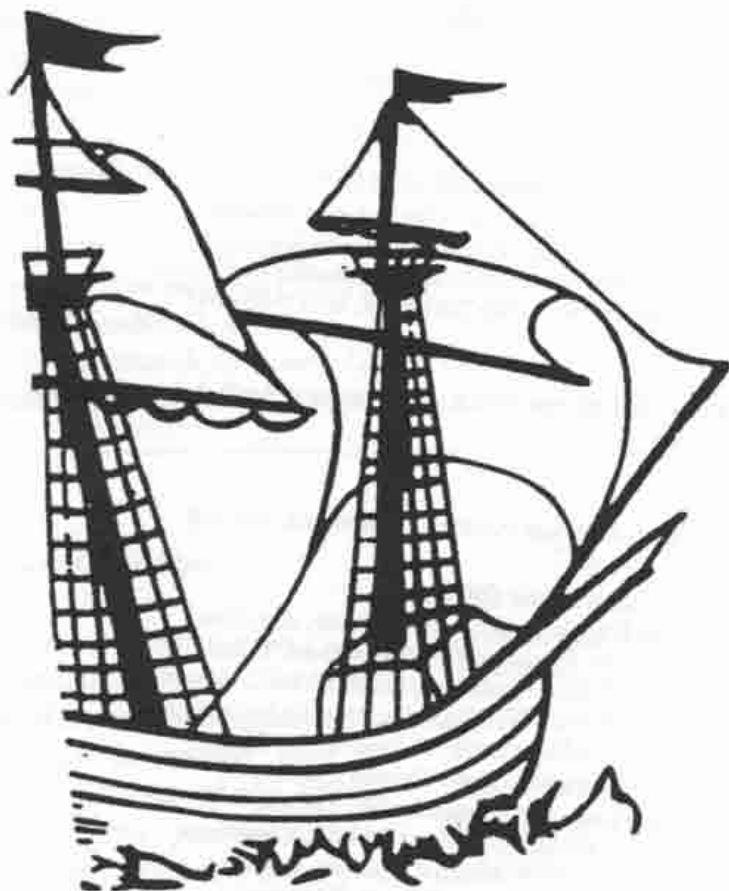


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

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ARGONAUTA

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Council Corner

You will now have received your invitation to contribute to the President's Appeal. The work of the society is important for all those who want to expand both the knowledge and the audience of our national maritime history. I urge you to make a contribution to the appeal. You may direct your gift to the particular activity of your choice – publishing, awards, or general operating expenses including conferences. Tax receipts will be provided for the full amount, and all gifts will be recognized in the October issue of *Argonauta*. Gift of \$1,000.00 and more will be recognized on an annual basis. Contributions can be accepted by cheque, Visa or MasterCard. If you have misplaced the gift form, simply write a brief note saying what you would like to do, and mail it to the Canadian Nautical Research Society, PO Box 511, Kingston, Ontario. K7L 4W5.

The task of expanding the knowledge of maritime history can take many forms. One obvious one is through conferences. Our annual conference will be in Ottawa. It will start on the evening of Thursday, June 8 with a cruise on the Ottawa River. Today the river is little used. We forget that it was once the vital highway of the fur trade into the interior of the continent. With a length of 763 miles/1271 kilometres, by my count it is the ninth longest river in North America. For example, it is longer than the St. Lawrence, the Assiniboine and the Red rivers. Friday and Saturday we will have substantive sessions. The banquet and awards presentation will be held at the River Mill Restaurant overlooking a branch of the Ottawa where it runs around Victoria Island. The work of restoration of the old mill as a restaurant has been done very well and when it was completed won heritage awards. After the sessions on Saturday afternoon there will be an opportunity for a cruise on the Rideau Canal. The canal was,

of course, the great engineering work of Colonel John By. Today it almost certainly could not be built because of the environmental assessments and impact studies that are needed. The boaters haven of Dow's Lake was once a swamp, and the greatest single cause of death amongst the workmen building the canal was malaria. The original purpose of the canal was to provide a secure military communications route between Montreal and Kingston. The War of 1812 had shown that the St. Lawrence was too vulnerable to enemy attack. Of course the canal was quickly superseded with the advent of the all weather railway.

