in the early 1800s the Bonds and the Moodys were prominent Yarmouth families and were connected by marriage in several ways. E.W.B. Moody had among these shareholders a son, John W. Moody and a son-in-law, Norman J. Bond. Only Dennis Horton was unrelated.

The *Zone* sailed from Yarmouth on 18 December, 1849 for San Francisco. Her cargo consisted of: "15,700 feet scantling and house frames, 53,411 feet boards and planks, 33,800 shingles, 3000 bricks, 12 pairs window sashes and glass, 27 doors, 15 grindstones and cranks, 400 tins lobsters, 1 patent saw mill gear, 8 casks dried haddock, 2 hhds. lime, 2 bags and 2 casks nails, 1 bbl. hardware, etc., etc." The crew or, as Brown calls it, the "ship's company," consisted of: George W. Bond, Master; Henry Hilton, Mate; Alfred Van Norden; Levi Wyman, Sen.; Malachi Healy [*sic*]; Jacob Tooker; Norman J. Bingay; and Charles W. Moody. All were Yarmouth names of long standing. A little analysis shows some interesting facts. George W. Moody was a major shareholder. Norman J. Bingay (listed as Joseph Norman Bingay in the genealogies) was his son-in-law. Charles W. Moody was the son of E.W.B. Moody, the major shareholder. Even Levi Wyman, Sr. was later related to the shareholders as his daughter married the son of Dennis Horton. As well, Malachi Haley was the uncle of Henry Hilton's wife. Such a crew would definitely not lend itself to the strict discipline required at sea.

There is even some doubt about who was actually the captain, as Violet Haley Goodwin's notes, undoubtedly written by her mother Emma Hilton, indicate that her father Henry Wilton was captain of the *Zone* whereas both Lawson and Brown identify George W. Moody as captain and Henry Hilton as mate. Perhaps Bond was not a qualified master and as "super-cargo" (owner's representative) took the title of captain while Hilton was in actual fact the vessel's master – we will likely never know if this was the case or not. At any rate, Henry Hilton's letter shows that he was rather unhappy about the state of things.

As the letter is difficult to read due to some words, spelled phonetically ("whe" for "we," "voig" for "voyage," etc.), as it is almost completely un-punctuated and as some words are undecipherable while others are used differently than in today's usage, the following is an "understandable" version of his letter:

February 20 - 1850

Rio Janeiro

Dear Hannah,

I take this chance to write a few lines to you to let you know that we have arrived at Rio, 59 days from Yarmouth and I have not been well since we arrived here although today I feel much better than I have. If I had known things before I left I should have stayed at home for California is not what it is built up to be and before the voyage I knew nothing about it, for the work is hard for the crew that we have.

Try to send me a letter as soon as you can, inquire of Mr. Moody when he sends an answer. Give my love to all the children. Tell them to try and do all they can until they hear from me again. Tell Hannah if she will look after you and stay home I will give her what she wants if I ever come home. Tell Emma and Henry to be good children.

The yellow fever here is very bad but we are lying out of the shipping. We shall sail on the 23th if nothing happens.

You must try and do the best you can. I shall write from the next port.

The crew is well and Mr. Haley is as fat as a pig and smokes the same.

Ah, Hannah if I had listened to you I should have been home and never made this trip – the worst I ever did. I shall be home as soon as I can get home for the voyage is difficult for anyone to undertake. If anyone wants to go to California go by land or by steam or stay home. It takes about 150 days or more to go there.

If you get this letter tell nobody about it for I am so sick of the voyage that if I could get money I would come home.

Dear Hannah don't forget to send me a letter as soon as you can. Tell Henry he just should not come out with a load of boards for they would not take boards, \$20 shingles they don't use, and fish is nothing for there is plenty here and the port is full of shipping.

Capt. Bates from St. Johns arrived here today 75 days from St. Johns.

I must close for the mail is to go today and we have to go to town and carry them – a long board to pull[?].

So I remain your True Beloved
Husband Henry Hilton

If Henry Hilton did not have yellow fever at the time he wrote this letter, he contracted it shortly afterwards. On 5 March,

one of the crew, Jacob Tooker, died of yellow fever. Henry Hilton died two days later.

The vessel continued on her way and duly arrived in San Francisco for we know that the vessel was sold there "to Sydney, New South Wales parties." Uncle Malachi Haley died (in California?) the following 14 October. Captain George W. Bond must have settled there, for he died in 1892 in Center-ville, California. Alfred Van Norden continued his seagoing career and later became a captain.

Of Hannah and Henry Hilton's family we know a little. They had six children – Hannah (born 1830), Jeremiah (1832), James (1834 or '35), Malcolm (1837), Henry (1843 or '44), and Emma (1845). Jeremiah was washed overboard and lost on his first voyage to the West Indies, aged 13; James, second mate of the brigantine *Leader*, died of yellow fever at Demerara, aged 19; Captain Malcolm died at 25 of typhoid fever at Kelley's Cove; Captain Henry died of heart failure at Port Latour, aged 50; Hannah (daughter) lived to be 89 and died in Port Gilbert, Digby County. Their mother Hannah died in 1873, aged 66, after "an illness extending over the greater part of her life." Emma married Reuben Goodwin and was the mother of Violet who wanted her papers to come to Yarmouth. What a history from a little package that arrived unexpectedly one day at the Yarmouth County Museum!

Sources

Brown, George S., *Yarmouth, Nova Scotia: A Sequel to Campbell's History* (Boston, 1888)

Brown, George S., *Yarmouth, Nova Scotia Genealogies – Transcribed from the "Yarmouth Herald"* (Baltimore: Genealogical Publishing Company, 1993)

Lawson, J. Murray, *Yarmouth Past & Present: A Book of Reminiscences* (Yarmouth, 1902).

A PIECE OF CHIPPED POTTERY WITH A HISTORY

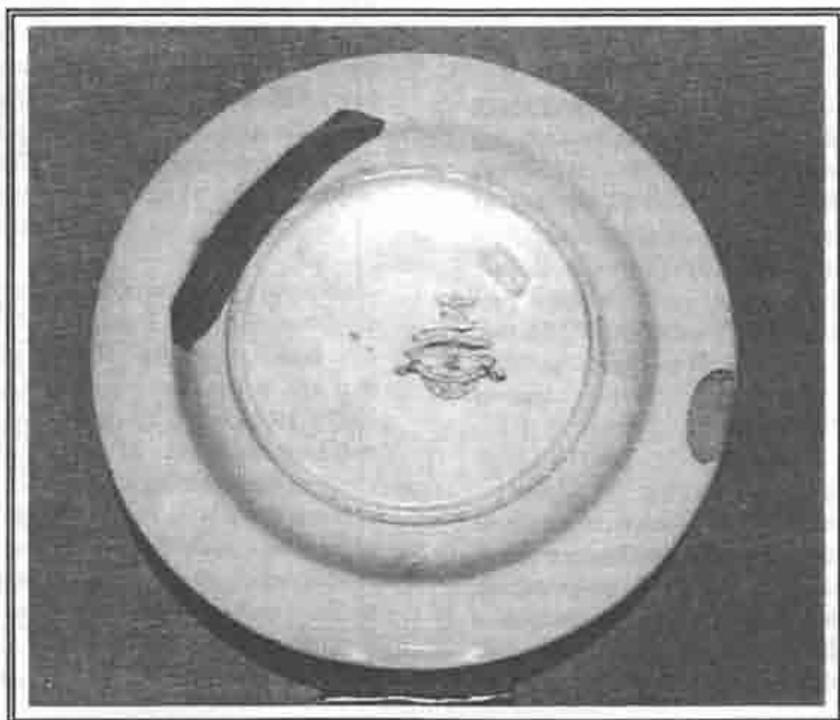
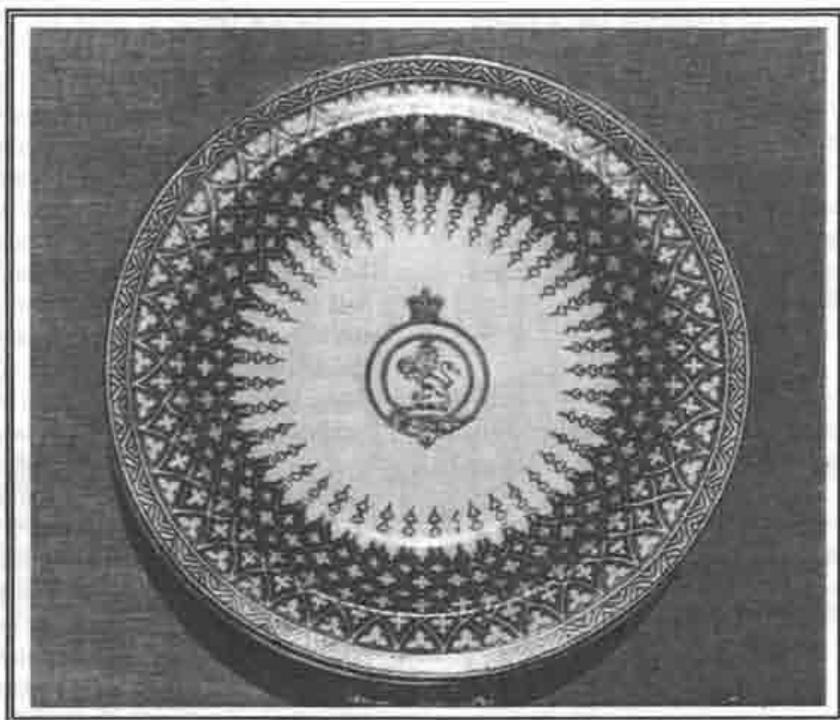
By David J. McDougall
Lachine, Québec

One of the few pieces of nautical memorabilia I inherited from my father, James M. McDougall, is an ironware soup plate with a large chip on the bottom edge. The plate is about nine inches in diameter with a brown "gothic" design extending in from the edge and a central medallion of a crown over two strands of rope encircling a lion, "crowned, rampant and regardant," with a globe in its paws. The maker's mark on the back is a crown and a ribbon with the words "British & North American Royal Mail Comp^y, E.F. Bodley & Co. Burslem."

A paper label, glued to the back and brown with age, has the typed statement "Dredged up near Cunard pier, Boston, about the year 1876, by Chas. Wolley & Co.'s dredger *Ajax*."

According to Elizabeth Collard, an authority on Canadian pottery and porcelain, Edward F. Bodley at Burslem, Staffordshire, England manufactured tableware for a number of steamship lines, giving as an example a cup and saucer owned by the late Eric Reford, of the Montreal ship and cargo agents Robert Reford Company Limited, which had been dredged up in Boston harbour. The cup and saucer have the same style of decoration as the soup plate and all three were made between 1862 when the Bodley pottery began business and 1878 when the name British and North American Royal Mail Company was officially changed to the Cunard Steamship Company Limited.¹

The Robert Reford Company became the Canadian agents for Cunard and associated lines in 1911 and was integrated into the Montréal operations of the Cunard-White Star Line in 1924, an arrangement which lasted until 1947 when the Robert Reford Company Limited was re-established as an independent agency.² My father's connection with the Robert Reford Company began in 1897 when he was hired as an office boy at the age of thirteen and employed as a clerk in Montréal in the summers and in St. John,



New Brunswick in the winters until he was appointed manager of the Robert Reford Company office in Portland, Maine in 1910. He returned to the Company's Montréal office in 1929, initially as Assistant General Passenger Manager and later as Assistant Freight Traffic Manager for the Cunard-White Star, Donaldson Atlantic and Donaldson Lines. Appointed Deputy Transport Controller for Canada from 1942 to 1946, he then returned to the Cunard-White Star Lines in Montréal as General Freight Manager until he retired in 1950.³

I cannot remember when I first learned the history of the soup plate but some twenty or more years ago Eric Reford showed me the cup and saucer in his office. More recently his son, Alexis Reford, gave me a xerox copy of an undated newspaper clipping, probably from a Portland, Maine newspaper in the late 1920s, with an illustration of the soup plate (including the chip) and the information that it was owned by James M. McDougall, manager of the Portland office of the Robert Reford Company Limited; he had acquired it from James C. Wolley, chief clerk of the U.S. Lighthouse office at Portland, whose father, Charles Wolley, for many years had the contract for dredging the Cunard pier at Boston. Included with the clipping is a short note, signed by James C. Wolley, presenting the cup and saucer to Robert Reford (Alexis Reford's grandfather) with the statement that it had been dredged from the Cunard Steamship Company dock

in East Boston, Massachusetts, by C. Wolley & Co.'s dredge *Ajax* sometime between 1876 and 1880.

