

ARGONAUTA

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**The Canadian Nautical
Research Society**

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ARGONAUTA

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The Canadian Nautical Research Society

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EDITORIAL

This edition of *Argonauta* is a little thinner than usual because we received no reader responses to a previous issue before going to press. Also absent is our usual bibliographic essay, usually provided by Olaf Janzen. We've certainly come to welcome all his many submissions and diligent contributions, which as informal surveys of our membership have demonstrated, most of us devour. We look forward to his further and future contributions.

Regarding contributions to *Argonauta*, the editors point out that all members should feel free to submit material, articles, notices etc. to us for consideration of publication. After all, this newsletter is a forum for the CNRS—that means its members. Feel free to contact the editors directly or mail submissions through the Secretary of the CNRS.

A number of items in this issue originate with the CNRS annual

conference, held this June in Calgary. Apparently mere distance from the sea did not impede the conference. On the contrary, all reports confirm this year's conference was highly successful, by every measure. Kudos.

Eds.

COUNCIL CORNER - OCTOBER 1998

G. Edward Reed,
President, CNRS

The Society held its 1998 Annual Conference in Calgary, Alberta, from Thursday, 25 June to Sunday, 27 June.

The 1998 Annual Conference is something of a landmark in the history of the Society. It was the first time the Society had held an annual conference in the Prairie provinces, and the first time the Society had organized a large-scale or "world-class" conference. And what a successful event it was—an outstanding pro-

gramme, a stellar cast, excellent local arrangements, and much good fellowship!

At the heart of every Annual Conference are, of course, the papers that are given by members and non-members alike. The Society was very fortunate indeed to have many prominent and highly regarded researchers in the fields of naval and maritime history presenting papers at Calgary—e.g., Alan Frost, Michael Hadley, Greg Denning, Michael Handel, Don Schurman, John Harland, Ken Hagan, Andrew Lambert, Nick Rodger, and Glyndwr Williams. All names to conjure with!

The papers were, unsurprisingly, of a uniformly high standard again this year, and all were related in some way to the theme of the Conference - "Naval War, Exploration, and Societies at Sea" - with sessions on a wide range of topics, from "Medicine at Sea" and "Maritime Labourers" to "The Battle of the Atlantic" and "Naval Affairs in the Age of Sail". The papers will be published either in future issues of *The Northern Mariner* or in several projected volumes of proceedings. The experiment with parallel sessions was also a great success, owing in large measure to the very fine venue, the Rosza Centre, at the University of Calgary.

Also adding to the enjoyment of the 1998 Annual Conference were a reception and barbeque at HMCS *Tecumseh* on the Thursday evening, with the added and welcome opportunity to visit the Alberta Naval Museum, the Annual Banquet held amidst the Edwardian opulence of the Palliser Hotel on Friday evening, and whitewater rafting and a

field trip to Banff and lake Louise on Saturday.

While the Annual Conference provides excellent opportunities to renew old acquaintances, to establish new ones and to exchange news and ideas, they are also wonderful occasions to build a sense of community among nautical researchers--both professional and avocational--and serve as a source of inspiration. I know that I returned home from Calgary with both a fresh sense of pride in the work of the Society and its members and a renewed commitment to my own research, as I think many others did as well. The 1998 Annual Conference fulfilled all those purposes, and the Society is deeply indebted to Chris Archer, John Ferris, Holger Herwig, Tim Travers, Doug Peers, and Deb Isaac--all of the Department of History at the University of Calgary--for their hard work and dedication in organizing the Conference and to the speakers who all presented such interesting and informative papers.

The Annual Conferences are also occasions, though perhaps not so wonderful, to hold the Annual General Meetings of the Society. The Minutes of the 1998 Annual General Meeting are enclosed with the present issue of *Argonauta*, and I would urge all members of the Society to read them.

**THE CANADIAN
NAUTICAL RESEARCH
SOCIETY, MINUTES OF
ANNUAL GENERAL
MEETING, CALGARY,
ALBERTA, 25 June 1998**

1. Opening Remarks by the President

The meeting was called to order by the President at 12:15 in the Hub Room, Rosza Hall, University of Calgary, with fifteen members in attendance.

