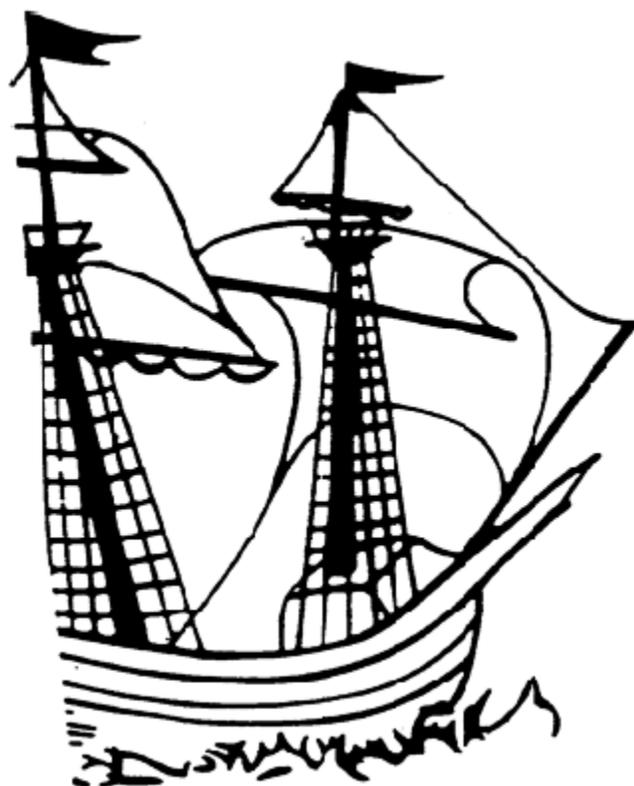


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Editorial

11 September 2001. The 254th day of the Third Millennium, as counted by our Western calendar, and every "Joe Sixpack" in North America has been forcibly taught a little bit of history. History, ignited by the sparks from two cultures colliding, is the fuel that drives the terrorists. And it will be the lessons learned from history that will give Western Civilisation victory – tactically, strategically, and even politically.

We can see the American-led forces basing their planning on what was found out the hard way by others who have fought in Afghanistan. I wonder if *Canada* will learn anything? Once again, Canadian forces are heading towards a combat theatre, ill-equipped after decades of ill-treatment by their political masters. Unfortunately, as much as we'd like

to, we can't put the blame on the politicians. They mindlessly do whatever gets them elected (or whatever costs them the fewest votes). For years, the Canadian public has been at best indifferent to the state of their military. And those who serve are the ones who will pay the price. That is the real reason why the helicopters that fly from the decks of HMC Ships are literal antiques: were they automobiles, they would have been so classified since 1988! Unlike an old car, they can't be run in only good weather and when the pleasure of the driving is the only objective. If they are used, it will be for combat operations, when mechanical failure can directly lead to the deaths not just of the aircrew, but the sinking of the ships from which they fly. That the government has still not ordered replacements, after more than ten years of messing about, is more than embarrassing. Simply put, it is worse than negligence. We can only hope that

Fortune will keep those who fly those choppers alive and well.

Ancient equipment is bad enough, but in a fighting force, leadership is what counts. Aided and abetted by the politicians, the higher ranks of the CAF have been transmogrified into managers, and not terribly good ones at that. In his book *Lament for an Army - The Decline of Canadian Military Professionalism*, Lieutenant-Colonel John A. English provides a barbed outline of the degeneration of the last forty-odd years. Commodore Eric Lerhe's conduct this past summer was exemplary, but it only confirmed that the real priority of the top brass is nonsensical "sensitivity."

It is almost as if every generation of Canadians are like teenagers: they refuse to learn from the mistakes of those who have gone before. This Dominion was formed, in part, in reaction to the American Civil War. The nascent military wasn't ready for the Riel Rebellion, and when the public demanded participation in the Boer War, forces had to be extemporised. Ten years later, at least the Canadian Army had laid sensible foundations (pity Sam Hughes overrode the plans), but the newborn RCN was ignored by its parents once the pleasure of conception was over. One generation later, a new World War would be hull-down on the horizon, and once again, all three services were in dire straits. Korea, the Cold War (in the middle of which came the disaster of unification), the Gulf War and now the War on Terrorism. Everytime, Ottawa has been "surprised" and has desperately shovelled money in all directions to cobble something together at the last minute.

For a month now, the media have been gleefully pointing out the sorry state of the military and like past generations, Canadians want something done. But six months from now, when the latest enthusiasm will be Britney's wedding or some other such nonsense, how many will still care? Earlier today, I was running a few errands, and saw several elderly members of the Royal Canadian Legion selling poppies. Theirs was a generation that paid a very high price so that we can enjoy the freedoms we take for granted today. Far too many of them didn't come home because their Canada wasn't ready. Will those who serve today suffer the same fate? Let's hope not, and let's hope that for the first time, Canadians will *remember* in the years to come. There are many Society members who are veterans, or who still wear the Queen's uniform. More than just our thanks, they deserve our support.