The sessions will include a diverse range of papers discussing the maritime history, from the exploration work of James Cook and the arctic and the antarctic explorer Sir James Ross, to submarine in the Royal Canadian Navy in the 1950s. The first call for papers was unfortunately delayed, and therefore as this column goes to press there is still some room on the programme. Last minute entries should be made to Richard Gimblett at (613) 945-0623, or fax, (613) 945-0688, or by e-mail at richmag@infonet.ca. Plan to attend the conference. If you live in the Ottawa area, take time to see the city you take for granted. If you are from outside the Ottawa area, make it a trip with a holiday as well as a purpose.

There is one other matter which I urge all members to consider. Whether you are able to attend the conference or not, whether you are able to support the President's Appeal or not, we ought to be able to add one new member each. The health and size of the audience of maritime history is as important as expanding the knowledge. If we are not always looking for a new members of the , not only will it gradually

fade away, but so too will maritime awareness in our country. Suggest to a friend who shares some of your interest that membership is a good thing. Give a subscription as a birthday or Christmas present to someone whom you know has a maritime interest. If your library does not carry it, it ask if they would like a subscription as a charitable contribution. We produce a very good journal that deserves a larger audience than the three hundred or so that we mail out. If each of us attracts just one new member from our own personal acquaintances, the society would double in size, and so we would help to expand the audience for maritime history. Is there an alternative?

Bill Glover

CNRS Research Directory

In the October issue, we will provide the membership with the fifth edition of the Research Directory, in which will be listed the contact information and research interests of everyone who belongs to the Society. Of course, we can't do this without your input: near the back of this issue is a form. *Please* take the time to fill it out and return it to us, or better still, send the information via e-mail. Because we are striving to send each issue of *Argonauta* and *The Northern Mariner / le Marin du Nord* out on time (never mind the rude comments!), we need to have this information in by **31 August, 2000**. The only way you can be listed in the Directory that will usher in the new millennium is to send us that information!

Call for Papers
Maritime Moments of the Millennium

- Papers are submitted with the reasonable expectation of publication, with first right of refusal in *The Northern Mariner / Le Marin du nord*, the journal of the Society.
- The conference will be held at the Naval Reserve Establishment, Her Majesty's Canadian Ship (HMCS) *Carleton*, situated on Dow's Lake of the historic Rideau Canal.
- *The Gerry Panting New Scholar Award* is a bursary to defray travel expenses, available to a presenter with less than five years experience in maritime studies. Applications (with c.v.) should accompany submission of proposal.
- Proposals should be made to:

Richard H. Gimblett
49 South Park Drive
Blackburn Hamlet, Ontario,
CANADA K1B 3B8

(613) 830-8633 (home)
(613) 945-0635 (work)
(613) 945-0688 (fax)

e-mail: richmag@infonet.ca

Plan to Attend
The Year 2000 Annual Conference
of the
Canadian Nautical Research Society
Thursday, June 8 to Saturday June 10
Ottawa, Ontario

Editorial

On the inside front cover you will see at the very top, the name Kenneth S. Mackenzie. I am pleased to announce that the founding editor of *Argonauta* has taken the "Queen's Shilling" and has entered the fray as our West Coast representative. He is a worthy gent indeed, who with his column, *West Coast Wisdom* will surly be testing the mettle of our readers. Welcome back Ken. Having said something nice we, ye editors, would welcome other correspondents if only to challenge from time to time the prideful bias that has crept into Ken's column. Given the regional makeup of Canada this offer leaves the hatch open for others to join in with columns of their own. Seems that only a few years back, when Ken lived in Montreal he was arguing the benefits of the St. Lawrence River. It must be the salubrious surroundings of Salt Spring Island that has this contrary affect on historians.