During the 1860s and '70s the Bodley pottery made other kinds of tableware for the British and North American Royal Mail Company. Elizabeth Collard has told me that, among several examples she has seen, one is a platter almost too big and too heavy for her to carry. It would be interesting to learn if any more samples of Bodley's tableware have been dredged from the harbours of either Boston or other ports.

Notes

1. Elizabeth Collard, *Nineteenth Century Pottery and Porcelain in Canada* (2nd ed.; McGill-Queen's University Press, 1984, pp. 236-237).
2. Eric Reford, *The Robert Reford Company, Limited, 1866-1966, Ship and Cargo Agents and the Port of Montreal* (1966; 16-page brochure).
3. Family records.

ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. *Malcolm Cann*

Specifications:

Official Number:	103714
Built:	S. Harlow, Lockeport, Nova Scotia
Date Built:	1898
Gross Tonnage:	211.81
Overall length:	112 Feet
Breadth:	20.1 Feet
Draught:	10.8 Feet
Engine:	3 cyl. 12.5", 20" and 32"-22". 53 rhp.
Engine builder:	Plenty & Son, Newbury, U.K.
Propulsion:	screw

History

In 1883 the Nova Scotia government had taken over what was termed the Eastern Extension Railway, from Truro to Mulgrave on the Strait of Canso. However, it was not until the Intercolonial Railway (ICR) had completed the construction of its line between Port Hawkesbury and Sydney and established a reliable service between Halifax and the Strait that shipping

companies began to show an interest in serving local ports from the Mulgrave railhead.

Among the earliest ship owners to show an interest was J.B. Cann and Son, a Yarmouth firm which had previously concentrated its efforts on the overseas trade. In 1898, Lockeport shipbuilder S. Harlow launched the first of the company's fleet of coastal passenger-cargo steamers, the *Malcolm Cann*. She had a large forward hold, generous deck space for cargo and was registered to carry eighty-six passengers. The sturdy 211-ton wooden vessel was designed specifically for the rigours of the Mulgrave to Guysborough run, and thick iron sheathing along her waterline permitted winter operation in light to moderate ice conditions. The unusual arrangement under the overhang of her stern is believed to have been part of the mount for a protective cage around her propeller and rudder.

Malcolm Cann was ideally suited to the coastal trade and her general layout appears to have been adopted as an industry standard. Before her arrival in Chedabucto Bay, Guysborough had been served once a week from Halifax by the SS *Premier*, a small Scottish-built steel coaster. Now the *Malcolm Cann* offered a connection with the ICR train arrivals and departures at Mulgrave. Three days per week, on the arrival of the morning train from Halifax, she sailed for Guysborough and Queensport. The following day, she would return to connect with the westbound train. Twice weekly, she left Mulgrave in the opposite direction calling at Hawkesbury, Port Hastings and Port Hood, one run extending up the coast to Margaree and Cheticamp.



Fig. 1: The *Malcolm Cann*'s ports of call in 1900.

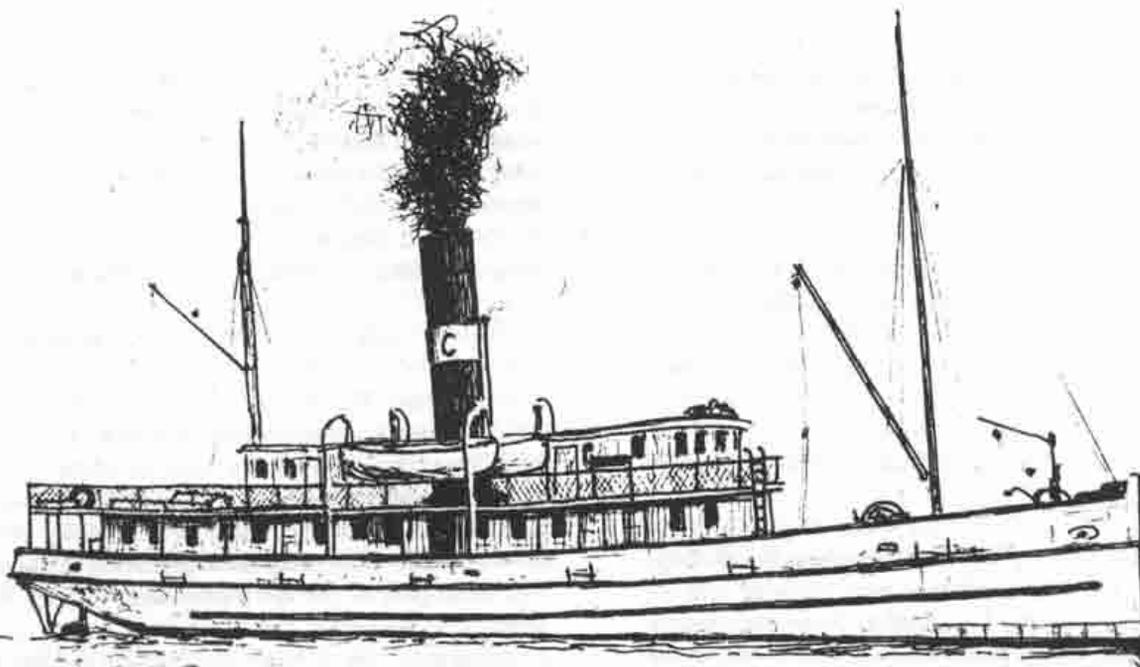


Fig. 2: SS Malcolm Cann. Sketch by Robin H. Wyllie from a series of photographs taken by W.H. Buckley of Guysborough, an ardent steamer enthusiast.

By 1904, the *Malcolm Cann's* schedule had been revised to reflect the economics of the day. Guysborough was now served four times per week, missing out the Queensport stop, and Port Hood, Margaree and Cheticamp were served only once a week. In this case, the intermediate stops had been served by the Inverness Railway and Coal Company since 1901. Although the bulk of the *Malcolm Cann's* freight traffic was still carried out of Mulgrave, there is little to indicate the extent to which passenger traffic was affected. Certainly, local legend, which abounds with tales of the slow pace and poor time-keeping of the Inverness Railway's passenger trains, suggests that the only way to make certain of a rail connection at the Strait was to take the boat.

In 1907, the Cann Company managed to obtain a government subsidy for both the Guysborough and Cheticamp services. They also obtained one for the Mulgrave to Canso run serviced by their little *John L. Cann*, namesake of the first engineer on the *Malcolm Cann*. With the outbreak of World War I in 1914 came a reduction in traffic. The *Malcolm Cann* was now found to be a little too big and, after seventeen years of year-round operations in every type of condition, she was in need of a major refit. It was decided to place the smaller *LaTour* on the route and dispose of the *Malcolm Cann*. However, when it was found that her engine and boiler were still in excellent working order, they were removed and only the hull was sold. According to Mills, the new owner converted her to

sail and she remained in the coastal cargo trade until 4 September, 1926, when she foundered in the Northumberland Strait. Her engine and boiler were placed in storage until 1917, when they were installed in the *Keith Cann*, which had a long career under various owners on the Saint John to Westport to Yarmouth service.

Sources:

- Cheticamp Histoire et Traditions Acadiennes*. Edition de Aboiteaux, Moncton, 1961.
- Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809-1930*. Providence, R.I., 1979.
- Steamboat Inspection Report*. Supplement to the Forty-seventh Annual Report of the Department of Marine and Fisheries for the Fiscal Year 1913-14. Ottawa, 1914.
- Selected Intercolonial Railway and other timetables.
- Selected Shipping Registers to 1917.

ARGONAUTA NEWS

OBITUARY: HAL LAWRENCE

We were much saddened to learn that writer, teacher, former CNRS member and distinguished Royal Canadian Navy veteran Lieutenant Commander Harold "Hal" Lawrence died in his Victoria home last April.

Hal wrote fifteen books, but was best known for his naval histories. His most celebrated book, *A Bloody War* (McClelland & Stewart, 1979), won the Canadian Authors Association's Best Non-Fiction Award and an Authors Award from the Foundation for the Advancement of Canadian Letters in conjunction with the Periodical Distributors of Canada. He also wrote *Tales of the North Atlantic* (M&S, 1985) and *Victory at Sea* (M&S, 1989). Hal taught in the English department at the University of Ottawa for a number of years following his retirement from the Navy in 1965. He is survived by his wife, Alma, five children and three grandchildren.

DIRECTOR GENERAL HISTORY UPDATE

As readers will recall, in the last issue of *ARGONAUTA* we reported to you the threat of cutbacks faced by the Director General History. We also asked members to write, and we thank those who did so. In the interim, however, matters became even worse, to the point where it appeared that the reading room would be closed, the answering of outside research inquiries would be halted, and the unit would have to dispose of its superb archive. Although it is always difficult to be precise about any situation in flux, as we go to press it looks like some of these pressures have eased. The operations of the reading room will be restricted to two days per week beginning in January, but it will not be closed entirely. Cutbacks mean that it will not be possible to provide the same superior level of service to outside research inquiries, but staff will answer such requests on an "as can" basis. And it appears that the archive will stay put, at least for the time being. As more information becomes available, we will of course pass it on to you. In the meantime, though, readers with a special interest in the operations of Director General History might wish to be especially vigilant.

CORMORANT SAILS THE GREAT LAKES

The dive support vessel HMCS *Cormorant* spent two months this past summer visiting nine Great Lakes ports and conducting numerous seabed investigations in support of embarked civilian scientists. *Cormorant* carries two submersible diving vehicles which were used to conduct a survey of the sunken oil barge *Irving Whale* off Prince Edward Island and to support the scientific community in Georgian Bay.

HMCS VANCOUVER AWARDED ALEUTIAN BATTLE HONOUR

Earlier this year the Chief of Defence Staff, Gen. A.J.G.D. de Chastelain approved the awarding of the Aleutians battle honour to five World War II RCN ships, including HMCS *Dawson* (1942-43), HMCS *Prince David* (1942), HMCS

Prince Henry (1942), HMCS *Prince Robert* (1942) and HMCS *Vancouver* (1942-43). The new HMCS *Vancouver*, a Halifax Class patrol frigate based in Esquimalt, inherits this battle honour. The Aleutians battle honour had previously been authorized and awarded to units of the Royal Canadian Air Force. The battle honour recognizes the contribution made by the five Canadian ships in support of U.S. efforts against Japanese military activities in the Aleutians during 1942-43.

LIBERTY SHIP VISITS HALIFAX

In August the World War II SS *John W. Brown* came to Halifax to make a commemorative port visit. The vessel is one of only two surviving Liberty ships, of which 2,710 were built in the United States between 1942 and 1945. Often referred to as "ugly ducklings," they made an outstanding contribution to the war effort. They were mass-produced, using then-innovative techniques of pre-fabrication and welding. This made it possible to assemble the ships in a matter of days, thus allowing the Allies to build merchant ships faster than enemy submarines could sink them.

