

ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XV, Number Three
July 1998

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

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ARGONAUTA is published four times a year—January, April, July and October

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Annual Membership including four issues of *ARGONAUTA* and four issues of *THE NORTHERN MARINER/ LE MARIN DU NORD*: Individuals, \$35.00; Institutions, \$60.00; Students, \$25.00

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EDITORIAL

The diversity of Canadian maritime history is astounding. Each time round someone finds something new or an approach that needs to be explored. Our five coastlines, the Great Rivers, the Atlantic, Pacific and Arctic oceans and the Great Lakes contain enough history to keep traditional and revisionists of all persuasions researching and publishing for decades. Corporate and labour studies, merchant marine and the navy, technological analysis, social history, recording memories in your own backyard, finding documentation for the use of others, it is all there - a great heap of material to be sorted, sifted, thought about and debated. But, as every archivist knows, if it is not recorded it does not exist. As every

curator knows, if you cannot touch it, it is not the real thing. As every historian knows, there is someone like the lamented Gibbons, scribbling away and another looking over a shoulder.

Daily someone pushes the envelope of understanding. Number crunchers, textual analysis, looking from the top down and the bottom up, Karl Marx, Adam Smith, gender studies, sex, cargoes, guns and butter, a rich recipe of ingredients in abundance in our Canadian maritime history.

Not to be forgotten for marine historians are

*Letters of thanks, letters from banks,
Letters of joy from girl and boy,*

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*Receipted bills and invitations
And
News circumstantial and news financial **

Everywhere. The buildings, in art galleries, archives and museums, the shops, streetscapes and landscapes - and in the most out of the way locations, these spaces are regularly shaped and multiplied by the passing of ships.

With apologies to W.H. Auden from whose poem, Night Mail I have extracted a few lines.

Maurice D. Smith

MEMBERS NEWS

Charles Copelin of Hants Point, Nova Scotia is working on Merchant Ships of the Markland Shipping Company of Liverpool Nova Scotia in World War II.

Jim Delgado, Executive Director of the Vancouver Maritime Museum was recently elected Fellow of the Royal Geographical Society. His most recent book, *The Encyclopedia of Underwater and Maritime Archaeology* has been published in the United Kingdom. The encyclopedia, which boasts more than 180 international contributors, will be published this year in North America and Australia.

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Joan M. Goddard says, "I recently self-published, under the name Jonah Publications, a concise history of whaling in the NE Pacific entitled *A Window on Whaling In British Columbia*. The need for a ready reference with anecdotal material about the whaling industry became apparent when I was helping in putting together the Royal BC Museum's exhibit, "Whales, the Enduring Legacy". It has proven to be useful to researchers (it has a time-line of BC whaling as it related to world whaling, and appendices with whale species hunted and whale products as well as maps and a glossary of whaling terms). While it is selling in bookstores, I have sent a surprising number of copies to faraway places as a result of my internet connections.

I declined, some time ago, an invitation to be a consultant in the making of the movie *FREE WILLY III*...thank God! It turned out to be more biased than I had even anticipated.

I have joined the board of trustees of the Maritime Museum of British Columbia.

Dan MacGillivray presented a paper, "Captain Alex MacLean, 'The Sea Wolf' and Jack London" at the North American Society for Oceanic History in San Diego, California in April.

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From: **Tom Beasley** on Avocational Underwater Archaeological Associations

Kimberly Monk on behalf of Save Ontario Shipwrecks and I on behalf of the Underwater Archaeological Society of British Columbia are compiling information on avocational underwater archaeological associations around the world.

Do any members have contact addresses for us avocational societies in their countries? Are there any other contacts who I should approach for this information.

To my knowledge a list of those associations does not exist. They deal with similar issues but have little communication between each other.

We intend to publish the results of this research possibly with an article at a Society for Historical Archaeology Conference.

The information will also be useful to set up communication between avocational groups around the world. Web site linkages is one potential form of communication.

Please contact
Tom Beasley, Events
Director, Underwater
Archaeological Society of
British Columbia, 1905
Ogden Street, Vancouver,
British Columbia, Canada
V6J 1A3, UASBC phone -
604 980-0354, UASBC fax -
604 980-0358

Conrad Dixon of Highfield House, Ludgershall, Andover, Hants, SP11 9QD (fax number 1264 790778) is currently researching his ancestor George Dixon, discoverer of the Queen Charlotte Islands. Any scraps of material on this little-known lower-deck explorer and fur-trade entrepreneur would be gratefully received and acknowledged.

A special issue of *Material History Review* (No. 48) published by the National Museum of Science and Technology devoted to the material culture of ships, seafaring and small craft, will be published this fall. Through the inclusion of a wide spectrum of disciplines - history, folklore, ethnology, archaeology, naval architecture and museum studies - the issue addresses the many contexts and rich material heritage of humanity's dynamic relationship with the marine environment.

Revue d'histoire de la culture matérielle n° 48 :
Numéro spécial "Culture matérielle des navires, des marins et des embarcations"

Un numéro spécial de la *Revue d'histoire de la culture matérielle* (n° 48) consacré à la culture matérielle des navires, des marins et des embarcations sera publié cet automne. S'alimentant à un vaste

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éventail de disciplines - histoire, folklore, ethnologie, archéologie, architecture navale et études muséales - ce numéro abordera plusieurs éléments et le patrimoine riche que l'humanité a accumulé dans ses rapports dynamiques avec l'environnement marin.

Toute personne intéressée à acheter ce numéro ou bien à s'abonner à la *Revue d'histoire de la culture matérielle*, devra contacter :

Anyone interested in purchasing a copy, or in subscribing to *Material History Review*, should contact:

Danielle Naoufal, Division de la conservation, Tél:

(613) 991-3081,

Télec : (613) 990-3636

Adresse électronique : dnaoufal@nmstc.ca

From: **Dave Shirlaw** on a shipwreck in Canadian Waters

(From the included passage from this weeks news from Steve Schulz), how can the US court system claim to have any jurisdiction over the Titanic wreck when it lies in Canadian territorial waters as defined under UNCLOS?

And the decision

On 23 June, U.S. District Court Judge J. Calvitt Clarke Jr. issued a preliminary injunction in Norfolk, Va., stating that an area around

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the Titanic cannot be entered without consent of RMS Titanic Inc. and that no one may take images of the shipwreck without permission. Surface transit of the area is not affected. RMS Titanic has held salvage rights to the Titanic since 1994. The passenger ship sank 15 April, 1912, killing more than 1,500 people. Deep Ocean Expeditions Ltd. planned to take people more than 3,660 meters/12,000 feet beneath the northern Atlantic Ocean to the Titanic for U.S.\$32,500 per person starting 2 Aug. On 4 May, RMS Titanic requested an injunction. In a 47-page opinion, affirming RMS Titanic's control of the site, Clarke stated that the company "is salvaging and preserving the artifacts salvaged from the wreck for the benefit of all mankind" and that it "is not exploiting the wreck for profit."