We are giving a trial run to advertising in *Argonauta* so that eventually, the Council can formulate some policy on the subject. This is all in keeping with the comments of our President, Bill Glover and the importance of the Society working towards sustainability. We are currently looking at business card size advertising at \$20.00 per issue. This may be too low but it is a start. Now this is quite separate from Members News that all paid up members of CNRS are entitled to. If you have a book, a skill, a place or an event you would like to advertise then please contact us.

In Kingston a well known advocate for heritage preservation, Dr. Margaret Angus said "ok" to a plan by Queen's University to tear down several handsome buildings for a new

Chemistry wing. Her comment was that we must pick our fights. Picking fights suggests that there is something to fight about, some definition of what is important and how to go about giving a priority to one thing and not another in a decidedly pro "bottom line" environment. It does not take many readings of *Nautical Nostalgia* or a bit of travelling in this dominion to realize the enormity of our heritage resources and how quickly evidence of existence is disappearing. Think back only a few years and recall the requests for help from Dr. Eileen Marcil regarding the now gone but then substantive evidence of Little Davey Shipyard in Lauzon, Quebec. Evidence can take many forms. It can be bricks and mortar, plating and frames or it can be intellectual, something in the head of a friend or neighbour. These columns would welcome comment from our Members on this subject.

I am still going on a bit about last years CNRS conference in Cornerbrook, Newfoundland and the vivid impressions it left all of us who were there - Captain Cook's anchorage, good sessions, terrific hospitality, Labrador and all that. On the way, Ruth and I passed through Cape Breton Island to see the famous trail visiting ports along the way including Mabou. This is supposed to be the best harbour on that coast. There were gypsum mines nearby and what we call "canallers" on the Lakes made regular runs into the harbour for this cargo. At 250 feet and a fourteen foot draft they would have had a tough time crossing the bar. Mabou harbour, at the end of a breathtaking river valley, all shades of green and blue is mostly water meadow on one side and a few industrial reminders of the gypsum trade on the other.

In the lighthouse museum there was this in Gaelic inscribed around a compass rose on the floor (translated by the young attendant):

Wind from the North, cold and flaying
Wind from the West, fish and bread
Wind from the south, warmth and abundance
Wind from the east, a man in the mast.

Our marine history is everywhere.

Maurice Smith

Nautical Nostalgia

by William Glover

As our annual conference is being held in the city of Ottawa it is appropriate to discuss some of Ottawa's maritime heritage connections. Because the conference will begin with a cruise on the Ottawa river so we can begin with a look at ships of the Canadian navy named *Ottawa* both for the river and the city. In fact, it is the only name that has been given to four different warships. The first HMCS *Ottawa* has been built as a "C" class destroyer for the Royal Navy in 1932, as had been her sisters, HMC ships *St. Laurent*, *Fraser*, and *Restigouche*. *Ottawa* was bought with *Restigouche* in the second expansion of the RCN's destroyers and was commissioned on 15 June 1938. She was employed on convoy escort duty in the North Atlantic until she was sunk, with the loss of 114 sailors, on 14 September 1942. The second *Ottawa* was also originally built for the Royal Navy. She had been commissioned as HMS *Griffon* in 1936 and was transferred to the RCN in March 1943. The following month she was renamed *Ottawa*. She had some important service that included membership in the famous Fifth (Barber Pole)

Squadron based out of Newfoundland. She was later transferred to Londonderry, Ireland, where she was the senior officer's ship in Escort Group 11. The senior officer was Commander James Douglas "Chummy" Prentice. Prior to taking up that appointment Prentice, with acting rank had been Captain (Destroyers) at Halifax. No other single officer made as important a contribution to the training and fighting efficiency of the RCN escort forces as did Prentice.

