

# ARGONAUTA

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## **ARGONAUTA**

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### EDITORIALS

This is the first edition of *Argonauta* to appear under the hand of the new editorship. Our first task is to thank those who have gone before. We all owe a tremendous debt to Olaf Janzen and Skip Fischer for their many years of unflinching service. They will not be completely gone, however. Both will continue to contribute to these pages. Olaf will, from time to time, furnish us with lists of new periodical literature, and his bibliographic comments. Skip will keep us informed of ICMH news and the Calender of Events. Both will continue to make more than their fair share of contributions to our areas of interest while pursuing their full academic schedules. The editors also look forward to submissions from our regular contributors.

Well who are the new editors? Michael Hennessy (PhD. UNB 1995) is a native of Vancouver and is an assistant professor of naval and maritime history at the

Royal Military College of Canada at Kingston. He has written on Canadian foreign and defence policy, Canadian shipping and shipbuilding policy, and naval policy. He is a member of the Canadian Committee of the International Military History Commission.

Maurice Smith was a professional sailor in sail for 14 years working the Great Lakes with runs on the eastern seaboard and Europe. He has British marine certification. In 1978 he was recruited to develop the Marine Museum of the Great Lakes. As curator he has been instrumental in developing artifact, archival and library collections—his greatest pride. He has been President of the Ontario Museums Association, Canadian representative with the International Congress of Maritime Museums and is currently serving on a number of committees and Boards including the Canadian Nautical Research Society. At present he is attending Queen's University part time (because he wants to know more) and providing consulting services to the shipping industry. He is married with a spouse who is keener on sailing than he

is. His two boys keep him alert.

Both new editors volunteered for this assignment because they believe that *Argonauta* is a valuable forum. It is the forum of the CNRS executive and members. We look forward to hearing the membership's views on the format of the *Argonauta*. We have not undertaken any major departures with this edition. Inevitably changes will be made. So we would like a non-scientific poll of the readership. What items do you find of most value? Are there areas you would like explored?

We would particularly like to see these pages used for vehicles of enquiry regarding research questions. In any event this newsletter is the membership's forum, your forum. Your contributions and comments are encouraged.

Mike Hennessy  
Maurice Smith

### ARGONAUTA MAILBAG

Sirs:

On page 7 of the latest issue of "Argonauta" under the heading "Low Tides Expose Remains of Clipper Ship" I find to my surprise an almost verbatim copy of a note that I submitted to MARHST-L on September 23, 1996. The only changes that have been made were to remove the e-mail headers and my signature, to change the word "latest" to "recent" and to drop one ",".

No one had asked for my permission to reprint this contribution to the MARHST-L discussion group in the pages of the "Argonauta". As there was no author attribution, the readers of the "Argonauta" cannot think other than that this text has been written by the editors of the journal. Had I been asked, I most certainly should have given my permission to reprint this note in the "Argonauta".

Should I by this expect that other of my contributions to the MARHST-L and other Internet and BITNET discussion groups have been reprinted in the "Argonauta" without my knowledge?

It surprises me that the editors of a recognised International journal do not seem to be aware of International copyright legislation. With this I look forward to see a correction in the next issue of the "Argonauta".

Regards,

Lars Bruzelius  
UDAC, Box 174, S-751 04 Uppsala,  
Sweden.

Eds'Reply

Sir:

The fault is entirely mine, as [former] co-editor of ARGONAUTA. It has, indeed, been my practice to use material found on the Internet for our organization's newsletter. It was always my assumption that the material posted on MARHIST-L was intended to be disseminated as news, and it was always my assumption (erroneous, it would appear) that the intention of those posting on newsgroups was to disseminate information as widely as possible. No injury was intended, and I shall most certainly post your letter to us in its entirety in the next issue. I shall, of course, exercise greater caution in future. Henceforth, unless specifically cleared by posters to electronic newsgroups for widespread dissemination, I shall not use such material.

I might add that our newsletter has no staff to collect news beyond the two editors, who volunteer their services in their spare time from their jobs. We have not, in the past, sought permission to reprint what we perceived to be news items (as opposed to articles, columns, essays, editorials, etc.). We have been encouraged in this by the practice, common among editors of maritime and nautical newsletters, to share and reprint material with appropriate light editing.

It was kind of you to elevate our little newsletter to the stature of an "International Journal." We certainly try to develop a global reach, in part by carrying items that we think will interest readers outside our own country. I'm sorry if we offended modifying your piece slightly and carrying it in our newsletter without attribution.

Olaf Janzen, Co-editor  
ARGONAUTA, the newsletter of the  
Canadian Nautical Research Society

#### ARGONAUTA COLUMNS

*THE CUSTOMS PREVENTIVE  
SERVICE AT CAPE BRETON:  
PATROL BOATS, MASTERS AND SEIZURES,  
1897-1932*

*By David J. McDougall  
Lachine, Quebec*

The sale and import of alcoholic beverages was banned in most Canadian provinces in 1921 and the National Prohibition Act was in effect in the United States in 1920. As a result of these prohibitory laws there was a dramatic increase in the landing of contraband liquor on Canada's East coast, some of which was for Maritime bootleggers and probably the major part, for smuggling into the northeastern United States through eastern Canada.

The island of Cape Breton, at the entrance to the Gulf of St. Lawrence, has a long history of smuggling of contraband but, from the latter years of the 1800s until 1920, liquor smuggling was on a small scale. In 1921 the number of rum running vessels around the island started to increase and the Canadian Customs Preventive Service began stationing patrol boats at North Sydney. Although the cancellation of a patrol boat's charter in 1922 and the appointment of new patrol boat masters in 1926 and 1927 suggest that the operations of the Preventive Service at Cape Breton were on occasion dictated by politics, new masters hired in 1929 were to replace men who had been in collusion with a Cape Breton bootlegger. From then until the start of World War II almost all of the masters continued to serve in the Customs Preventive Service [see Tables I & II], and after April 1, 1932, in the RCMP Marine Section.

In the early years of the 1920s the ability of the Preventive Service's patrol boats to make seizures was limited by Custom's Department regulations. This began to

change late in 1926 when patrol boat masters were given the authority to seize the cargoes of hovering vessels and the territorial limit for Canadian vessels was increased from three to twelve nautical miles between 1928 and early 1931.

The number of seizures cannot be used as a measure of either the number of rum runners or the effectiveness of the Preventive Service. However, a tentative estimate of the number of gallons of liquor seized each year at Cape Breton from 1921 to 1931 [see Table III] appears to show a quantitative relationship to the increasing ability of the Preventive patrol boats to make seizures when they were able to seize the cargoes of hovering vessels (1926), the territorial limit was increased (1928) and gunfire began to be used to force rum runners to stop (1930).

*Some notes on smuggling and contraband goods before 1897*

At the time of the first European settlement of Cape Breton both the British and French governments frowned on trade between their North American colonies. In spite of that disapproval, Massachusetts vessels were trading with the French settlers on Cape Breton early in the 1700s and continued to supply the French fortress of Louisbourg with contraband food stuffs and building materials until 1744 when war began with France.<sup>1</sup> Later, in the British regime, the Jersey merchants John Robin and his brother Charles brought supplies from the island of Jersey for their fishing establishments at Arachat, Cape Breton and Paspébiac in Gaspé without reporting to Customs in either England or British North America. As a result two of their vessels were seized by Royal Navy vessels and the Commissioner of Customs in Boston called them "down right Smugglers and Villains."<sup>2</sup>

Vessels of the Royal Navy patrolling the East Coast fisheries of British North America continued to watch for smugglers until Great Britain abandoned the last of her navigation laws in the middle of the 1800s. In 1855 the responsibility for patrolling the fisheries was transferred to the British North American provinces by the Treaty of Reciprocity

TABLE I

Preventive Service Vessels and Masters at Cape Breton  
1921-1926

VESSEL	1921	1922	1923	1924	1925	1926
<i>Restless</i> chartered cruiser	Capt. Bragg	Capt. Bragg charter cancelled end of May				
<i>Sagamore</i> chartered cruiser		J.C. Peters Aug. 1922	J.C. Peters	J.C. Peters replaced by Capt Gagnon, Dec. 1924	vessel burned at Halifax, February 1925	
<i>Patrol No.2</i> Motor schooner, ex rum runner <i>Vagrant</i>		J. McKinnon	J. McKinnon	Math. Ryan	Thos. Scott	Thos. Scott reappointed in July
<i>Patrol No.3</i> Motor schooner, ex rum runner <i>Edna H</i>			Math. Ryan	Thos. Scott	Capt. Gagnon replaced by A. Nichol in May	A. Nichol replaced by O.A. Lewis in July
<i>Patrol No.6</i> "Viper" speed boat				H.W. Clarke	S. Fianders	S. Fianders replaced by J.H. Jackson in July
<i>Patrol No.4</i> Cruiser, ex rum runner Stumble Inn					Math. Ryan	J.R.B. Maguire replaced by T. King in July. Maguire replaces King in October
<i>Constance</i> chartered cruiser						D. Carmichael

with the United States and then returned to the Royal Navy from 1866 to 1869? HMS *Minstrel* became the last Royal Navy vessel to patrol the west coast of Cape Breton.<sup>4</sup>

In 1870, the Marine Police of the Canadian Department of Marine and Fisheries began patrolling the East Coast fisheries. That year the Marine Police schooner *Sweepstake*, on the eastern and southern coasts of Cape Breton island, reported having searched for the schooner *Lillian* for violation of Customs laws and ob-

served a considerable amount of "illicit trade."<sup>5</sup> In 1892 the new Marine and Fisheries cruiser *Constance*, under the command of the Customs Preventive Officer, Captain George M. May, began watching for smugglers in the Gulf of St. Lawrence with occasional visits to Cape Breton.<sup>6</sup>

*The early years of the Preventive Service at Cape Breton 1897-1913*

The Preventive Service of the Canadian Department of Customs, with responsi-

bility for the prevention of smuggling, was formed in 1897. A year earlier Captain Spain, commander of the Fisheries Protection fleet, recommended to the Controller of Customs that, in addition to the *Constance* in the Gulf and a steam launch at Rivière du Loup on the lower St. Lawrence River, a vessel of about 160 tons, which could steam at fourteen knots, be stationed at North Sydney.<sup>7</sup> In April 1897 the Department of Marine and Fisheries chartered the 70 gross ton screw tug *Gladiator* at North Sydney for the Customs Preventive Service, then

TABLE II  
Preventive Service Vessels and Masters at Cape Breton 1927 - 1932

VESSEL	1927	1928	1929	1930	1931	1932
<i>Patrol No.2 (Vagrant)</i>	Thos. Scott	P.T. LeRossignol	P.T. LeRossignol "fired", replaced by J. Fraser, then by A.E. Michaud	A.E. Michaud, replaced by C.W. Heather	C.W. Heather, until vessel sold in Sept.	
<i>Patrol No.3 (Edna H)</i>	O.A. Lewis, replaced by I Carey, in June	I.Carey	I.Carey "fired" replaced by C.W. Heather	C.W. Heather, vessel sank in May		
<i>Patrol No.6</i>	J.H. Jackson, replaced by R. Grandy in June	Vessel out of service				
<i>Patrol No.4 (Stumble Inn)</i>	J.R. Maguire, June, replaced by P. J. LeRossignol	Thos. Scott	E.L. Croft	E.L. Croft	E.L. Croft, J.W. Bonner replaces in October	J.W. Bonner
<i>Constance</i>	D. Carmichael	D. Carmichael, replaced by W. Williams in June	W.Williams replaced by J. Fraser in Sept. returned to owners in December			
<i>Whirl</i> armed motor launch		C.E. Landry	J.W. Bonner	T.D. Mabe, vessel burned in November		
<i>Tenacity</i> motor launch			Thos. Scott	Thos. Scott	Thos. Scott	Thos. Scott replaced by A.E.E. Blackburn in April
<i>Stalwart</i> motor launch				J.W. Bonner	J.W. Bonner replaced by T.D. Mabe in October	T.D. Mabe
<i>Louisbourg</i> cruiser				J. Fraser returned to builders at year end		
<i>Ulna</i> chartered cruiser					J. Fraser	J. Fraser purchased by RCMP for Gaspé station in 1932
<i>Adversus</i> cruiser					E.L. Croft in October	E.L. Croft
<i>Patrol No.10</i> Motor launch						D. Campbell

replaced it from June to early November with the sailing vessel *Victoria* under the command of Captain L.A. Demers, previously First Mate of the *Constance*.<sup>8</sup> The *Victoria* made no seizures and her charter was not renewed in 1898, although in Captain Spain's opinion, "she no doubt helped in a great way to deter the numerous bands of smugglers which infest this coast from carrying on their nefarious operations."<sup>9</sup>

In patrolling the Gulf of St. Lawrence the *Constance* routinely stopped and examined suspicious vessels but the only reported seizure of a vessel carrying contraband near Cape Breton was the schooner *Petite Jeanne* which had been stopped by a Fisheries vessel in October 1898.<sup>10</sup> In 1900 the *Constance's* patrols were extended to Nova Scotia's Atlantic coast and she began visiting Sydney once or twice each year. By 1904 attempts to land contraband anywhere in the *Constance's* patrol area were reported to be so few and such a small scale that they were undetectable. That year the only vessel reported to have been stopped near Cape Breton was smuggling liquor from St. Pierre and Miquelon to Cheticamp, Cape Breton. Although stopped twice by the *Constance*, each time her clearance papers were in order and her cargo of twelve to fifteen gallons of assorted wines and spirits declared to Canadian Customs at Cheticamp.<sup>11</sup>