<http://www.seawaves.com>

And finally

The USN has announced that it is giving up bell-bottomed dungarees. Gone the way of the thirteen-button trap-door fly/flap. No doubt this will occasion some interchange among social historians.

MUSEUM NEWS

SOS sent out for the museum ship **HMCS Haida** By Kevin McGran, Canadian Press

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Toronto - HMCS Haida helped Canada win a war. Now it needs Canada's help to stay afloat.

Parks Canada recently surveyed the tribal-class destroyer - the last in the world - and found its hull weakening and in drastic need of repair.

A movement is afoot to raise the \$5-million needed to tow it to dry dock - probably Port Weller in St. Catharines, Ont. - and repair the ship that sank nine enemy vessels.

"There is a certain amount of urgency to this," said Karla Morse, the site manager for the ship, now a tourist attraction on Toronto's waterfront and part of the Battle of the Atlantic commemoration. "It needs a lot of work done to it along the waterline, where the water hits the air," she said. "Its very thin there in places, and there's a chance it could go through and flood.

"So we're very concerned that we get this work done. It's critical. Basically it has five years left if this doesn't happen."

For 95-year old Harry DeWolf, the ship's first captain and now a retired vice-admiral, losing the ship would be like stealing from the past.

"She is history, really," Mr. DeWolf said. "The ship is an official memorial."

The ship was one of the 27 tribal-class destroyers commissioned for the Second World War by the Canadian, British, and Australian navies. These

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ships, so classed because they all bore the name of an aboriginal people, were the fastest, most agile destroyers on the sea at the time.

Under Mr. DeWolf's tenure in 1943-1944, the Haida sank three German destroyers and one submarine. It would eventually sink more enemy tonnage than any other Canadian vessel.

Those tribal destroyers that didn't sink in action were eventually sold as scrap as they were decommissioned. But a group of investors paid \$ 20,000 to save the Haida and brought it to Toronto in 1965. Of the 300 or so Royal Canadian ships in the Second World War, only the Haida and the Sackville in Halifax are still around.

The Province of Ontario took ownership of the Haida in 1971 and set it up as a war museum and tourist attraction at Ontario Place.

"She's a symbol of Canada's accomplishments in the Second World War, a symbol of our participation in the Korean War, and she's a memorial tribute to the 100,000 men and women that served Canada at sea," said retired commander Robert Willson, who served as navigation officer on the ship in the mid 1950's.

Mr. Willson is now executive director of Friends of the Haida, the group that is in the early stages of organizing a fund-raising drive that will probably take three years. They're hoping the province will chip in the

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first \$ 1 million, leaving the remaining \$ 4 million the Haida needs up to private donations.

At the **Marine Museum of the Great Lakes at Kingston** a new exhibit was opened in June by museum founding director, Barbara Carson. The exhibit, now known as the *Shipwrecks of Kingston & Western Approaches* was developed with the assistance of Preserve Our Wrecks and is largely based on the research work of underwater archaeologist, Jonathan Moore. There are over fifty shipwrecks between Kingston Ontario and the islands that form a chain across the eastern end of Lake Ontario. The exhibit will run until the spring of 1999.

From Joan Goddard - "Revitalization and expansion of the **Maritime Museum of British Columbia** costing over \$1 million will be completed before the end of 1998, crowning three years of intense effort on the part of a small end extremely dedicated staff. The Maritime Museum moved into BC's first courthouse in 1963. The heritage building in Victoria's Bastion Square, built in 1889, is a National Historic Site. It is a museum artifact in itself with its ornate "birdcage" elevator and recently restored courtroom. Here, between 1889 and 1894 in a setting of

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oak paneled walls, heavy red drapes and etched glass lamps, the colourful Judge Matthew Baillie Begbie heard cases in Vice Admiralty while serving as the province's Chief Justice. Here too, between 1913 and 1915, Justice Louise A. Audette conducted hearing on behalf of a royal commission set up to investigate claims by west-coast pelagic fur sealers who had been put out of business in 1911 by the Treaty of Washington. Signed by Great Britain, Russian, the United States and Japan, this was the first international treaty to regulate a marine resource. The elegantly restored courtroom has already become popular for public functions and once again is used, part time for court cases.

The **National Museum of Science and Technology** has recently acquired a Shelburne dory. Built in 1989 by Sidney Mahaney, this boat is a generous gift from the province of Nova Scotia. In addition, the dory is also being outfitted by the people of Shelburne.

Although the dory may well have an ancestry several centuries old, in Canada its widespread use dates to the 1860's with the adoption of the trawl technique on the banks fishery. This entailed a fleet of small boats working independently from "mother ship" schooners on the banks. Technically the

dory is very well suited to this purpose: it is light but sturdy, capacious, relatively easy to build and, with its removable thwarts, it can be stored by "nesting" in groups aboard ship. The expansion of this fishery led to the production of dories in shops concentrated in the Nova Scotia towns of Lunenburg and Shelburne. The Shelburne dory is most readily distinguished by the use of two small rivetted metal plates, or "dory clip" which allowed frames to be built of two separate pieces of wood. Today, the dory has become an historic emblem of the once great Atlantic fishery.

In 1914, at the age of 17, Sidney Mahaney began his career in the Shelburne dory factory of John Williams. With the exception of a few years spent in the United States, Mr. Mahaney worked in the shop continuously until it finally closed in 1971. Thereafter Mr. Mahaney continued to build dories, on special order, from his home in Churchover. In 1983 the Williams shop in Shelburne was reopened as a museum. Then 86 years old, Mr. Mahaney returned to the shop to build dories as part of the ongoing interpretation of the site. Mr. Mahaney's memories, career and thoughts on dory building have been captured on a video produced by the Nova Scotia Museum Complex.

This dory is a very fine, long-sought addition to the national collection. The museum is grateful to the Nova Scotia Museums Complex, the people of Shelburne and other supportive friends whose kind assistance made this acquisition possible.

From the **Vancouver Maritime Museum** - The museum's web site (www.vm.bc.ca) has added a link to its W.B. and M.H. Chung Library, enabling maritime researchers and enthusiasts all over the world to access the library's catalogue of print materials.

From **The Pier** (Toronto) formerly the **Marine Museum of Upper Canada**

A rare and wonderful event when a new (or reborn) maritime museum opens in Canada. This is the first report freely adapted from the news release. We hope a member will contribute an on site review but in the meantime this may be just enough to peak your interest for a summer visit.