WS

Council Corner

It seems that in each column this year I have said that *The Northern Mariner* would be out soon, but it failed to arrive in your mailbox. This time you are receiving the January issue of *The Northern Mariner/Le marin du nord* with this copy of *Argonauta*. At about the time this was being put in the mail, the April 2001 issue of *The Northern Mariner* should be going to the printer. That should be in the mail to you in early January. That issue is the last one for which Skip Fischer, our founding editor, has responsibility. We owe him a great debt for establishing a successful journal with such high standards. We all must congratulate and thank him for ten years of very hard work.

With the July 2001 issue I will take over as the journal's editor. I want very much to return the journal to publication in the month of its cover date. That however, will take about a year. I would hope that my first issue will go to the printer in February 2002 and be mailed in March. Issues will continue roughly every two months thereafter. That means that October 2002 will go to the printer in December 2002. My target is that the July 2003 issue will be mailed in that month. Members must be aware that to maintain that schedule there will be a price. If the journal is to retain its full size, in a twelve month period we will need the number of articles and book reviews that are normally prepared over eighteen months. Over the short term it may not be realistic to expect that the journal will continue to have four articles and as many as fifty pages of book reviews. I hope there will never be fewer than three articles and that the book review section will be substantial, but that is dependent upon the work of many others – authors, article referees, and book reviewers all helping us to restore the backlog of things waiting to be published that is essential to a full issue. I am sure you will agree with me that it is important to get the publishing date back in line with the cover date, and that in the short term a thinner journal is a small price to pay to achieve that goal.

In my last column I reported that it was almost certain that Professor David Zimmerman would be joining us as the Book Reviews Editor. I am pleased to be able to confirm that announcement. In addition another person well known to many of you, and long involved with the society will be coming on board. Steve Salmon, who has been the Chairman of the Editorial Board since its

inception, has advised me that he too must step aside. Thanks are due to Steve as well for ten years of labour. I am pleased to report that Dr Roger Sarty has accepted the invitation to become the Chairman. That appointment will be confirmed at the January 2002 Council meeting. Roger is currently the Deputy Director of the Canadian War Museum and very busy with the plans for the new building. Before joining the War Museum he had been the Senior Historian at the Directorate of History. He was actively involved in the research, writing, and preparation for publication of volume two of the RCAF official history and of the new operational history of the RCN in the Second World War. In addition his own books include *The Maritime Defence of Canada*, (Toronto, 1996); *Canada and the Battle of the Atlantic*, (Montreal, 1998) and *Guardian of the Gulf: Sydney, Cape Breton and the Atlantic Wars*, with Brian Tennyson, (Toronto, 2000).

There is another change that must also be reported to you. At the annual conference in Kingston it was announced that we planned to hold next year's conference in Halifax with the Directorate of History and Heritage at the time of the Battle of Atlantic Sunday observances. Unfortunately that has had to be amended. We will be meeting by ourselves, and have therefore moved the date to 20 – 22 June. We believe the later date will be more convenient and the weather should be better. The conference theme will be the port of Halifax in peace and war. We hope that this will include a wide range of papers, including some on other ports, such as Louisbourg or Lunenburg, whose history, development, and use may be compared with Halifax. A block of rooms and meeting space has been reserved at the

Dartmouth Holiday Inn. Richard Gimblett and Peter Haydon are working together on the conference. More information will be available closer to the time, but please circle 20 – 22 June in your 2002 calendar now.

Members may remember that I have been elected a vice president of the International Commission for Maritime History. I shall be going to Fremantle, Australia, to attend the “Maritime History Beyond 2000: Visions of Sea and Shore” conference. The ICMH executive is meeting in conjunction with it. Notwithstanding the distance, the preliminary programme lists four Canadians who will be travelling to give papers. In addition to myself, they are Skip Fischer, Steve Salmon, and William Wray of UBC. That level of participation speaks well, I think, for maritime history in Canada. On my way home I shall be stopping at Victoria and Vancouver to discuss arrangements for our 2003 conference on the west coast. The 2004 conference will of course be held in Ottawa to celebrate the centenary of the Canadian Hydrographic Service. This was formed by Order in Council from the three separate hydrographic agencies of the Department of Railways and Canals, the Department of Public Works, and the Georgian Bay and Great Lakes Survey. So you can see that despite problems in some areas, we remain an active society with a full programme of future events.

On a sad note, members will find elsewhere in this issue obituaries of Alan Easton and of Niels Jannasch. Niels was for many years the Honorary President of our Society. I am grateful to Barry Gough, a past president, for writing the notice.

In closing, may I wish you all a Happy Christmas and holiday season, and a prosperous New Year. I look forward to seeing many of you at our Halifax conference next June.