In the early 1900s the few charges of infractions of the Customs Act at North Sydney were often dismissed and between 1904 and 1909 only one vessel paid a fine.<sup>12</sup> In 1910 a new provincial law prohibited the sale of alcoholic beverages anywhere in Nova Scotia (except the City of Halifax) but could not prevent bringing liquor into the province when Canadian Customs and Excise duties had been paid. Concern in Cape Breton that this law would increase the smuggling of liquor from St. Pierre and Miquelon appear to have been born out.<sup>13</sup> Reports late in the summer of 1910 maintained that "liquor was landed almost every day at Lingan and Bras d'Or and brought into the towns with very little attempt at secrecy."<sup>14</sup>

That summer, after one of the crew of the schooner *Miantonomah* turned "King's Evidence," John Bourinet, the Arachet

Preventive officer, found five 60-gallon casks and eighty cases of liquor from St. Pierre hidden on Scaterie island. Charges of evading Customs were laid against Captain Edward Dicks, his crew and a passenger, the Glace Bay liquor dealer M. Manganet.<sup>15</sup> Eventually the Captain, three of his crew and Manganet were each sentenced to a \$50 fine or three months in jail. Captain Dicks was fined an additional \$150 or three months in jail for landing liquor as well as a sentence of three months in jail with no option of a fine.<sup>16</sup> His sentences were appealed to the Nova Scotia Supreme Court but, because he had falsified much of his testimony, he spent fourteen months in a federal penitentiary for perjury.<sup>17</sup> The Chief Preventive Officer had warned that "In the future smugglers could expect prison sentences instead of fines."<sup>18</sup> Yet from then until the start of World War I, no reports have been found of prison sentences for smuggling and all five vessels reported to have been seized by Customs at North Sydney were released after paying fines of \$25 to \$400.<sup>19</sup>

#### 1914-1920

During the war years there was either very little smuggling at North Sydney or it was almost entirely ignored by Customs. In 1917 war-time legislation prohibited the importation of alcoholic beverages into Canada.<sup>20</sup> To counter any increase in smuggling the Preventive Service chartered the yacht *Restless* at North Sydney in June, then returned the vessel to her owner in July.<sup>21</sup> That year the only reported seizure was the steamer *Ranger* which paid and was refunded a deposit of \$200 in August.<sup>22</sup>

In 1918, anticipating that the *Restless* would again be employed in Preventive work, the following newspaper advertisement appeared for a week in May: "CREW WANTED. Wanted sailors, fireman and stewards for Revenue Cruiser *Restless*. Apply to Captain on board, McKinnon's Wharf."<sup>23</sup> There is, however, no further record of her charter being renewed until 1921.<sup>24</sup>

At the end of 1918 the cruiser *Margaret* was returned to the Preventive Service from war time duties.<sup>25</sup> During 1919 and 1920 it was the only Preventive cruiser patrolling Canada's East Coast. No sei-

zures were made at sea in either year.<sup>26</sup> The only vessel seized at North Sydney in 1920 was the schooner *Catherine Burke* which was released after paying a fine of \$400.<sup>27</sup>

#### *The Preventive Service in the first years of large-scale smuggling at Cape Breton, 1921*

Provincial laws prohibiting the sale of alcohol had been unable to prevent legally acquired liquor from being brought into the province until post-war amendments to the Canada Temperance Act allowed each province to decide by referendum whether the sale of alcohol would be allowed or prohibited. With this change in the Federal law provincial laws could prevent importing and by 1921 all provinces except Quebec and British Columbia had complete prohibition.<sup>28</sup> In 1920, immediately after the American Prohibition Act (the Volstead Act) became law in the United States, rum runners had begun landing contraband liquor on the American coasts and by 1921 rum running was increasing in the Maritime provinces. In an attempt to cope with the increase, the Canadian Preventive Service began adding to its patrol vessels and, following the example of the Canadian Navy's Gulf of St. Lawrence patrol during World War I, used North Sydney as a base for vessels at Cape Breton.<sup>29</sup>

The only Preventive vessels on Canada's East Coast in the spring of 1921 were the cruiser *Margaret* in the Gulf of St. Lawrence commanded by Captain Alfred La Couvée and the cruiser *Grib* on Nova Scotia's Atlantic coast under the command of Captain Russell Coffin (previously First Mate of the *Margaret*). In mid summer the *Restless* was chartered at North Sydney to patrol around Cape Breton under the command of Captain Bragg. The operations of both the *Margaret* and *Grib* were directed by the Chief Preventive Officer in Ottawa and the *Restless* was directly controlled by Angus Young, Special Preventive Officer at North Sydney since January 1921!<sup>30</sup>

Except for a small amount in Halifax and Guysborough counties, almost all the liquor seized in Nova Scotia in 1921 was in and around Cape Breton.<sup>31</sup> Between June and September, the *Grib* (Captain Coffin) seized "a dozen casks of booze"

at Canso, the Newfoundland schooner *Helen C. Morse* at North Sydney with 150 gallons of rum (released when her captain said that his cargo was for his home port), and a number of casks of rum and cases of whiskey and champagne valued at more than \$21,000 seized inland at Port Morion.<sup>32</sup> During September and November the *Restless* (Captain Bragg) seized the auxiliary motor schooner *Marona* (owned by John Cruickshank of Sydney) off Low Point at the entrance to Sydney Harbour with a cargo reported to have been 10,000 gallons of rum (but was probably only about a thousand gallons); the auxiliary motor schooner *Vagrant* at the wharf at Gabarus Bay with forty-two barrels of liquor hidden behind a false bulkhead; and sixty-five kegs of liquor from the schooner *Isma* at Main-à-Dieu.<sup>33</sup> During the seizure of the *Isma's* cargo some shots were fired and an additional thirty kegs were said to have been landed before the arrival of the Customs officers.<sup>34</sup> At North Sydney the schooner *Lewis H. Smith*, found to have two kegs and a jar of liquor on board, was released with a \$400 fine.<sup>35</sup>

Some large seizures had therefore been made at Cape Breton in 1921. Nevertheless, the Preventive Service had only been able to prevent part of the landings of liquor on the island. This was acknowledged by Captain La Couvée when the *Margaret* arrived at Sydney in November to take two hundred cases and casks of seized liquor to Halifax. Couvée said that "The only way to keep booze out of Cape Breton is to place a cordon of about 25,000 soldiers around the island."<sup>36</sup> Although unable to stop all rum running, the presence of a Preventive Service patrol vessel was sometimes enough to deter landings. On December 1 1921, a few days before a Federal election, the schooner *Yvette*, which had been cleared for Nassau with \$80,000 worth of duty-free liquor, came into Sydney for repairs.<sup>37</sup> However, liquor was an integral part of political campaigning in Nova Scotia and newspaper reports suggested that the liquor was really "election booze." To forestall attempts to unload the cargo, Captain Bragg tied the *Restless* up alongside the schooner and on Election Day the *Yvette* was reported to be hovering just outside

the three mile limit with her cargo apparently still intact.<sup>38</sup>

#### 1922

In the spring of 1922 the Preventive Service purchased the schooner *Vagrant*, renamed it *Patrol Boat No. 2*, and stationed it at North Sydney under the command of Capt. J. McKinnon.<sup>39</sup> The charter of the *Restless* was renewed at about the same time.<sup>40</sup> However, it was a maxim of Nova Scotian politics that "Election rum is like Holy Water. It is understood by all to be sacred stuff, not to be seized."<sup>41</sup> The interference of *Restless* with the *Yvette* the previous December had therefore been enough of a political irritant that her charter was abruptly cancelled at the end of May. Her owner, W.N. MacDonald, subsequently won a suit for \$90,000 against the federal government for breach of contract.<sup>42</sup>

Until a replacement for the *Restless* could be found, the *Margaret* patrolled around Cape Breton and seized the schooner *Adana C.* in June, two and a half miles off Glace Bay and four miles from Flint island. The schooner's crew threw its liquor overboard but the cruiser was right alongside and counted the parcels as they were jettisoned. The following month the *Margaret* seized the Newfoundland schooner *Sea King* in Sydney Bight off Bras d'or; its cargo was confiscated and the vessel released.<sup>43</sup>

In August the Preventive Service chartered the yacht *Sagamore* from E.S. Auld of Sydney and placed it under the command of Captain J.C. Peters.<sup>44</sup> Later that year, in early November, *Sagamore* seized the auxiliary schooner *Edna H.* off Low Point with a full cargo of whiskey and rum.<sup>45</sup> A few days later the *Sagamore* left Sydney for Halifax with four hundred and six packages of liquor seized over the previous twelve months. The cargo consisted about equally of whiskey and brandy (in cases) and St. Pierre and Demerara rum (in five and ten gallon kegs).<sup>46</sup> This was about two and a half times the amount of liquor sent to Halifax the previous fall with at least part of it taken from bootleggers selling liquor to troops who had been set to Sydney to break a coal miners strike.<sup>47</sup>

#### 1923

In the spring of 1923, the *Edna H.* was purchased by the Preventive Service and renamed *Patrol Boat No. 3*, under the command of Mathew Ryan. The schooner joined the *Sagamore* (J.C. Peters) and *Patrol Boat No. 2* (J. McKinnon) at North Sydney.<sup>48</sup> That year, on the grounds that they had been seized outside Canada's territorial limit of three nautical miles, the Department of Customs and Excise returned all but one of the cargoes of liquor taken by the *Margaret* in 1922 and early 1923 to their owners.<sup>49</sup> As one result of this ruling, all of the seizures that year at Cape Breton were on land or close to shore and none were made at sea. These include a schooner brought in by *Patrol Boat No. 2* (J. Mackinnon) whose cargo of liquor had been found hidden in a lime kiln at Black Rock, Boularderie; one hundred and fifty gallons of liquor found hidden in the hold of the Newfoundland schooner *Lena* by Mathew Ryan, master of *Patrol Boat No. 3*; and several cases of whiskey, brandy and champagne and a few bottles of rum on the steamer *Pro Patria* and twenty-three cases of liquor on the steamer *Hubert Green* when they arrived at North Sydney from Newfoundland.<sup>50</sup>

#### 1924

In the spring of 1924, no longer concerned with being seized outside the three mile limit, rum runners began hovering off Sydney and Glace Bay and landing their cargoes with small boats. The first seizure was a dory with eleven packages of liquor by *Patrol Boat No. 2* (Mathew Ryan) off Big Glace Bay in late May.<sup>51</sup> During July, three more dories were seized near North Sydney, loaded with liquor, by H.W. Clarke in a shallow-draft speed boat later named *Patrol Boat No. 6*.<sup>52</sup> However, by mid-August the patrol boats had been able to prevent the three rum runners off Sydney from landing any of their cargo, and about a month later the "Rum Row" off Sydney was reported to have been scattered by a storm.<sup>53</sup> In late December the *Sagamore*, now under the command of a Captain Gagnon, took a full cargo of seized liquor to Halifax but, although expected to return to North Sydney, was destroyed by fire at a Halifax dock in late February.<sup>54</sup>



Late in 1924 the US Coast Guard had begun adding World War I destroyers and armed patrol boats to its fleet and in 1925 the American territorial limit was increased from three nautical miles to "one hour steaming time" (approximately twelve nautical miles).<sup>55</sup> Because there was less danger of being caught or fired on by Canadian Preventive patrol boats, rum runners began to move from the "Rum Row" on the American East Coast to smaller ones in the Maritime provinces. One of these Maritime "Rum Rows" was off Sydney and Glace Bay and the Preventive Service seized more rum runners around Cape Breton in 1925 than in any previous year. However, as in 1923 and 1924, vessels could not be examined or seized outside the three mile limit and two-thirds of the seizures were dories and small motor boats ferrying liquor ashore from hovering vessels.

The first two rum runners appeared off Glace Bay in early May but were prevented from making landings by two "Revenue patrol boats"<sup>66</sup> These were *Patrol Boat No. 4* and *Patrol Boat No. 3*. The first seizure off North Sydney was a dory with three bottles of rum in mid May, followed from then until October by a dozen dories and motor boats and one schooner each with only a few bottles or kegs of liquor.<sup>57</sup>

In early June, Angus Young, the North Sydney Preventive officer, advised Captain La Couvée, master of the *Margaret*, that *Patrol Boat No. 4* (the ex-American submarine chaser and rum runner *Stumble Inn*) was almost ready for patrol duties and that more than a dozen rum running vessels were hovering off Sydney and Glace Bay:

"We have the rum row as usual, there is today the Schooners *Cecil L. Beck*, *J. D. Hazen*, *Ada M. Westhaver*, *Vera E. Himmelman*, *Inez G.* from Demararra, the *Almeida*, *Carrie Bros*, *Shiloh* and the *Beatrice* and *Freeman* from St. Pierre between Flint Island and Sydney Harbour."<sup>58</sup>

Three of them were about to leave (the *Almeida*, *Vera E. Himmelman*, and *Ida M. Westhaver*) and seven others, the steamer *Ida M. Zinck*, (off Sydney since mid May) and the schooners *Marion Phyllis*, *Grace Hilda*, *D.C. Mulhall*,

*Wilson T.*, *Ronald B.*, and *Dorothy Earl* had already left.

Young's particular concern was the small boats bringing liquor ashore at night:

"There is very little being done, that is in any quantity, but two and three cases and keg lots. They are at it all the time, I cannot rest and this night work and worry is getting me unnerved. I do not think I can stand it much longer, I cannot sleep over two or three hours and I am usually tired enough to lie in bed all day."