Back at sea in command of *Ottawa*, Prentice participated in the destruction of three U-boats. I am not aware of any Canadian ship that had a share in a larger number of confirmed U-boat kills. However that did not save *Ottawa* after the war. She was paid off in November 1945 and broken up the next year. The third *Ottawa* was in *St. Laurent* class destroyer escort. Some CNRS members may remember that our late member Rear Admiral Sam Davis, who was actively involved in the design and construction of those ships, spoke about that building programme when CNRS last met in Ottawa. HMCS *Ottawa* was commissioned on 10 November, 1956. A few years later she was given an extended refit and conversion to carry a helicopter. Redesignated as DDH, she was decommissioned on 21 October 1964. She was finally paid off on 31 July 1992.

The fourth and current *Ottawa* is one of our patrol frigates. These ships are named for cities and known as the *Halifax* class. She was the last of the class to be completed, and was commissioned at Cornwall, Ontario on 28 September 1996. She is currently based on the west coast of Esquimalt.

Keeping with the theme of Ottawa and conferences, it may also be appropriate to

remember a native son of Ottawa, whose life work is certain to be reviewed in our 2004 conference, if our discussions with the Canadian Hydrographic Service come to fruition. In that year we hope to have a conference that will mark the centenary of the establishment of the Hydrographic Survey of Canada as the single agency of the government responsible for surveying and charting Canada's coasts, lakes and rivers. Up to that time the departments of Public Works, of railways and Canals, and of Marine and Fisheries had each their own survey branches. As a result of an accident, it was decided to combine them into a single agency. An Order-in-Council on 2 August 1904 named William James Stewart as the first Chief Hydrographic Surveyor of Canada. Stewart had been born in Ottawa in 1863. He studied engineering at the Royal Military College of Canada and graduated first in his class, winning the Gold Medal. In March 1884 he was offered the position of assistant to Commander Boulton, RN who was the Officer-in-Charge of Georgian Bay survey. So began Stewart's career as a hydrographer.

After the grounding of the CPR steamer *Parthia* in Vancouver harbour in June 1890, Stewart went west to resurvey the harbour and Burrard Inlet. In 1893 he succeeded Boulton as the Officer-in-charge of the Georgian Bay survey, a work that was completed the following year. However the scope had been expanded to become the Great Lakes survey, and Stewart remained at its head. In the summer of 1901 he went to Manitoba to start up the survey of Lake Winnipeg. The first charts to be published in Canada were of that lake, titled "Red River to Berens River." A copy has been (and still may be) on display at the National Archives of Canada. With the creation of the

Hydrographic Survey of Canada Stewart was named its head, and remained there until his death in 1925. He was not always an easy superior. In recognition of his work a new hydrographic ship was named in his honour the *William J. Stewart*. Known affectionately as the "Willie J," this ship was the pride of the hydrographic fleet until she was retired in 1975, after 43 years of service. She still survives, under a different name, as floating hotel at Uculet in Barkley sound on the British Columbia coast.

West Coast Wisdom

by Kenneth S. Mackenzie

Ye Editors have opened the floodgates. They have seen fit to anoint me the West Coast representative for *Argonauta*. I guess that means in current usage that I am now WCREP. Here goes.

If the *National Post* has no other use (and I actually believe it has- but that is another story) it is in its interest in dead people. Its obituary sections has great merit. I do not know if this is a reflection of my particular time in life, but I find worthwhile reading there. Once recent item was the obituary of Annette Brock Davis. Headed "A love of sea helped chart new waters for female sailors", it told the story of Montreal mariner (marinesse?) Who served a year "before the mast" in a sailing ship in the last stages of the sail grain trade from Australia to Europe. It is a fascinating story and the subject of a book she wrote in 1998 (a copy of which I am trying to locate).