Bill Glover
President, CNRS

Niels Windekilde Jannasch 1924 - 2001

by Barry Gough

One of the founders and charter members of the Canadian Nautical Research Society, Niels Windekilde Jannasch, passed away at home from a heart attack on 9 November 2001. He will be sadly missed. The Society expresses its condolences to the many members of his family and to his countless friends who knew and respected him.

Niels Jannasch was born in Holzminden, Germany, 5 July 1924, son of Hans Windekilde and Heidi Jannasch. He lived his early years in Hamburg where he was drawn to the sea and to all manner of activities connected with the sea. His love of ships had no limits, and he spoke of individual ships with touching endearment – ships were living creatures to him, and they had lives, some were brutal and short and others were quiet and long. By the time I met him in the 1970s he had already spent nearly a half century in matters connected with the sea or with sea heritage. He was, as others have said, very much an icon of the maritime history fraternity in Canada and abroad, and his reputation always preceded him. He was a person one delighted in knowing, and hours spent together in discussion flashed by like minutes. It is fair to say that he held court. At the same time, he relished the

new views brought forward by all who were in his circle. The two of us were once mess mates, with cabins in a museum ship. It was not hard to imagine that I was at sea, on the ocean wave, with this great mariner, and as time passed the tales continued to flow, each of them engaging and enlightening. Sailors like to gam, and this was one of the best examples I can recollect of being with a venerable and ancient mariner. I wondered at the time about his years at sea, and later I was to discover that he had made the Baltic his own, and that he had served during the Second World War in the Kriegsmarine. He considered Scandanavia as his second home. After the war he apprenticed in a Cuxhaven shipyard, all the while waiting until he could get a ship.

For many years he sailed the seas and oceans, and among his most prized memories was his experience under canvas aboard the four masted barque *Passat* during the last grain race. Niels would never tell his own life's work. You had to learn it vicariously and in bits and pieces. The continuity of it all was the sea and ships – and the many people that he met in the course of his voyages ashore and afloat. Ports of call were places of special memory to him. In 1952 he married Barbara Dierig, and they emigrated to Nova Scotia.

He first had visited Nova Scotia when a sailor and fell in love with it. In 1959 he began his connection with the Maritime Museum of Canada, much his inspiration and devotion, and his work there, his enduring legacy I think, led to the opening of the Maritime Museum of the Atlantic, in 1982.

In 1971 he visited Nain, Labrador, site of the Moravian Mission where his father was

born. 1971 was the bicentenary of the founding of that remarkable offshoot of Christian faith. Niels returned many times to Labrador, and his fondness for it grew with the years as it did for Nova Scotia and for Canada. In his retirement he continued to go to sea whenever he could. The Mission to Seafarers, the Company of Master Mariners, Elder Hostel, and the Council of Canadians were all on his radar screen of care, and he held a special place in the Canadian Nautical Research Society as its patriarch and sometime Hon. President.

He reviewed many books for *The Northern Mariner*, as a glance at the index of Volumes I to X attests, and his knowledge of Scandinavian, German and English languages made him an especially important member of the stable of reviewers. He liked to point out that the Scandinavians, in particular, the Danes could teach Canadians many a good lesson about how museums could developed.

He received an Hon. Doctorate from Dalhousie University and was made a member of the Order of Canada. He had planned to take another voyage, to Antarctica, at the time of his death, in his home in Tantaloon, Nova Scotia. In addition to his many achievements noted above it is important to remember that he was devoted to books and to their authors. He was a person of great principles and dedication to task, and his independent mindset and compassion will be sorely missed. Donations can be made to the Nova Scotia Sea School, P.O. Box 546 Central CRO, Halifax NS B3J 2S4.

Letters

From N. A. M. Rodger

It is not difficult to answer Alan Ruffman's query about the loss of the Atlantic. Two enquiries were held: one at Halifax and another, later, at Liverpool by the Board of Trade, and full proceedings of both, with minutes of evidence (533 printed pages), were subsequently published as a British Parliamentary Sessional Paper (the reference is HC 1873 (373) LX pp.465-1007). There must be copies of most in the libraries of Canada, either of the original printing or the modern microfiche edition, and there is not much mystery about something which has been in the public domain since 1873. Very likely the Canadian Sessional Papers, if its reference were unscrambled (it obviously begins "37 Victoria" ie the regnal year 20 Jun 1873 - 19 Jun 1874) would prove to be a reference to the earlier report, but I do not have a set easily available to check. There is also a file in the records of the Board of Trade Marine Department in the Public Record Office in London (MT 9/123), which contains a copy of the report and some very consequential correspondence.