The Pier has been built to bring Toronto's waterfront heritage alive. Established in 1959, the Marine Museum of the Upper Canada is owned by the City of Toronto. Planning for the relocation from the Canadian National Exhibition grounds was begun in 1988; the reconstruction of the physical site commenced in

late 1997. Major funding for this \$2 million dollar project has come from the City of Toronto. Additional support has been provided by the Ministry of Citizenship, Culture and recreation and the Canada Ontario Infrastructure Works programme.

The Pier is housed in a warehouse originally built by the Toronto Harbour Commission for the Treeline Navigation Company.

Highlights include the The Discovery Zone, a flagship space filled with hands-on exhibits, The Boat Shop where artisans construct traditional watercraft and The Livery where visitors can rent these same traditional wooden boats. In addition exhibits featuring artifacts from the city's maritime collections. The Pier is located at 245 Queen's Quay West and is open all year round.

At The Pier small craft enthusiasts will be pleased with the choice of the Arcadia as the initial Boat of the Year. This 14 foot Aykroyd dinghy, built in 1915 was presented to George Cuthbertson by the C&C Design Group in 1973. She remained in pristine condition until 1989 when she was vandalized with an axe. Repairs were made by Peter Code in the spring of 1997 who is now part of The Pier staff. George Cuthbertson participated in the 1997 Stoney Lake

Regatta where he placed third.

Yarmouth County Museum - Good news for Eric Ruff, curator and longtime member of this worthy society - On May 1st Senator Al Graham, Minister responsible for Nova Scotia announced a Canada/Nova Scotia Cooperation Agreement on Economic Diversification grant of \$1.2 million towards the expansion of the Yarmouth County Museum. Fundraising continues for the \$1.8 million expansion. The expansion will see a relocated archives to the turn-of-century house adjacent to the museum as well as linking "preservation building" to hold the museum's stored collections and archival "stacks". A further wing will house educational space and an additional display area.

THE PERIODICAL LITERATURE

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, Robert Ballard explains the way in which modern technology is used to search for ancient shipwrecks in "High-Tech Search for Roman Shipwrecks," *National Geographic* 193, No. 4 (April 1998), 32-41. Darlene Abreu-Ferreira maintains that the Portuguese presence in the early

sixteenth-century cod fishery in Newfoundland has been greatly overstated; she makes her argument in "Terra Nova through the Iberian Looking Glass: The Portuguese-Newfoundland Cod Fishery in the Sixteenth Century," *Canadian Historical Review* 79, No. 1 (March 1998), 100-115. Bill Parenteau examines the way native people were excluded from the Atlantic salmon harvest in Nova Scotia, New Brunswick, and Quebec during the decades after Canadian Confederation, yet also highly valued by white sport anglers, not only for their knowledge but in conformity to racial stereotypes; see "'Care, Control and Supervision': Native People in the Canadian Atlantic Salmon Fishery, 1867-1900," *Canadian Historical Review* 79, No. 1 (March 1998), 1-35. *The Beaver* 78, No. 2 (April-May 1998), 35-38 carried an account by David Learmonth of a voyage in 1904 from Scotland to Cartwright, Labrador in the service of the Hudson's Bay Company. Marine scientists assess the impact of nuclear weapons tests of the 1940s and '50s on the marine life of Rongelap Atoll in the Marshall Islands of the western Pacific in "Testing the Waters of Rongelap," an article by Bill Curtsinger and Emory Kristof, in *National Geographic* 193, No. 4 (April 1998), 62-75.

Daniel Baugh contributed "Withdrawing from Europe:

Anglo-French Maritime Geopolitics, 1750-1800" to the *International History Review* 20, No. 1 (March 1998), 1-32. In this revisionist piece, Baugh argues against viewing the period between 1689 and 1815 as part of a coherent whole. After 1750, he believes that Britain emphasized "global, maritime and colonial concerns and marginalized European ones to such an extent that neither the European balance of power nor particular territorial priorities were a compelling concern." Britain's European policy, in other words, was dominated by commercial and maritime issues of trade. Baugh regards this shift in British priorities as a response, in turn, of the redirection of French policy in the 1750s. An article by Benjamin L. Apt on "Mahan's Forebears: The Debate over Maritime Strategy, 1868-1883" appeared in the *Naval War College Review* 50 (Summer 1997), 86-111. Richard K. Stenberg and James F. Vivian recall "Our Forgotten Naval Victory: Theodore and the Commitment to the U.S.S. *North Dakota*, 1907," in *North Dakota History* 63 (Fall 1996), 24-31. Continuing their work on the maritime history of Sydney, Nova Scotia, Bryan Tannison and Roger Sarty have contributed an article on "Sydney, Nova Scotia and the U-Boat War, 1918" to *Canadian Military History* 7, No. 1 (Winter 1998), 19-41. Dean J. Golombeski suggests

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a solution to the question, "What Sank the *Thresher*?" in an article appearing in *American Heritage of Invention & Technology* 13 (Summer 1997), 24-31.

THE GREAT CIRCLE
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Robert J. King, "A Regular and Reciprocal System of Commerce' — Botany Bay, Nootka Sound, and the isles of Japan," 1-29

Steve Mullins, "From TI to Dobo: the 1905 departure of the Torres Strait pearl-shelling fleets to Aru, Netherlands East Indies," 30-39

Mike Connell and Des Liddy, "Cook's *Endeavour* Bark: Did this Vessel End its Days in Newport, Rhode Island?," 40-49

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- Peter Stanford, "The Cape Horn Road, XIII: Captain Cook Offers the World a New Picture of Itself," 11-18
- The Editors, "USS *Constitution*: 200 Years of the Battle and the Breeze," 19 and "USS *Constitution* Sails Again!", 20
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- Staff, Sydney Maritime Museum, "Ship of the Issue: The *James Craig* Returns to Her Element," 25-27

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William J. Bray, Jr., "Ebony Entrepreneur: Captain Hansford C. Bayton," 193-199

Shawn J. Dake, "The 'Princess' Line: British Columbia Coast Steamship Service," 200-220

RESEARCH RESOURCES

The generosity of researchers who have placed years of work online for the use of others is to be commended.

Walter Lewis has created a web page containing items collected by **Richard Palmer** (longtime contributor to *Inland Seas*) and posted to MarHst-L. This will be of particular interest to Great Lakes historians. At <http://www.hhpl.on.ca/GreatLakes/Palmer/search.htm>

David D. Swayze has been researching Great Lakes

shipwrecks for about 15 years. His first book, *Shipwreck!*, was published by Harbor House Publishers in 1992. His second book, *Vessels Built on the Saginaw*, was published by the Saginaw River Marine Historical Society in 1993. Other books are in the works. Articles by David have also appeared in *Inland Seas*, *Sea History*, *Steamboating*, *Modoc Whistle*, *The Northern Mariner/Le Marin Du Nord* and *Great Circle*.