One female sailor who might just have been reached by Davis's experiences is Olive Carroll. She wrote a delightful book entitled

Deep Sea Sparks; A Canadian Girl in the Norwegian Merchant Navy. Produced in 1993 by the West Coast publisher Cordillera, it is a marvellous account of Miss Carroll's four years at sea as a Radio Officer in Norwegian ships. Olive Carroll, born twenty years after Annette Davis, is at last reports till alive and living on the West Coast - and her book is readily available.

One of the best books I have read recently (albeit belatedly) is David McCullough's *The Path Between the Seas: the Creation of the Panama Canal 1870-1914*. This book has a double significance at the moment: operation and ownership of the Canal has just been turned over to Panama, and Vancouver has just overtaken Montreal as Canada's major port by any measure of that claim. Oh, how they must be writhing at Cite du Havre. Not only did Vancouver finally take the lead in the most prestigious measure of port supremacy - the number of twenty-foot equivalent units of containers (TEUs) - it also reached the magic figure of one million moves in a year ahead of its eastern rival. Given the predilection for disruptive longshoreman strikes out here that record may not stand for long - but at least we held it for 1999. To put things in a certain perspective, Hong Kong and Singapore jockey regularly for the status of the world's leading container port, as something over 14 million TEUs a year.

This all reminded me of a clipping in my files from the *Vancouver Province* dated 12 July 1924. Citing Ottawa sources it noted how "for the first time on record", more wheat was exported from the port of Vancouver than from the port of Montreal. And that was a direct result of the existence of the Panama Canal.

Nowadays, in this year of post-Panamax container ships the Canal may no longer be such a decisive factor. Fortunately, however, the new container-ship behemoths are able to make it into Deltaport, one of the three local container facilities. In this regard Montreal is at a real disadvantage, given the physical restrictions imposed upon ships transiting the St. Lawrence Ship Channel upriver from Quebec City.

Finally, to be credible, any wisdom from the West Coast must contain some mention of shipbuilding - and in particular of aluminum catamaran ferries, or "fast cats". In a nutshell, regardless of how well-intentioned the government might have been, the programme has been a disaster. Historically BC has been just as keen and eager as the rest of Canada to get into modern shipbuilding, but it has taken the impetus of two world wars to kick-start any meaningful work. The BC government in its wisdom decided that fifty odd years since the last was just too long, and so imposed aluminum shipbuilding as a provincial imperative. The three new vessels are afloat, and two are in service, in a way - as the old joke goes, the operations was a success but the patient is terminally ill. The ferries are being used on an unsuitable route, their weights have to be monitored very carefully, and the ships keep running into the floating debris that abound in our coastal waters. There may not be as much of this as when I grew up out here fifty years ago, but there is enough to continue a rash of minor incidents. The concentration of time, money and effort on these ships has been such that all other ferry routes are suffering from a lack of attention - including my own, to Salt Spring Island.

Notes

New Québec Diving Regulations

As this is being written (March 2000), the Government of Québec is about to introduce legislation which will regulate scuba diving within the province. Their goal is to improve the quality of diver training and overall safety. In so doing, there will be changes for those who are already certified divers, both residents of Québec and outsiders. The Fédération Québécoise des Activités Subaquatiques (FQAS) have been mandated to oversee the implementation of the regulations and wrote the new rules. It should be noted that the FQAS are no longer a diving training agency.

Ignoring the impact on instructors, the main points are:

- all divers will have to obtain a certificate attesting to their diving qualifications, broken down into three categories 'A', 'B' and 'C' (akin to "beginner", "intermediate" and "advanced"). These certificates will be valid for three years.
- these certificates are *in addition to* the "C-cards" issued by the various training agencies, and are in effect nothing more than diving licenses. The programme is intended to be self-supporting, and the fees *at present* will be \$15 for the three years.
- to obtain one of these licenses, the diver must hold a valid certification from one of the agencies on their list, such as NAUI, PADI, ACUC, etc, etc. Though this list is widespread, there are some

omissions, most notably the BSAC. However, any agency which is affiliated with CMAS is recognized. There must also be evidence of diving in conditions similar to those which are found in Québec.