From Trevor Kenchington

In the July 2001 *Argonauta*, Alan Ruffman sought information on formal inquiries into the 1873 loss of the White Star liner *Atlantic*. The report of Mr. MacDonald's Tribunal, which Alan does not appear to have seen, has been published verbatim in K.A. Hatchard's monograph on the wreck (*The Two Atlantics*, Lancelot Press, Hantsport, 1981). That report did indeed appear as Appendix 38 in the Sessional Papers for 37 Victoria, as Alan noted (though the "37" was surely the year of the reign and not a volume number as he suggested). Hatchard stated that newspaper reports of the Court of Inquiry began

appearing on 15 April 1873, while its report was presented at a session which began at 3p.m. on the 18th. Thus, it was indeed a four-day hearing in all, as Alan noted, but the start date of "5 April" which he quoted from a book by R. Gardiner seems to be a simple misprint.

It seems unlikely that a printed transcript of the proceedings before the Tribunal was ever prepared, though there might have been a manuscript one and conceivably that might have been found recently in an English bookshop, as Alan reported. It would however seem more probable, at least to me, that the "seemingly quite rare" inquiry report thus found was nothing more than the volume of Sessional Papers for 37 Victoria and hence that it contained nothing that is not well known and readily available to those interested in this particular wreck.

Alan's inquiry raises a more general observation that can be illustrated by the examples of three of the transatlantic passenger steamers that have been lost off Nova Scotia: The loss of the *Titanic* in 1912 was followed by a very extensive public inquiry, much as we would expect today in wake of such a disaster. When the *Atlantic* was run ashore some 40 years earlier, with equivalent loss of life, a three-person Tribunal met for four days, finding that sufficient time not only to hear evidence but also to produce their report. Twenty years earlier still, in 1853, the *Humboldt* likewise struck Nova Scotian rocks and was a total loss, albeit without any deaths. In her case, the only official report that seems ever to have existed was the Captain's "Protest", sworn before the U.S. Consul in Halifax. In short, process of making detailed inquiries following the loss of

merchant ships that we now take for granted seems not to have developed until late in the 19th century or even early in the 20th – perhaps because, before then, such losses were simply an expected part of sea travel.

And from Jan Drent

Alan Ruffman asked (p. 6) about British and Canadian Inquiries in the wake of the stranding of SS *Atlantic* at Prospect NS in 1873. I am unable to help with the location of inquiry reports but wonder whether Mr Ruffman is aware of a book called *the Coal Was There for the Burning* by C.H. Milsom (London: Institute of Marine Engineers, 1975)? This book does not have a bibliography but the text cites enquiries held in Halifax and the UK. As the title implies the author's focus is the bizarre fact that *Atlantic* deviated from her planned track to New York because the Chief Engineer had miscalculated how much coal remained in her bunkers. The Master was attempting to make Halifax.

Research Query

A biographer seeks correspondence and anecdotes of Athur Jacob Marder (1910 - 80), historian of the Royal Navy in the Fisher Era and after, best known for 5-volume *From the Dreadnought to Scapa Flow*. Sparring partner of Stephen Roskill, official naval historian, Marder received acclaim for painstaking study and brilliant narrative of the Royal Navy's numerous challenges. Contact Professor Barry Gough, Wilfrid Laurier University, Waterloo, ON N2L 3C5, Canada.

Notes of Interest

The Departure of HMCS *Vancouver*

Duncan Mathieson, Executive Director of the NOAC, has circulated the following note from Nigel Brodeur:

Retired naval officers may have noticed that HMCS *Vancouver* was flying the White Ensign at the port yardarm, in addition to flying a large Canadian Flag, on her departure.

That White Ensign was flown in the WW II corvette HMCS *Vancouver*. It came from the estate of the late Lieutenant-Commander Rodney H. Mullard RCN(R), who served in that corvette during the war, and who was formerly a NOAVI [Naval Officers Association of Vancouver Island] member.

It was presented by his widow, Mrs. Gladys Mullard, to the Commanding Officer and Ships Company, on the flight deck, as part of the official ceremonies before departure. In addition to the gratitude she received from Cdr. Jim Heath, Mrs. Mullard also was warmly thanked by the Lieutenant Governor and other members of the official party.

Scuttling of *Cape Breton*

On the 20th of September, the former HMCS *Cape Breton*, a Fort-class merchant ship that served in the Royal and Royal Canadian

Navies, was scuttled successfully by the Artificial Reef Society of British Columbia. She is sitting upright in about 140 feet of water, just south of the wreck of the former HMCS *Saskatchewan*. Those divers who have already visited her are very impressed with the results. More information can be found at:

www.artificialreef.bc.ca

www.hmcscapebreton.com

www.divebritishcolumbia.com

The Former HMCS *Nipigon*

Yet another veteran Canadian warship will be sunk as an artificial reef... the *Annapolis* class DDE *Nipigon* is now in the possession of the Récifs Artificiels de l'Estuaire du Québec (RAEQ). After the necessary cleanup and preparation, her scuttling is scheduled for the summer of 2003 in some 50 metres of water near Rimouski. More information may be found at:

<http://www.libertel.org/raeq/>



the former HMCS *Nipigon*, now in Rimouski
(photograph © Richard Larocque, 2001)

HMVS *Cerberus*

Bob Nichols, author of *The Three-Headed Dog*, reports that this old breastwork monitor, long a hulk lying off Melbourne Australia, is the beneficiary of plans for the stabilisation of the hull and a promise of some \$600,000 (AUS). You can follow the saga on her website:

<http://home.vicnet.net.au/~cerberus/>

Alan Easton

1902 - 2001

by William Glover

Alan Easton did not like the sea and thought that a sailor's life was a fool's way to make a living. These opinions were come by honestly. In 1916 he joined the British merchant navy training vessel *Conway*. During the First World War he was a cadet in the Royal Naval Reserve. After his initial training he went to sea in merchant ships and over the next ten years sailed most of the world's oceans and seas. He was the second youngest officer to qualify as a master mariner in the Canadian Pacific Steamship line. In 1930, after Alan had married "Sonia" Purgold, he left the sea and with his wife settled in Montreal. There he stayed and worked for Bell Canada until his retirement, with the exception of course of the Second World War.

In February 1940, soon to be 38 years old, married and already a father, Alan joined the Royal Canadian Naval Reserve. He was immediately given the rank of Lieutenant. After

a month indoctrination course he joined HMCS *Acadia*. Almost as old as Alan, and like him a veteran of temporary naval service, *Acadia* had returned to navy to be used as a training ship for RCNVR officers. Alan was her training officer. He had no syllabus to follow, but rather tried to give useful and practical instruction as the ship's program afforded opportunities. He served briefly in an RN cruiser and was asked to become the navigator but declined. He felt that his navigation was too rusty for that responsibility.

Early in 1941 he attended gunnery and anti-submarine courses. He was then appointed in command of HMCS *Baddeck* in April 1941. His most famous ship is certainly HMCS *Sackville*, now a museum ship in Halifax. While in her he was awarded the Distinguished Service Cross. From *Sackville* he went on to commission the frigate HMCS *Matane* in November, 1943. Six months later, in April 1944 he was appointed in command of the destroyer HMCS *Saskatchewan*. He relinquished that command in August and was hospitalized with ulcers. This is an impressive record of command at sea from the dark days of the Battle of the Atlantic until after the Normandy invasion. His ships were progressively larger and more important. He was one of the few RCNR officers to command a destroyer.

Alan will be remembered for his classic memoir of his time in command, *50 North*. This work is widely regarded by naval historians as the best personal account of the Battle of the Atlantic. It was not, however, his only book. He published three novels and a number of short stories. He was a man of strong faith and he

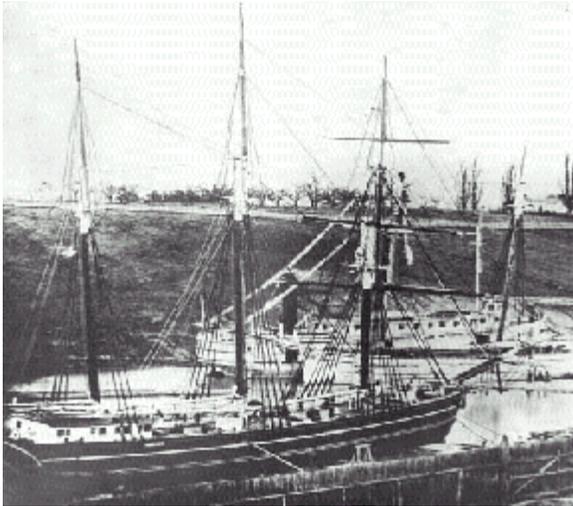
was already ready to offer encouragement to young people starting life's adventures. He retained an inquiring mind to his last days. I had the opportunity to read to him when we both lived in Kingston. One day last year (when he was 98), I found myself bringing, as instructed, some volumes of the *Dictionary of Canadian Biography* because he wanted to know more about Champlain and Riel.

Contributions in his memory may be made to either The Old Brewery Mission, PO Box 1445, Place d'Armes, Montreal, PQ, H2Y 3K8 or to the Canadian Naval Memorial Trust, HMCS *Sackville*, PO Box 99000, Station Forces, Halifax, NS, B3K 5X5.

Research Report – *Sligo* Shipweck Survey

By Kimberly E. Monk

Archaeological surveys of the Welland Sailing Canal Ship, *Sligo* were conducted this past summer over a four week period, in Toronto harbor. The ship was originally built in St. Catharine's, Ontario as the barkentine, *Prince of Wales*, in 1860, by Canada's most prolific shipbuilder, Louis Shickluna. The vessel served both oceanic and Great Lakes trade, before being rebuilt as a schooner, renamed *Sligo* and then exclusively employed for the inter-Great Lakes markets. *Sligo* was cut down for use as a tow barge when the costs of sailing and manning ships outweighed the costs of operating steam tugs. The ship's career ended in 1918 when she foundered during a storm in Humber Bay.