In mid June *Patrol Boat No. 4* under the command of Mathew Ryan began patrol work and within a week, near the entrance to the Bras d'Or Lakes, seized the schooner *Natow* (owned by W. Fraser of Little Bras d'Or) with a cargo of ten 10-gallon kegs of rum. In July she brought in the motor cruiser *Kirona* which was owned by Malcolm McDonald of Glace Bay and had been seized at the Glace Bay dock; and in August, after a chase of fourteen miles during which six shots were fired from her deck gun, the motor launch *Daisy C.* (master Raymond Curtis) with a cargo of twenty-six 10-gallon kegs of rum and two cases of champagne.<sup>59</sup> During July and August *Patrol Boat No. 2* (Thomas Scott) seized an unregistered motor boat and fifty-two 10-gallon kegs of rum found in a building at Eastern Harbour; the schooner *Buema* and a forty foot motor launch with 1440 gallons of Demerara rum and one case of Bay Rum at Mabou Harbour; and a large launch with twenty-five 10-gallon kegs of Demerara rum near Canso.<sup>60</sup>

However, despite the Preventive Service's increased vigilance in stopping landings from hovering vessels, contraband continued to be landed by other means. The 521-ton steamer *Aycrow*, with a cargo of 150,00 cases of duty-free liquor cleared for Nassau, had been in North Sydney for about a week in July, and some of her cargo was believed to be "finding its way over the side." In an unprecedented move, Jacques Bureau, the minister of Customs and Excise, went on board the *Aycrow* during a tour of inspection on the *Margaret* and warned its master; the steamer left port shortly thereafter.<sup>61</sup> That fall, the contraband liquor seized during the previous twelve months was again sent to Halifax but in

December the Chief Preventive Officer in Ottawa directed that liquor seized at Cape Breton in the future was to be destroyed at North Sydney.<sup>62</sup>

Although the Preventive Service had some success in stopping smuggling in the Maritimes, elsewhere in the country, with the contrivance of officers of Customs and Excise, goods were being allowed to enter Canada without paying duty. The ability of the Minister of Customs and Excise to properly discharge his duties began to be questioned and to avoid political repercussions, two months before the General Elections of October 1925, Jacques Bureau was replaced as Minister by Georges Boivin.

#### 1926

Early in 1926 a Parliamentary committee began an investigation of the Department of Customs and Excise and found enough evidence of mismanagement and criminal activity to justify a county-wide inquiry by a Royal Commission.<sup>63</sup> In part because of this "Customs Scandal," the government in Ottawa changed from Liberal to Conservative and back to Liberal between June and September.<sup>64</sup>

The number of patrol vessels at Cape Breton had been increased in March when the old Fisheries (and Customs) cruiser *Constance*, under the command of Captain D. Carmichael, was chartered from the Margaree Steam Ship Company of Sydney.<sup>65</sup> That year, although there is no indication that smuggling had decreased, almost all liquor seizures at Cape Breton were made on land and no rum running vessels were seized until October. The Parliamentary committee had not found any wrong doing by the Preventive Service in the Maritimes and the reasons for this lack of activity are uncertain. One possibility is inaction by the Chief Preventive Officer in Ottawa during a time of political changes and a second is the replacement of experienced patrol boat masters at Cape Breton by patronage appointments.

Although patrol boat masters were usually appointed in the spring of each year, in mid July 1926, about two weeks after the Conservatives formed a government in Ottawa, all except Captain Carmichael, master of the chartered

*Constance*, were discharged and new masters appointed. One of the discharged masters, Thomas Scott, was immediately reappointed to command of *Patrol Boat No. 2* and a second, J.R.B. Maguire, was reappointed to *Patrol Boat No. 4* about a month after the Liberals returned to power in Ottawa. [see Table I] At about the same time the federally appointed Preventive Officer at Glace Bay was also dismissed because he had been "too active in his duties."<sup>66</sup>

That August, Angus Young told a hearing of the Royal Commission at Halifax that the Department of Customs and Excise seemed to have little interest in increasing the number of patrol vessels at Cape Breton.<sup>67</sup> The motor launch *Stella Maris* had been reconditioned for use as a patrol boat in 1924 but his superiors in Ottawa had not appointed any suitable officers and, when he tried to purchase the seized motor boat *Rambler*, it was sold to the rum runner, Captain Cruickshank, for about half its value.<sup>68</sup>

In late September Customs Regulations were changed to allow seizures of cargoes of vessels hovering outside the three mile limit.<sup>69</sup> Ten days later the cargoes of a dozen schooners were seized for hovering, two of which were at Cape Breton.<sup>70</sup> The only other vessel seizure known to have been made at Cape Breton in 1926 was the motor boat *Duchess*, apparently at the dock at North Sydney, in January.<sup>71</sup>

#### 1927. Reorganization of the Preventive Service

In March 1927, the Department of Customs and Excise became the Department of National Revenue and as part of the reorganization, F.W. Cowan, previously head of the Narcotics Division of the Department of Health, replaced W.F. Wilson as the Chief Preventive Officer.<sup>72</sup> The new Chief Preventive Officer made his first tour of the Maritimes in April and by the end of the next month all the Cape Breton patrol boat masters, except Carmichael and Scott, were replaced.<sup>73</sup> Recommendations to increase the numbers of patrol vessels, automobiles and land-based Preventive officers, throughout the Maritimes began to be implemented.<sup>74</sup> However, while the land-based personnel at Cape Breton was increased,

the only addition to the vessels was the machine-gun-equipped motor launch *Whirl*, initially at Canso and later at Big Bras d'Or.<sup>75</sup> Still, seventy seizures were made on land, more than three times the number in 1926, apparently because of the increased number of land officers.<sup>76</sup> At North Sydney, Preventive officers seized a motor boat, a rowboat, two kegs of rum (one of which was found floating near New Waterford), and the motor vessel *Imp* which was released after paying a \$100 fine.<sup>77</sup> A schooner owned by Captain George Bragg was seized near Glace Bay with a quantity of liquor on board.<sup>78</sup> Two seizures were made by *Patrol Boat No. 2* (Thomas Scott). One was a large motor launch owned by John C. Roddam of Mulgrave, Nova Scotia which was found drifting outside the "limit" near Fourchu off Winning Point in August with five hundred cases of whiskey and one hundred and fifty gallons of rum from St. Pierre.<sup>79</sup> The other was the schooner *Judique* with a cargo of ninety kegs of rum and one hundred and thirty cases of assorted liquors in November.<sup>80</sup> When Roddam's case came to court the patrol boat's engineer confirmed that the launch's motor could not be started because of a defective battery and the jury returned a verdict of "not guilty" without leaving the court room.<sup>81</sup>

#### 1928

Even though the territorial limit for Canadian vessels was increased from three to twelve nautical miles in 1928, only two of the relatively few seizures reported that year at Cape Breton appear to have been made more than three miles off shore.<sup>82</sup> Later events suggest that the few seizures made by the Preventive vessels in both 1927 and 1928 may have been because patrol boat masters were turning a blind eye to smuggling.

Customs officers at North Sydney seized two motor boats and a dory in June which were released with fines of \$400.<sup>83</sup> The schooner *Judique*, which had been seized at North Sydney the previous November, and a second time at Halifax in June, was seized for a third time at North Sydney in July and fined \$100.<sup>84</sup> In August, the schooner *Mary S.* was found sinking at sea by the *Constance* (D. Carmichael) which managed to sal-

vage five of her cargo of thirty-five kegs of rum before using her ram bow to sink the derelict.<sup>85</sup> In September, about five miles off Scaterie island, *Patrol Boat No. 4* (Thomas Scott) stopped the schooner *Sigdrife* by firing a shot across her bow and seized the vessel and her cargo of one hundred and forty-five kegs of rum for smuggling.<sup>86</sup> However the charge of smuggling against her master, Captain Alden Munro of Whitehead near Canso, Nova Scotia should have been hovering, because the *Sigdrife* had French registry and had been outside the three mile limit. Consequently, the case was dismissed by the Nova Scotia Supreme Court.<sup>87</sup> In another incident that summer, the rum running schooner *Russel Zinck* lost her anchor and drifted inside the limit off Sydney Harbour. An unidentified master of a patrol boat was said to have been persuaded (possibly by bribery) to check the distance from shore by returning to the harbour mouth and, while unattended the schooner was able to get outside the limit by using her sails.<sup>88</sup>

#### 1929

Charles Ballard, a Cape Breton bootlegger who appears with some frequency (along with his wife) in Preventive Service reports of seizures between 1927 and 1931, wrote to the St. Pierre liquor merchant Henri Moraze in the spring of 1929 that:

"Scott had been taken off the *Stumble Inn*, [*Patrol Boat No. 4*] replaced by someone from Le Have, N.S., Rossignol [*Patrol Boat No. 2*] and Carey [*Patrol Boat No. 3*] had been fired, Williams was up near Halifax on *Constance*. Landry on *Whirl* at Canso had been fired."<sup>89</sup>

Because he no longer had any "reliable" men on the Preventive patrol boats, Ballard was concerned about the safety of his liquor shipments from St. Pierre. Indeed, that spring, almost all the patrol boat masters were replaced. E.L. Croft (previously master of *Patrol Boat 0-29* at Le Have, N.S.) took command of *Patrol Boat No. 4* and the masters appointed to replace the men who had been "fired" were J. Fraser on *Patrol Boat No. 2*; C.W. Heather on *Patrol Boat No. 3*; and J.W. Bonner on the *Whirl*. Thomas Scott was given command of the new motor

launch *Tenacity* patrolling Sydney Harbour and in September J. Fraser replaced W. Williams on the *Constance*.<sup>90</sup>

The shake-up in the service was timely. In 1929, more rum runners had moved from the Atlantic coast to the Gulf of St. Lawrence.<sup>91</sup> Along with liquor from Canadian bonded warehouses and rum from the Caribbean (the preferred drink in Cape Breton) their cargoes began to include alcohol ("wiskie blanc") from St. Pierre and Miquelon, indicating that the destination was either northern New Brunswick or eastern Quebec.<sup>92</sup> The increased traffic past Cape Breton combined with the "twelve mile limit" and more reliable masters on the patrol boat resulted in a greater volume of liquor being seized at Cape Breton than in any previous year. [see Table III]. For instance, in mid June *Patrol Boat No. 4* (E.L. Croft) stopped the schooner *Dorothy M. Smart* ten miles off Low Point with a cargo of six hundred and forty-two kegs of rum, five kegs of malt whiskey and two hundred and sixty-nine bags and cases of assorted liquor.<sup>93</sup> During the summer a motor boat, whose cargo of liquor had been thrown overboard, was seized at Glace Bay, a dory with one hundred and forty-eight bottles of liquor and three kegs of brandy was seized by *Tenacity* (Thomas Scott) in Sydney Harbour; and the schooner *Lake-o-Law* with one hundred and one bottles of whiskey and twelve bottles of gin was seized at North Sydney.<sup>94</sup> In September off Cape Percy, *Patrol Boat No. 4* (E.L. Croft) seized the schooner *Aspinet* with four hundred and seventy-one bottles of brandy and whiskey and the thirty-five foot Glace Bay speed boat *Mary E.* with eleven kegs of rum.<sup>95</sup>

The most dramatic event of the year, described as an "opera Bouffe" in one report, was the seizure of the schooner *Minnie May* which had gone aground in the fog at Ingonish on December 14. In addition to three hundred and fourteen bags and cases of assorted liquor and fifty drums of alcohol from St. Pierre, there were four Italians who were trying to enter Canada illegally. Her crew initially resisted seizure by throwing a boarding party from the *Constance* back into their boat and then surrendered when the *Constance* (J. Fraser) and the *Patrol Boat No. 4* (E.L. Croft) prepared to open

fire with their deck guns. The *Minnie May's* captain J.L. Tremblay, was arrested along with his brothers Edward and Arthur Tremblay, and Phillip Garneau. After their arrest a group of local men tried to steal the cargo but were stopped by Customs officers. Captain Tremblay was no tyro at rum running. His background included an effort to land 15,000 gallons of contraband liquor on the St. Lawrence river near Montreal in 1924.<sup>96</sup>

### 1930

Two new patrol vessels were stationed at North Sydney in 1930. The *Constance* had been returned to her owners the previous December, and was now replaced by the diesel-powered cruiser *Louisbourg* in June.<sup>97</sup> *Patrol Boat No. 3* would be sunk in Glace Bay harbour in May and was therefore replaced by the motor launch, *Stalwart* (sister ship of the *Tenacity*) in July.<sup>98</sup> 1930 was also the year in which Canada placed an embargo on shipments of liquor to countries with prohibition laws in response to two years of diplomatic pressure by the Americans.<sup>99</sup> This, however, did not necessarily slow the flow of illegal booze. Although cargoes of duty-free Canadian liquor destined for the United States could no longer be cleared from Canadian ports, rum runners continued to be able to get both Canadian and foreign liquor at the French islands of St. Pierre and Miquelon.<sup>100</sup> The Canadian embargo was therefore followed by an increase in the number of vessels from St. Pierre passing Cape Breton as they carried cargoes intended for the northeastern United States to New Brunswick and eastern Quebec.<sup>101</sup> This, in turn, was reflected by the volume of seizures, estimated to have been more than 10,000 gallons, an amount greater than in any previous year [Table III]

A number of small seizures were made at North Sydney including the schooner *Hermunda* with eleven bags of whiskey and fifty-five bottles of liquor; the schooner *Marion Mosher* with a bag of whiskey, two tins of alcohol and two bottles of brandy.<sup>102</sup> The patrol boats also made several large seizures, sometimes using their armaments to force a rum runner to stop. Off Kempt Head on the Bras d'or Lakes the *Whirl* (T.D. Mabe)

chased the forty-two foot motor launch *Herbert Phillip* for several miles and had to fire several shots before capturing the launch with a cargo of one hundred kegs of rum, two kegs of malt whiskey and about thirteen cases of assorted liquors.<sup>103</sup> The *Louisbourg* (J. Fraser) seized the Newfoundland schooner *Angela* with a cargo of one hundred and ninety-two bags of assorted liquors, while *Tenacity* (Thomas Scott) recovered \$27,000 worth of rum which had been jettisoned by a rum runner in Sydney Harbour.<sup>104</sup> Two and a half miles off the entrance to Sydney Harbour *Patrol Boat No. 4* (W.L. Croft) had to fire several rounds from her deck gun to stop the Newfoundland schooner *A.B. Francis* with a cargo of two hundred and fifty cases of liquor.<sup>105</sup> She was less successful with the motor vessel *W.A.F.*, which escaped after jettisoning one hundred and eighty tins of alcohol and seventy-five gallons of rum.<sup>106</sup>

During the autumn and earlier winter the schooner *Joseph Earl* was seized at Glace Bay, along with a schooner-load of liquor (one hundred cases of alcohol, one hundred and six kegs of rum and fifty-one cases of whiskey and gin) which had been hidden in caves in the cliffs at Deep Cove, Gabarus Bay.<sup>107</sup> The *Louisbourg* (J. Fraser) seized the schooner *Joseph Patrick* with twenty-four drums of alcohol and five kegs of rum.<sup>108</sup> Six miles off Forchu the *Louisbourg* stopped the schooner *Lasirene* with a cargo from St. Pierre of sixty-six kegs, cases and bags of rum, two hundred and twenty-five kegs and cases of whiskey, five kegs of malt whiskey, one hundred and ninety-three drums, cases and tins of alcohol, forty-seven bags and cases of cognac, brandy and gin and one bag of wine. The schooner had refused to heave-to until a shot was fired across her bow and two more into her hull. However, because she had French registry and had been outside the three mile limit, both cargo and vessel were returned to her owners about seven months later.<sup>109</sup>

Late in the year the number of North Sydney based patrol vessels was reduced to four when the *Whirl* was destroyed by fire in November and the *Louisbourg* failed to meet contract specifications and was returned to her builders in December.<sup>110</sup>

## 1931 and 1932

In 1931 additional changes were made in

vessels reverted to three nautical miles.