Liberty ships were long a familiar sight in Halifax. Hundreds of them called there during the war to load supplies and assemble for convoy across the North Atlantic. Haligonians may recall the after-half of the *Joel Poinsett* which was laid up on the Dartmouth side of the harbour after she had broken in two; though the bow section sank, the aft cargo section and engine room were towed to their final resting place in the harbour, to be cannibalized for spare parts. Another Liberty ship, the *Martin Van Buren*, was attacked by a German U-boat and sunk just inside Chebucto Head on 14 January, 1945.

Liberty ships remained in service long after the war. Many contributed to the effort to re-build a war-shattered Europe. Others were subsequently sold to foreign shipping companies to replace their war losses. A substantial number were mothballed in the United States. Today, however, they are all gone, except for the *Jeremiah O'Brien* in San Francisco and the *John W. Brown*, which was built in 1942 and, after years of merchant service, became first a floating school in New York and then saved from the shipbreakers by a group of US Merchant Marine veterans who restored the ship to its wartime appearance. Today the ship is operated by Project Liberty Ship, an operation based in Baltimore. The Halifax visit of this historic ship was sponsored by the Halifax Port Corporation and The Company of Master Mariners of Canada. A number of local firms also helped defray the costs of the visit.

CANADIAN VESSELS IN ISRAELI MUSEUM

A little piece of Canadian maritime heritage can be found in the Clandestine Immigration and Navy Museum in Haifa,

Israel. Alan Ruffman, long a member of CNRS, recently had occasion to contact the museum in search of I.N.S. *Haganah* (K-20), ex-Corvette HMCS *Norsyd* (K 520). Alan's father, who served in *Norsyd*, was considering a visit to Israel to see the ship, which paid off in 1946 as *Balboa* and then found its way to the Mediterranean, serving as the clandestine immigration vessel INS *Haganah*, and then from 1948 to 1956 in the Israeli navy. Unfortunately for the Ruffman quest, *Haganah*, together with another ex-Canadian Corvette, INS *Wedgwood* (K-18) were sold in 1956 to an Italian company for scrap. However, the museum informed Alan that a model of the K-20 is on exhibit and there are documents as well; a model of the other Corvette is now being built in the museum. As well, the museum has an ex-Canadian Tank Landing Craft - *TLC 147* - which also served as a clandestine immigration ship and later in the Israeli navy. The museum address is: Clandestine Immigration and Navy Museum, Allenby 204 St., Haifa 35472 (tel: 04- 536249; FAX: 04- 537672).

MARCO POLO COMMEMORATED IN AUSTRALIA

Sunday, 29 May, 1994 was designated "Marco Polo Day" at the Melbourne Maritime Museum in Victoria, Australia, in recognition of the contribution made to Australian maritime history by the famous Canadian-built ship. Launched in 1852, this vessel of 1625 tons was the first full-rig clipper built for the Australian trade and was placed on the run by the Black Ball Line. She completed her maiden voyage from Liverpool to Melbourne in 1853 under the command of Captain J.N. Forbes and carrying 930 passengers in a record seventy-four days. She went on to make many more such voyages carrying thousands of settlers from Britain to their new homeland in Australia.

The museum hosted an exhibition that featured illustrations, copies of passenger lists and other items connected with the history of the vessel. A number of people attended in period costume, entertainment was provided by a Scottish pipe band, and speeches were given by various dignitaries including the Lord Mayor of Melbourne and the Canadian Ambassador to Australia. A Canadian film crew, who were making a documentary about the ship, were also in attendance. Many descendants of *Marco Polo* passengers could be identified by the name tags they were given to wear at the museum entrance. A full-scale replica of the *Marco Polo* is currently under construction in Canada.

134-YEAR OLD QUEBEC VESSEL FOUND IN WALES

CNRS member Eric Lawton reports that divers working under the auspices of Oxford University's Maritime Archaeological Research Division are excavating the remains of the 884-ton ship *City of Ottawa*, built in 1860 at the shipyard of Jean-Elie

Gingras on the St. Charles river at Québec. The ship had been towed into Rhyll harbour in North Wales in 1906. There was a ship breaking industry there then but no connection between it and the ship has yet been established. The remains of the ship today lie in a river leading into the harbour.

The find consists of the bottom part of the ship to the first futtock and measures approximately fifty metres in length by ten metres of beam. A considerable amount of ceiling exists above the floors and most of the keelson and a stringer are visible at low tide. It is likely that most of the side planking below the floors still exists. Drawings are being made of the timbers and wood species analysis will be carried out. The timbers are in no danger at present but there is talk of a yacht marina being built in that area.

This find may yield important information regarding lower hull construction for Canadian-built vessels of this period, particularly in the way Lloyd's rules were interpreted. Eric says that the team (of which he was a member) that visited the Falkland Islands to study the *Egeria* (1859) in February of this year was unable to reach this lower part of *Egeria*.

Eric has been assisting the divers with background research material and would especially like to thank Eileen Marcil for all her help.

CABOT QUINCENTENARY UPDATE

This past August, St. John Hartnell, chairman of the board of the Bristol Cabot Celebrations Corporation, and chief executive Peter Workman visited St. John's, Newfoundland to provide an update on their plans to observe the 500th anniversary in 1997 of John Cabot's voyage of exploration and discovery. A key element in these celebrations is the construction in Bristol, England of a representation of John Cabot's ship the *Matthew*. The keel of the new vessel was laid on May 20 in Bristol's historic City Docks area by Prince Philip, the Duke of Edinburgh and patron of the *Matthew* project. Though it is being constructed in the traditional way by local craftsmen, the new *Matthew* is not, strictly speaking, a "replica" (though that word will, unfortunately, be frequently used). This is because no plans of the original ship exist, with the result that we really know almost nothing about the *Matthew*; according to CNRS member Trevor Kenchington, it would be more accurate to describe the new *Matthew* as a modern interpretation of a fifteenth-century ship. Designed by Colin Mudie, an eminent British naval architect who has painstakingly researched vessels of the period, the *Matthew* will cost \$2.13 million to build and will boast some conveniences that Cabot's original vessel lacked, such as a diesel engine to supplement sail power, and a host of modern electronics and safety equipment. Its launch date is September 9, 1995.

The *Matthew* is scheduled to be commissioned in 1996 as the focal point of the Bristol International Festival of the Sea, a celebration of Britain's maritime heritage. Held on the last four days in May, it is expected to attract traditional vessels of all sizes and nationalities. Then, on 2 May, 1997, the *Matthew* will set sail for Newfoundland, making its initial stop at Bonavista on 24 June, 1997 and then proceeding to other destinations in Newfoundland and Nova Scotia.

NEW MARITIME MUSEUM CONSORTIUM

The Los Angeles Maritime Museum joins with Australian National Maritime Museum, California State University Sonoma, Tamchong University Maritime Museum and the Vancouver Maritime Museum to announce formation of the Pan Pacific Consortium of Maritime Museums (PPCMM). The Consortium is an inclusive organization dedicated to sharing of information, research, exhibitions, publications and resources among Pacific Maritime Museums. "Pan Pacific" is preferred rather than "Pacific Rim" to insure inclusion of Pacific Island institutions. Discussions took place at the meeting of the International Conference of Maritime Museums in Vancouver, Canada in September relative to organizational matters for PPCMM. Inquiries, comments and suggestions are welcome at any time. Contact: Dr. Pete Lee or Dr. Sheli Smith, Los Angeles Maritime Museum, Berth 84 – Foot of Sixth San Pedro, CA 90731 (tel: 310-548-7618; FAX: 310-832-6537; e-mail: lamm@netcom.com).

THE MALASPINA PROJECT

Since 1847 the Hakluyt Society has been publishing important accounts of voyages and travels, including annotated translations of accounts in other languages. Of the 175 volumes published to date, thirty-seven have been based on Spanish sources. While its volumes tended at first to deal with sixteenth- and seventeenth-century accounts, the Society has in recent years turned to later accounts, including those of some of the most significant Pacific voyages of the eighteenth century: John Byron, Philip Carteret, James Cook (the three voyages), Jean de Surville, Johann Reinhold Forster, George Vancouver, and (in press) La Perouse. It was therefore appropriate that the Society has considered for some years producing an English edition of an account of Alejandro Malaspina's voyage of 1789-1794, for this expedition – outstanding in terms of its objectives and achievements – remains the most serious gap in the Society's publications in this area. In the light of recent work in Spain on the history of the expedition a working party under Professor Glyn Williams was set up in 1991 to report on the practicality of an edition.

Several problems have stood in the way of an English-language edition, not least the establishment of a text which could

be translated and used as the basis of such an edition. The publication of the Lunewerg/Museo Naval edition has removed the problem, for Volume II (Parts I, II), published in 1991, contains the text of Malaspina's own "Diario General del Viaje," amounting to approximately 450,000 words. Thanks to the collaboration of the Museo Naval, which makes the present project an Anglo-Spanish venture, the Society's intention is to use a translation of this text for its edition, together with extracts from other journals and supplementary material and a selection from the maps and drawings made on the voyage. In terms both of translating and editing the work will be an international project, involving scholars in Spain, Britain, and Italy, the United States, and Canada, Australia, and New Zealand, and South America.

GREAT LAKES COMPUTER NETWORK ON LINE

Anyone looking for data on the Great Lakes, whether it be on water use, fisheries research, or the regional economy, you may not need to look any further than your computer. According to the September issue of *The Great Lakes Fisherman* (p.5), the Great Lakes Information Network (GLIN) is a computerized network that links information and individuals in the Great Lakes region using the Internet, a world-wide research network. GLIN will link staff in various agencies and administrations around the Great Lakes; major basin-wide project teams and task forces are already making effective use of GLIN to conduct their business. For information on how to get onto the system, contact Carol Ratza at (313) 665-9135 or e-mail: cratza@glc.org. Use of GLIN is not restricted to institutions or professional researchers; anyone interested in getting on line is welcome to do so.

CONFERENCES AND CALLS FOR PAPERS

NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY

The North American Society for Oceanic History (NASOH) will hold its annual meeting in Wilmington, North Carolina on 16-18 March, 1995. Abstracts of proposals for panels or papers on the theme "The South and Maritime History" should be sent by 15 January, 1995 to Dr. Harold D. Langley, Armed Forces History Division, Smithsonian Institution, NMAH, Washington, DC 20560.

THIRD ANNUAL "NEW RESEARCHERS IN MARITIME HISTORY" CONFERENCE

The Third New Researchers in Maritime History Conference sponsored jointly by the British Commission for Maritime History, the Society for Nautical Research and the Royal Naval Museum will be held on Saturday 18 March, 1995 at the Royal Naval Museum, Portsmouth. The aims of the

conference are: to promote the study of maritime history in the broadest sense, to encourage and support new researchers and to provide a means of contact between new and established scholars. While open to all, the main participants will be as many new researchers as can be encouraged to attend.

The conference will comprise three sessions, each composed of two or three short research papers that embrace "maritime history" in the widest sense and contributions from new researchers working in fields of history, archaeology, geography and the social sciences would all be welcome.

A special seminar on "The Research Resources of the Royal Naval Museum" will also be held on the afternoon of 17 March. Participants at this special seminar will be limited to forty applicants. For further information contact: Mrs. Sue Goodger, "Third New Researchers," Royal Naval Museum, HM Naval Base, Portsmouth, PO1 3NU.

WORLD WAR II IN THE PACIFIC

The victorious Allied campaign against Japan from August 1942 through August 1945 will be the focus of a three-day conference in Arlington, Virginia, August 10-12, 1995. The conference is jointly sponsored by the US Naval Historical Center, the Marine Corps Historical Center, the US Naval Institute, the American Society of Naval Engineers, and the Naval Order of the United States. It will be held at the Crystal City Hyatt Regency Hotel, and will feature the remembrances of veterans, historical discussions, contemporary films, artifact displays, and book exhibits. Special tours, receptions, luncheons and a banquet are also planned. For additional information and registration forms, write: ASNE, 1452 Duke Street, Alexandria, VA 22314-3458 USA.