AGREED without motion to proceed with the business of the meeting in the order set out in the draft agenda.

2. Minutes of the Previous Meeting

AGREED (Glover/Schurman) to approve the minutes of the meeting of 31 May 1997 as circulated.

3. President's Report

The President provided an update on the effort using the *Access to Information Act* to obtain records from the National Archives of Canada pertaining to disposal of national marine records. He advised that progress was slow, and invited the participation of any members with a keen interest in the subject records.

The President provided the following conference updates:

- 1999--Corner Brook, Newfoundland, 8-14 August, "Merchants & Mariners in Northern Seas". This conference is being held jointly with the Association for History of the Northern Seas (AHNS), and the organizer, Olaf Janzen, reports good progress.
- 2000--Council had agreed in principle that it would be held in Ottawa in late-May or early-June, on the theme "Seafaring & Seafarers over the Millennium". Preliminary work was underway by

a committee headed by Ed Reed, assisted by Richard Gimblett and Faye Kert, with other volunteers welcomed.

An application was being prepared for a Social Sciences and Humanities Research Council (SSHRC) grant to assist in publication of *The Northern Mariner*, and was being coordinated by Lewis Fischer. In the discussion which followed, the President advised that the grant application was being undertaken chiefly in order to provide funding for the development of a marketing plan; as such, receipt of a grant could not imply any reduction in dues. The President also noted his deep appreciation for the assistance of Muriel Gimblett, CGA, in the preparation and review of the necessary financial statements of the Society for the application.

The President advised that the publications were generally in good shape, with a healthy supply of manuscripts.

4. Treasurer's Report

In the absence of the Treasurer-Elect, the President reported that the Treasurer, Treasurer-Elect and himself had been heavily involved in preparation of the SSHRC grant application. Accordingly, Council had no financial statements to present to the members, and he proposed that same would be distributed in a forthcoming issue of *Argonauta*. This process was acceptable to the membership.

5. Amendments to the By-Laws of the Society

The President reminded the members that at the previous AGM, Council had given the re-

quired one-year's notice of motion to delete all references to the Liaison Committee in the by-laws.

AGREED (Glover/Gough) to amend the By-Laws of the Society so as to delete any references to the Liaison Committee.

6. Nominating Committee

In the absence of the Committee Chair, Faye Kert, the President reported that, because the number of candidates equalled the number of vacancies, neither a vote nor a mail-in ballot were required, and the following slate was accepted as proposed:

- President G. Edward Reed
- First Vice-President
Christon Archer
- Second Vice-President
William Glover
- Secretary Richard H.
Gimblett
- Treasurer Kelly Guillemette
- Councillors Gerald Jordan,
Maurice D. Smith, James
Pritchard and, Lewis R.
Fischer

On behalf of Council, the President thanked Ann Martin for her past participation, and regretted that she had decided not to stand for re-election. Speaking for himself, the President added that he was grateful for the practical and moral support she had given him over the past four years in her capacities first as Assistant Treasurer and more recently as Treasurer.

The President also noted that he, Christon Archer and William Glover would not be eligible for election to their respective positions at the next Annual General Meeting, as each of them would, by that time, have served for the three consecutive one-year terms

allowed under the By-Laws of the Society.

7. Other Business

Don Schurman inquired into the relationship between the Society and the publication *Sea History*. The President advised that an exchange agreement with respect to publications was in existence, but that more pro-active relations were being explored.

Jan Drent raised the question of declining membership numbers. The President responded that Council also was concerned, but was confident that new promotion activities (such as the New Scholar Award and revised website) should be fruitful.

Bill Glover, following the line of the previous discussion, noted the larger-than-normal number of serving faculty members present, and took the opportunity to encourage them to promote the Society among their students.

Tony Busch, Past President of the North American Society for Oceanic History (NASOH), informed the members that their 1999 meeting was to be held at Lake George, and he suggested the possibility of a joint conference in the year 2001.

AGREED (Glover/Lund) that congratulations be extended to Christon Archer and the other members of the University of Calgary committee (John Ferris, Holger Herwig, Douglas Peers, and Tim Travers) for their efforts in organizing a superb conference.