The events leading to this change had

**Table III**

Summary of estimated liquor seizures

The amount of liquor seized by the Preventive Service at Cape Breton was usually reported in the North Sydney Customs seizures ledger and newspapers as the number of containers ("bottles", "cases", "bags", "Kegs", "tins", etc.). Although the actual liquid measure in gallons was only occasionally reported, the number of gallons seized each year can be approximated by making reasonable assumptions about the number and/or sizes of these containers. On that basis the the gallonage seized each year from 1921 to 1931 is calculated to have been:

YEAR	GALLONS	YEAR	GALLONS
1921	11,340	1927	2,199
1922	1,690	1928	4,064
1923	171	1929	7,577
1924	286	1930	10,010
1925	4,691	1931	793
1926	916		

Note 1 - Prior to 1921 the only large seizure known to have been made at Cape Breton was approximately 550 gallons of liquor landed by the schooner *Montanoma* in 1910.

Note 2 - The 11,340 gallons shown for 1921 includes a reported 10,000 gallons of rum seized from the schooner *Marona*. This amount has been exaggerated because without any containers (bottles, kegs, etc), 10,000 gallons of liquid would have filled the 14.95 net ton (1495 cubic foot) hull of the *Marona* almost to overflowing. A probably better estimate of the volume of seizures for 1921 is approximately 2,000 gallons.

the Preventive vessels at Cape Breton. In June the steam yacht *Ulna*, under the command of J. Fraser, was chartered from the Margaree Steamship Company of North Sydney; and in November the new cruiser *Adversus* arrived at North Sydney under the command of E.L. Croft.<sup>111</sup> In the spring the reconditioned motor launch *Patrol Boat No. 10* (D. Campbell) was stationed at Big Bras d'Or and in September *Patrol Boat No. 2* was sold.<sup>112</sup>

In June 1931 the Supreme Court of Canada disallowed the legislation creating the "twelve mile limit," with the result that the territorial limit for Canadian

begun two years earlier when the schooner *Dorothy M. Smart* was seized by *Patrol Boat No. 4*. The schooner's owner, Captain Sylvester Dumphy, had Captain E.L. Croft held under technical arrest on board *Patrol Boat No. 4* for four days and filed a \$140,000 suit against him for illegal seizure.<sup>113</sup> A Sydney court ruled that the seizure had been legally made within the twelve mile limit, and Dumphy was not successful in having this decision reversed by the Supreme Court of Nova Scotia. He also lost a counter suit for false arrest and malice by Captain Croft.<sup>114</sup> Dumphy therefore went to the Supreme Court of Canada. His claim that the Parliament of Canada did

not have the authority to enact a twelve mile limit for Canadian vessels was accepted by that Court, which ruled the legislation to be *ultra vires*.<sup>115</sup> That decision was eventually appealed successfully to the Judicial Committee of the Imperial Privy Council in London by the Department of National Revenue. Nevertheless, the "three mile limit" prevailed until it was replaced in 1938 by a "twelve mile limit," and even then, it applied only to *British* vessels.<sup>116</sup>

During 1931, smugglers remained active on Canada's east coast and in the estuary of the St. Lawrence River.<sup>117</sup> However, seizures of rum runners at and near Cape Breton decreased considerably. The only vessels found by Customs officers at North Sydney to have contraband were the schooners *Reliance* and *Vignette*, each with five bottles of liquor and some tobacco on board.<sup>118</sup> The only report of activity by the patrol boats involved *Patrol Boat No. 4* (J.W. Garland), which went to the aid of the disabled schooner *J.E. Garland* in November and brought in the crew of the *Leonard Brothers* when that fishing launch burned at sea in January.<sup>119</sup>

By 1931 the Great Depression of the 1930s had reached its lowest levels and "in the interest of efficiency and economy," the Conservative government, elected in the general election of the summer of 1930, began planning the absorption of the Preventive Service into the Royal Canadian Mounted Police. When the transfer was completed on April 1, 1932, Angus Young, District Chief Preventive Officer for Cape Breton, was retired and all of the Cape Breton patrol boat masters (except Thomas Scott) were appointed RCMP constables.<sup>120</sup> The Preventive cruisers and patrol boats became the RCMP Marine Section and continued preventive work until the start of World War II. In the summer of 1932 the *Ulna* was moved to Gaspé Bay, the *Adversus* to Halifax and only *Patrol Boat No. 4* continued to be based at North Sydney until it was taken out of service in 1934.<sup>121</sup>

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106. *Halifax Chronicle*, August 25, 1930.
107. *Halifax Chronicle*, October 2 and December 23 1930; North Sydney seizures, August 9, 1930.
108. North Sydney seizures, November 1, 1930.

109. *Charlottetown Guardian*, December 6, 1930; *Halifax Chronicle*, December 8 and 16, 1931; North Sydney seizures, December 8, 1930; *Halifax Chronicle*, July 16, 1931.
110. *Halifax Chronicle*, November 17 and December 31, 1930; Auditor General Report 1930-31.
111. Auditor General Report, *Customs 1931-32*.
112. *Halifax Chronicle*, November 2, 1931; Public Records Office, Kew, England, "Certificate of British Registry."
113. See J. William Calder, *Booze and a Buck* (Formac Publishing, 1977), pp. 13-14.
114. *Halifax Chronicle*, October 22, 1930; for Capt. Croft's counter-suit, see *Halifax Chronicle*, October 15, 1929.
115. *Halifax Chronicle*, July 3, 1931.
116. *St. John Telegraph Journal* November 9<sup>th</sup> 1931 and April 23<sup>rd</sup> 1932, *Halifax Chronicle* December 4<sup>th</sup> 1931.
117. *National Revenue Review* Vol. V, No.2 November 1931.
118. See Geoff and Dorothy Robinson, *It came by the Boat Load* (Alpha-Graphics, 1984), pp. 1-10; *Canada Gazette*, August 6, 1938.
119. North Sydney seizures, July 25, August 14, September 9 and 21, January 8 and 13, 1932; *Halifax Chronicle*, November 14, 1931 and January 6, 1932.
120. *National Revenue Review*, Vol. V, No. 8 (May 1932); RCMP *Annual Report* 1932.
121. David McDougall, "Notes on the Customs Preventive Cruisers," *ARGONAUTA*, Vol. VI, No. 2, (April 1989), p. 9.

### SAILING THE INTERNET

The MARHST-L archives for 1994/95 consisting of over 3,000 postings has been mounted on the Web site: <http://www.MarMus.ca>. The 1996 postings will be available in early January. This is a rich source of information for maritime historians. Comments and suggestions are welcome by the moderators of MARHST-L: Walter Lewis at [walter.lewis@sheridanc.on.ca](mailto:walter.lewis@sheridanc.on.ca) or Maurice Smith at [mmuseum@qucdn.queensu.ca](mailto:mmuseum@qucdn.queensu.ca)

Does anyone know what happened to the IMO web site?

### CONFERENCES AND CALLS FOR PAPERS

The Centre for Foreign Policy Studies announces that the eighth in the very

successful series of International Maritime Security Conferences will be held at Dalhousie University over the weekend 30 May to 1 June 1997. This year's theme will be: **THE STRATEGIC IMPORTANCE OF INTERNATIONAL SHIPPING**. The aim of the 1997 conference, which will take the form of an informal colloquium, is to examine the strategic importance of shipping in the broadest political terms. Specifically, the conference will examine a series of issues with the potential to influence the future nature of international shipping, its function as a component of the world economy, and its relative importance to individual governments and port communities, and multinational corporations. It will also examine its vulnerability to disruption and the potential for situations demanding political attention. Provisional themes and topics are: Trends in trade by sea; Trends in the regulation of shipping; Political issues; disruption of trade; and what are the most pressing issues for Canada? **REGISTRATION** A registration fee of \$75.00 will be charged for the full event. To register, submit a proposal for a paper, or for more information please contact either conference coordinator, Mr. Peter Haydon, or the Director of the Centre, Professor Timothy M. Shaw, at: The Centre for Foreign Policy Studies Dalhousie University, Halifax, NS, Canada, B3H 4H6 Telephone: (902) 494-3769 Fax: (902) 494-3825. E-mail: [centre@is.dai.ca](mailto:centre@is.dai.ca)

June 4 - June 5, 1998, *WORLD WAR II - A DUAL PERSPECTIVE 60<sup>TH</sup> ANNIVERSARY 1938 - 1998 - BEGINNINGS 50<sup>TH</sup> ANNIVERSARY 1948-1998 - AFTERMATH*

Siena College is continuing its sponsorship of annual, international, multi-disciplinary conferences on the Anniversary of World War II - but now onto two levels.

The foci for 1998 will be 1938, World War II - Beginnings, papers on Fascism and Nazism, Spain, Austria, Munich, Literature, Art, Film, Women's Studies and Jewish Studies dealing with the era. Obviously, papers on the Sino-Japanese War remain highly appropriate. In the second focus, World War II - The Aftermath, 1948, papers dealing with the Holocaust, displaced persons, War

Crimes Trials, Literary and Cinematic studies of the war, veterans affairs, the G.I. Bill and economic reconversion, as well as papers dealing with broad issues of earlier years and the origins of the Cold War will be welcome. In either focus, art, music, women's and minorities studies will be of interest.

Send a brief (1-3 pg) outline or abstract of the proposal with some sense of sources, archive materials, etc., consulted and a recent c.v. or brief current biographical sketch. To Thomas O. Kelly, II Professor of History Co-Director World War II Conference Siena College 515 Loudon Road, Loudonville NY 12211-1462 USA phone 518 783 2512 Fax 786-5052

Final Papers Due: March 15, 1998

Deadline for submissions of proposals: **December 1, 1997**

#### THE PERIODICAL LITERATURE

By Olaf U. Janzen

Erik Lönnroth is the latest scholar to venture some thoughts on "The Vinland Problem," in *SCANDINAVIAN JOURNAL OF HISTORY* 21, No. 1 (1996), 21-47. James McDermott is the author of "Frobisher's 1578 voyage early eyewitness accounts of English ships in Arctic seas," *POLAR RECORD* 32, No. 183 (October 1996), 325-34. Robert Davidson examines "The incidence of scurvy in sixteenth- and seventeenth-century voyages to the Canadian Arctic" in *POLAR RECORD* 32, No. 182 (July 1996), 229-36. Joseph E. Inikori used the shipping records of *Lloyd's List* to examine hazards faced by shipping in the slave trade; see "Measuring the unmeasured hazards of the Atlantic slave trade: documents relating to the British trade," in *REVUE FRANÇAISE D'HISTOIRE D'OUTRE-MER*, 83, No. 312 (septembre 1996), 53-92. Ian R. Stone examines "The Franklin search in Parliament," in *POLAR RECORD* 32, No. 182 (July 1996), 209-16. Former Newfoundland Premier Clyde Wells turns his hand to history in "Newfoundland's Polar Men: R. Bartlett and V. Campbell," *THE NEWFOUNDLAND QUARTERLY* 90, No. 3 (Summer/Fall 1996), 2-8. Jesus Valdaliso is the author of "The diffusion of technological change

in the Spanish merchant fleet during the twentieth century: Available alternatives and conditioning factors," an article appearing in *THE JOURNAL OF TRANSPORT HISTORY* 17, No. 2 (September 1996), 95-115. *CANADIAN MILITARY HISTORY* 5, No. 2 (Autumn 1996) carried "A Tough Little Boat: The Pogo-- HMCS Labrador's Hydrographical Survey Launch" by Eric M. Fernberg, pp. 71-76. Lawson W. Brigham and Terence Armstrong briefly summarize shipping activity on "The Northern Sea Route, 1995" in *POLAR RECORD* 32, No. 183 (October 1996), 353-5. Another article by Peter Overlack on Graf Spee's East Asian Cruiser Squadron has appeared; "The Force of Circumstance: Graf Spee's Options for the East Asian Cruiser Squadron in 1914" appeared in *THE JOURNAL OF MILITARY HISTORY* 60, No. 4 (October 1996), 657-82.