SECOND INTERNATIONAL CONGRESS FOR MARITIME HISTORY

The Dutch Association for Maritime History, in cooperation with the Netherlands Maritime Museum at Amsterdam and the Maritime Museum Prins Hendrik at Rotterdam, announces that the Second International Congress for Maritime History will take place in those cities on 5-8 June, 1996. This special series of conferences was started by the International Maritime Economic History Association in 1992, and will coincide in 1996 with the thirty-fifth anniversary of the founding of the Dutch Association.

The Congress will concentrate on three main topics in the nineteenth and twentieth centuries, focusing on the changing nature of the maritime world by either dramatic new developments or via the continuation of well-established long-term trends. Papers will therefore conform to one of three themes:

Nautical Science and Cartography; The Construction, Equipment and Propulsion of Ships; Management and Infrastructure of Navies, Shipping Companies and Ports. For information, write: Mrs. Drs. C. Reinder Folmer, P.O. Box 102, 2350 AC Leiderdorp, The Netherlands (tel.: +31 71 895382).

AROUND THE MARITIME JOURNALS

Many articles on maritime topics appear in journals that are themselves not specifically dedicated to maritime themes. For instance, an article by H.P. Ray entitled "The Western Indian Ocean and the Early Maritime Links of the Indian Subcontinent" appeared in *Indian Economic and Social History Review* 31, No. 1 (January-March 1994), pp. 65-88. The October 1994 issue of *National Geographic*, 186, No. 4 carried two articles that will surely appeal to members of CNRS. One by Edward Von der Porten, is devoted to the history and legacy of "The Hanseatic League," the commercial league that dominated Northern Europe from the thirteenth to the fifteenth centuries (pp. 56-79). The other article, by Thomas J. Abercrombie, is devoted to "The St. Lawrence: River and Sea" (pp. 104-125). An article by Marion Robertson on "James Bruce, Shelburne's First Collector of Customs" is featured in *Nova Scotia Historical Review* 14, No. 1 (June 1994), 1-12. In that same issue, on pp. 68-78, appears an article entitled "Some Guernsey Connections with Cape Breton Island," by John Sarre and Lorena Forbrigger; the article first appeared in *Report and Transactions of La Société Guernésiaise* (1991), pp. 173-181. A review essay by Nicolas Landry in *Acadiensis* 23, No. 2 (Spring 1994), pp. 133-44, advocates a multi-disciplinary approach to the maritime culture of Atlantic Canada; the essay is entitled "Pour une approche pluridisciplinaire de la recherche sur la culture maritime." The 1993 W.S. MacNutt Memorial lecture by Rosemary Ommer at the University of New Brunswick, which surveys "One Hundred Years of Fisher Crises in Newfoundland," also appears in *Acadiensis* 23, No. 2 (Spring 1994), pp. 5-20. Basque toponymy in eastern Canada is the focus of Alan Rayburn's essay, "The Basque Legacy on Canada's East Coast," *Canadian Geographic* 114, No. 4 (July/August 1994), pp. 74-75.

The relationship between people and the sea continues to draw scholars into new lines of inquiry. John Walton and Jenny Smith contributed an article on "The First Spanish Seaside Resorts" to *History Today* 44, No. 8 (August 1994), 23-29. Two very interesting articles on maritime culture appeared in *Comparative Studies in Society and History* 36, No. 2 (April 1994). In "The Maritime Household in Northern Europe," pp. 271-292, Reginald Byron challenges the tendency to view the maritime household as a sub-type of the peasant farming household. He supports his analysis with reference to Swedish examples of the maritime household from the mid-eighteenth

century to the present day. "The Diet of Nineteenth-Century Greek Sailors: An Analysis of the Log of the *Konstantinos*" is the title of an article by Antonia-Leda Matalas and Louis E. Grivetti in *Food and Foodways* V, No. 4 (1994): 353-389. In "The Crisis of Atlantic Port Cities 1880 to 1920," pp. 293-318, Josef W. Konvitz examines the profound impact of the industrialization of shipping on European and American port cities. "Workers and Community: The Case of the Peat-Cutters and the Shipbuilding Industry in Saint-Nazaire, 1881-1910" is the focus of an article by L.A. Schuster in *Journal of Social History* 27, No. 4 (Summer 1994), pp. 777-798. The 100th anniversary of the Manchester Ship Canal is marked by an article by Douglas Farnie, entitled "Cotton Waterway: 100 Years of Manchester and Its Ship Canal," in *History Today* 44, No. 5 (June 1994), 24-29. In the *Scandinavian Economic History Review* 41, No. 3 (1993), 221-241, Jan Pedersen discusses "The Production and Sale of Industrial Knowledge: International Licensing of the Danish B&W Marine Diesel Engine." "Steamer *William A. Reiss*: Conversion and Short History" is the title of an article by Mitchell N. Weber that appears in *Anchor News*, 25, No. 3 (July-September 1994), 48-54, the newsletter of the Wisconsin Maritime Museum.

An article by Angus B. Erskine entitled "Victor Campbell and Michael Barne in Svalbard: the 1914 voyage of *William Barents* appeared in the journal *Polar Record* 30, No. 173 (April 1994), pp. 117-122. Mari Skåre tackles a controversial issue in "Whaling: A Sustainable Use of Natural Resources or A Violation of Animal Rights?" The article appears in *Environment* 36, No. 7 (September 1994), 12-16, 18-20, 30-31, with commentaries on pp. 32-36.

One of the earliest (if not *the* earliest) military uses ever made of steam navigation occurred in December 1814 to January 1815, when the river steamer *Enterprize* was sent from Pittsburgh to New Orleans with supplies for General Andrew Jackson. The vessel arrived too late to contribute to Jackson's victory at the Battle of New Orleans, but this in no way minimizes the significance of its voyage, or so argues Alfred A. Maass in "Brownsville's Steamboat *Enterprize* and Pittsburgh's Supply of General Jackson's Army," *Pittsburgh History* 77, No. 1 (Spring 1994), 22-29. In "Exploring a Civil War Sidewheeler," *Archaeology* 47, No. 5 (September-October 1994), 48-50, Lawrence E. Babits provides an update on the archaeology and interpretation of the *Maple Leaf*, the Canadian-built War-era steamship sunk in Florida in 1864. A book about the shipwreck, *The Maple Leaf* (Jacksonville, 1993) was reviewed in the April 1994 issue of *TNM/LMN*. Jeffrey L. Patrick edited "On Convoy Duty in World War I: The Diary of Guy Connor" in *Indiana Magazine of History* 89 (December 1993), 335-352. Margaret Clifford Dwyer's article, "The U.S. Naval Reserve Midshipmen School, Northampton, 1942 to 1945: A Personal Account," appeared

in *Historical Journal of Massachusetts* 22 (Winter 1994), 34-50. The presence of the Royal Canadian Navy in St. John's, Newfoundland is the focus of an article by Bernard Ransome in *Acadiensis* 23, No. 2 (Spring 1994), pp. 45-71; it is entitled "Canada's 'Newfyjohn' Tenancy: The Royal Canadian Navy in St. John's, 1941-1945." The sinking of the British troopship HMT *Rohna* during World War II is the focus of three articles in *American History* 29, No. 3 (August 1994). Beginning on p. 24 is "World War II's Secret Disaster: A Survivor's Account of the Sinking of the British Troopship HMT *Rohna* in the Mediterranean on November 26, 1943, That Claimed 1015 American Lives," by J.P. Fievet. J.E. Wills, "What the Second Officer Saw: An Abridged Eyewitness Description of the German Missile Attack Against HMT *Rohna*" begins on p. 29, and starting on p. 30 is a staff piece on "German Air-to-Sea Missiles: The HS-293 Used in the Sinking of HMT *Rohna*. Daniel J. Revelle and Lora Lumpe contributed a brief study of "Third World Submarines" to *Scientific American* 271, No. 2 (August 1994), pp. 26-31; the article looks at who is buying submarines today, who is building and/or selling them, and the challenges posed for navies of the major powers by the proliferation of submarines in the navies of the smaller powers. D. Horner discusses the challenges of "Writing Naval History as a Naval Officer" in *Australian Journal of Politics and History* 40, No. 1 (1994), pp. 66-71.

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ARGONAUTA DIARY

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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 (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

To December "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 01970-3783 [tel.: 508-745-1876; FAX: 508-744-6776])

To January 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 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 4 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Elizabeth Snell, "Saga of the Churchills" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])

October 4-April 2 1995 "Wreck of the *Titanic*," Exhibit, National Maritime Museum, Greenwich, UK (Information: National Maritime Museum, London SE10 9NF (tel.: +44 81-312-6710)

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.: 804-591-7753; FAX: 804-591-8212])

October 11-12 "Marine Corrosion Prevention: A Reappraisal for the Next Decade," London, UK (Information: Conference Dept. 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 14-16 Fourth Canadian Business History Conference, Peterborough, ON (Information: Dr. Douglas McCalla, Conference Co-Chair, Department of History, Trent University, Peterborough, ON K9J 7B8 [tel.: 705-748-1740; FAX: 705-748-1795; E-mail: DMcCalla@TrentU.ca])
- 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 15 "Evidence, Myths and Reality – Aspects of Transatlantic Slavery," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- October 15 "Saxons, Vikings and the Northern Seas: Recent Research in Denmark, Normandy and England," Day School of the University of Manchester, Manchester, UK (Information: Enrolment Secretary, Centre for the Development of Continuing Education, University of Manchester, Manchester M13 9PL [tel.: +44 61-275-3273])
- Oct. 15-Jan. 22 1995 "Sable Island: A Story of Survival," Exhibit, Maritime Museum of the Atlantic, Halifax, NS (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- 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 Towing 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 18 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: L.B. Jenson, "The Search for *Bluenose*" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- October 18-22 "Cities of the Sea," Second Symposium, Cyprus-American Archaeological Research Institute, Nicosia, Cyprus (Information: Dr. Stuart Swiny, Director, Cyprus-American Archaeological Research Institute, 11 Andreas Demetriou, Nicosia 136, Cyprus [tel.: +357-245-1832; FAX: +357 246-1147])
- 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 21 Centre for Maritime Historical Studies, Seminar Series, Amory Building, University of Exeter, UK; Speakers: Dr. David J. Starkey (University of Hull) & Mr. Tony Pawlyn (Centre for Maritime Historical Studies), "Britain's Seaborne Trade and Shipping, 1870-1914: A Port Analysis," and Dr. Michael Duffy (Centre for Maritime Historical Studies), "Naval Intelligence in the Napoleonic Era" (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 21-23 Ordnance Society Conference, National Sea Training College, Gravesend, UK (Information: Rudi Roth, 12 Farrow Close, Great Moulton, Norwich NR15 2HR)
- October 22 "Business Archives for the Researcher,"

Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

- October 22-23 "Naval Power in the Age of Steam, 1850-1930," Annual Exeter Maritime History Conference, Crossmead Conference Centre, 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 23 Annual General Meeting, Save Ontario Shipwrecks, Toronto, ON (Information: SOS, 2175 Sheppard Ave. E., Suite 110, Willowdale, ON M2J 1W8 [tel.: 416-491-2372; FAX: 416-491-1670])
- 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])
- Oct. 24-Feb. 1995 "Antonio Jacobsen's Painted Ships on Painted Oceans," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])
- October 25 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Robert Power, "Memoirs of a Harbour Pilot" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- 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 27 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Prof. Edward Reynolds (University of California), "Transatlantic Slavery: Against Human Dignity" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- October 27 "Oil Paintings," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- October 28-30 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 [tel.: 604-253-6576])
- October 29 "The Dutch Wars in the Reign of Charles II," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- October 29 "The Royal Navy in the Second World War," Conference, Imperial War Museum, London, UK
- November 4-5 Maritime History Symposium, Mystic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, Mystic, CT 06355 [tel.: 203-572-0711])
- 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])
- November 10 "First-Class Cruisers: *Orlando to Minotaur*," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- November 12 "Docks, Railways and the Movement of Goods," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- November 12 "Sea and Spices - Shipping and Trade 1400-1600," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- November 15 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Bob Semple, "Wreck Diving" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- Nov. 15-19 Society of Naval Architects and Marine Engineers 1994 Conference and General Meeting, New Orleans, LA (Information: SNAME, 601 Pavonia Avenue, Jersey City, NJ 07306 [tel.: 201-798-4800; FAX: 201-798-4975])
- November 18 Memorial University of Newfoundland, Department of Geography Colloquium; Speaker: Alan Ruffman, "The 1929 Newfoundland Earthquake and Tsunami: A Seventy-Five Year Retrospective" (Information: Department of Geography, Memorial University of Newfoundland, St. John's, NF A1B 3X9 [tel.: 709-737-7417])
- Nov. 18-20 Third Cologne Whaling Meeting, Deutsches Schiffahrtsmuseum, Bremerhaven, Germany (Information: Dr. Uwe Schnall, Deutsches Schiffahrtsmuseum, Van Ronzelen Strasse, D-27568 Bremerhaven, Germany [FAX: +49 471-482-0755])
- Nov. 18-Apr 30 1995 "Chesapeake Country," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])
- 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])
- November 24 "Scientific Instruments and Horology," Hidden Collections Day Course, National

- Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- 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])
- November 26 Society for Nautical Research Annual Lecture, King's College, London WC2, UK; Speaker: Dr. Andrew Lambert (King's College, London), "The Reconstruction of the Royal Navy 1815-1830"
- November 26 "Naval Fact and Fiction," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- November 29 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Mac MacKay, "The Ships of Halifax Harbour: Reflections of 25 Years" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- 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 1 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mr. Brian May (HM Coastguard), "Tales of a Coastguard" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- December 3 "A History of Telecommunications," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- December 6 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Janet Kitz, "The Halifax Explosion" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- December 8 "The Development of the Lifeboat 1790-1990," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- December 13 Maritime Museum of the Atlantic Lecture Series, Halifax, NS; Speaker: Tim Brownlow, "History of the Onshore and Offshore Petroleum Industry in Nova Scotia" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: 902-424-7490; FAX: 902-424-0612])
- 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])
- 1995
- January 10 "Magnificent Models," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- January 12 "The Sailing Navy," Hidden Collections Day Course, National maritime Museum, Greenwich, UK (Information: David Taylor,

National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])

- January 14 "Smugglers' Tales," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- 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), "'Coastal 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 26 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mr. Colin White (Royal Naval Museum, Portsmouth), "Jolly Jack Tar" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- January 28 "Clothes for Seafaring," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- 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 2 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speakers: Dr. Lewis Johnman (University of Greenwich) and Dr. Anthony Gorst (University of Westminster), "Naval Procurement and the British Shipbuilding Industry in the 1940s and 1950s" (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])
- February 11 "The Golden Age of Municipal Engineering," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- 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])
- February 18 "The Victorians Afloat: 19th-Century River Steamers," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- 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])

- March 4 "Interpreting Maritime Pictures," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- Mar. 6-June 30 "Hampton Roads at War: The Hampton Roads Port of Embarkation," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])
- March 11 "The Mersey Railway," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- March 16 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Mr. Ben Ferrari (Royal Commission on the Historical Monuments of England), "The Creation of a National Record of Maritime Archaeology: Theory and Practice" (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 16 "20th-Century Warships - Aircraft Carriers," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- March 16-18 Annual Meeting, North American Society for Oceanic History, Wilmington, NC, USA (Proposals by 15 January and Information: Dr. Harold D. Langley, Armed Forces History Division, Smithsonian Institution, Washington, DC 20560)
- March 17-18 "Sailors and the Sea in Popular Culture," Course of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- March 18 Third Annual New Researchers in Maritime History Conference, Royal Naval Museum, Portsmouth, UK (Information and Proposals to: Ms. Sue Goodger, Royal Naval Museum, HM Naval Base, Portsmouth PO1 3NU, UK [FAX: +44 705-875806])
- March 30 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Ms. Sally Sheard (University of Liverpool), "Disease and the Port of Liverpool" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- Mar. 30-Apr. 2 Annual Meeting of the Organization of American Historians, Atlanta, Georgia
- Mar. 31-Apr. 2 Fourth Antique Motorboating Symposium, Co-Sponsored by the Mariners' Museum and the Antique and Classic Boat Society, Mariners' Museum, Newport News, VA (Information: Ms. Martha Stewart, Special Events Manager, Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-591-7733; FAX: 804-591-8212])
- Mar. 31-July 31 "Treasures of the Mariners' Museum Research Library and Archives," Exhibit, Mariners' Museum, Newport News, VA

- (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])
- 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 1 "The Royal Navy and the West Indies," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- April 3-5 "West Jutland and the World II," Second Historical Conference on West Denmark and the North Sea Rim, Lemvig, Denmark (Information: Conference Secretariat, Holstebro Museum, Box 1240, DK-7500 Holstebro, Denmark [tel.: +45 97422933; FAX: +45 97428109])
- April 13 "The Rise of the Imperial German Navy," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- April 22 "Literature as Evidence," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- 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 26-30 "Hidden Dimensions: The Cultural Significance of Wetland Archaeology," Conference, University of British Columbia, Vancouver, BC (Proposals [by 25 November 1994] and 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])
- 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 27 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; and Second Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association; Speaker: Professor Tony Slaven (University of Glasgow), "The Great Ports of the 19th Century: Rivals in Ships and Shipping - Or Were They?" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- May 1-Oct. 31 "The War at Sea: Britain, Germany, Japan, and USA," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])
- 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 6 "Imaging the Sea: Film and Historic Photographs," Day School of the National Mari-

- time Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- May 11 British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Sarah R. Palmer (Queen Mary and Westfield College, London), "The Myth of Casual Labour in the Port of London in the 19th 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])
- May 11-14 "War Termination and Transitions to New Eras," Society of Military History Conference, Gettysburg, PA (Information and Proposals by 1 November 1994: Mr. David A. Keough, US Army Military History Institute, Carlisle Barracks, PA 17013-5008 [tel.: 717-245-3189; e-mail: keoughd@carlisle-emh2.army.mil])
- May 13 "150 Years of Yachting," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- May 20 "Genealogy - The Museum's Resources," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- May 24-28 Seventh North American Fur Trade History Conference, St. Mary's University, Halifax, NS (Information: Barry Moody or Bill Wicken, Gorsebrook Research Institute, St. Mary's University, Halifax, NS B3H 3C3 [tel: 902-420-5668; FAX: 902-420-5530; e-mail: bwicken@husky1.stmarys.ca])
- May 24-28 "Managing Marine Mammals: Local Responses to Global Issues," Conference, Bodo, Norway (Information: Dr. Arne Kalland, Centre for Development and the Environment, University of Oslo, Box 1116 Blindern, N-0317 Oslo, Norway [FAX: +47 22-858920])
- May 25 Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mr. Eric Grove (University of Hull), "Half A Century of Warship Design, 1945-1995" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])
- May 25 "Tugs: Workhorses of the Waterways," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: David Taylor, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6710])
- 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])
- June 1-2 "World War II: A Fifty Year Perspective," 9th Annual World War II Conference, Siena College, Loudonville, NY (Paper Proposals [deadline: 1 December 1994] 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 3 "Safety Issues at Sea," Day School of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])
- 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])

June 16-17 "The Thames Sailing Barge," Course of the National Maritime Museum/Goldsmiths' College, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 81-312-6747])

June 17 "Approaches to the History of Technology," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ, UK [tel.: +44 51-247-0001; FAX: +44 51-709-3003])

June 17-Oct. 28 1995 Scale Ship Model Competition and Exhibition, Mariners' Museum, Newport News, VA (Information: Mariner's Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: 804-596-2222; FAX: 804-591-8212])

Spring Save Ontario Shipwrecks, Forum '95, hosted by SOS Ohio (Information: SOS, 2175 Sheppard Ave. E., Suite 110, Willowdale, ON M2J 1W8 [tel.: 416-491-2372; FAX: 416-491-1670])

July 2-7 Triennial Congress of the International Council of Museums, Stavanger, Norway (Information: Mr. Harald Hamre, Director, Stavanger Museum, Muségt. 16, N-4000 Stavanger, Norway [tel.: +47 4-526035])

July 28-30 Commemoration of the 1758 Siege of Louis-

bourg, Louisbourg, NS

August 18-20 "Maritime Industries and Public Intervention," Fourth Conference of the North Sea Society, Stavanger, Norway (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])

August 25-27 Annual Meeting of the Canadian Historical Association, Montréal, PQ (Proposals by 31 October Information: Dr. A.B. McKillop, Canadian Historical Association, 395 Wellington St., Ottawa, ON K1A 0N3 [tel.: 613-233-7885; FAX: 613-567-3110])

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.ucs.mun.ca])

Sept. 18-19 "The Challenger Legacy," Conference, Southampton Oceanography Centre, Southampton, UK (Information: Dr. Margaret Deacon, Department of Oceanography, University of Southampton, Highfield, Southampton SO17 1BJ)

Sept. 21-23 "Méditerranée, Mer Ouverte, de la fin du XVe siècle à l'aube du XXe," Marseilles, France (Information and Proposals by October 31 1994 to: H. Poilroux-Deleuze, 18 rue Neuve Sainte Catherine, F-13007 Marseilles, France)

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])

October 4-7

"Technologies and Strategies for World-Class Competitiveness in Ship Design, Shipbuilding, and Ship Operations," Society of Naval Architects and Marine Engineers Annual Conference, Washington, DC (Information: SNAME, 601 Pavonia Avenue, Jersey City, NJ 07306 [tel.: 201-798-4800; FAX: 201-798-4975])

November

"Cities of the Sea in the Post-Byzantine Era," Third 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 [tel +357-245-1832; FAX: +357 246-1147])

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])

July

"Albert Dock/150 Conference," Merseyside Maritime Museum, Liverpool, UK (Information: Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 51-207-0001; FAX: +44 41-709-3003])

Sept. 15-18

Icelandic Fisheries Exhibition, Reykjavik (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, ICMM, Altonaer Museum, PB 50.01.25, Museumstrasse 23, D-2000 Hamburg 50, Germany)

1997

July

Fourth Anglo-Dutch Maritime History Conference, Leiden, Netherlands

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])

1998

August

Twelfth International Congress of Economic History, Seville, Spain

1999

Summer

Ninth Conference of the Association for the History of the Northern Seas, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF [tel.: 709-637-6282; FAX: 709-639-8125; E-mail: Olaf@kean.ucs.mun.ca])

2000

Summer

Third International Congress of Maritime History, Sponsored by the International Maritime Economic History Association, 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

LOUIS AUDETTE, who is now 87 years young, spent some time at sea earlier this month with his steward, Pierre. As many members will know, Louis puts to shame most individuals half his age! TOM BEASLEY has been elected President of the Underwater Council of British Columbia, the umbrella