Total Losses of Great Lakes Ships, 1679 - 1997 may be considered to be a work in progress. It includes vessels which were total losses or were declared total losses and later recovered, plus a few wrecks which were significant for other reasons (e.g. loss of life), but were later recovered. As of Apr, 1998, it represents about 11 years of steady work. All David asks is that his material be credited when used.

The web page of Great Lakes wrecks is being produced courtesy of Neil Schultheiss. It is still under construction, (about 500 pages of text at the moment) but you can take a peek as it is a-building at: <http://www.oakland.edu/boatnerd/swayze/shipwreck/>

David says, "I welcome your contributions to this web page. Any information submitted and used will be

attributed to your collection. Items should include reliable documentation. Newspaper articles by themselves are not necessarily reliable without supporting documentation. In my research I have found over 2500 vessels which were reported as total losses in the newspapers, yet lived to sail another day.

The following are the fields used. Name, Other Names, Official No, Build Info, Specs, Date Of Loss, Place Of Loss, Lake, Type Of Loss, Loss Of Life, Carrying Cargo, Sources Used For Wreck Information.

Ian Buxton sent along this preliminary report via MarHst-L on the **Ship Databases Workshop** held at the end of June.

"Eighty people from the commercial database world and the non-commercial met and exchanged experiences. We had presentations from about twenty people with databases ranging from over 100,000 modern ships, down to a few hundred specialist vessels.

Participants agreed to work towards

1. A register of ship databases, where people could find out what exists or is under development,
2. a global ship numbering system (GNS) giving every significant ship a unique identifier and

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3.. global ship databases generally (which require a GNS to be linked).

Those three are in ascending order of difficulty and time to achieve. Two working groups have been agreed, which are expected to disseminate news of their progress in due course.

The participants agreed to hold another Workshop in two years time."

CNRS members interested in helping are asked to contact Dr. Ian L. Buxton, Department of Marine Technology, University of Newcastle, Newcastle upon Tyne, NE1 7RU or by E-mail at i.l.buxton@newcastle.ac.uk.

A new book on Whaling Research: More Scrimshaw Artists by **Stuart M. Frank**, Ph.D.

More Scrimshaw Artists with the complete shipboard journal of scrimshaw artist Charles H. Durgin on a whaling voyage wintering-over at Hudson's Bay, 1864-65.

This stand-alone volume is also a sequel and supplement to the Dictionary of Scrimshaw Artists by the same author. It has biographical sketches of dozens of newly discovered scrimshaw artists, additional information on many of the artists noted in the Dictionary, articles about the origins of Native Alaskan

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souvenir scrimshaw and about the influence of the Navy and the China Trade in the genesis of scrimshaw in the Pacific, gleanings from Charles W. Agard's oral history interviews conducted at the turn of the century, and the complete journal of an Arctic whaling voyage by a dedicated, articulate scrimshaw artist.

Hardbound, 200 pages; ±175 articles and biographies; 26 plates of illustrations; 8 appendices; index of vessels; taxonomic and geographical index; cumulative index. \$45.00. (Deluxe, signed, numbered edition with slipcase, \$125.00)

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<http://www.kwm.org>
781-793-0183 (voice) / 781-793-0184 (fax)

Preserve Our Wrecks has published the Photo Project Final Report by **Jonathan Moor**. It includes detailed information on almost forty ships based on extensive photographic surveys of each vessel.

The purpose "was to collect images of historic shipwrecks and submerged archaeological sites in the Kingston area prior to their complete coverage by zebra mussels. The report is profusely illustrated. There are 96 pages of text and an additional 82 pages of

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catalogue information on the slides, prints and video stills that are on deposit for research purposes at the Marine Museum of the Great Lakes.

The project was produced with the assistance of the Ontario Heritage Foundation and the Davies Charitable Foundation.

For copies please contact Preserve Our Wreck (Kingston) c/o The Marine Museum of the Great Lakes at Kingston, 55 Ontario Street, Kingston, Ontario. K7L 2Y2. E-mail at mmuseum@stauffer.queensu.ca

This story is courtesy of

WHAT HAVE BRUGGE AND GASPESIE IN COMMON?

In 1895 a Belgian law allowed the City of Brugge to build a coastal port on the coast linking the sea again with the old town of Brugge. The coastal port eventually became Zeebrugge and for the first time since medieval times, Brugge opened her gates to international maritime traffic. On July 23, 1907 the port of Brugge/Zeebrugge was officially inaugurated by H.M. King Leopold II. During the first decade Brugge was mainly involved luring ships and shipping

companies to her port. A lot of hope was pinned on the blooming traffic between Europe and the Americas. Some commissions were formed to study the possibilities and one of those efforts is reflected in the experiments in establishing a line with the port of Gaspésie on the St. Laurent.

According to the Belgian author, Mr. J. Herreboudt of the 1900 report "Development des relations commerciales entre la Belgique et l'Amérique", the Baie de Gaspé is always navigable." Most Canadian ports depend on the American ports in wintertime. But the Gulf of St. Lawrence is almost always free. The polar ice which passes Belle-Isle Strait drifts NE of Anticosti Isle at a rate of 0.5 knots while the ice floes from the St. Lawrence pass S. of Antipasti at 1 knot.

Due to this strong current all ice is forced towards the south of Newfoundland, so that the Bay de Gasp remains ice-free!" To prove this thesis the Canadian Steamship Line ship GASPESIA was sent to the Baie de Gaspé, prospecting the possibilities of opening a new, ice-free port. Brugge was particularly interested and was on the frontline to establish relations with the Canadian "entrepreneurs" and lobbying for a regular line. However the GASPESIA did not succeed that well, in fact

she remained stuck in the ice an entire season in Baie des Chaleurs. The GASPESIA which had left Paspébiac did not reach the Baie de Gaspé at all. The public opinion here was soon re-assured: the master of the GASPESIA was said to be inexperienced and had he followed instructions he would not have stuck in the ice! There was no ice on the Baie des Chaleurs coastline between Baie de Gaspé and Anticosti. If the master had set a NE'ly course instead of steaming directly to Cap Reef he would not have stuck.

That Brugge really saw something in the venture is proven by the establishment of a new corporation in 1900: "Société Coopérative d'Etudes Pratiques". The new co-operative society consisted of French, Belgian and Canadian businessmen and financiers aiming to create a maritime and agricultural French-Belgian colony in Gaspésie.

They started a campaign to send Flemish farmers, fishermen and labourers to the area and were thinking about acquiring 1200 hectares in concession. Total estimated cost: 30 million Canadian dollars (1900). Therefore the GASPESIA catastrophe was not to be exploited by the papers and the whole thing was seen as an unfortunate mistake.