#### THE AMERICAN NEPTUNE (LVI, NO. 2, SPRING 1996)

Edward Prados, "Traditional Fishing Craft of the Tihamah and Southwestern Arabian Coast," 89-115  
Arnold A. Putnam, "The Introduction of the Revolving Turret," 117-29  
Frederick C. Leiner, "The Seizure of the Flying Fish," 131-43  
Larry W. Bowman, "The United States and Mauritius 1794-1994: A Bicentennial Retrospective," 145-62  
David C. Holly, "Communication: Recovery of the Crosshead Engine of the Steamboat *Columbus*," 163-6

#### INLAND SEAS (LII, NO. 3, FALL 1996)

Carl A. Norberg, "Life Aboard the Schooner *Lucia A. Simpson* in 1926," 161-6  
Gregory W. Streb, "One Night on Lake Superior," 167-3 [on the laker *George W. Perkins* in December 1942]  
Richard Palmer, "Last of the St. Lawrence Car Ferries," 174-9 [Wolfe Island, ON to Cape Vincent, NY]  
Kathleen Warnes, "Steamboats and the Black Hawk War," 180-6  
Richard H. Bridge and Mal Sillars & George E. Van, "Bayview Mackinac Race: 'Sailing by the Fives'," 213-7, 233  
George Wakefield, "Echoes of the

Stream: Wooden Ships Return. Two Beautiful Wooden Antiques, Re-listed for WWI, Visit an Old Shipyard," 228-30

Carol Johnson, "Predators in Residence," 231-33 [lampreys, zebra mussels]  
John H. White, Jr., "On the Underwater Recovery of Locomotives," 234-6

#### INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XXV, NO. 2, MAY 1996)

Cheryl Haldane, "Sadana Island shipwreck, Egypt: preliminary report," 83-94  
David Wilkinson and Brian Williams, "The discovery of an early 18th-century boat in Lough Neagh," 95-103  
Alwin G. Steinmayer Jr. and Jean MacIntosh Turfa, "Effects of shipworm on the performance of ancient Mediterranean warships," 104-21  
Michael Flecker, "Magnetometer survey of Malacca reclamation site," 122-34

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Anwar Abdel Aleem, "A new record of a shipwreck from the Graeco-Roman period on the west coast of Egypt," 140  
H. Schlichterle and W. Kramer, "Underwater archaeology in Germany," 141-51

#### MARINE POLICY (XX, NO. 4, JULY 1996)

##### Special Issue: The Protection of the Underwater Cultural Heritage

Alastair Couper, "The principal issues in underwater cultural heritage," 283-5  
Gillian Hutchinson, "Threats to underwater cultural heritage. The problems of unprotected archaeological and historic sites, wrecks and objects found at sea," 287-90  
Moritaka Hayashi, "Archaeological and historical objects under the United Nations Convention on the Law of the Sea," 291-6  
Patrick J. O'Keefe, "Protecting the underwater cultural heritage. The International Law Association Draft Convention," 297-307  
Etienne Clément, "Current developments at UNESCO concerning the protection

- of the underwater cultural heritage. Presentation made at the First and the Second National Maritime Museum Conferences on the Protection of Underwater Cultural Heritage (Greenwich, 3 and 4 February 1995)(London, IMO, 25 and 26 January 1996)," 309-23
- E.D. Brown, "Protection of the underwater cultural heritage. Draft principles and guidelines for implementation of Article 303 of the United Nations Convention on the Law of the Sea, 1982," 325-36
- Geoffrey Brice, "Salvage and the underwater cultural heritage," 337-42
- Agustín Blanco-Bazán, "The IMO guidelines on Particular Sensitive Sea Areas (PSSAs). Their possible application to the protection of underwater cultural heritage," 343-9
- J. Ashley Roach, "Sunken warships and military aircraft," 351-4

#### MARINE POLICY

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- Jan H. Stel and Brian F. Mannix, "A benefit-cost analysis of a regional Global Ocean Observing System: Seawatch Europe," 357-76
- J. Wonham, "Some recent regulatory developments in IMO for which there are corresponding requirements in the United Nations Convention on the Law of the Sea. A challenge to be met by state parties?" 377-88
- J. McConville and K.W. Timmermann, "Regulation and age discrimination in the dry-bulk cargo trades," 389-95
- Jon M. Van Dyke, "The Aegean Sea dispute: options and avenues," 397-404
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- James A. Wilson, James Acheson and Peter Kleban, "Chaos and parametric management," 429-38

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(LXXXII, NO. 4, NOVEMBER 1996)

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- teenth-Century Merchant, Courtier and Privateer," 387-97
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- Carol D. Greene, "The *Lurcher* Cutter 1761-1763," 409-19
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- Hugh Owen, "Sixth Anglo-French Conference of Naval Historians, July 1996," 473-76

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- Rob Napier, "Taking the Act on the Road or You Bust 'em, We Bust 'em," 88-95
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- Harold M. Hahn, "The Continental Frigate *Raleigh*, Part Two," 98-109

#### NAUTICAL RESEARCH JOURNAL

(XLI, NO. 3, SEPTEMBER 1996)

- J.R. McCleary, "Lost by Two Navies: *HMS Epervier*, a Most Un-Fortunate Ship, Part II," 131-41
- Justin Camarata, "Make Ready the Jib Topsails' *Puritan* and *Genesta*, 1885--An Experimental Diorama," 142-6
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- Rob Napier, "A Timeline for *Sooloo*," 159-63
- Roland D. Kalayjian, "*White Wings--The Boat and The Model*," 164-74
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Paul H. Silverstone, "Clandestine Immigration to Palestine. The Post War Years Part I: 1945-1946," 112-23

**WARSHIP INTERNATIONAL**  
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**ARGONAUTA DIARY**

Compiled by Lewis R. Fischer

1997

**To January 14**

"Thomas Eakins: The Rowing Pictures," Exhibit, Yale University Art Gallery, New Haven, CT (Information: Yale University Art Gallery, 1111 Chapel St., New Haven [WWW: <http://www.cis.yale.edu/yups/yuag>])

**To January 26**

"Pictures of the Port," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 12 Fulton St., New York, NY 10038 [tel.: +1 212-248-8600; FAX: +1 212-248-8610; e-mail: [webmaster@southstseaport.org](mailto:webmaster@southstseaport.org); WWW: <http://www.southstseaport.org>])

**To January 31**

"Michigan's Remarkable Lighthouses," Exhibit, Michigan Maritime Museum, South Haven, MI (Information: Michigan Maritime Museum, PO Box 534, South Haven, MI 49090 [tel.: +1 616-637-8078; FAX: +1 616-637-1594])

**To January 31**

"Les clipper, célébration du centenaire du *Belem*," Exhibit, Musée de la Mar-

ine, Paris (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 45-53-31-70; FAX: +33 47-27-49-67; WWW: <http://www.min-equip.fr/france.ocean/culture/musmar/musmar1.html>])

**To February**

"Reaching Home: Pacific Salmon, Pacific People," Exhibit, Thomas Burke Memorial State Museum, Seattle, WA (Information: Thomas Burke Memorial State Museum, University of Washington, Seattle, WA 98195 [tel.: +1 206-543-5590])

**To February**

"Across the Western Ocean: American Ships by Liverpool Artists," Exhibit, Independence Seaport Museum, Philadelphia, PA (Information: Independence Seaport Museum, 211 S. Columbus St., Philadelphia, PA 19106-3199 [tel.: +1 215-925-5439; FAX: +1 215-925-6713])

**To March 16**

"Figureheads and Carvings," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222 or +1 800-581-7245; FAX: +1 804-591-8212; e-mail: [info@mariner.org](mailto:info@mariner.org); WWW: <http://www.mariner.org>])

**To March 31**

"Pirates!" Exhibit, Vancouver Maritime Museum, Vancouver, BC (Information: Vancouver Maritime Museum, 1905 Ogden Ave., Vancouver, BC V6J 1A3 [tel.: 613-737-2211; FAX: 613-737-2621; WWW: <http://seawaves.com/vm-m.htm>])

**To April 14**

"Trapped in the Ice: How Willem Barentsz Survived the Winter of 1596-1597," Exhibit, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: <http://www.generali.nl/scheepvaartmuseum>])

**To April 30**

"Lighthouses and Keepers," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222 or +1 800-581-7245; FAX: +1 804-591-8212; e-mail: [info@mariner.org](mailto:info@mariner.org); WWW: <http://www.mariner.org>])

**To May 11**

"Secrets of Amazonia," Exhibit, Musée de la Civilisation, Québec, QC (Information: Musée de la Civilisation, 85 rue Dalhousie, CP 155, Succ. B, Québec, QC G1K 7A6 [tel.: +1 418-643-2158; FAX: +1 418-646-9705; e-mail: [mcqweb@mq.qc.ca](mailto:mcqweb@mq.qc.ca); WWW: <http://www.mcq.org>])

**To Spring**

"Sculptures from the *Vasa*," HMS *Mary Rose*, Royal Naval Museum, Portsmouth, UK (Information: Royal Naval Museum, HM Naval Base, Portsmouth PO1 3LR [tel.: +44 1705-812931; FAX: +44 1705-875806; e-mail: [maryrose@cix.compulink.co.uk](mailto:maryrose@cix.compulink.co.uk); WWW: <http://www.compulink.co.uk/~yama>])

**To Spring**

"The Longbows of the *Mary Rose*," Exhibit, Vasa Museum, Stockholm, Sweden (Information: Viveca Lindenstrand, *Vasa* Museum, PO Box 27131, S-102 52 Stockholm [tel.: +46 8-666-4870; FAX: +46 8-666-4888; e-mail: [vasamuseet@vasamuseet.se](mailto:vasamuseet@vasamuseet.se); WWW: <http://www.vasamuseet.se>])

**To Spring 1997**

"The Patten Family of Bath," Exhibit, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 243 Washington St., Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665; e-mail: [maritime@bathmaine.com](mailto:maritime@bathmaine.com); <http://www.bathmaine.com>])

**To June**

"Old *Ironsides* and the US Navy: 200 Years in Scale Models," Exhibit, USS *Constitution* Museum, Boston, MA (Information: USS *Constitution* Museum, PO Box 1812, Charlestown, MA 02129-1797 [tel.: +1 617-426-1812; e-mail: [sails@navtap.navy.mil](mailto:sails@navtap.navy.mil); WWW: <http://www.nets.navy.mil/homepages/constitution>])

**To September 28**

"Lost Visions, Forgotten Dreams – The Life and Art of an Ancient Arctic People," Exhibit, Canadian Museum of Civilization, Hull, QC (Information: Canadian Museum of Civilization, 100 Laurier St., PO Box 3100, Station B, Hull, QC J8X 4H2 [tel.: +1 819-776-7000; FAX: +1 819-776-8300; e-mail: membrs @cmmc.muse.digital.ca; WWW: <http://www.cmcc.muse.digital.ca> ])

**To October 19**

"When Immigrants Talk," Exhibit, Musée de la Civilisation, Québec, QC (Information: Musée de la Civilisation, 85 rue Dalhousie, CP 155, Succ. B, Québec, QC G1K 7A6 [tel.: +1 418-643-2158; FAX: +1 418-646-9705; e-mail: mcqweb @mq.qc.ca; WWW: <http://www.mcq.org> ])

**To Fall**

"The Sailing Circle: 19th-Century Seafaring Women from New York," Exhibit, Mystic Seaport Museum, Mystic, CT (Information: Mystic Seaport Museum, 75 Greenmanville Ave., PO Box 6000, Mystic, CT 06355-0990 [tel.: +1 860-572-5359; FAX: +1 860-572-5329; e-mail: info@mystic.org; WWW: <http://www.mystic.org> ])

**January 8-12**

Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Corpus Christi, TX (Information: David L. Carlson, Program Coordinator, Dept. of Anthropology, Texas A&M University, College Station, TX 77843-4352 [tel.: +1 409-847-9248; FAX: +1 409-845-4070; e-mail: dcarlson@tamu.edu; WWW: <http://www.azstarnet.com/~sha/meet97.htm> ])

**January 9-March 10**

"Mission in the South Seas," Exhibit, Yarmouth County Museum and Archives, Yarmouth, NS (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

**January 12**

Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: Prof. dr. L.

Hacquebord (University of Groningen), "Nederlandse nederzettingen in het poolgebied" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: <http://www.generali.nl/scheepvaartmuseum>])

**January 16**

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Alan G. Jamieson (University of Exeter), "British Shipping Policy in the Post World War II Period" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

**January 17-19**

"Art Deco at Sea: Celebrating the Great Liners of the 1930s," Conference/Exhibit, Miami, FL (Information: Steamship Historical Society of America, 300 Ray Drive, Suite 4, Providence, RI 02906 [tel.: +1 401-274-0805])

**January 18**

"A Gauging We Will Go...," Day School of the National Museums and Galleries on Merseyside/University of Liverpool/HM Customs and Excise National Museum, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime>])

**January 20-22**

Institute of Navigation, National Technical Conference, Santa Monica, CA (Information: Lisa Beaty, Institute of Navigation, 1800 Diagonal Rd., Suite 480, Alexandria, VA 22314 [tel.: +1 703-683-7101; FAX: +1 703-768-3771])

**January 22-24**

"Missions Impossible? Balancing Resources, Technology and Readiness," AFCEA and US Naval Institute West

Conference and Exposition, San Diego, CA (Information: Seminar Manager, United States Naval Institute, Annapolis, MD [tel.: +1 410-268-6110; e-mail: lbauer@usni.org; WWW: <http://www.usni.org/afcea.html>])

**January 26**

Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: P. de Bruijn, "In de voetsporen van Willem Barentsz, Nederlandse Spitsberg en expeditie 1996" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: <http://www.generali.nl/scheepvaartmuseum>])

**January 30**

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Prof. Geoffrey Till (Royal Naval College, Greenwich), "The British Approach to Amphibious Operations: An Historical Perspective" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

**January 30**

Friends of Merseyside Maritime Museum, Public Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: Adrian Jarvis (Centre for Port and Maritime History, Merseyside Maritime Museum), "Jesse Hartley, Liverpool's Dock Engineer, 1824-1860" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime>])

**January 30-31**

1st Annual Fish and Work Boat Show, Vancouver, BC (Information: Laura Lee Radatzke [tel.: +1 604-576-8032; FAX: +1 604-576-1054])