"lobby group" for BC's sports and recreational divers. We send our heartiest congratulations to CNRS member J.F. BOSHER of York University who was awarded the prestigious Prize of L'Academie de La Rochelle for his book *Men and Ships in the Canada Trade 1660-1760: A Biographical Dictionary* (Ottawa, 1992). The President of ICMH, FRANK BROEZE, served as an invited expert in a session on "Management, Finance and Industrial Relations in the Maritime Industry" at the XI International Congress of Economic History in Milan. TONY BUSCH has been elected to a two-year term as President of the North American Society for Oceanic History beginning in January 1995. The first part of N. ROGER COLE's six-part series on the building of his model of the *Santa Maria* appeared in the July/August issue of *Seaways*. Last April Roger made an audio-visual presentation on the construction of the model at a combined meeting of the northern New Jersey, Long Island, Connecticut and Massachusetts Ship Model Clubs at Mitchell College in New London, CT. Long-time CNRS member BOB COOK has moved to Littleton, NH, where he has opened a bookstore called "Titles and Tales." While he would like to specialize in nautical books, he recognizes that the business needs to be put on a sound footing first. He would welcome visits from old friends and maritime historians, who are also of course invited to browse through the stock. The address is 84 Main Street, and his phone number is (603) 444-1345. PIERRE CAMU is giving a course in the fall semester at the University of Ottawa on Canadian regional geography. This month he will be presenting a lecture to La Société de Géographie de Québec on "Navigation Commerciale de Le Saint-Laurent, 1640-1760." DEAN CHAPPELLE will give a paper entitled "Canadian Business in Great Waters: The Role of Three Shipyards in the Building of the Royal Canadian Navy, 1939-45" at the Fourth Canadian Business History Conference in Peterborough later this month. PETER DAVIES has just returned from a three-week visit to Japan during which he consulted with several colleagues about forthcoming maritime projects. SAM DAVIS has been working for some months as Chairman of a committee to develop an emergency plan for the city of Kingston. His maritime concerns are reflected in the fact that he is working with colleagues to prepare a detailed history of 200-ton RCN hydrofoil *Bras D'Or*, focusing on its development and ultimate demise. JIM DELGADO'S book, *Beaver: First Steamer on the West Coast*, was awarded an honourable mention by the British Columbia Historical Federation in its annual book awards. Last month he participated in a re-survey of the substantially intact remains of the Hudson Bay Company's supply ship, *Isabella*, which was wrecked at the mouth of the Columbia River in May 1830. JAN DRENT served as Convoy Commodore in May to take a convoy of US military aircraft at high speed from Brest to Livorno during a major NATO exercise to test new alliance procedures for control and protection of shipping in regional conflicts. In addition to

editing *Mariner's Mirror* and serving as Co-director of Exeter University's Centre for Maritime Historical Studies, MICHAEL DUFFY will present a seminar at the Centre on "Naval Intelligence in the Napoleonic Era" later this month. DAVID FACEY-CROWTHER has been appointed Regional Co-ordinator, Eastern Canada and New England, for the Society of Military History. He is also co-editor (with Douglas Brinkley) of *The Atlantic Charter*, a collection of essays published earlier this year by St. Martin's Press in New York. David's current research projects include an edited edition of the journal of Owen Steele, an officer in the Royal Newfoundland Regiment (RNR) during World War I; a history of the RNR to commemorate its 200th anniversary; and a study of the King's American Regiment, a Loyalist corps. LEWIS R. FISCHER is the author of "Profits and Stagnation: Fearnley and Eger and the Interwar Crises, 1919-1939," in Poul Holm, Merja-Liisa Hinkkanen and Jón Thór (eds.), *Northern Seas Yearbook 1994* (Esbjerg, 1994), 45-66; and "Management and Success in Ship-Broking: The Case of Fearnley and Eger, 1869-1972," in S.P. Ville and D.M. Williams (eds.), *Management, Finance and Industrial Relations in the Maritime Industry* (Milan, 1994), 77-87. He will present an invited paper this October at a conference on European sailors in Amsterdam on "Swedish Seamen, 1570-1870." Skip has also accepted an invitation to serve as a Visiting Research Professor at Australian National University in Canberra during part of 1996. ROBERT FISHER is the author of "Action on the Atlantic: Motor Torpedo Boats to the Rescue," *Beaver* (April/May 1994). His essay on "The Capture and Sinking of U-94" has been accepted for publication in a forthcoming issue of *Naval History*. LCDR. RICHARD GIMBLETT has completed his manuscript on the Gulf War and left the Director General History. He is now a Staff Officer, Access to Information for the Canadian Forces. JOAN GODDARD has agreed to serve as Project Curator for the Maritime Museum of British Columbia's expanded whaling exhibit. BARRY M. GOUGH, who is on sabbatical leave this year, has been appointed University Research Professor at Wilfrid Laurier University. Barry has also been named to the Editorial Board of the *Pacific Historical Review*. CAPT. H.G. HALL passes on news that he has delivered yet another Canadian vessel to foreign purchasers. This time it was the *Eastern Provider* (ex-Bonda III), one of a diminishing number of steel side trawlers. This one went to a Port Canaveral broker for resale to (how appropriate) Haitian interests! While at home he is currently cataloguing his collection of approximately 300 8 X 10 photos of ships in the St. Lawrence Seaway around 1960. JOHN HARBRON is the author of "Defending Canada's New Naval Export Market," *Defence Policy Review*, No. 7 (May 15, 1994), 6. He is currently working on an article provisionally entitled "Power-Sharing and Trade-Offs in the Multi-Ethnic Austro-Hungarian Navy 1900-1918," which will appear in *History Today* next spring. The illustrations for the

essay will include some unpublished photos of warships, cruisers and submarines from the years 1903-1915. In June John spoke on "Canadian Naval Power: Past and Present" to an audience of 2000 at the Royal Canadian Naval Association's annual meeting in Niagara Falls, ON. John also informs us that sales of his recent book, *The Longest Battle: The RCN in the Atlantic, 1939-1945*, remain strong. Indeed, John's book is that rarest of commodities: a Canadian book with real distribution in the UK. You can even buy it in the book section of Harrod's! DAN G. HARRIS has just returned from visits to London, Copenhagen, Stockholm and Karlskrona. He is continuing his research on Sheldon activities from 1659 to 1741. LESLIE HARRIS has been appointed a member of the Management Committee of a \$1.4 million project on "Sustainability in a Changing Cold Ocean Coastal Environment." This research project, based at Memorial University of Newfoundland, is funded by the Tri-Council Eco-Research Program. His most recent publication is "The East Coast Fishery," in Bruce Mitchell (ed.), *Resource Management and Development: Addressing Conflict and Uncertainty*, which will be published shortly by Oxford University Press in Toronto. We congratulate (or commiserate with) our Australian member, GRAYDON R. HENNING, as he embarks on a second five-year term as Editor of *The Great Circle*, the fine journal published by the Australian Association for Maritime History. KEN HOLT has recently returned to Canada following a two-year exchange with the Surface Ships and Structures Section of the Royal Navy. He has assumed a similar position at National Defence Headquarters within the Director Ship Engineering organization. RICK JAMES tells us that Primex Forest Products has had to do some upgrading of its hulk breakwater at Royston, BC. As the breakwater was breached in a couple of places, rock ballast was backfilled behind some of the old ships. As a consequence, HMCS *Gatineau* (ex-HMS *Express*), already badly deteriorated, completely collapsed. The lumber barquentine *Forest Friend* was filled with gravel and mud as another way of bolstering the site. What is particularly sad, Rick writes, is that this occurred while Crown Assets is still dithering about how to dispose of the decommissioned destroyers in Esquimalt Harbour! In August OLAF U. JANZEN attended the 7th Conference of the Association for the History of the Northern Seas in Akureyri, Iceland, where he presented a paper entitled "The Problem of Piracy in the Newfoundland Fishery in the Aftermath of the War of the Spanish Succession." At the business meeting of the Association, Olaf was elected to the Board of Officers; his responsibilities will include assisting in the preparation of this year's conference papers for publication in the Association's next two yearbooks. Olaf also suggested that the Association hold its 1999 meeting in Corner Brook, a proposal that met with unanimous approval. This will be the first time that the Association will meet outside of Europe. Olaf's most recent publication, a bibliographic essay entitled "Newfoundland and

the International Fishery," appeared in M. Brook Taylor (ed.), *Canadian History: A Reader's Guide, Volume I: Beginnings to Confederation* (Toronto, 1994). YOGI JENSON's book, *Bluenose II. Saga of the Great Fishing Schooners - Measured Drawings*, has been published in softcover by Nimbus Publishing in Halifax. On 18 October Yogi will be giving an illustrated lecture at the Maritime Museum of the Atlantic on the *Bluenose*. GERALD JORDAN gave a paper entitled "Under Company Rule: Singapore as Traditional Southeast Asian Port-City, c.1819-1869," at the Conference of the International Association of Historians of Asia at Sophia University in Tokyo in September. TREVOR J. KENCHINGTON is the author of "An 18th Century Precursor of the Fishing Schooner's 'Great Beam' or 'Break Beam?'" *International Journal of Nautical Archaeology*, XXIII, No. 1 (1994), 35-38; and "A Survey of Fishing Practices in the Scotia-Fundy Region Groundfish Longline Fisheries," Canadian Manuscript Report of Fisheries and Aquatic Sciences No. 2225, 1994. The latter, co-authored with R.G. Halliday, is an encyclopedic 642 pages. "It was worse than a second thesis," Trevor tells us! FAYE KERT is continuing work on her PhD dissertation for the University of Leiden on prizes and privateering during the War of 1812. JOHN LADELL is the author of *They Left Their Mark: Surveyors and Their Role in the Settlement of Ontario* (Toronto, 1993). He is presently working on a memoir covering his boyhood travels in passenger liners; travels on a freighter and oil tanker; four years in the Royal Navy as a DEMS gunner on a freighter, an able seaman in an aircraft carrier; and as an RNVR officer in a destroyer and various submarines. ANDREW LAMBERT presents a paper later this month at the Exeter Maritime History Conference on "Parameter's of British Naval Power, 1850-1914." He will also deliver the SNR Annual Lecture on "The Reconstruction of the Royal Navy 1815-1830." His most recent publications are *The War Correspondents: The Crimean War* (Stroud, Glouc., 1994); and "Sea Power 1939-1940: Churchill and the Strategic Origins of the Battle of the Atlantic," *Journal of Strategic Studies* (1994). His current research is on "Politics, Administration and Decision-Making: The Admiralty, 1815-1870." ERIC LAWSON has been assisting divers from Oxford University who have been working on excavating the *City of Ottawa* just outside the harbour of Rhyl in North Wales (see "Argonauta News," above). TIM LEGOFF will present a paper on French seamen at the upcoming conference on European sailors in the Netherlands. Our congratulations go to WILF LUND, who completed his PhD comprehensive exams at the University of Victoria in March. His thesis, "The Naval Board of the Royal Canadian Navy, 1945-1964," will be based in part on the minutes of the Board and interviews with most of the surviving members. We wish every future success to JOHN MACFARLANE, who has left the Maritime Museum of British Columbia to become General Manager of the new McLean Sawmill National Historic Site in Port