When some people objected the Baie de Gaspé is not

always ice free at all, the propagators of the project replied the ice which could accumulate in the bay is nothing but light chunks which will never freeze together to pack-ice due to the frequent navigation in the area. Besides the current from the rivers John, York and Dartmouth will flush the bay. If necessary floating quays can be established near Pointe St. Pierre.

The supporters of the Gaspésie project also pointed to the flourishing commerce between Belgium and Canada. In 1897 Belgium exported 1,189,441 \$ worth of goods to Canada and imported 354,584 \$. Belgian is an important market due to the vicinity of the U.K. So the advocates of the project concluded: the ice is no problem, the only problem which could arise is the building of a railroad in the area.

Brugge is a young port, open to every initiative and Gaspésie is looking a way out via an ice-free port, while both want to break the British supremacy of maritime transport. The reality is that there never came a Zeebrugge-Gaspésie liner service. I suppose there was never a port of any importance in the area either. Perhaps some Canadian readers have more information about this early 20th century project?

GOLD BARS AND TEENAGE MEMORY

David J. McDougall

In the January Argonauta Ed Reed reported his involvement in the Gold History Project, a search of the Bank of Canada's war time gold records. To that I can add that I was a witness to the landing of Bank of England gold bars in Montreal Harbour shortly before World War II. After sixty years my memory of the details and precisely what year it was are at best fuzzy but I am certain it was pre-war and I think it was probably 1938.

At that time the Robert Reford Company was the Canadian agent for the Cunard-White Star, Donaldson Atlantic and Donaldson Lines with my father as assistant Freight Traffic Manager. I can assume that the gold had been brought from England in one of the small Cunard passenger ships that made regular trips to Montreal in summer and fall and I also assume that the reason I was taken to see the gold disembarked was because it was a historic event.

The gold as unloaded by longshoremen who came out of the ship to the shed on the dock with each two men carrying a two handled basket-like container holding one gold bar. I think it was done under floor-lights

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which would suggest that it was during the fall. I do not remember any obvious security but I recall being told later that the gold bars were taken to the Sun Life building on Dominion Square and stored (at least temporarily) in underground vaults.

As a typically impatient "young man" ("teen-agers" were not invented for another decade or so) I fairly quickly become bored watching the parade of longshoremen which, in addition to the time lag, probably accounts for some of my failure to remember details.

NOR FORGOTTEN

Hal Smith

When Magnificent grounded on 4 June 1949, I was second officer-of-the-watch in Nootka, 300 yards astern of her in line ahead at 12 knots with Haida 300 yards astern of us. Our captain was fortunately on the bridge. With our wheel hard aport and the port engine going half astern, we cleared her quarter by about 30 yards. Magnificent intended to pass inside Port Mouton Island to anchor in the bay for the night, not to enter the harbour proper.

An exciting evening, as first Nootka, then Haida, tried to tow her off stern first, both breaking their towing pendants in the process. She was eventually towed off on

the third try by Nootka using Maggie's towing pendant (passed to us by grass line), sprung by a shackle of cable from Maggie's stern anchor, and secured with two turns around the barrette of our 'Y' mounting, since we'd damaged our towing slip on our first try. An interesting lesson in seamanship for a very junior officer.

She grounded about 1745 and I think we got her off about 2230. The people on the golf course had a ringside seat for the completely impromptu circus.

DIARY

CONFERENCES AND SYMPOSIA

1998

August 20-22 Shipbuilding Technology Symposium, New Orleans Marriott Hotel, New Orleans, LA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com; WWW: <http://www.jhuapl.edu/ASN> E.]

August 24-28 Twelfth International Congress of Economic History, Seville, Spain, including:
 session B-15: "Global Markets: The Internationalization of the Sea Transport Industries since 1850," sponsored by the International Maritime Economic History Association (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]);

session C-2: "Means of Communication, Spread of Information and European and Mediterranean Commerce, 10-17th Centuries" (Information: Dr. Michael Bibikov, Institut

d'Histoire Universelle de l'Académie des Sciences Russe, Leninsky Prosp. 32A, 117334 Moscow, Russia [FAX: +7 095-938-2288; e-mail: dima@igh1.msk.su]);

session C-10: "Merchant Organization and Maritime Trade in the North Atlantic, 1660- 1815" (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709- 637-6282; FAX: +1 709-639-8125; e-mail: Olaf@beothuk.swgc.mun.ca]);

session C-12: "La pêche européenne à l'époque préindustrielle" (Information: Dr. Giuseppe Doneddu, Via Principessa Jolanda 44, 07100 Sassari, Italy [FAX: +39 79-239025]); session C- 21: "Les ports et l'économie urbaine et régionale: hinterlands, investissements portuaires (1850-1910)" (Information: Dr. Natividad de la Puerta Rueda, Colón de Larreategui 42-6D, 48009 Bilbao, Spain [FAX: +34 4-424-2156]); and

session C-61: "Seascapes: Economic and Social Exchanges within Maritime Regions" (Information: Prof. Poul Holm, Centre for Maritime and Regional History, Tarpbagevej 2, DK-6710 Esbjerg, Denmark [tel.: +45 75- 150-666; FAX: +45 75- 153-057; e-mail: cmrhpho@inet.uni-c.dk] or Lex Heerma van Voss,

International Institute of Social History, Cruquiusweg 31, 1019 AT Amsterdam, Netherlands [tel.: +31 20-668-5866; FAX: +31 20-665-4181; e-mail: LHV@iisg.nl])

August 24-29 "War and the Encounters of Civilizations from the Sixteenth Century," XXIV International Congress of Military History, Lisbon, Portugal

September 3-5 Fourth International Congress of Urban History, Venice, Italy, including session on "Port Cities" sponsored by the International Maritime Economic History Association (Information: David M. Williams, IMEHA Organizer, Department 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])

September 18-19 "From Research to Reality in Ship Systems Engineering: From David Taylor to Ships for the 21st Century" Symposium Sponsored by the American Society of Naval Engineers and the Society of Naval Architects and Marine Engineers, Sheraton Premiere Hotel, Tysons Corner, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-

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mail:
asnehq.asne@mcimail.com;
)

September 21-25 "Total Stability Assessment," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Amanda Wilkes-Brough, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: <http://www.rina.org.uk/events/conftime.htm>])

September 23-25 First International Conference on Maritime Engineering and Ports (PORTS 98), Organized by the Wessex Institute of Technology and the University of Genova, Loano, Liguria, Italy (Information and Proposals by January 20, 1998: Sally Radford, PORTS 98 Conference Secretariat, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton SO40 7AA, UK [tel.: +44 1703-293223; FAX: +44 1703-292853; e-mail: sradford@wessex.ac.uk; WWW: <http://www.wessex.ac.uk>])

September "Small Craft Regulations," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Amanda