**February 7-9**

Annual Conference of the Colonial

Maritime Association, Alexandria, VA

#### February 9

Arctic Lecture Series, Nederlands Scheepvaart museum, Amsterdam, Netherlands; Speaker: Dr. C.D. van Duyn, "Het Behoud en Huys als ziekenhuis: Medische aspekt en van leven in het poolgebied" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: <http://www.generali.nl/scheepvaartmuseum>])

#### February 11

Royal Institute of Navigation, Lecture Series, HQS Wellington, London, UK; Speakers: Dr. W. Mullarky and Cdr. P. Bell, "Pilotwatch Experiences on the River Severn" (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: <http://rindir@atlas.co.uk>])

#### February 13

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Ann Coats (University of Sussex/National Maritime Museum), "Sabotage in Naval Dockyards: The Issue of Control in the Restoration Period" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: [dmw@leicester.ac.uk](mailto:dmw@leicester.ac.uk)])

#### February 14-15

"Heritage: The Next Generation," Conference sponsored by the Ontario Heritage Foundation, Toronto, ON (Information: Conference '97, Ontario Heritage Foundation, 10 Adelaide St. E., Toronto, ON M5C 1J3 [tel.: +1 416-325-5000; e-mail: [doroszd@heritage.gov.on.ca](mailto:doroszd@heritage.gov.on.ca)])

#### February 15

"Schooners and Steamers of the Irish Sea," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime

Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime>])

#### February 15-May 15

"Thomas Eakins: The Rowing Pictures," Exhibit, Cleveland Museum of Art, Cleveland, OH (Information: Cleveland Museum of Art, University Circle, 11150 East Boulevard, Cleveland, OH 44106-1797 [tel.: +1 216-421-7340; e-mail: [THB@cleveland.freenet.edu](mailto:THB@cleveland.freenet.edu); WWW: <http://www.clemus.com/museum>])

#### February 17-19

"Underwater Intervention '97," Conference, Houston, TX (Information: Ross Saxon, Association of Diving Contractors, 2611 FM 1960W, Suite F-204, Houston, TX 77068 [tel.: +1 800-316-2188 or +1 713-893-8388; FAX: +1 713-893-5118; e-mail: [76774.1222@compuserve.com](mailto:76774.1222@compuserve.com); WWW: <http://www.diveweb.com/ui>])

#### February 19

"Electronic Displays for Use at Sea," Conference, London, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: <http://rindir@atlas.co.uk>])

#### February 20

Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: Nigel Kelland (Sonardyne Ltd.), "A Bulls Eye in 1000 Metres of Water" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: [terry.hughes@dial.pipex.com](mailto:terry.hughes@dial.pipex.com); WWW: <http://hydrography.ims.plymac.uk/rin/solent.htm>])

#### February 22-25

MariTrends '97, Passenger Vessel Association Exhibition, New Orleans, LA (Information: Passenger Vessel Association, 1600 Wilson Blvd., Suite 1000-A, Arlington, VA 22209 [tel.: +1 703-807-0100; FAX: +1 703-807-0103; e-mail: [PasVess1@mcs.com](mailto:PasVess1@mcs.com); WWW: <http://www.p-v-a.com>])

#### February 23

Arctic Lecture Series, Nederlands Scheepvaart museum, Amsterdam, Netherlands; Speaker: Prof. dr. M. Spies (University of Amsterdam), "De wereld van Barentsz" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: <http://www.generali.nl/scheepvaartmuseum>])

#### February 27

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Graeme J. Milne (University of Liverpool), "The Scale of Entrepreneurial Operation: Shipowners and Traders in Liverpool in the Mid-Nineteenth Century" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: [dmw@leicester.ac.uk](mailto:dmw@leicester.ac.uk)])

#### February 27

Friends of Merseyside Maritime Museum, Public Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: Mark Bullen (HM Customs and Excise, Wales and the Borders Collection), "The Art of Smuggling" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime>])

#### February

20th Annual Great Lakes Shipwreck Festival, Dearborn, MI (Information: WWW: <http://www.rust.net/~taylor/oldfest.htm>])

#### February-April

"35e Salon de la Marine," Exhibit, Musée de la Marine, Paris (Information: Sylvie David-Rivierieux, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 45-53-31-70; FAX: +33 47-27-49-67; WWW: <http://www.min-equip.fr/france.ocean/culture/musmar/musmar1.html>])

**March 2-7**

Gordon Research Conference on Sea Ice Ecology, Ventura, CA (Information: Gordon Research Conferences, University of Rhode Island, West Kingston, RI 02982-0984 [e-mail: grc@grcmail.uri.edu; WWW: http://www.grc.uri.edu])

**March 5-7**

Ship and Ocean Technology Conference, Kharagpur, India (Information: Organising Committee, SHOT 97, Dept. of Ocean Engineering and Naval Architecture, Indian Institute of Technology, Kharagpur 721 302 [tel.: +91 3222-2221; e-mail: misra @ naval.iitkgp.ernet.in])

**March 9**

Arctic Lecture Series, Nederlands Scheepvaartmuseum, Amsterdam, Netherlands; Speaker: G.J.D. Wildeman (Nederlands Scheepvaartmuseum), "De achtergronden van de reizen naar het Noorden" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; WWW: http://www.generali.nl/scheepvaartmuseum])

**March 11-15**

Seatrade Cruise Shipping Convention, Miami Beach, FL (Information: Miller Freeman Princeton Inc., 125 Village Blvd., Princeton, NJ 08540-5703 [tel.: +1 609-452-9414; FAX: +1 609-452-9374])

**March 11-April 30**

"Collingwood Skiffs and Side Launches," Exhibit, Yarmouth County Museum and Archives, Yarmouth, NS (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

**March 13**

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Andrew Gordon, "Historians, Navigation and the Battle of Jutland" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester

LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

**March 14-16**

"Surveying the Record: North American Scientific Exploration to 1900," Philadelphia, PA (Information: North American Exploration Conference, American Philosophical Society Library, 105 South Fifth Street, Philadelphia, PA 19106-3386 [e-mail: ecarter@mail.sas.upenn.edu])

**March 15**

Fifth Annual New Researchers in Maritime History Conference, Centre for Port and Maritime History, Merseyside Maritime Museum, Liverpool, UK (Information and Proposals by November 28, 1996: Mr. Adrian Jarvis, Co-Director, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ [tel.: +44 151-478-4094; FAX: +44 151-478-4098; WWW: http://www.connect.org.uk/merseyworld/albertmaritime])

**March 17-19**

Thematic Conference on Remote Sensing for Marine and Coastal Environments, Orlando, FL (Information: Robert Rogers, ERIM, Box 134001, Ann Arbor, MI 48113-4001 [tel.: +1 313-994-1200, ext. 3382; FAX: +1 313-994-5123; e-mail: rogers @ erim.org; http://www.erim.org/CONF/conf.html])

**March 20**

Friends of Merseyside Maritime Museum, Public Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: Peter Allington (Master Mariner and Author), "The Engineer's Rig" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: http://www.connect.org.uk/merseyworld/albertmaritime])

**March 20**

Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: Prof. J. Shepherd (University of Southampton), "The UK's

Role in World Oceanography" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: terry.hughes@ dial.pipex.com; http://hydrography.ims.plym.ac.uk/rin/solent.htm))

**March 23**

Arctic Lecture Series, Nederlands Scheepvaart museum, Amsterdam, Netherlands; Speaker: Prof. dr. J.R. Bruijn (University of Leiden), "De Nederlandse Walvisvaart: Van bloei naar ondergang" (Information: Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam [tel.: +31 20-523-2222; FAX: +31 20-523-2213; http://www.generali.nl/scheepvaartmuseum])

**March 24-27**

"California and the World: Ocean '97," Conference, San Diego, CA (Information: Orville Magoon, Conference Chair, PO Box 279, 21000 Butts Canyon Rd., Middletown, CA 95461 [tel.: +1 707-987-0411; FAX: +1 707-987-9351; e-mail: otmagoon@aol.com; WWW: http://ceres.ca.gov/cra/ocean])

**April 4-5**

"The Future of Business History," Conference, Hagley Museum and Library, Wilmington, DE (Information and Proposals by November 1, 1996: Dr. Roger Horowitz, Hagley Museum and Library, PO Box 3630, Wilmington, DE 19807 [tel.: +1 302-658-2400; FAX: +1 302-655-3188; e-mail: rh@udel.edu])

**April 7-10**

"19th-Century Maritime Philanthropy: Social, Religious and Economic Contexts," Fourth International Maritime Mission Conference, Mystic, CT (Information: Robert Miller, Allen Hall, 28 Beaufort St., London SW3 5AA, UK [FAX: +44 171-351-4486])

**April 11-13**

"Vikings '97: An Exploration of the Viking and Saxon World of 10th-Century Devon and Cornwall," Conference, Kelly College, Tavistock, UK (Information: Vikings '97, 39 Bannawell St., Tavistock, Devon PL19 0DN)

**April 16-20**

21st Annual Conference of the North

American Society for Oceanic History, Newport, RI (Information: Dr. John B. Hattendorf, Naval War College, 686 Cushing Rd., Newport, RI 02841-1207 [tel.: +1 401-841-2101; FAX: +1 401-841-4258])

#### April 17

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Margarette Lincoln (National Maritime Museum), "Shipwreck Narratives in the Eighteenth and Early Nineteenth Centuries" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

#### April 17

Royal Institute of Navigation, Solent Branch, Lecture Series, Warsash Maritime Centre, Warsash, Southampton, UK; Speaker: W.H. Sandford (Royal Institute of Navigation), "An Update on GMDSS and the Work of the RIN Small Craft group" (Information: Terry Hughes, Chairman, Royal Institute of Navigation, Solent Branch (e-mail: terry.hughes@dial.pipex.com; WWW: <http://hydrography.ims.plym.ac.uk/rin/solent.htm>))

#### April 19

"British Boatyard Archaeology," Day School of the National Museums and Galleries on Merseyside/University of Liverpool/Nautical Archaeology Society, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime/>])

#### April 20-23

Third International Conference on the Technical Aspects of the Preservation of Historic Vessels, San Francisco, CA (Information: Russell Booth, National Maritime Museum Association, PO Box 470310, San Francisco, CA 94147-0310 [tel.: +1 415-441-5819; FAX: +1 415-441-0365; e-mail: pampanito@aol.com])

#### April 21-23

RIN 97: "Orientation and Navigation," Conference, St. Anne's College, Oxford, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: <http://rindir@atlas.co.uk>])

#### April 21-23

"International Competitiveness by 2000: A Progress Report," 1997 Ship Production Symposium sponsored by the National Shipbuilding Research Program and the Society of Naval Architects and Marine Engineers, New Orleans, LA (Information: NSRP 1997 Ship Production Symposium Coordinator, SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975; e-mail: seai@umich.edu; WWW: <http://www.jhuapl.edu/ASNE/shipprodsymp.html>])

#### April 22-24

Third CF/CRAD Conference on Naval Applications of Materials Technology and Internaval Corrosion, Halifax, NS (Information: Dr. J.R. Matthews, Defence Research Establishment Atlantic, Dockyard Laboratory, Bldg. D17, FMO Halifax, NS B3K 2X0)

#### April 22-24

4th North Pacific Rim Fisheries Conference, Tokyo, Japan (Information: Steve Cowper, US Co-Chair, North Pacific Rim Fisheries Conference, ACIB, University of Alaska at Anchorage, 3211 Providence Dr., Anchorage, AK 99508 [tel.: +1 907-786-4300; FAX: +1 907-786-4319])

#### April 23-24

123rd Annual Meeting of the US Naval Institute, and 7th Annapolis Seminar, US Naval Academy, Annapolis, MD (Information: Seminar Manager, United States Naval Institute, Annapolis, MD [tel.: +1 410-268-6110; e-mail: [bauer@usni.org](mailto:bauer@usni.org); WWW: <http://www.usni.org/seminars/>])

#### April 23-27

HMCS *Malahat* 50th Anniversary Celebration, Victoria, BC (Information: LCdr David Harris, HMCS *Malahat*, 20 Huron St., Victoria, BC)

#### April 24

Friends of Merseyside Maritime Museum, Public Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: Graham Mottram (Fleet Air Arm Museum, Yeovil), "The History of British Naval Aviation" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: <http://www.connect.org.uk/merseyworld/albert/maritime/>])

#### April 24-26

Economic and Business Historical Society, Annual Conference, Richmond, VA (Information: Michael S. Smith, Economic and Business Historical Society, Dept. of History, University of South Carolina, Columbia, SC 29208 [FAX: +1 803-777-4494; e-mail: [smithm@garnet.cla.sc.edu](mailto:smithm@garnet.cla.sc.edu)])

#### April

"Mutiny at Spithead," Conference, Portsmouth, UK (Information: Ms. A.V. Coats or Dr. P. MacDougall, 1797 Committee, 44 Lindley Ave., Southsea, Hampshire PO4 9NU)

#### May 1-3

"Tradition and Innovation," BC Studies Conference 1997, Nanaimo, BC (Information: Cheryl Krasnick-Warsh, Dept. of History, Malaspina University-College, Nanaimo, BC V9R 5S5 [tel.: +1 604-753-3245, ext. 2113; FAX: +1 604-741-2667; e-mail: [warshc@mala.bc.ca](mailto:warshc@mala.bc.ca)])

#### May 2-3

Eighth Military History Colloquium, Wilfrid Laurier University, Waterloo, ON (Information and *Proposals by January 31, 1997*: Mike Bechthold, Laurier Centre for Strategic and Disarmament Studies, Wilfrid Laurier University, Waterloo, ON N2L 3C5 [tel.: +1 519-884-1970, ext. 4594; FAX: +1 519-886-5057; e-mail: [mbechtho@mach1.wlu.ca](mailto:mbechtho@mach1.wlu.ca)])