- renewal of these licenses requires proof of a minimum number of 10 dives during the previous three years, or the passing of an approved examination, or the taking of a refresher course.
- included in the regulations are rules which appear to set limits as to such things as maximum depth, visibility, etc that are allowed. It is unclear exactly how these will (or could!) be enforced, or indeed who will police the dive sites and what penalties will be exacted on those found in violation of the limits and/or lacking one of these licenses.

It is important to note that *tourists* will also need to acquire one of these certificates - although temporary ones, valid for one month, will be made available. This should not pose a problem if they are using a dive store or dive charter operation. Nevertheless, this is not something which will encourage the nascent diving tourist trade in the province.

There may also be new regulations which will affect the scientific diver - if so, and as they are uncovered, they will be summarised in *Argonauta*. The best place for late-breaking information on all aspects of these regulations is the FQAS website:

<http://www.fqas.qc.ca>

Aliens!

Those who live around the Great Lakes will be well aware of a few foreigners who have been smuggled into the environment. The Zebra Mussel (*Dreissena polymorpha* and *Dreissena bugensis*, the closely related Quagga) has found its way into the headlines ever since its arrival in the 1980s. There are several other species of "exotics", many with potentially significant impact on the ecosystem and even the wrecks which lay beneath the surface. A recent arrival is the Round Goby - *Neogobius melanostomus* - first reported in the St. Clair River in 1990, and now found in all five of the Great Lakes.

These are prolific little fish whose presence may not be good news for some native species. They like rocky habitats, and occasionally snack on Zebra Mussels. Those members of the Society who enjoy wreck diving are likely to encounter them, and are invited to help out in a survey being conducted in conjunction with the University of Windsor:

<http://www.uwindsor.ca/goby>

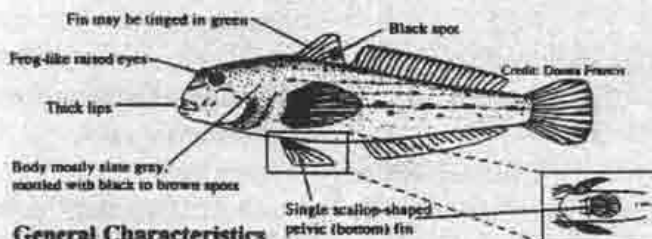
Canada's War Memorials

The March/April 2000 issue of *Legion* magazine notes two related items that might be of use to those researching genealogy and/or naval history: the Organisation of Military Museums of Canada has begun a project to catalogue all of Canada's Military Memorials; while there is another project afoot to photograph and put up on the Internet every Canadian war grave. For more information contact:

National Inventory of Military Memorials
c/o Veterans Affairs Canada
Commemoration Division
66 Slater St.
Ottawa, Ontario
K1P 5H1

Maple Leaf Legacy Project
c/o 22 Southdown Road
Tadley
Hampshire
United Kingdom RG26 4BT
e-mail: sdouglas2001@hotmail.com

How to Identify a Round Goby (adult shown)



General Characteristics

- Key Feature: no other native fish in the Great Lakes has the single pelvic fin.
- Young are solid slate gray.
- Usually 3-6 inches (7.6 - 15.2 cm) long; may be up to 10 inches (25.4 cm) long.
- Bottom dwelling fish

Project of the Great Lakes
Sea Grant Network and
U.S. Fish and Wildlife Service

Courtesy of Dr. Linda Corkum and Doug Jensen

Members' News

The *Witch of the Waves* is a recent publication of **Rick James**. It is a freelance story of the iron square rigger *Melanope* in the *Victoria Times Colonist Islander*. The article recounts the varied career of the famous ship; and contrary to Basil Lubbock's tale of her as an cursed ship, relates that instead she was a fine sailor according to the last two masters. She was launched as an immigrant ship (Australia/Liverpool) in 1876. The bones of the *Melanope* are still visible off the beach at Royston, B.C.