Prince of Wales docked at the Shickluna Shipyard c. 1860

The focus for 2001 field investigations was Phase II pre-disturbance archaeological survey of the *Sligo*'s structure and associated artifacts. The ship's recorded dimensions were 141.5 length, 26' beam, and 10' depth of hold, and support documentary evidence of her employment as a bulk freight canaller. Photomosaics of plan and sheer views of *Sligo* were conducted to assist with generating an overall site map. Extensive scantling measurements taken will ultimately assist in defining the vessel type, particularly the level of standardization and deviation employed by the shipbuilder under the constraints of the canal dimensions. Further information may be found at <http://www.tamug.edu/sligo>.

MA Candidate

Programme in Maritime Studies

East Carolina University

Editors' Note: Kimberly was the winner of the Gerry Panting Award at the 2001 CNRS Conference in Kingston.



Sligo c. 1915 docked at the Bathurst street wharf, Toronto

Of Inches and Miles

by William Glover

The last issue of *Argonauta* included articles about the nautical mile and the inch. Steven Toby discussed the modern problem of exact measurement in computer calculations of speed-length ratios necessary for ship hydrodynamics. John Harland discussed the length of an inch, and when it was standardized. These two articles are just the most recent stage in the centuries old problem of measurement. Readers may be interested to know something of the debate of four hundred years ago that I have stumbled across in my research on navigation.

Until the development of lunar distance tables and the chronometer, both in the third quarter of the 18th century, navigators could only determine their longitude by dead reckoning. The speed through the water was normally measured every two hours with a log

line. Accuracy of the estimate of the distance made good depended on the correct knotting of the log line, for which the length of a nautical mile had to be known. Estimates of the distance and course made good over a twenty-four hour period were added to the previous observations since the departure fix, and then traverse tables were used to arrive at an estimate of longitude. In order to construct a traverse table, the length of a degree of latitude had to be known. Not surprisingly, these questions were addressed in the early texts of navigation. In the 1600s there was much more "choice" available to the mariner than Steven Toby's two lengths of a nautical mile.

One of the first navigation books written in English was by John Davis, after whom the northern strait is named. His *The Seaman's Secrets* was first published in 1595. It was sufficiently regarded that an eighth edition was published in 1657. The relationship between latitude and miles was clearly understood by Davis. He wrote

Every degree applyed to measure, containe 60. minutes, and every minute 60. seconds, and every second 60. thirds, and every degree of a great circle so applyed, containeth twentie leagues, which is 60. mile, so that every minute standeth for a time in the account of measures, a mile is limited to bee 1000. paces, every pace 5. foote, every foote 10. inches, and every inch 3. barley cornes dry and round, after our English account, which for the use of Navigation is the only best of of all other: so by these rates of measure you may proove that a degree is 20. leagues, or 60. miles, a minute is a mile or 5000.

feete, a second is $83 \frac{2}{3}$ feets, and a third is $16 \frac{2}{3}$ inches: and thus much of degrees and their parts applyed to measure.

The mile of 5000 feet that Davis used was derived from the Roman mile. It is close to what we now know as the Statute mile of 5280 feet. (Although I am aware that the term Statute Mile has a long use, the first "statute" of which I am aware that defined it waited until the 1824 weights and measures bill.)

Davis's unequivocal statement of the length of degree was not, however, sufficient for mathematicians. Thomas Blundeville (fl. 1560 - 1602), a mathematical tutor well known in navigation circles wrote that a fathom was five feet and an English league was 2500 fathoms. (The Spanish league was 2857 fathoms.) A degree was $17\frac{1}{2}$ Spanish leagues. This meant that a mile or a minute of latitude, was 4166 feet. William Oughtred (1575 - 1660), a mathematician and instrument maker, "doth propose that $66\frac{1}{4}$ Statute miles to answer to one degree upon the Earth, each containing 5280 feet, so that according to his computation there is 349800 English feet in one degree." Captain Charles Saltonstall (fl. 1627 - 1665), a sea captain and professor of mathematics, would have none of this. He "calculated all my Tables, allowing 1000 paces of $5 \frac{4}{5}$ foot to make one mile, and 60 of those miles to make one Degree in the *Meridian*; So that now one of those miles will contain 5808 feet, and 60 of those miles will make one Degree in the *Meridian*." Imagine the confusion that must have been caused by traverse tables calculated for this unique length of a mile!