Alberni. John is the author of "Grim Grub in Days of Sail," *Resolution*, No. 32 (Summer 1994), 10-14. M.B. MACKAY will speak on "The Ships of Halifax Harbour: Reflections of 25 Years" at the Maritime Museum of the Atlantic in Halifax on 29 November. DAVID J. MCDUGALL's most recent essay is "Canadian Customs Preventive Cruisers: An Addendum," *ARGONAUTA*, XI, No. 1 (January 1994), 11-17. David also helped researchers at the Maritime Museum of British Columbia in the preparation of *Canada's Admirals and Commodores* (see item in "Museum News") by providing biographical information on senior members of the Provincial Naval Service. He is continuing his research on the Customs Preventive fleet. TED MCDORMAN presented a paper entitled "Protecting Marine Living Resources with Trade Measures: GATT and International Reaction to U.S. Practices" to a conference on "Problems and Strategies in the Scientific Management of Fisheries and Marine Mammals: From the 'Tragedy of the Commons' to An Era of Sustainable Harvest" held in Washington, DC in April. FRASER MCKEE's book on HMCS *Swansea* will be published this month by Vanwell. He tells us that the delays in publication are due mostly to the six months it took to get photos copied by the National Archives! DOUGLAS M. MCLEAN has written "Confronting Technological and Tactical Change: Allied Anti-submarine Warfare in the Last Year of the Battle of the Atlantic," which appeared in the *Naval War College Review*, XLVII (Winter 1994), 87-104. MARC MILNER's most recent publication is "Defence Policy for a New Century," *Canadian Defence Quarterly*, XXIII, No. 4 (June 1994), 17-22. CHARLES MOORE has moved to Ottawa to join the Marine Archaeology Section of Parks Canada. He is co-editor (with Robyn Woodward) of *Underwater Archaeology Proceedings from the Society for Historical Archaeology Conference 1994*, which is currently in press. DIANNE NEWELL's book, *Tangled Webs of History: Indians and the Law in Canada's Pacific Coast Fisheries*, which was honoured with the 1993 Keith Matthews Award as best book, has also been named the recipient of the Canadian Historical Association's Regional Certificate of Merit for the best book on BC and the Yukon. Dianne's most recent publications include "Dynamic Traditions: Cannery Days at Vancouver's Museum of Anthropology," *Technology and Culture*, XXXV, No. 3 (1994, with Kathleen Paulsen); and "The Rationality of Mechanization in the Pacific Salmon-Canning Industry before the Second World War," in D. McCalla and M. Huberman (eds.), *Perspectives in Canadian Economic History* (2nd ed., Toronto, 1994), 180-225. Our long-time Norwegian member, HELGE W. NORDVIK, will be undergoing an angioplasty procedure this month in Bergen. On behalf of the entire membership we wish Helge a successful operation and a complete recovery. JIM PRITCHARD's most recent publication is "French Strategy and the American Revolution: A Reappraisal," *Naval War College Review*, XLVII, No. 4 (Autumn 1994), 83-108. ALAN

RUFFMAN will be making a "Community Commemorative Lecture Tour" of up to seven Newfoundland communities in November to talk about his research on the 1929 tsunami that caused massive destruction on the south coast of the island. He will be giving a public lecture in St. John's on 18 November. The tour is being sponsored by a variety of geoscience and geographical societies. This past summer Alan, along with Martitia Tuttle of the University of Maryland, spent two weeks on Newfoundland's Burin Peninsula, where they uncovered several artifacts. TIM RUNYAN has accepted a one-year position as Visiting Professor in the Department of History at East Carolina University. SHANNON RYAN is the author of "Newfoundland Sealing Strikes, 1830-1914," *The Northern Mariner/Le Marin du nord*, IV, No. 3 (July 1994), 19-37. Shannon has recently been appointed by the Joseph R. Smallwood Foundation to be Chairman of the Editorial Board of the *Encyclopedia of Newfoundland and Labrador*, succeeding the late Dr. George M. Story. Shannon tells us that the fifth and final volume is nearing completion and should be available before the end of 1994. M. STEPHEN SALMON will present a paper entitled "A Study of Bankruptcy of the Matthews Steamship Company, 1931: A Cautionary Tale" at the Fourth Canadian Business History Conference in Peterborough this month. JANE SAMSON's Killam postdoctoral project concerns Britain's relationship with the indigenous peoples of the Pacific in the period between Captain Cook's voyages and colonization. She will be examining the activities and perceptions of various British agents, comparing them with what ethnohistorians and anthropologists can tell us about native peoples' responses. The peripatetic RICK SCHNARR has recently returned from a visit to Eastern Europe where, we understand, he especially favoured the cold beer and village discos. We stand to be corrected on these points, but doubt that Rick would want to perjure himself! LARS U. SCHOLL is the author of a biographical article on the naval architect and mechanical engineer Friedrich Middendorf, which appeared in the *Neue Deutsche Biographie*, XVII (1994), 462-463. BOB SHOOP tells us, cryptically, that he is "closing his law practice to do other things!" He also wonders whether anyone in Canada (besides *ARGONAUTA*) needs an editor? Whatever else Bob intends to do we know that he will continue work on his book on thoroughbred race horses, which is now up to 133 pp. MAURICE SMITH's most recent publication is "German and Milne: Its Role in the History of Ship Design in Canada," *FreshWater*, IX, No. 1 (1994), 9-23. MICHAEL K. STAMMERS is the author of "The Archaeology of the Mersey Estuary: Past Work and Future Potential," *International Journal of Nautical Archaeology*, XXIII, No. 1 (1994), 27-33; and *Museum Ships*, which has recently been published by Shire Publications (ISBN 0-7478-0249-1). IAN K. STEELE's latest book, *Warpaths: Invasions of North America*, was published in August by Oxford University Press in New York. This 288-page volume

is available in Canada for \$33.95 plus GST. In March/April 1995 VICTOR SUTHREN will spend a month as a seaman in a square-topsail schooner voyaging from the Marquesas to Hawaii prior to doing a book on Captain James Cook, RN. Later in the year he will be Commodore of a five-ship sail squadron voyaging from Kingston, to Louisbourg to attend the huge commemoration of the 1758 siege, set for the weekend of July 28-30. Vic has also been named to the Board of Bytown Brigantine, Inc., which will operate the brigantines *Fair Jeanne* and *Blackjack* in an expanded youth sail training programme. MICHAEL WHITBY is the author of "The Royal Canadian Navy: Operation Overlord, June-August 1994," *Canadian Defence Quarterly*, XXIII, No. 4 (June 1994), 39-42. DAVID M. WILLIAMS presented a paper on the use of advance notes in the nineteenth century at the XI International Congress of Economic History held in Milan, Italy in September.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

CANADIAN WAR MUSEUM (Ottawa, ON)

Two major exhibits opened this past spring at the museum. "Military Munnings" is devoted to the magnificent collection of paintings by Sir Alfred Munnings, while "The Sicily-Italy Campaign" depicts the World War II campaign in which Canadian troops played such a large role.

The museum's current major project is to complete the Second World War permanent galleries, which are now seventy percent done, and the post-Korean War galleries.

DAVID M. STEWART MUSEUM (Montréal, PQ)

The 32-page exhibition catalogue, *Like Fathers, Like Sons: Adventures and Fortunes, The Saga of the LeMoyne Family in New France*, is now available. A summary of an exhibition held at the museum in the summer of 1994, the catalogue contains the story of the famous seventeenth-century family, several of whom were famous sailors. The catalogue is also available in French as *Tel Pères, Tel Fils: Aventures et Fortunes, La Saga de la Famille LeMoyne en Nouvelle-France*.

DEUTSCHES SCHIFFAHRTSMUSEUM (Bremerhaven, Germany)

Dr. Albrecht Sauer is now the curator in charge of pre-industrial shipping, 1500-1800. He is interested primarily in the shipping of this period, the development of navigational sciences, and the process of tide reckoning. His doctoral dissertation will be published next year.

DOCK MUSEUM (Barrow-in-Furness, UK)

This new museum, which only opened in April, traces the town's maritime past from the nineteenth century to the present. Of particular interest is their VESL shipyard collection, which contains more than 11,000 glass photographic negatives from the 1870s; in addition, the museum contains a large number of models of historic ships. The staff extends a special welcome to members of CNRS.

FISHERIES MUSEUM OF THE ATLANTIC (Lunenburg, NS)

Special events at the museum this fall are highlighted by the traditional Christmas lighting of the museum's vessels – the schooners *Teresa E. Connor* and *Bluenose II*, and the side trawler *Cape Sable*. All three will carry strings of lights in their rigging for the holiday season. This is one of the most spectacular ways to celebrate the Christmas season, so if you are in the area, it is well worth a visit.

MARINE MUSEUM OF UPPER CANADA (Toronto, ON)

In June the museum opened an exhibit of works from its permanent art collection, many of which had never before been displayed. More than forty paintings, ranging in date from the 1830s to the 1990s, will be on display for the next two years. Two oil paintings by a Toronto hardhat diver were recently added to that collection; one shows him at work on the bottom of the harbour, the other depicts a scene on the St. Lawrence Seaway in the 1950s. Other recent acquisitions include several models and a flag from the Toronto excursion steamer *Cayuga*.

The museum continues to mount exhibits at WaterPark Place, a harbourside office building. The current exhibit examines "The World of Model Ships and Boats;" later this fall there will be an exhibit on the changing shape of Toronto Harbour.

In October and November the museum will be running its first wooden boatbuilding classes. Taught by Peter Code, a graduate of the Northwest School of Boatbuilding in Port Townsend, WA, students will build the 7'6" flat-bottomed skiff *Cabin Boy*, designed by William Atkin.

Work continues on the museum's relocation and redevelopment project. An application has been submitted to the federal government's infrastructure programme for capital funding and efforts are underway to raise private support. The Toronto Historical Board has also started a membership programme which has already yielded several volunteers who will be

helping with such tasks as collection documentation, research, and programme delivery.

MARINERS' MUSEUM
(Newport News, VA)

The museum announces with sadness the retirement this month of William D. Wilkinson as Director. A member of the staff since 1971, Bill Wilkinson has served the museum in a variety of capacities, including director and chief operating officer (1973-1986), executive director and chief executive officer (1986-1991) and director (1991-1994).

In conjunction with a new exhibition, the museum has published a 180-page book on the work of marine artist Antonio Jacobsen. *Antonio Jacobsen's Painted Ships on Painted Oceans*, written by Curator Emeritus Harold S. Sniffen, contains 100 colour reproductions of Jacobsen's work. It is available from the museum for US\$ 75.

The museum's research library and archives are celebrating the acquisition of their 75,000th volume during 1994-95 with special exhibits, events and a presentation by a nationally known speaker to be announced later this year.

The museum has announced plans to begin publishing an annual journal of international scope in 1995. One feature will be a section containing reviews of about a dozen books. Anyone interested in serving as a reviewer should submit a resume to Benjamin H. Trask, Librarian, at the museum.

Finally, the museum has announced the approval of a comprehensive long-range plan to take the institution through the end of the century. Highlights include the installation of a major permanent gallery on naval power in 1997; a large permanent exhibit on the world's small craft in 2000; and a commitment to mount six to eight special exhibits each year.

MARITIME MUSEUM OF THE ATLANTIC
(Halifax, NS)

The temporary exhibit, "Sable Island: A Story of Survival," will be on display at the museum from 15 October through 22 January 1995. In addition, on 4 December the museum will open its permanent exhibit, "Halifax Wrecked: The Story of the Halifax Explosion." On 12 November the museum will dedicate a "Book of Remembrance" to honour the approximately 2200 merchant seamen from Canada and Newfoundland who lost their lives during the two World Wars and the Korean Conflict. On 18 November the museum will unveil the "Canadian Yachting Association Honour Role," paying tribute to Canadian Olympic medallists and world champions in Olympic-class boats from 1932 to the present.

MARITIME MUSEUM OF BRITISH COLUMBIA
(Victoria, BC)

Museum Director John MacFarlane has resigned to take a new position as General Manager of the newly-established McLean Sawmill National Historic Site in Port Alberni.

The museum has recently published an extensively revised and updated second edition of John MacFarlane (comp.), *Canada's Admirals and Commodores*. Containing brief biographical sketches, many illustrated, of flag officers of the Canadian Navy, senior officers of the French and Royal Navies who served in Canadian waters, and officers of flag rank of the British services born or settled in what became Canada, the volume is available for \$30.93, including GST and postage, from the museum bookstore. Cheques, money orders and VISA are all accepted.