There being no other business, it was **AGREED** (Drent/Glover) that the meeting be adjourned at 12:45.

Sgd. G. Edward Reed, President, and Richard H. Gimblett, Secretary, CNRS.

CNRS AWARDS COMMITTEE REPORT

By Faye Kert

The Terms of Reference for the various CNRS Awards Committees were discussed and revised by Council at the mid-winter Council Meeting. The Chair of the Committee then circulated the revised terms of reference to members of Council for comment. The new Terms cover the original Keith Matthews Awards, the annual selection of the Society's New Scholar's Award and the Merit Award for excellence in Canadian nautical research applicable to museums, archives of educational institutions.

Although little advertising was done, there were nine applicants for the New Scholar's Award, up from four the previous year. All papers proposed were of a uniformly high calibre. With the assistance of the Calgary conference organizers, Council was able to review the applications and the Committee selected Dr. Joseph A. Maiolo of the Department of International History, London School of Economics and Political Science. Dr. Maiolo's paper, "Deception and Intelligence Failure: Anglo-German Preparations for U-Boat Warfare in the 1930s," was presented at the Calgary conference. All applicants were notified of the Committee's decision by May 1.

At the January Council Meeting, it was recommended that the

New Scholar's Award and bur-sary should be promoted earlier in the year and more widely than it had been done in the past. The Committee will be following up on this recommendation.

The report of the Keith Matthews Awards Committee follows.

MATTHEWS AWARDS COMMITTEE REPORT

The Matthews Awards Committee comprising Faye Kert (Chair), Michael Hennessy and Roger Sarty reviewed the list of books and articles for the 1997 Keith Matthews Award. The Committee's recommendations are as follows:

Best Book: *This Distant and Unsurveyed Country: A Woman's Winter at Baffin Island, 1857-58* by W. Gillies Ross published by McGill-Queen's University Press.

Best Article:

"The Impact of German Technology on the Royal Canadian Navy in the Battle of the Atlantic, 1942-1943" by Robert C. Fisher, published in *The Northern Mariner/ Le Marin du Nord*, Vol. VI, No 4, (October 1997).

The winners and their respective publishers will be advised of the outcome of the Committee's decision following the Calgary Conference. Certificates are being prepared and will be sent to the recipients within the next two weeks.

In the interest of generating further publicity for the Keith Matthews Award, the Chair of the Committee will prepare an announcement of the results of the selection process to be dis-

tributed to publishers whose books were considered and to relevant journals and publications.

ARTICLE

SOUTHERN PRIDE AND THE ORIGINS OF THE FLOWER CLASS CORVETTE.

By John Harland

The design of the Flower Class corvette is commonly stated to be based on that of the whalecatcher *Southern Pride* built in 1936. That it owed something to this particular source is beyond question, but it is instructive to take a second look at some aspects of this assertion.



Figure: *Southern Pride*

Let us start by going back to 1937, and compare a top-of-the-line Icelandic trawler to a typical whalecatcher of the same era. The whaler was shorter (about 150' v. 188'); in profile, bow and stern were cut away; the hull was specially strengthened for ice, with frames closer together forward, extra stringers, and extra-thick plating in some areas; no bilge keels; open bridge, with the helmsman exposed to the weather; no hawse pipes and no anchor winch; the rudder was of

the free-hanging balanced type, and stern of 'cruiser' type. Trawlers had a counter-stern, full deadwood and traditional 'barn-door' rudder, and relatively straight stem with substantial forefoot.

Whalers had more powerful engines and greater speed than comparable trawlers. *Southern Gem* (c. 170' long) built by Bremer Vulkan in 1938, was powered with an engine capable of developing 3000 Indicated Horse Power, and could manage 16 knots. It is difficult to select an exact comparison, but a wartime 'Military' Class trawler, of about the same length, developing 1000 IHP could make only 12 knots.

British trawlers were based at cities like Hull, proximate to supplies of inexpensive coal, and

they set off for the fishing-grounds with the fish-room full of coal. This was burnt on the way to the field, and the space re-filled with fish. A 'tunnel' through the main bunker, gave the trimmer access to the fish-room. However for whalers working in the Antarctic with a floating-factory, refueling was infinitely easier with oil, and starting in 1925, this became the fuel universally used by catchers. Oil has other advantages, taking up less bunker-space, and being a more efficient fuel than coal, but compared to coal, it was more

expensive and its use demanded more sophisticated equipment . . . filters, pumps, etc.