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Wilkes-Brough, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: <http://www.rina.org.uk/events/conftime.htm>])

September "Formal Safety Assessment," Conference Sponsored by the Royal Institution of Naval Architects, London, UK (Information: Amanda Wilkes-Brough, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk; WWW: <http://www.rina.org.uk/events/conftime.htm>])

October 3-7 "Everything Related to Old Globes, Armillary Spheres, Planetaria and Their Makers," Ninth Symposium of the International Coronelli Society, Berlin, Germany (Information: International Coronelli-Gesellschaft, Dominikanerbastei 21/28, 1010 Vienna, Austria [FAX: +43 1-532-0824; WWW: <http://www.cyberia.com/pages/jdocktor>])

October 4-9 "The World Turned Upside Down — Coping with Change in Transport and Communications Museums,"

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30th Conference of the International Association of Transport and Communications Museums, Adelaide, SA (Information: 30th IATM Conference, Hartley management Group, PO Box 20, Kent Town, SA 5071 [tel.: +61 8-8363-4399; FAX: +61 8-8363-4577; e-mail: sgt@ozemail.com.au; WWW: <http://www.icom.org>])

October 5-9 Annual Conference of the American Association of Port Authorities, Westin Galleria Hotel, Houston, TX (Information: American Association of Port Authorities, 1010 Duke Street, Alexandria, VA 22314-3512 [tel.: +1 703-684-5700; FAX: +1 703-684-6321; e-mail: aapa@ix.netcom.com; WWW: <http://www.aapa-ports.org/seminars.html>])

October 9-16 "Museums and Cultural Diversity: Ancient Cultures — New Worlds," 18th General Conference of the International Council of Museums, World Congress Centre, Melbourne, VIC (Information: Noelene Galloway, Executive Officer, ICOM '98, c/o Museum of Victoria, PO Box 666E, Melbourne, VIC 3001 [tel.: +61 3-9651-6783; FAX: +61 3-9651-6321; e-mail: nagallow@pioneer.mov.vic.gov.au; WWW: <http://www.mov.vic.gov.au/icom>])

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October 17-18 23rd Whaling History Symposium, Kendall Whaling Museum, Sharon, MA (Information: Kendall Whaling Museum, 27 Everett Stret, PO Box 297, Sharon, MA 02067 [tel.: +1 781-784-5642; WWW: <http://www.kwm.org>])

October 18-21 Naval Logistics Conference, Arlington, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com ; WWW: <http://www.jhuapl.edu/ASNE>])

October 23-25 "The American Military Experience in Asia," Conference, Madison, WI (Information: Dr. Richard H. Zeitlin, Director, Wisconsin Veterans Museum, 30 West Mifflin Street, Madison, WI 53703 [FAX: +1 608-266-1009; e-mail: rzeitlin@mail.state.wi.us]; Proposals by March 1, 1998: Dr. Brian Linn, Department of History, Texas A&M University, College Station, TX 77843-4220 [FAX: +1 409-862-4314; e-mail: blinn@acs.tamu.edu])

October 25th Annual Conference of the Nautical Research Guild, US Merchant Marine Academy, King's Point, NY (Information: Nautical Research Guild, 19 Pleasant

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St., Everett, MA 02149 [e-mail: genenrg@Naut-Res-Guild-org ; WWW: <http://www.Naut-Res-Guild.org>])

October "Warjet Propulsion: Latest Developments," International Conference Sponsored by the Royal Institution of Naval Architects, The Netherlands (Information and Proposals by February 14, 1998: Amanda Wilkes-Brough, Conference Organizer, Royal Institution of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-259-5912; e-mail: conference@rina.org.uk ; WWW: <http://www.rina.org.uk/events/conftime.htm>])

November 5-7 Thirty-Eighth Annual Meeting of the Society for the History of Discoveries, Vancouver Maritime Museum, Vancouver, BC (Information: Ms. Katie Fitzgerald, Deputy Director of Operations, Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, BC V6J 1A3 [tel.: +1 604-257-8310; FAX: +1 604-737-2621; WWW: <http://www.cyberia.com/pages/jdocktor>])

November 18-19 Small Boat Symposium, Norfolk, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1

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703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com ; WWW: <http://www.jhuapl.edu/ASNE>])

December 2-4 Small Boat Symposium, Norfolk, VA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com ; WWW: <http://www.jhuapl.edu/ASNE>])

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January 6-10 Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Salt Lake City, UT (Information: Michael R. Polk, Program Coordinator, Sagebrush Archaeological Consultants, 3670 Quincy Ave., Suite 203, Ogden, UT 84403 [tel.: +1 801-394-0013; FAX: +1 801-394-0032; e-mail: sageb@aol.com ; WWW: <http://www.azstarnet.com/~sha/meet99.htm>])

February Conference to Commemorate the Tricentennial of the Establishment of French Colonial Rule in the Lower Mississippi Valley, University of Southern Mississippi, Hattiesburg, MS (Information: Dr. Bradley G. Bond, Department of History, University of

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Southern Mississippi, Box 5047, Hattiesburg, MS 39406-5047 [tel.: +1 266-4333; e-mail: bbond@whale.st.usm.edu]

April 5-9 The Impact of European Expansion: History and Environment, International Seminar, Funchal, Madeira, Portugal (Information: Atlantic History Study Centre, Rua dos Ferreiros 165, 9000 Funchal, Madeira [tel.: +351 91-229635; FAX: +351 91-230341; e-mail: avieira@mail.telepac.pt])

April 12-15 "Contemporary Maritime Missions," Fifth International Maritime Mission Conference, Antwerp, Belgium (Information: Stephen Friend, Religious and Cultural Studies, College of Ripon and York St. John, York YO3 7EX, UK [FAX: +44 1904-612512])

July 11-16 "The Cartography of the Mediterranean World," Eighteenth International Conference on the History of Cartography, Athens, Greece (Information: Mr. George Tobias, Eighteenth International Congress on the History of Cartography, National Hellenic Research Foundation, 48 Vassileos Konstantinou Avenue, GR-116 35 Athens [tel.: +30 1-721-0554; FAX: +30 1-724-6212; WWW: <http://www.ihr.sas.ac.uk/maps/confs.html>])

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August 9-12 "Eclipse 99: Navigational Stimulus to the History of Science," Conference, University of Plymouth, Plymouth, UK (Information: Dr. P.A.H. Seymour, Principal Lecturer in Astronomy, Institute of Marine Studies, University of Plymouth, Drake Circus, Plymouth, Devon PL4 8AA [tel.: +44 1752-232462; FAX: +44 1752-232406])

August 9-14 Joint Conference of the Association for the History of the Northern Seas and the Canadian Nautical Research Society, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709-637-6282; FAX: +1 709-639-8125; e-mail:

Olaf@beothuk.swgc.mun.ca ; WWW: <http://www.swgc.mun.ca/ahn> s])

August 14-21 Eleventh General Assembly of the International Cartographic Association, Ottawa, ON (Information: ICA Ottawa 1999, 615 Booth Street, Room 500, Ottawa, ON K1A 0E9 [tel.: +1 613-992-9999; FAX: +1 613-995-8737; e-mail: ica1999@ccrs.nrcan.gc.ca ; WWW: <http://www.ccrs.nrcan.gc.ca/ica1999>])

August Sixth Conference of the North Sea Society, Hull, UK (Information: Dr. David

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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 20-24 International Seminar on Sugar's Technological History, Funchal, Madeira, Portugal (Information: Atlantic History Study Centre, Rua dos Ferreiros 165, 9000 Funchal, Madeira [tel.: +351 91-229635; FAX: +351 91-230341; e-mail: avieira@mail.telepac.pt])

October 26th Annual Conference of the Nautical Research Guild, San Diego Maritime Museum, San Diego, CA (Information: Nautical Research Guild, 19 Pleasant St., Everett, MA 02149 [e-mail: genenrg@Naut-Res-Guild-org ; WWW: <http://www.Naut-Res-Guild.org>])

November 9-14 Society of Naval Architects and Marine Engineers Annual Conference, San Diego, CA (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>])

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January 5-9 Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Québec, QC (Information: William Moss, Program Coordinator, Archeologue Principal, Division du Design et du Patrimoine, Centre de Développement Economique et Urbain, CP 700, Haute-Ville, Québec, QC G1R 4S9 [tel.: +1 418-691-6869; FAX: +1 418-691-7853; e-mail: wmos@cmq.qc.ca; WWW: <http://www.azstarnet.com/~sha/meet20.htm>])

July 30-August 1 Third International Congress of Maritime History, Sponsored by the International Maritime Economic History Association, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75- 150666; FAX: +45 75-153057; e-mail: cmrhpoho@inet.uni-c.dk ;])

August 3-5 Pre-Conference of the International Commission for Maritime History, Bergen and Oslo, Norway (Information: Adrian Jarvis, Secretary-General, ICMH, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG, UK [tel.:

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+44 151-478-4094; FAX: +44 151-478-4098])

August 6-12 International Congress of Historical Sciences, Oslo, Norway, including Congress of the International Commission for Maritime History (Information: Prof. dr. François Bédarida, Secretary General, International Committee of Historical Sciences, Institut d'Histoire Temps Présent, 44 rue de l'Amiral Mouchez, 75014 Paris, France [tel.: +33 1-45-80-90-46; FAX: +33 1-45-65-43- 50]; ICMH Organizer: Adrian Jarvis, Secretary-General, ICMH, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG, UK [tel.: +44 151- 478-4094; FAX: +44 151-478-4098])

September 14-16 Tenth Historical Cartography Colloquium, Bonn, Germany (Information: Seminar für Historische Geographie der Universität Bonn, Konviktstrasse 11, D-53113, Bonn [tel.: +49 228-735061; FAX: +49 228-737650]; or Prof. dr. Wolfgang Scharfe, Fachrichtung Kartographie, Freie Universität Berlin, Arno-Holz-Strasse 12, D-12165 Berlin [+49 30-838-4807; FAX: +49 30- 838-6739; e-mail: scharfe@geog.fu-berlin.de])

October 27th Annual Conference of the Nautical Research Guild, Mariners'

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Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 757-596-2222 or +1 800-581-7245; FAX: +1 757-591- 8212; e-mail: info@mariner.org ;])

2001

Summer Nineteenth International Conference on the History of Cartography, Madrid, Spain (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44 171-412-7525; FAX: +44 171-412-7780; e-mail: tony.campbell@bl.uk ; WWW: <http://www.cyberia.com/pages/idocktor>])

2003

Summer Twentieth International Conference on the History of Cartography, Portland, ME and Cambridge, MA (Information: Tony Campbell, Map Librarian, British Library Map Library, Great Russell St., London WC1B 3DG [tel.: +44 171-412-7525; FAX: +44 171-412-7780; e-mail: tony.campbell@bl.uk ; WWW: <http://www.cyberia.com/pages/idocktor>])

EXHIBITS

May 23-August 15 "Ocean Planet," Exhibit, Museum of Science and Industry,

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Chicago, IL (Information: Museum of Science and Industry, 57th St. and Lake Shore Dr., Chicago, IL 60637 [tel.: +1 312-684-1414; e-mail: msi@msichicago.org ; WWW: <http://www.msichicago.org>])

June 11-August 30 "Theatrum Orbis Terrarum of Oertelius," Exhibit, Amsterdam University Library, Amsterdam, Netherlands (Information: Drs. Jan W.H. Werner, Curator, Maps and Atlases, Map Room, Universiteitsbibliotheek Amsterdam, PO Box 19182, NL-1000 GD Amsterdam [tel: +31 20-525-2354; FAX: +31 20-525-2311; e-mail: werner@uba.uva.nl ; WWW: <http://www.cyberia.com/pages/jdocktor>])

June 13-September 20 "The Bard Brothers: Painting America under Steam and Sail," Exhibit, New York State Historical Association, Cooperstown, NY (Information: New York State Historical Association, PO Box 800, Lake Rd., Cooperstown, NY 13326 [tel.: +1 607-547-1400; FAX: +1 607-547-1404; e-mail: nysha@aol.com ; WWW: <http://www.cooperstown.net/nysha>])

September 19-December 13 "Ocean Planet," Exhibit, Museum of Science, Boston, MA (Information: Museum of Science, Science Park,

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Boston, MA 02114-1099 [tel.: +1 617-723-2500 or +1 617-589-0419; FAX: +1 617-589-0454; e-mail: info@mos.org ; WWW: <http://www.mos.org>])

1999

April 4-June 3 "Vikings," 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: members@cmmc.museum.digital.ca ;])

FESTIVALS, WORKSHOPS AND TRADE SHOWS

1998

July 23-26 Annual Kotka Maritime Festival, Kotka, Finland (Information: Kotkan Meripäivät Oy, Gutzeitintie 14, 48110 Kotka [tel: +358 52-234-4494; FAX: 358 52-217190; e-mail: kotkan.meripaivat@kotka.fi ; WWW: <http://www.kotka.fi/meripaivat/mp97.htm>])

September 11-13 22nd Annual Wooden Boat Festival, Port Townsend, WA (Information: Wooden Boat Foundation, Cupola House, 380 Jefferson Street, Port Townsend, WA 93368 [tel.: +1 360-385-3628; FAX: +1 360-385-4742; e-

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mail: wbf@olympus.net ; WWW: <http://www.olympus.net/edu/wbf/fest.htm>])