Rick is currently involved with working up the construction details and operational histories of fourteen historic shipwrecks found off the Sunshine Coast region of southern British Columbia waters for the Underwater Archaeological Society of British Columbia. The UASBC will be surveying and documenting the Sunshine Coast wrecks over the next two years and hopes to publish its Sunshine Coast Report in 2002.

Dan Harris has just had published in the November issue of the *Mariners Mirror*, *Charles Sheldons: The Baltic's First Dry Dock*. He is continuing his work on English shipbuilders in Denmark and Sweden, 1659 - 1770 and the Royal Canadian Navy visit to Soviet waters in 1924.

The Executive Director/Curator of the Marine Museum of the Great Lakes **Maurice D. Smith** will be devoting more of his time to development work associated with the Maritime Heritage Centre over the next two years. In 2003 he will 'go on the beach', half pay/half time as Curator for three years. The Board of

Directors will be advertising for the position of Operations Manager with rights of succession later this spring. This staff change was initiated some four years ago when a succession policy was first introduced and developed at the request of Mr. Smith.

Institutional News

The **Great Lakes Maritime Heritage Centre**, a project of the Marine Museum of the Great Lakes now has slightly over \$500,000 in committed funds that includes support from the Millennium Bureau of \$127,500 and Canada Steamship Lines of \$200,000. Research is not forgotten. Dr. Gordon C. Shaw has gifted \$40,000 that will be used for the **Gordon C. Shaw Study Centre**. This generous donation with additional funding will allow the museum to expand and improve its existing archival and library resources.

In December 1999 a Museum team took on the job of removing some 3 million gallons of water from the drydock. Pumps and a power source were donated by ITT Flygt Pumps Ottawa and a 800,000 watt generator from Cruickshank Construction, Kingston. The purpose of this critical dewatering was to survey the dock for structural stability, condition of the keel blocks and the state of the sediment on the bottom. Positive reports will now allow the Board to proceed to the next step which is to place the museum ship *Alexander Henry* in the dock - dry. The Kingston Drydock built in 1889 and the engine house with pumps in situ is a National Historic Site.

Photographs documenting the dewatering can be found on the museum web site at www.marmus.ca. Follow the links.

Editors' note:

No excuses now! With publications now back on track there will be ample opportunity for members and institutions to forward news. A form is provided at the back and there are several methods including e-mail that can be used.

Conferences and Calls for Papers

The Canadian Nautical Research Society

Maritime Moments of the Millenium
Annual Conference and General Meeting
8 - 10 June 2000
(see notice page 3)

Archaeology, Heritage and Tourism

Adelaide, Australia
28 November - 2 December 2000

A second joint conference between the Australian Institute for Maritime Archaeology (AIMA) and the Australasian Society for Historical Archaeology (ASHA) is to be held in Adelaide from 28 November to 2 December 2000. This conference will follow immediately after the National Archaeology Students Conference, from 25-27 November.

The theme of the conference is archaeology, heritage and tourism - in what way do these subjects overlap - should they? What are the benefits of making heritage available to the cultural tourist; what are the possible conflicts, and can they be resolved?

Papers / Workshops addressing the following topics, or other related topics would be most welcome:

- Current projects/programmes involving archaeology, heritage and tourism.
- What is cultural tourism?
- The role of archaeology in cultural tourism.
- Archaeology and museums - conflict or cooperation?
- Teaching archaeology and cultural tourism.
- The interpretation and public use of archaeological and other heritage sites and archaeological collections.
- Databases as resources for archaeologists, heritage managers and cultural tourists.
- Virtual cultural tourism - is it the same as virtual archaeology?
- Preserve, promote and profit? - the professional and commercial roles in the use of archaeological and heritage sites.
- Ethical issues for the archaeologist involved in cultural tourism.
- Cultural Heritage Trails - where do they lead?