- fewer problems with salt or oil contamination of feed-water; fewer joints to cause

pansion and contraction of the system.

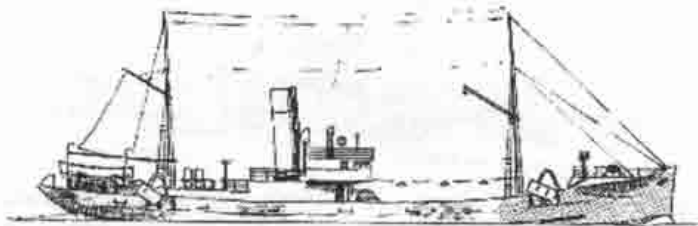


Figure: Trawler

At the beginning of the War, most whalers, and all trawlers had the traditional Scotch boiler. However, in 1937, Smith's Dock, Middlesbrough, and Kaldnes mek. Verk. in Tønsberg, Norway began to install watertube boilers in their catcher-boats. These were of the Hawthorn-Leslie 'Three-drum' variety, rather than the 'D-type' boilers which became standard in the post-war

- leakage; less vigilance needed in water-tending;
- a tremendous reserve of thermal energy;
- can respond quickly to a demand for an abrupt increase in speed;
- can be produced more quickly, by a work force of less sophistication.

The advantages of the Watertube Boiler can be summarized thus:

- Less boiler-space needed;
- A great weight reduction

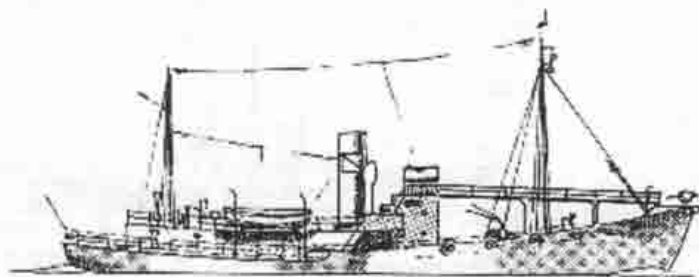


Figure: Whaler

whaler. Scotch Boilers contain a massive quantity of water, which is heated by passing the furnace gases through 'firetubes', while with the Watertube Boiler, a relatively small amount of water, contained in an array of tubes, is exposed directly to the burners. The advantages of the Scotch Boiler can be summarized as follows:

- Easier to install and repair;

- relative to the steam generated;
- more efficient, with more water being evaporated per pound of fuel burned;
- less time needed to get up steam; the smaller units are easier to get in and out of ship;
- higher boiler pressures easier to obtain safely;
- better able to stand forcing; fewer leaks due to the ex-

The absence of bilge-keels and hawse-pipes are explained by the danger of the whale-line being cut by the bilge-keel, or getting foul of the anchor-flukes. Whalers used folding stocked anchors, and anchor-davits. The whale-winch sometimes incorporated a sprocket for the anchor-cable, but mostly the chain was man-handled. The open bridge was necessary for unimpeded communication between crow's-nest lookout, helmsman and gunner. The cutaway bow and stern, so characteristic of the whaler reflected its uncommon agility, and very tight turning circle. In 1937, trawler builders were beginning to favour a type of cruiser stern, but they still preferred the traditional type of rudder, hinged on the stern-frame,

Southern Pride was one of four pre-War catchers, designed as 'scout-boats'. Each pelagic expedition consisted of a factory-ship and a group of about eight catchers. The 'scouts' were intended to allow the man directing the hunt (*Fangstleder*) to determine which sectors offered the best hunting, and direct his other catchers accordingly. The scouts were faster, about twenty feet longer than the regular boats, and bunkered 400 tons of fuel, about twice the usual amount. *Southern Pride* was unique in having one Scotch boiler and one watertube boiler.