#### May 2-4

25th Annual Maritime History Conference, Maine Maritime Museum, Bath, ME (Information: Maine Maritime Museum, 243 Washington St., Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665; e-mail: [info@mainemuseum.org](mailto:info@mainemuseum.org)])

maritime@bathmaine.com; WWW:  
http://www.bathmaine.com))

#### May 6-9

"International Maritime Defence Asia," Conference/ Exhibition, Singapore (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ, UK [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: imdexasia@spearhead.co.uk; WWW: http://acrso.ns.ca/~spearhead/IMA97/imdexasia.html])

#### May 8

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Nick Slope (Thames Valley University), "HMS Trent 1796-1803, A Social Survey: Recruitment, Promotion, Discipline and Crew Turnover" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH [tel.: +44 116-252-2582; FAX: +44 116-252-5081; e-mail: dmw@leicester.ac.uk])

#### May 12-14

Oceanology International Pacific Rim, Singapore (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ, UK [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: oiasia@spearhead.co.uk; WWW: http://acrso.ns.ca/spearhead/oipacificrim97/oiacover.html])

#### May 10

World Ship Society Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: John Lingwood, "The History of the Pacific Steam Navigation Company" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: http://www.connect.org.uk/merseyworld/albert/maritime])

#### May 17

"The Mersey - Its Docks and Ships Today," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Mersey-

side Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: http://www.connect.org.uk/merseyworld/albert/maritime])

#### May 17-September 28

"James Bard, Marine Painter," Exhibit, National Museum of American Art, Smithsonian Institution, Washington, DC (Information: National Museum of American Art, Smithsonian Institution, Washington, DC 20055 [tel.: +1 202-357-4836; FAX: +1 202-357-2528; e-mail: nmaa.nmaainfo@si.edu; WWW: http://www.nmaa.si.edu])

#### May 25-30

7th International Offshore and Polar Engineering Conference, Honolulu, HI (Information: Jin S. Chung, ISOPE, PO Box 1107, Golden, CO 80402-1107 [tel.: +1 303-273-3673; FAX: +1 303-420-3760])

#### May 26-30

Third International Conference on Engine Room Simulators, Svendborg, Denmark (Information: Stephen Stallwood, Chair, Conference Organising Committee [tel.: +44 1489-576908; e-mail: SteveStallwood@athene.co.uk])

#### May 29

Fourth Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association in association with the Friends of the Merseyside Maritime Museum, Merseyside Maritime Museum, Liverpool, UK; Speaker: Campbell MacMurray (Royal Naval Museum, Portsmouth), TBA (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-478-4449; FAX: +44 151-478-4590; WWW: http://www.connect.org.uk/merseyworld/albert/maritime])

#### May 29-31

"Ports and People," Canadian Nautical Research Society Annual Conference and General Meeting, New Brunswick Museum, Saint John, NB (Information: L-Cdr. Bill Glover, CNRS Programme Chair, 326 Briarhill Ave., London, ON

N5Y 1N8 [tel.: +1 519-455-0597 or +1 519-660-5004; FAX: +1 519-660-5046])

#### May 29-June 1

Society for Industrial Archaeology Annual Conference, Michigan Technological University, Houghton, MI (Information: David Landon, SIA Headquarters, Dept. of Social Sciences, Michigan Technological University, Houghton, MI 49931 [tel.: +1 906-487-2366; FAX: +1 906-487-2468; E-mail: DBLland@mtu.edu])

#### May 30

Fifth One-Day Conference on British Port History, University of Leeds, Leeds, UK (Information: Dr. Wendy R. Childs, School of History, University of Leeds, Leeds LS2 9JT [tel.: +44-113-233-3588; FAX: +44 113-234-2759; e-mail: W.R.Childs@leeds.ac.uk])

#### May 31-June 6

"Maritime Heritage, Maritime Future," Biennial Conference of the International Association of Ports and Harbours, London, UK (Information: Dr. Hiroshi Kusaka, Secretary-General, IAPH, Kotohira-Kaikuan Bldg., 1-2-8 Toranomon, 1-chome, Minato-ku, Tokyo 105, Japan [tel.: +81 33-591-4621; FAX: +81 33-580-0364; WWW: http://www.cyberplus.ca/~iaph])

#### May

"The Cultural Heritage and Identity of Islands and Small States," Conference, Valletta, Malta (Information: Mrs. Maryrose Vella, Islands and Small States Institute, Foundation for International Studies, Valletta, Malta [tel.: +356-248218; FAX: +356-230551; e-mail: lbrig@unimt.mt])

#### June 3-5

"Fisheries Management under Uncertainty: Objectives and Uncertainties in Fisheries Management with Emphasis on Three North Atlantic Ecosystems," Conference, University of Bergen, Bergen, Norway (Information: Arild Folkvord, Department of Fisheries and Marine Biology, University of Bergen, Høyteknologisenteret, N-5020 Bergen [Phone: +47 55-584456; FAX: +47 55-584450; e-mail: arild.folkvord@ifm.uib.no; WWW: http://

www.ifm.uib.no/fmu))

#### June 4-7

"Coastal Shipping and the European Economy, c. 1750-1950," Conference, Hamburg, Germany (Information: Dr. Andreas Kunz, Institute für Europäische Geschichte, Abteilung Universalgeschichte, Alte Universitätsstrasse 19, D-5516 Mainz, Germany [tel.: +49 6131-399360 or +49 6131-226143; FAX: +49 6131-237988] or Prof. John Armstrong, School of Business, Thames Valley University, Walpole House, 18-22 Bond St., Ealing, London W5 5AA, UK [tel.: +44 181-231-2570; FAX: +44 181-566-1353; e-mail: Armstrong\_J@thames-valley.slough.ac.uk])

#### June 5-8

"Oceans Management Strategy for the Northwest Atlantic," Naval Officers Association of Canada, Annual Conference, St. John's, NF (Information: Naval Officers Association of Canada, PO Box 26083, Nepean, ON K2H 9R6 [tel.: +1 613-832-3045; FAX: +1 613-832-3917; e-mail: 102222.457@compuserve.com; WWW: http://is.dal.ca/~gwitol/noac.html])

#### June 7-9

Annual Meeting of the Canadian Historical Association, including sessions on "Maritime/Seafaring Labour" and "The Early Modern Atlantic World," Memorial University of Newfoundland, St. John's, NF (Information: Dr. J.K. Hiller, Program Chair, Dept. of History, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: +1 709-737-8435; FAX: +1 709-737-2164; e-mail: cha-97@morgan.ucs.mun.ca])

#### June 10-12

"Circumpolar Change," 5th Circumpolar Universities Cooperation Conference, Luleå, Sweden (Information: Paula Wennberg, Conference Coordinator, Luleå University, S-971 87 Luleå [tel.: +46 920-91405; FAX: +46 920-72160; e-mail: cucc@ies.luth.se])

#### June 12-16

"Cabot and His World," Conference, St. John's and Bonavista, NF, (Information: Dr. J.K. Hiller, Dept. of History, Memorial U. of Nfld., St. John's, NF A1C 5S7 [tel.: +1 709-737-8435; FAX: +1 709-737-2164; e-mail: jhiller@morgan.ucs.

mun.ca; WWW: http://www.newcomm.net/cabot500/world])

#### June 16-18

4th Annual NAVSEA/NAVSUP/NAV AIR International Logistics Symposium, Crystal City, VA (Information: American Society of Naval Engineers, NILS 97, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asndq.asne@mcimail.com; WWW: http://www.jhuapl.edu/ASNE/NILS97.html])

#### June 16-19

International Symposium on Cold Regions Development, Anchorage, AK (Information: Ted Vinson, Dept. of Civil Engineering, Oregon State University, Corvallis, OR 97331-2302 [tel.: +1 503-753-0725; FAX: +1 503-753-3052; e-mail: vinsont@ccmail.orst.edu])

#### June 23-25

Coastal '97, Third International Conference on Coastal Engineering, La Coruña, Spain (Information: Sue Owen, Coastal 97 Conference Secretariat, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO40 7AA, UK [tel.: +44 1703-293223; FAX: +44 1703-292853; e-mail: sue@wessex.ac.uk; WWW: http://www.wessex.ac.uk])

#### June 23-25

"Electronic Engineering in Oceanography," Seventh International Conference of the Institute of Electrical Engineers, Southampton Oceanography Centre, Southampton, UK (Information: Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT [tel.: +44 171-589-5021; FAX: +44 171-823-8671; WWW: http://rindir@atlas.co.uk])

#### June 21-29

Vasco da Gama Quincentenary Conference, La Trobe and Curtin Universities, Melbourne, VIC, and Perth WA (Information: Dr. Anthony Disney, School of History, LaTrobe University, Bundoora, VIC 3083 [tel.: +61 3-9479-2430; FAX: +61 3-9479-1942])

#### June

"Maritime Technologies," Conference sponsored by the Greek Branch of the International Conference for the Conservation of Industrial Heritage, Thes

saloniki, Greece

#### June

Third Annual Canadian Battle of Normandy Study Tour, France (Information: Dr. S.F. Wise, Dept. of History, Carleton University, Ottawa, ON K1S 5V6)

#### June

"Mutiny at the Nore" Conference, Chatham, UK (Information: Ms. A.V. Coats or Dr. P. MacDougall, 1797 Committee, 44 Lindley Ave., Southsea, Hampshire PO4 9NU)

#### Spring

"Horizons Mondiaux de la Normandie XVIe-XXe Siècles," Conference, Université du Rouen, Rouen, France

#### June 30-July 4

"Latin America and the World Economy in the Nineteenth and Twentieth Centuries: Explorations in Quantitative Economic History Conference," Pre-Conference at the Bellagio Study and Conference Center, Italy (Information: Dr. Alan M. Taylor, Dept. of Economics, Northwestern University, 2003 Sheridan Road, Evanston, IL 60208-2600 [tel.: +1 847-491-8234; FAX: +1 847-491-7001; e-mail: amt@nwu.edu])

#### July 3-5

Fourth Anglo-Dutch Maritime History Conference, Leiden, Netherlands

#### July 4-6

Joint Conference of the Business History Society, Association of British Historians and the Business Archives Council, Glasgow, UK (Information: Prof. L. Hannah, London School of Economics, Houghton Street, London WC2A 2AE [tel.: +44 171-955-7013; FAX: +44 171-404-5510; e-mail: L.Hannah@lse.ac.uk])

#### July 7-10

Asia-Pacific Fishing Conference, Cairns, Australia (Information: Baird Publications, 10 Oxford St., South Yarra, VIC 3140 [tel.: +61 39-826-8741; FAX: +61 39-827-0704])

#### July 12-October 5

"Ocean Planet," Exhibit, Bishop Museum, Honolulu, HI (Information: Bish

op Museum, 1525 Bernice St., PO Box 19000, Honolulu, HI 96817-0916 [tel.: +1 847-3511; e-mail: info @bishop.bishop.hawaii.org; WWW: <http://www.bishop.hawaii.org:80>]

#### July 20-26

"Coastal Zone '97: Charting the Future of Coastal Zone Management," Conference, Boston, MA

#### July 21-23

FAST '97: Fourth International Conference on Fast Sea Transportation, University of New South Wales, Sydney, NSW (Information: Secretariat, FAST '97, Baird Publications Pty. Ltd., PO Box 460, South Yarra, VIC 3141 [tel.: +61 3-9826-8741; FAX: +61 3-9827-0704])

#### July 26

Lake Superior Conference of the Great Lakes Lighthouse Keepers Association, Keweenaw Peninsula, MI (Information: Great Lakes Lighthouse Keepers Association, Henry Ford Estate, 4901 Evergreen Rd., Dearborn, MI 48128 [tel.: +1 414-731-5305; WWW: <http://www.ais.org/~lsa/grtlakes.html>])

#### August 1-9

Naval Arctic Research Laboratory 50th Anniversary Conference, Barrow, AK (Information: Glenn W. Sheehan, Barrow Arctic Science Consortium, PO Box 955, Barrow, AK 99723 [tel.: +1 907-852-4881; FAX: +1 907-852-8213])

#### August 14-16

"Coastal Communities," Eighth Conference of the Association for the History of the Northern Seas, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information and Proposals by December 1, 1996: Prof. Poul Holm, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseet, Tarpbagevej 2, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; fax: +45 75-153057; e-mail: cmrhpho@inet.unic.dk; WWW: <http://inet.unic.dk/cmrhpho/ahns.htm>])

#### August 14-16

"New Currents in the North Atlantic: Emerging Scholarship on Atlantic Canada," Atlantic Canada Workshop, Hali-

fax, NS (Information and Proposals by March 1, 1997: Jackie Logan, ACW Organizing Committee, Gorsebrook Research Institute for Atlantic Canada Studies, Saint Mary's University, Halifax, NS B3L 1K3 [tel.: +1 902-420-5668; FAX: +1 902-420-5530; e-mail: [jlogan@husky1.stmarys.ca](mailto:jlogan@husky1.stmarys.ca)])

#### August 22-24

"Financing the Maritime Sector," Fifth North Sea History Conference, Rotterdam, Netherlands (Information: Dr. Ian Harrison, Keeper of Fisheries, National Fishing Heritage Centre, Alexandra Dock, Great Grimsby, North East Lincolnshire DN31 1UZ, UK [tel.: +44 1472-323345; FAX: +44 1472-323555])

#### September 1-6

"Understanding and Managing the Oceans," Conference, St. John's, NF (Information: Dave Finn, Summit of the Sea, John Cabot 500th Anniversary Corporation, PO Box 1997, Crosbie Bldg., 1 Crosbie Place, St. John's, NF A1C 5R4 [tel.: +1 709-579-1997; FAX: +1 709-579-2067; e-mail: [davidfinn@porthole.entnet.nf.ca](mailto:davidfinn@porthole.entnet.nf.ca); WWW: <http://www.newcomm.net/cabot500/core.htm>])