December 2-4 International Workboat Show, New Orleans, LA (Information: American Society of Naval Engineers, 1452 Duke St., Alexandria, VA 22314-3458 [tel.: +1 703-836-7491; FAX: +1 703-836-6727; e-mail: asnehq.asne@mcimail.com ; WWW: http://www.jhuapl.edu/ASN_E])

2000

April 26-30 OpSail 2000, Tall Ships Gathering, Agadir, Morocco (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; WWW: <http://www.opsail.org>])

May 25-29 OpSail 2000, Tall Ships Gathering, San Juan, Puerto Rico (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; WWW: <http://www.opsail.org>])

June 7-10 OpSail 2000, Tall Ships Gathering, Miami, FL (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail:

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info@opsail.org ; [WWW:
http://www.opsail.org](http://www.opsail.org))

June 16-20 OpSail 2000, Tall Ships Gathering, Norfolk, VA (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; [WWW:
http://www.opsail.org](http://www.opsail.org)])

June 23-27 OpSail 2000, Tall Ships Gathering, Baltimore, MD/Philadelphia, PA (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; [WWW:
http://www.opsail.org](http://www.opsail.org)])

July 3-9 OpSail 2000, Tall Ships Gathering, New York, NY (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; [WWW:
http://www.opsail.org](http://www.opsail.org)])

July 11-16 Sail Boston 2000, Tall Ships Gathering, Boston, MA

July 12-15 OpSail 2000, Tall Ships Gathering, New London, CT (Information: Operation Sail, Inc., 1333 New Hampshire Avenue NW, Washington, DC 20036 [tel.: +1 202-862-2484; e-mail: info@opsail.org ; [WWW:
http://www.opsail.org](http://www.opsail.org)])

MEETINGS AND

ARGONAUTA

VARIOUS

1998

August Annual General Meeting of the International Maritime Economic History Association, Seville, Spain (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709-637-6282; FAX: +1 709-639- 8125; e-mail: Olaf@beothuk.swgc.mun.ca]

August Executive Meeting, International Commission for Maritime History, Seville, Spain (Information: Adrian Jarvis, Secretary-General, ICMH, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG, UK [tel.: +44 151-478-4094; FAX: +44 151-478-4098])

November 5-8 Winter Meeting of the Navy League of the United States, Biscayne Bay Marriott Hotel, Miami, FL (Information: Navy League of the United States, 2300 Wilson Boulevard, Arlington, VA 22201 [tel.: +1 800-356-5760; [WWW:
http://www.navyleague.org/meetings/convent.htm](http://www.navyleague.org/meetings/convent.htm)])

1999

July 21-25 National Convention of the Navy League of the United States, Fairmont Hotel, Chicago, IL (Information: Navy League

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of the United States, 2300 Wilson Boulevard, Arlington, VA 22201 [tel.: +1 800-356-5760; [WWW:
http://www.navyleague.org/meetings/convent.htm](http://www.navyleague.org/meetings/convent.htm)])

2000

August 2-6 National Convention of the Navy League of the United States, Marriott Hotel Philadelphia, PA (Information: Navy League of the United States, 2300 Wilson Boulevard, Arlington, VA 22201 [tel.: +1 800-356-5760; [WWW:
http://www.navyleague.org/meetings/convent.htm](http://www.navyleague.org/meetings/convent.htm)])

CNRS Meeting in Corner Brook, 1999

Although this year's CNRS meeting in Calgary is still fresh in our memories, it is already time to begin considering next year's meeting in Corner Brook, Newfoundland. The theme is "Merchants and Mariners in Northern Seas," and the conference will be held jointly by CNRS and the Association for the History of the Northern Seas (AHNS) during the week of August 8-14, 1999. A number of proposals have already been submitted to Olaf Janzen, who is organizing the conference; these are described below. As yet, however, very few proposals have been submitted by members of CNRS. This is therefore to encourage members of CNRS to submit their proposals soon. Proposals may be submitted for individual papers or for entire sessions. Please include an abstract of the paper or papers (no more than 250 words) and a brief resume or c.v. The deadline for submission of proposals is 1 December 1998;

Contact Dr. Olaf U. Janzen,

Division of Arts, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 (tel.: +1 709-637-6282; FAX: +1 709-637-6159 or 639-8125; e-mail: laf@beothuk.swgc.mun.ca).

A publication "right of first refusal" will rest with one or the other of the host organizations, depending on the precise nature of the paper. Papers accepted for publication by the CNRS will appear in *The Northern Mariner/Le Marin du nord*; papers selected for publication by the AHNS will appear in their annual yearbook, *Northern Seas*.

With participants representing two societies from both sides of the Atlantic, and with excursions planned to L'Anse aux Meadows and Red Bay in Newfoundland and Labrador, this promises to be a fascinating and enjoyable conference for all. Please therefore think seriously of submitting a proposal, the sooner the better. For additional details, visit the AHNS web-page: (<http://www.swgc.mun.ca/ahns/>)

Some Initial Proposals of Papers:

Prof. J.Thor Thor (University of Iceland), "Why was Greenland lost?"

Changes in North Atlantic fisheries and maritime trade in the 15th century"

Mr. James E. Candow (Parks Canada, Halifax) "The Rise and Fall of the House of Ryan" [the Bonavista, Newfoundland mercantile firm James Ryan Limited during the period 1857 to 1978]

Dr. John P. Maarbjerg (Yale University, Connecticut) "Of Salt, Herring and the Decline of the Scanian Fisheries" [decline of the herring fisheries at Skanør in the sixteenth century]

Mr. Adrian Jarvis (Merseyside Maritime Museum, Liverpool, England) "More than skin deep: painting ships in the late nineteenth century" [i.e., the development of the practice of painting the hulls of ships]

Prof. John Armstrong (Thames Valley University, London, England) "The mariners of the British coastal trade in the late nineteenth century: employment requirements and rewards"

Dr. John D. Fudge (University College of the Cariboo, Kamloops, BC) "Home Ports and Destinations: Evidence of English Shipping in Some Sixteenth-Century Oresund Registers"

Dr. Ralph Tuchtenhagen (Universitat Heidelberg, Heidelberg, Germany) "Trade politics in the Baltic and White Sea regions"

Mrs. P.K. Crimmin (Royal Holloway and Bedford New College, University of London) "'Caught in the net': European mariners in extra European waters, c. 1790-1815"

Some Initial Proposals of Sessions:

Whaling in the Eighteenth Century (organizer: Jan Parmentier)

- Jan Parmentier (University of Ghent) "Maritime and economic aspects of Nantucket whaling during the period 1772- 1777"

- Alex Werner (Museum of London) "Thomas Hood and the London Greenland whale fishery, ca. 1740-1774"