In January 1939, William Reed of Smith's Dock Ltd, made a proposal to the Admiralty for a 'Patrol Vessel of Whaler Class'. This featured some whaler characteristics . . . cruiser-stern and spade rudder, oil-fuel and

watertube boilers. By the time the design criteria were settled, the requirement for watertube boilers was dropped, since at that desperate juncture, all available watertube boilers were needed for 'real' warships. Significantly, instead of designing a new propulsion unit, it was decided to make some minor modifications to the machine fitted, the previous year, in *Southern Pride*. The scout-whaler features that remained were the type of fuel; the bow and stern configuration, and the relatively powerful engine. The design differed from the whaler in having the traditional stockless anchors and anchor-windlass; a wheelhouse of the closed-in type found in a trawler; substantial bilge-keels; and a three bladed bronze propeller, rather than the four-bladed stainless-steel type found in whalers. Bunker capacity was cut to about 200 tons.*

Sir William Reed (1873-1948), who plays such an important part in this story, spent most of his professional life with Smith's Dock Ltd, having been appointed as general manager of their South Bank yard in 1909. The firm designed and built both *Southern Pride* and her engine. However, two things should be noted: first, *Southern Pride* was just one of about 125 whalers built by the yard between the wars; second, the corvette was not the first small escort vessel Smith's Dock had been involved with. In 1915, the yard built fifteen so-called 'Admiralty Whalers', which did not prove a success. In 1918-19, they built nearly forty patrol craft . . . the 'Kil-' boats. These were classified as 'fast trawlers' and had an odd push-me-pull-you appearance, designed to make it difficult for a U-Boat to decide in which direction they were going.

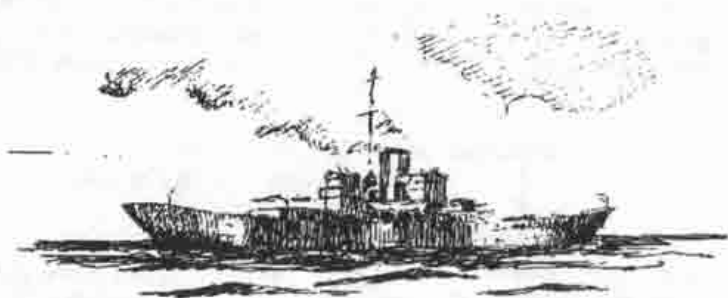


Figure: Kil-boat HMS Kilkeel

Had WW I not ended, an improved class of escorts might have been expected, and perhaps it was really a concept developed in 1918 that was the inspiration for the WW II corvette. In Sir William Reed's words:

"The corvettes built for the 1939-45 War, were those proposed to be built at the end of the 1914-18 War, burning oil-fuel and having watertube boilers. It was then intended to use the corvettes solely around the UK and the Western Approaches."
**

chines were produced during the War, and in addition to powering the Flower Class corvette, the *Southern Pride* engine was used in the LST 3, the Castle Class corvettes, River Class frigates and Tacoma Class Patrol Craft. A very significant contribution to the war-effort by a humble whalecatcher! Apart from this, it seems to me that the design of the corvette owed far more to Reed's experience in designing whalecatchers in general, and to expertise gained in WW I, designing and building coastal escort vessels, than it did to any specific vessel.



Figure: WWI Admiralty Whaler

So what was the precise connection between the *Southern Pride* and the 'Patrol Vessel of Whaler Class'? In my view, it is the fact that a modified version of her engine was chosen as an off-the-shelf powerplant for the proposed coastal escort, which ultimately took form as the corvette. In the event, over 1100 of these ma-

*The corvettes which served in the Kriegsmarine, bunkered 400 tons.

**Sir William Reed: *Transactions of the Royal Institute of Naval Architects*, (July 1947). Reprinted in *British Warship Design* p. 118.

Drawing Credits and Further Reading:

Ken Macpherson and Marc Milner: *Corvettes of the Royal Canadian Navy 1939-1945*. Vanwell, 1993.

Thomas G Lynch: *Canada's Flowers: History of the Corvettes of Canada 1939-1945*. Nimbus, 1981.

Anthony Preston and Alan Raven: *The Flower Class Corvettes*. Bivouac Books, 1973.

John McKay and John H Harland: *The Flower Class Corvette AGASSIZ*. Vanwell, 1993.