In addition, in December the museum will be publishing John MacFarlane and Robbie Hughes magnificent *Canada's Naval Aviators*, containing the detailed biographies of 1600 Canadian naval aviators. Entries include Canadian members of the Royal Naval Air Service, the Fleet Air Arm and the RCN and all its reserve counterparts. The volume will be available for \$ 36.27 including GST and postage.

MERSEYSIDE MARITIME MUSEUM
(Liverpool, UK)

"Transatlantic Slavery: Against Human Dignity," which opens on 5 October, is the newest addition to the museum's permanent galleries. This impressive examination of the history of one of the largest forced migrations in human experience has been funded by a grant of more than £500,000 from the Peter Moores Foundation.

The museum also announces that a new Port History Research Centre will be established within the next year jointly with the University of Liverpool. A new Mather Fellow, who will work in both the museum and the University of Liverpool, will be appointed later this month.

A number of booklets of original papers given at research seminars held at the museum and run jointly with the University of Liverpool, edited by Adrian Jarvis and Paul Rees, are available from the museum for £2.00 each in an A4, photocopied, spiral bound format. The following can be ordered: *Nineteenth Century Business Ethics; Dock Engineers and Dock Engineering; Liverpool Overhead Railway; Maritime Engineering around the Irish Sea; New Researches in Maritime History; An Empire in Decline; and Manchester Ship Canal*. A set of papers on *Perceptions of Great Engineers: Fact and Fantasy* is forthcoming.

MICHIGAN MARITIME MUSEUM
(South Haven, MI)

The former Executive Director of the Le Sault de Sainte Marie Historic Site in Sault Ste. Marie, MI, Kevin Marken, has been selected as the new Executive Director of the Michigan Maritime Museum. While he has announced that fundraising will be a top priority, the museum has been relatively successful in the past in attracting funds. Recent bequests include \$5000 grants from The Consumers Power Association and the Frederick S. Upton Foundation.

MILWAUKEE MARITIME CENTER
(Milwaukee, WI)

The Center has opened an exhibit entitled "Shipbuilders of Wisconsin," featuring more than 100 photographs of shipbuilding in the state, as well as a variety of shipbuilding memorabilia and models.

NATIONAL ARCHIVES OF CANADA
(Ottawa, ON)

In March the Visual and Sound Archives Division of the NAC purchased a collection of photographs taken by Paul-Émile Miot, a French naval officer who served on the Newfoundland Naval Station during the years 1857-1859. The sixteen albumen and salt prints consist of twelve views taken on the French Shore of Newfoundland (from Cape Ray north along the West Coast and 'round the tip of the Great Northern Peninsula south to Cape St. John) and four portraits, including two of a Micmac woman taken on board one of the French warships at Sydney, Nova Scotia. The collection was purchased through an art and photo dealer in Monaco.

The coastal fishing views are unique for this period. There is an excellent view taken from the top of a hill of a harbour and a number of vessels and dories in the harbour. It is possible that the harbour is Port au Choix on the Great Northern Peninsula. There are two other portraits: one of M. Bourinot, Consul de France at Sydney, the recoaling station for the French steam-driven vessels in the nineteenth-century, and one of four men on the deck of the vessel, including Captain Cloué and Lieutenant Miot. These two men subsequently became admirals in the French Navy. Cloué did much of the surveying of Newfoundland coastal waters over a twenty-five-year period and published an important *Pilot de Terre-Neuve* or written commentary on the charts. There are also two views of icebergs in the far distance from the coast and a panorama taken from the ship. Our thanks to CNRS member Peter Robertson, at whose encouragement we received this information from M. Guy Tessier, the photo archivist involved in the acquisition of the collection (tel.: 613-996-7796; FAX 613-995-6226).

NATIONAL MARITIME MUSEUM
(Greenwich, UK)

The big attraction this fall and winter will be "The Wreck of the Titanic," a major exhibition of more than 150 artifacts from the doomed vessel. It runs from October to April 1995.

New museum publications include K. Lippincott, *Guide to the Old Royal Observatory* and Pieter van der Merwe, *The Greenwich Hospital Tercentenary Book*; both appeared in the spring of 1994. The museum also reports that David Lyon's book, *The Sailing Navy List: All the Ships of the Royal Navy Built, Purchased and Captured 1688-1860*, has been published by Conway Maritime Press. Books this fall by staff members will include Rina Prentice, *Celebration of the Sea* (HMSO); Roger Morris, *Guide to British Naval Papers in North America* (Mansell); and C. Ware, *Bomb Vessels* (Conway); as well as catalogues on the Titanic and Nelson exhibits by Gillian Hutchinson and Pieter van der Merwe, respectively.

The museum also announces that Ms. Chrissie Macleod, Head of Manuscripts, has resigned to take an archival post with OXFAM in Oxford.

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

The Versatile Pacific Shipyards Inc. collection, which includes material from Burrard Dry Dock and Wallace Shipyards Co. Inc., is currently being archived using *Fonds 27*, with C. Andrews, G. Earnshaw, F. Mansbridge and J. Thompson as authors and C. Andrews as project supervisor. The group has produced a 94-page document that includes administrative and custodial histories as well as finding aids. The fonds consist of over 350 metres of textual, graphic and photographic material accumulated by VPSI and the various businesses it acquired between 1898 and 1992; most of the records are from 1956-1987. For further information, contact Francis Mansbridge, Archivist, North Vancouver Museum and Archives, 209 4th St. W., N. Vancouver, BC V7M 1H8 (FAX: 604-986-5380).

VANCOUVER MARITIME MUSEUM
(Vancouver, BC)

The museum reports that Ashley Sager has joined the staff in the post of Museum/Corporate Relations secretary.

New exhibitions include "The Port of Vancouver," featuring historic views of Canada's premier port, which opened in June. A temporary exhibit, "A Journey with Franklin," which includes some graphic and occasionally gruesome images of the tragedy of the Franklin Expedition, will run until 16 October. The Children's Maritime Discovery Centre, a new

large permanent exhibition occupying one-third of the museum's space, opens in December.

The museum will shortly announce the winner of the 1994 Leonard G. McCann award for the best book published in BC, or by a BC author, on maritime history.

WISCONSIN MARITIME MUSEUM (Manitowoc, WI)

The museum has received a grant of US \$337,690 to assist with the drydocking of the museum ship USS *Cobia*. This is the largest grant the museum has ever received. "Cobia Days," held each July to celebrate the submarine's fiftieth anniversary, was a huge success, as was the visit to the museum of the sailing vessel *Niagara* in August. Visitors to the museum can now see "United for Victory," a special fiftieth anniversary exhibit on World War II.

YARMOUTH COUNTY MUSEUM (Yarmouth, NS)

In February 1995 the museum will open a travelling exhibition on "The Folk Art of A. De Clerck" featuring ship portraits curated by Dr. K. Martin of Woolwich, ME. Until mid-November 1994 the exhibit is at the Art Gallery of Nova Scotia in Halifax.

NEWS FROM MARITIME ORGANIZATIONS AND SOCIETIES

ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

We hear that the Association's AGM, held last month in Traverse City, MI, was a huge success. We can also attest to the fact that the Association has dressed up its image. Not only does its valuable newsletter have a new look under the editorship of Bob O'Donnell, but its membership brochure, which among other things lists all institutional members, is superbly done. Annual membership fees remain unchanged at US \$35 for individuals and US \$50 for institutions.

COMPANY OF MASTER MARINERS OF CANADA

The 1993/94 officers of the Society are Capt. Raymond Espley (National Master), Capt. David Bremner (National Secretary), and Capt. Andy Whitelaw (National Treasurer). The next AGM will be held in Vancouver at the end of this month; we hope to provide details in future issues of *ARGONAUTA*.

INTERNATIONAL COMMISSION FOR MARITIME HISTORY

The ICMH Executive Committee met in Milan in September.

The Executive heard a variety of reports, including the Presidential summary. Frank Broeze, ICMH President, reported that a new national commission had been formed in Peru and that the creation of a national commission in India could be expected in the near future. The Programme Committee also reported on the arrangements for the 1995 Montréal conference, which are now beginning to fall into place.

INTERNATIONAL MARITIME ECONOMIC HISTORY ASSOCIATION

The IMEHA held its AGM in Milan, Italy in mid-September. Among other matters, the membership decided to freeze membership fees at current levels (US \$45 per year for both individuals and institutions). The next AGM will be during the ICMH Conference in Montréal late next summer.

MARITIME AWARDS SOCIETY OF CANADA

The Society reports that it has just made its 1994 contribution of \$5000 to the MASC award fund at Memorial University of Newfoundland. Further, the Naval Officers' Society of Canada is contributing \$5000 to the MASC Award Fund at Dalhousie. The MASC Award at the University of Victoria continues to go well. The Society's fourth award fund – at the University of Calgary – is now in the planning stage. MASC has also established two essay awards for the "Friends of Rod Byers." Professor Byers was a noted educator in Canadian maritime affairs. Essays on Canadian maritime affairs are judged by CNRS member Michael Hadley of the University of Victoria and the noted author and journalist, Peter C. Newman. Finally, MASC is well-advanced in planning for its first symposium, to be held in early 1995 at the University of Victoria. Titled "Pacific Oceans Agenda 21: Four Problems of the 21st Century in Search of a Solution," the symposium will examine shipbuilding, Pacific fisheries, coastal environmental management, and defence. More details will appear in *ARGONAUTA* as they are available.

NAVAL OFFICERS' ASSOCIATION OF CANADA

The Association's AGM and Maritime Affairs Seminar was hosted in Vancouver in June by the Naval Officers Association of British Columbia. The oldest such organization in Canada, NOABC is celebrating its 75th anniversary this year.

The Maritime Affairs Seminar, entitled "A Pacific Perspective," featured lectures by Douglas Johnston (U. of Victoria) on the Law of the Sea; Joe Truscott (BC Dept. of Fisheries) and John Davis (DFO) on environmental and resource management; James MacFarlane on undersea technology; William Saywell (Asia-Pacific Foundation) on regional trade; Jonathan Seymour on regional shipping; Brian Job (UBC) on

regional security; Peggy Falkenheim Meyer (SFU) on challenges in the northeast Pacific; and J.A.Y. Plante (Naval presentation Team) on "why Canada needs a navy." All papers will be published in the *Niobe Papers* series. The next NOAC meeting and Maritime Affairs seminar will be held in Windsor next spring.

RESEARCH DIRECTORY UPDATES

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Publications: *English Seamen and Traders in Guinea, 1553-1565* (Lewiston, NY, 1992), with P.E.H. Hair; "Sickness in the British Mediterranean Fleet: The *Tiger's* Journal of 1706," *War and Society*, XI (October 1993), 57-76; "The Career of William Towerson, Guinea Trader," *International Journal of Maritime History*, IV, No. 2 (1992), 45-82.

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RESEARCH INDICES

Baltic: Lambert

Canada, Arctic and North: Elliot-Meisel, Roberts

Canada, Pacific Coast: Roberts

Cartography: Roberts

Defence: Elliot-Meisel

Diplomacy: Elliot-Meisel

Early Modern: Alsop

Eighteenth Century: Roberts

Exploration: Roberts

Maritime Law: Elliot-Meisel

Medicine: Alsop

Mediterranean: Lambert

Merchant Shipping: Alsop

Naval History: Alsop, Lambert

Navigation: Roberts

Nineteenth Century: Lambert

North Atlantic: Alsop, Elliot-Meisel, Lambert

North Pacific: Elliot-Meisel, Roberts

Ships: Lambert

South Asia: Alsop

South Atlantic: Alsop

Steam Vessels: Lambert

Twentieth Century: Elliot-Meisel