Amidst all this speculation and pronunciation, Richard Norwood (1590-1675), “a Reader of the *Mathematicks*,” stood out as a lone voice. He carefully observed the latitude of London on 11 June 1633. Two years later on the same date he took a meridian altitude of the sun at York. He then physically measured the distance between his places of observation and found it to be 9149 chains. This in turn gave him the length of a degree as 367,196 feet, which he rounded up to 367,200 feet. So by his calculation a mile was 6120 feet. This is amazingly close to the figures discussed by Steven Toby. Norwood allowed that for convenience this might be rounded down to 6000, the figure used today as an “electronic” mile for calibrating radar sets. Norwood published the results of his work in 1636. A study of navigation texts suggests that one hundred years later his calculation of a nautical mile was still not uniformly used for the marking of a log line.

Maritime Provinces Steam

Passenger Vessels

By Robin H. Wyllie

P. S. City of Norfolk / City of Monticello

Specifications:

Official Number:	57871
Builder:	Harland & Hollingsworth, Wilmington, USA
Date Built:	1865
Gross Tonnage:	900 (as built)
Overall Length:	232 feet
Breadth:	32 feet
Draught:	10.8 feet
Engine:	2 cyl, compound, 83 hp
Propulsion:	side paddle

History:

According to Fred Erving Dayton, whose *Steamboat Days*, published in 1939, is regarded as the single most valuable source of information on North American steam navigation, Charles Morgan is credited with being the father of coastwise shipping in the United States. Born in 1795, Morgan's was the classic American success story, as he went from grocery clerk in Clinton, Connecticut, to store owner, shipping merchant and, subsequently, sole owner of a vast business empire of shipping lines, canals and railroad companies which reached from New York to New Orleans and along the Gulf Coast as far as the Mexican Border.

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Annual Conference and General Meeting
20-22 June 2002
Halifax, Nova Scotia

Call for Papers

Halifax & the North Atlantic in Peace & War

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 Record of the Society.

Halifax is the nation's Gateway to the Atlantic and a popular destination with many attractions for tourists. The conference will be structured such that papers will be given in morning sessions (Thursday-Friday-Saturday), leaving the afternoons for organized excursions to sites such as the Fisheries Museum of the Atlantic in Lunenburg and the Harbour Fortifications of Georges & McNab's Islands (the AGM will be Saturday afternoon). Evening events will include a reception-book launch for several upcoming titles by Society members, and a semi-formal banquet for the presentation of Society Awards.

The conference will be held at the Dartmouth Holiday Inn, overlooking the Inner Harbour, in proximity to the Naval Dockyard and a short ferry-ride from the Maritime Museum of the Atlantic. A block of rooms (nights of the 19th through 23rd inclusive) has been reserved at a special conference rate of CDN \$92 / night. For reservations, call: 1-888-434-0440 and mention "Canadian Nautical Research Society / CNRS". Out-of-North Americans may book by e-mail: info@hiharbourview.ca

The Canadian Nautical Research Society is a non-profit organization. Conference fee remains to be determined, but will be assessed only to cover administrative and other actual expenses (ie, catered lunches and banquet – excursion fees will be assessed separately).

The Gerry Panting New Scholar Award is a CDN \$500 bursary to defray travel expenses, available to a presenter with less than five years experience in maritime studies. Applications (with c.v. and reference of an academic adviser) should accompany submission of proposal.

Proposals **by 31 March 2002** to:
Dr Richard H. Gimblett
49 South Park Drive
Blackburn Hamlet, Ontario, CANADA, K1B 3B8
Tel: (613) 830-8633 / Fax: (613) 830-1449
e-mail: richard.gimblett@sympatico.ca

While others hoarded their resources during the Civil War, Morgan's ships were dodging Confederate raiders and, between 1861 and 1865, he added no fewer than twelve new vessels to his fleet. Among them was the *City of Norfolk*, a 900 ton iron padded steamer, designed to connect traffic from Chesapeake Bay ports with his coastwise routes at Norfolk, Virginia.

When Morgan's rail and steamship lines were acquired from his estate by the Southern Pacific in 1885, a number of routes were consolidated and, among the vessels declared surplus, was the twenty-year-old *City of Norfolk*.

Renamed *City of Monticello*, the vessel appears to have remained on the Chesapeake until just prior to 1889, when she was sold to the Bay of Fundy Steamship Company and placed on their run between Saint John and Annapolis, where she connected with trains for Halifax. *City of Monticello* remained on this run until growing competition from the brand new Dominion Atlantic Railway paddler *Prince Rupert*, which had been placed on the Saint John to Digby run in 1895, forced her owners to look elsewhere for business.