Peter Elliott: *Allied Escort Ships of World War II*. MacDonald and Janes, 1977.

John H Harland: *Catchers and Corvettes: The Steam Whalecatcher in Peace and War 1860-1960*. Jean Boudriot Press, 1992. All drawings were furnished by John Harland or taken from this work with permission, see pgs. 37, 290, 303, or 363.

THE GREAT LAKES MARITIME HERITAGE CENTRE

A note by Maurice Smith

It was Sir John A. Macdonald, who on June 19, 1890 officially opened the Kingston Dry-dock. He descended to the bottom of the dewatered dock, laid the 'first' stone, managed a bit of a tiff with a cleric and then ascended, no doubt leaving ecclesiastical matters behind as he moved off to the Frontenac Hotel for a party. The dock was in more or less continuous use until 1973 when it was last used by the infamous Captain Brian Erb. The Kingston Drydock is now a National Historic Site and part of the Marine Museum of the Great Lakes. The limestone Engine House with the steam engines and pumps in situ

is used for exhibits. Together, the Engine House and dry-dock, each virtually intact represent an outstanding example of marine industrial archaeology intimately connected with the progress of shipping on the Great Lakes.

Since 1988 the museum has been working steadily towards the restoration of the dry-dock as part of a larger project that has now evolved into the Great Lakes Maritime Heritage Centre. Pegged at \$3.4 million, this project includes substantial enhancements to the marine museum, the 376 foot dry-dock, 210 foot ship, waterfront park and steam museum. To date almost \$250,000.00 had been committed. Recently the Department of Canadian Heritage awarded the museum \$25,000.00 in matching funding to proceed with a detailed exhibit plan that includes all phases of the Maritime Heritage Centre.

The project includes a few engineering challenges, including the means by which the dry-dock will be blocked off for long term dewatering. The gate slides across the entrance. When withdrawn it is stored in its own chamber. In late September the gate, ballasted with water, was pumped out to test the leakage rate. In addition an underwater survey by video was conducted by members of POW. This survey has shown the seaward side of the gate to be in fair condition. The landward side is an altogether different matter that demands a direct physical inspection. To do this, stop logs will be dropped in place to block off the gate chamber and then the water will be pumped out leaving the gate dry for inspection. This is a little like going down the road and arriving at a Y junction.

The condition of the gate will determine which road we will take next in this project.

CALL FOR PAPERS

A conference "Sea Power at the Millenium" will be held in Portsmouth, England on 12,13,& 14 January 2000. Events will include a book fair, a reception hosted by the Lord Mayor in the historic Guildhall, dinner in HMS *Warrior* and conducted tours of warships and merchant ships in the harbour. The conference itself will review all aspects of Sea Power, i.e. military, commercial, industrial, social, etc. and look ahead to the next century. It will run in parallel sessions. Several leading authorities have already been signed up to attend, and sponsorship is being sought to keep conference charges to a low figure. Discounted accommodation will be available. 2. Papers are invited and a selection made in the New Year (1999). 3. More information will be available in due course from: Commander Alistair Wilson. RN Royal Naval Museum HM Naval Base Portsmouth, Hampshire, England PO1 3NH tel/fax: + 1243 775 285; email: seamill@rn-museum.compulink.co.uk

DIARY

1998

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; : <http://www.cyberia.com/pages/jdoكتور>]

November 18-19 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; <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 <http://www.jhuapl.edu/ASNE>])

1999

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 Southern Mississippi, Box 5047, Hattiesburg, MS 39406-5047

[tel.: +1 266-4333; e-mail: bbond@whale.st.usm.edu])

March 18-19. 20th Century War: an interdisciplinary perspective from the *fin de siècle*. 23rd History Symposium of the Royal Military College of Canada, Kingston, On. Contact Dr. M. A. Hennessy at hennessy-m@rmc.ca or phone 613-541-6000 ext 6648.

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

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; <http://www.ihr.sas.ac.uk/maps/confs.html>])

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; <http://www.swgc.mun.ca/ahns>])

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

August Sixth Conference of the North Sea Society, Hull, UK (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])

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; <http://www.Naut-Res-Guild.org>])

For a more complete Diary see previous issue of *Argonauta*.