In conjunction with the conference, there will also be a one-day workshop on Native Title and archaeology (27th November), building on the post-contact workshop at the AAA conference in Perth in December 1999. Registrations of interest, papers or presentations for this workshop are also invited.

To encourage student participation, a range of budget accommodation and private billeting will be offered. In addition, Ansett Australia has been selected as the preferred airline and discount airfares can be arranged with Ansett using masterfile number MC06733 in addition to advanced purchase fares. All delegates Australia wide can contact Ansett

Australia on 131300 and quote this number to be offered the best available airfare for their travel arrangements.

Offers of papers should reach the organising committee by Friday 28 April 2000. At this stage, only a title and a broad indication of the topic is required, although an abstract would be welcome. Send offers to:

Bill Jeffery
Heritage South Australia
Department for Environment,
Heritage and Aboriginal Affairs
GPO Box 1047
Adelaide SA 5001
Australia
E-mail: bjeffery@dehaa.sa.gov.au
Phone: 61 8 8204 9311
Fax: 61 8 8204 9455

**Maritime History Beyond 2000: Visions of
Sea and Shore**

International Conference on Maritime History
and Heritage
Fremantle, Australia
11-15 December 2001

Organised by the Australian Association
for Maritime History and sponsored by the
Western Australian Maritime Museum
International Maritime Economic History
Association.

This conference aims at bringing
together practitioners and all others interested in
maritime history in order to present the latest
findings in maritime historical research and
heritage studies and to review the state of the
discipline in all its aspects. The conference
programme is unlimited in space and time, and

papers are invited on all aspects of maritime
history and heritage. It is anticipated that special
sessions may be devoted to subjects such as:

- the social history of living with the sea
- cultural studies
- fisheries and fishing communities
- ports and port cities
- naval history and strategic studies
- shipping agencies and information flows
- overseas shipping and trade
- ethnic maritime communities
- imperialism and dual economies
- shipbuilding and technology transfer
- maritime labour and unionism
- the maritime history of Australia

For further information contact:

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The Periodical Literature

by Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. Thus,

The Journal of Transport History 20, No. 2 (September 1999) carried an article by John M. Barney on "Shipping in the port of King's Lynn, 1702-1800," pp. 126-140; Barney explains that it has (uniquely among ports known to him) proved possible to recreate a register of all town-owned ships over fifty tons in use at any time in the eighteenth century, a register that forms the basis of the findings presented in his paper. "Australian Surf Life-saving and the 'Forgotten Members'" by Ed Jaggard appears in *Australian Historical Studies* No. 112 (April 1999), 23-43; Jaggard challenges the all-male view of Australia's life-savers and shows instead that women participated since the inception of the service in 1906.

In *History Today* 49, No. 10 (October 1999), 32-33 we find "Who Was Hornblower?" by John D. Grainger, a brief essay in which the author investigates the creation of C.S. Forester's naval hero of the Napoleonic Wars and identifies not one but two Hornblower originals. *Canadian Military History* 8, No. 3 (Summer 1999), 63-69 carries "The End of HMCS *St. Croix*," an account by stoker William Fisher, the sole survivor of that sinking in 1944. In "Ideas, Interests and Strategy: Bureaucratic Politics and the United States Navy," *Armed Forces & Society* 25, No. 2 (Winter 1999), 243-265, author Paul T. Mitchell challenges the hypothesis of view of Edward Rhodes, who recently maintained that ideas were superior to bureaucratic interests in the shaping of US Naval policy. In that same issue of *Armed Forces & Society*, pp. 289-306, an article by John W. Bodnar raises the question "How Long Does it Take to Change a Culture? Integration at the U.S. Naval Academy." Bodnar concludes that the process of integration (he specifically examines racial integration) takes much longer than one might think,

and proposes a four-step process of integration in his analysis. The *National Geographic* 197, No. 3 (March 2000), 30-41 carried "The New Cold War: Stalking Arctic Climate Change by Submarine," an article by Glenn Hodges.

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