#### September 5-8

North Atlantic Biocultural Organization, Conference, St. John's, NF (Information: Dr. Priscilla Renouf, Department of Anthropology, Memorial U. of Nfld., St. John's, NF A1O 5S1 [tel.: +1 709-737-7645; FAX: +1 709-737-8686; e-mail: [mapr@morgan.ucs.mun.ca](mailto:mapr@morgan.ucs.mun.ca); WWW: <http://maxweber.hunter.cuny.edu/anthro/nabo.html>])

#### September 7-9

"The Leading Edge," Conference, St. John's, NF

#### September 7-9

"The New World of Maritime Education: Meeting Challenges, Seizing Opportunities, Managing Change," International Maritime Lecturers Association Conference, St. John's, NF (Information and Proposals by November 15, 1996: Philip Bulman, School of Maritime Studies, Marine Institute, PO Box 4920, Memorial University of Newfoundland, St. John's, NF A1C 5R3 [tel.: +1 709-

778-0641; FAX: +1 709-778-0659; e-mail: [imla97@gill.ifmt.nf.ca](mailto:imla97@gill.ifmt.nf.ca); WWW: <http://inseine.ifmt.nf.ca/~imla97>])

#### September 7-9

Canadian Association of Petroleum Producers/Hibernia Management and Development Co., Conference and Exhibition, St. John's, NF

#### September 7-10

"The Future of the Panama Canal," Conference, Panama City, Panama (Information: Melba Raven, Organizing Committee, Future of the Panama Canal Conference [tel.: +507 228-5454; FAX: +507 228-8690])

#### September 7-11

Pacific Coasts and Ports '97, Conference, Christchurch, NZ (Information and Proposals by December 31, 1996: John Lumsden, Conference Chair, Centre for Advanced Engineering, University of Canterbury, Private Bag 4800, Christchurch, NZ [FAX: +64 3-364-2069; e-mail: [j.lumsden@cae.canterbury.ac.nz](mailto:j.lumsden@cae.canterbury.ac.nz); WWW: <http://www.cae.canterbury.ac.nz/coastal/pacific.htm>])

#### September 9-11

Fisheries Council of Canada, Conference, St. John's, NF

#### September 9-12

"Offshore Europe 97," Aberdeen, UK (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: [bob@spearhead.co.uk](mailto:bob@spearhead.co.uk); WWW: <http://acrso.nf.ca/~spearhead/IMA97/indxasi.html>])

#### September 10-11

Annual Norfolk Seminar, Sponsored by the US Naval Institute, Norfolk, VA (Information: Seminar Manager, United States Naval Institute, Annapolis, MD [tel.: +1 410-268-6110; e-mail: [lbauer@usni.org](mailto:lbauer@usni.org); WWW: <http://www.usni.org/seminars>])

#### September 10-12

"Atlantic Islands: Offshore Oil and Development," North Atlantic Islands Conference, St. John's, NF (Information



*and Proposals:* Mark Shrimpton, Community Resource Services Ltd., PO Box 5936, St. John's, NF A1C 5X4 [tel.: +1 709-753-8493; FAX: +1 709-576-6946; e-mail: mshrimpton@morgan.ucs.mun.ca ]

#### September 10-12

"A Shift in Paradigm: Visioning Sustainable Harvests from the Northwest Atlantic in the Twenty-First Century," Conference sponsored by the Northwest Atlantic Fisheries Organization, St. John's, NF (Information: Hans Lassen, Danish Institute for Fisheries Research, Charlottenlund Slot, DK-2920 Charlottenlund, Denmark [tel.: +45 33-96330 0; FAX: +45 33-963333; e-mail: HL@dfu.min.dk])

#### September 10-12

Institute for Social and Economic Research/Fishermen, Food and Allied Workers Conference, St. John's, NF

#### September 11-13

International Coalition of Fisheries Associations, Conference, St. John's, NF

#### September 12-14

"Global Markets: The Internationalization of the Sea Transport Industries since 1850," Pre-Conference sponsored by the International Maritime Economic History Association, Piraeus, Greece (Information: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; e-mail: D.J. Starkey@hist.hull.ac.uk])

#### September 16-19

Second Congress on Archaeometry, University of Zaragoza, Zaragoza, Spain (Information: Josefina Perez Arantegui, Dpto. Quimica Analitica, Facultad de Ciencias, Universidad de Zaragoza, Pl. San Francisco, s/n, 50009 Zaragoza (tel.: +34 76-76-1000; FAX: +34 76-76-1292; e-mail: jperez@msf.unizar.es])

#### September 22-26

86th Annual American Association of Port Authorities Convention, Jacksonville, FL (Information: Sandra Hartley, Conference Chair, Jacksonville Port Authority, 2831 Talleyrand Ave., PO Box 3005, Jacksonville, FL 32206 [tel.: +1 904-630-3023; FAX: +1 904-630-

3010; e-mail: info@jaxport.com; WWW: <http://www.jaxport.com/aapa97.htm>)

#### September 24-27

Eighth International Symposium on Boat and Ship Archaeology, Centralne Muzeum Morskie, Gdansk, Poland (Information: Dr. Jerzy Litwin, Sekretariat ISBSA 8, Centralne Muzeum Morskie, ul. Szeroka 67/68, 80-835 Gdansk, Poland [FAX: +48 58-318 453])

#### October 1-4

"Medieval Europe 1997," Conference, Brugge, Belgium (Information: Medieval Europe 1997 Conference, Institut Archeologisch Patrimonium, Doornveld 1, bus 30, B-1731 Asse-Zdlik, Belgium [tel.: +32 2-463-1333; FAX: +32 2-463-1951])

#### October 7-10

International Maritime Defence Conference and Exhibition, Greenwich, UK (Information: Spearhead Exhibitions, Ocean House, 50 Kingston Rd., New Malden, Surrey KT3 3LZ [tel.: +44 181-949-9222; FAX: +44 181-949-8215 or +44 181-949-8186; e-mail: isabdle@spearhead.co.uk; WWW: <http://acrso.ns.ca/~spearhead/index.html>])

#### October 8-11

International Symposium on Fishery Stock Assessment Models for the 21st Century, Anchorage, AK (Information: Brenda Baxter, Alaska Sea Grant College Program, University of Alaska-Fairbanks, Fairbanks, AK 99775 [e-mail: fnbrb@aurora.alaska.edu])

#### October 15-19

Society of Naval Architects and Marine Engineers Annual Conference, Ottawa, ON (Information: Barbara Trentham, SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800 or +1 800-798-2188; FAX: +1 201-798-4975; e-mail: btrentham@sname.org; WWW: <http://www.sname.org/news>])

#### October 16-19

Annual Conference of the Society for the History of Technology, Huntington Library, Pasadena, CA (Information: Prof. Miriam R. Levin, SHOT Program Chair, Program in the History of Tech-

nology and Science, Dept. of History, Case Western Reserve U., Cleveland, OH 44106 [tel.: +1 216-368-2380; FAX: +1 216-368-4681; e-mail: mr13@po.cmru.edu; WWW: <http://www.auburn.edu/academic/societies/shot/#conferences>])

#### October 22-25

Ocean Optics XIII, Conference, Halifax, NS (Information: Trudy D. Lewis, Lewis International Inc., Richmond Terminal, Pier 9, 3295 Barrington St., Halifax, NS B3K 5X8 [tel.: +1 902-492-4988; e-mail: trudy@satlantic.com; WWW: <http://raptor.ocean.dal.ca/~optics>])

#### October 25-February 1, 1998

"James Bard, Marine Painter," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 12 Fulton St., New York, NY 10038 [tel.: +1 212-248-8600; FAX: +1 212-248-8610; e-mail: webmaster@southstseaport.org; WWW: <http://www.southstseaport.org>])

### ICMH NEWS

by Lewis R. Fischer

The International Commission for Maritime History has begun publishing a quarterly newsletter. Edited by the Secretary-General, Adrian Jarvis, the newsletter is designed to disseminate information to and among the various national commissions and affiliated bodies. We will let you know periodically about the contents of this publication as it evolves.

While the Commission carries out much important work to promote maritime history, it is equally true that the national commissions and affiliated organizations also do yeoman work. In this column I would like to tell you a bit about one of our sister societies, the British Commission for Maritime History.

Although the British Commission does not publish a journal like *The Northern Mariner/Le Marin du nord*, or a newsletter of the scope of *ARGONAUTA*, it is nonetheless a vibrant organization. For example, each year it sponsors a

seminar programme in London. Meeting approximately every fortnight between October and May, the annual programme generally comprises twelve to fourteen lectures by maritime historians from all over Britain; the lineup is frequently supplemented by historians from elsewhere as well. You can find full details of all the remaining seminars for this academic year in the "ARGONAUTA Diary" in this newsletter.

In addition, the British Commission sponsors an annual "New Researchers" conference. The 1997 version, which will be the fifth in this very successful series, will be held in Liverpool in March. Every three or four years the Commission also organizes a British-Dutch conference; the next one will be held in Leiden in early July. The proceedings are generally published, and we will have a review of the most recent edition in an upcoming issue of *The Northern Mariner/Le Marin du nord*.

The British Commission, in short, is exceedingly active in promoting awareness of maritime history. And perhaps the nicest thing about all the activity in the UK is that members of CNRS visiting Britain are cordially invited to participate in any or all of the activities mentioned. You will find contact addresses and numbers for all of these in the Diary. But for more information about the work of the Commission, CNRS members are invited to contact the Secretary, Dr. Sarah Palmer, at the Department of History, Queen Mary College, Mile End Road, London E1 4NS, England.

#### NEWS FROM MARITIME ORGANIZATIONS AND SOCIETIES

The *Naval Historical Center* and the Naval Historical Foundation are pleased to announce the award of the 1995 Rear Admiral Ernest J. Eller Prize in Naval History to Norman Polmar and Tom B. Allen for their article, "Invasion Most Costly," published in the U.S. Naval Institute *Proceedings* (August 1995). The purpose of the Eller Prize, which includes an honorarium of \$1,000, is to encourage excellence in research, writ-

ing, and publication relating to U.S. naval history.

Selected for Honorable Mention in the Eller Prize competition was Major Jon Hoffman, U.S. Marine Corps Reserve, for his article, "Truth Without Fear," published in the U.S. Naval Institute *Proceedings* (May 1995).

Requests for award criteria and nominations for articles published in scholarly journals in 1996 may be sent to: Senior Historian, Naval Historical Center, 901 M Street, SE, Bldg. 57 Washington Navy Yard, Washington, DC-20374-5060. Articles will be judged on the originality of their contribution to U.S. naval history and on their scholarship.

#### USN Grants, Fellowships and Internship Opportunities, 1997

The *Naval Historical Center*, Department of the Navy, offers research support for established scholars, doctoral candidates, and undergraduate students.

The Center will make two **Research Grants**, named in honor of Vice Admiral Edwin B. Hooper, of up to \$2,500 each to individuals undertaking research and writing in the field of U.S. naval history. Applicants should have either the Ph.D. or equivalent credentials, and they must be U.S. citizens. The deadline for submitting applications is February 28, 1997.

The Center will award the Rear Admiral John D. Hayes fellowship of \$8,000 to a **pre-doctoral** candidate who is undertaking research and writing on a dissertation in the field of U.S. naval history. Applicants must be U.S. citizens enrolled in an accredited graduate school who will have completed all requirements for the Ph.D. except the dissertation by June 30, 1997. The deadline for applications is February 28, 1997.

The Center welcomes **internship** applications from undergraduates who wish to spend up to four weeks engaged in applied history projects in the Washington Navy Yard. Limited funds are available to support living expenses. Historical research and writing, archival, library, underwater archaeological, and art and

artifact curatorial assignments are available. Applications should be submitted at least two months before the desired beginning date of the internship. Application forms for the research grant, predoctoral fellowship, and internships may be obtained by writing: Senior Historian Naval Historical Center Washington Navy Yard 901 M Street SE Washington DC 20374-5060

Is your collection of *The Northern Mariner/Le Marin du Nord* incomplete?

The Canadian Nautical Research Society has just reprinted the following issues which were previously out of print: Vol. I, no. 1 and no. 4, Vol. V, no. 3 and no. 4

All back issues of *The Northern Mariner/Le Marin du Nord* can be purchased at a cost of CDN \$10 each. Mail your cheque or money order to:

THE CANADIAN NAUTICAL RESEARCH SOCIETY  
P.O. Box 55035  
240 Sparks Street  
Ottawa, ON K1P 1A1  
CANADA

**THE CANADIAN NAUTICAL RESEARCH SOCIETY**

**1997 ANNUAL CONFERENCE**

**CALL FOR PAPERS**

**"PORTS AND PEOPLE"**

**THURSDAY, 29 MAY - SATURDAY, 31 MAY 1997**

The theme "PORTS AND PEOPLE" lends itself to a wide range of subjects, including engineering works; issues of political development; economic aspects of trade and ports; fishing; ports and transportation; ships, shipbuilding or shipping companies based in a port; the hydrographic survey of a region; imperial conflict centred on a port; or a variety of other questions. The "people" can include port officials, sailors, merchants, shipowners, local dignitaries, labourers, or any other social group or persons associated with a port and its activities. The theme has no limitations as to time period or geography.

Faculty members with graduate students working in this or a related area are urged to remind them of the Canadian Nautical Research Society's "Young Scholar's Award," which provides travel assistance for a young or new scholar to present a paper. Information is available from CNRS.

All proposals accepted for presentation are with the condition that the Society's refereed journal, *The Northern Mariner/Le Marin du nord*, is given the right of first refusal for publication.

Proposals for a paper or session, or requests for information, should be sent as soon as possible to:

LCdr. William Glover  
Commanding Officer  
HMCD Prevost  
19 Becher Street  
London, Ontario  
N6C 1A4

Telephone: (519) 660-5296

FAX: (519) 660-5046

Proposals or requests for information may also be sent electronically to:

Ann Martin  
Government Archives Division  
National Archives of Canada  
E-mail: [amartin@archives.ca](mailto:amartin@archives.ca)