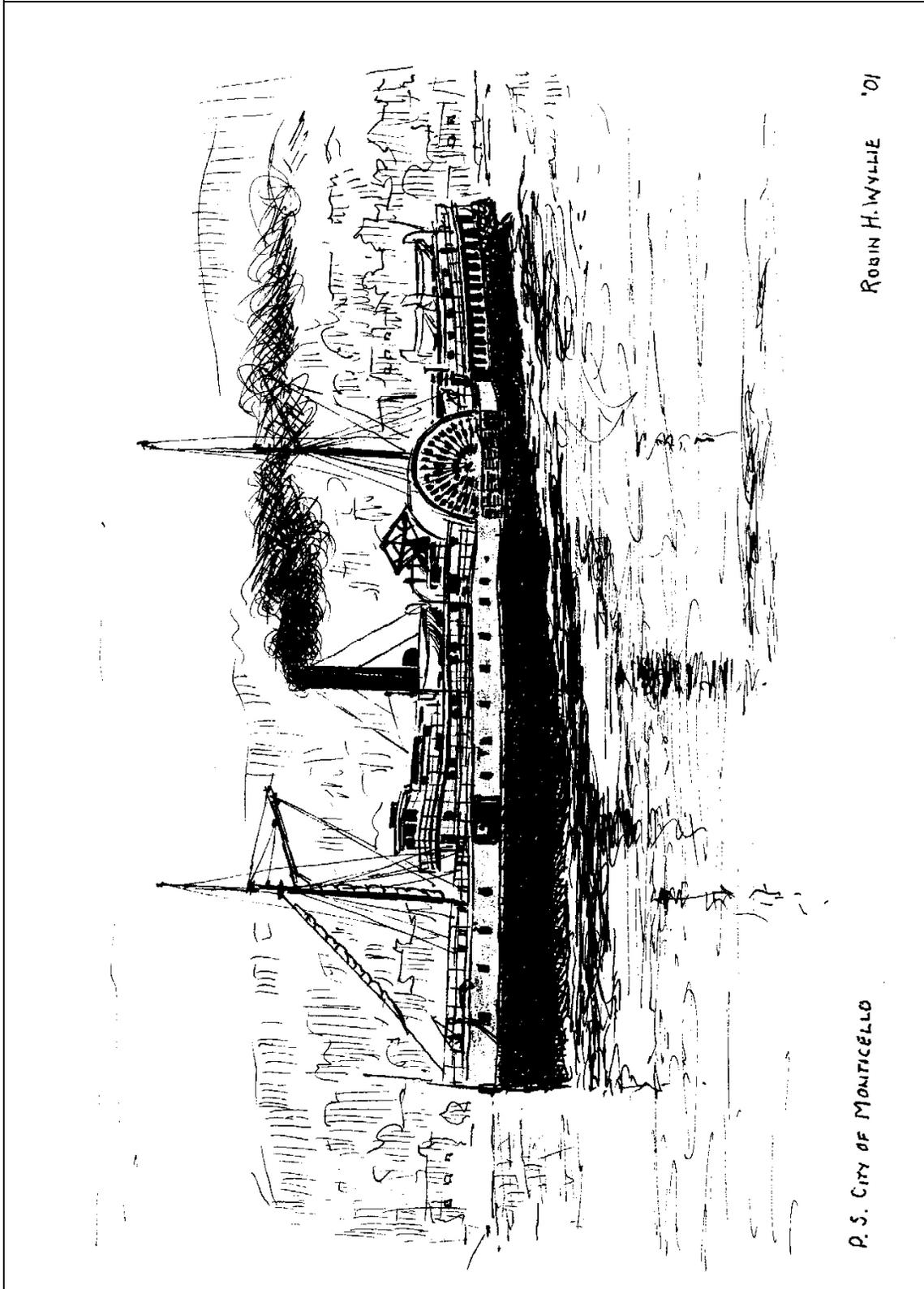
In 1896, the vessel was registered in Liverpool, Nova Scotia and the Canadian Pacific showed an interest in using her to provide a direct service between Boston and the booming resort town of St. Andrews, New Brunswick, where, according to the *Eastern Sentinel*, passengers for upper St. Croix ports could connect with the river steamer *Viking*.

The plan came to nought, but there are indications that she found work running between Chatham and the Bay of Chaleur ports, during the open season of course, for a period between 1895 and 1898.

In March, 1899, the *City of Monticello* was sold to the Yarmouth Steamship Company as a replacement for the P.S. *Express* on the feeder service between Saint John, Yarmouth and Nova Scotia's South Shore ports.

The newly acquired *Express* had run hard aground, just below the lighthouse on Bon Portage Island in heavy fog. The vessel was a total loss and the official enquiry laid the blame firmly on the shoulders of Captain Thomas M. Harding, as a result of his faulty navigational calculations.

For some inconceivable reason, Captain Harding was then given command of the *City of Monticello* and, on November 10th, 1900, what seems to have been inevitable, happened. With a crew of thirty-two, eight passengers and a considerable cargo, the vessel left Saint John on her regular schedule just before noon on Friday, November 9th. The ship ran into a stiff northwest breeze across the mouth of the Bay of Fundy, which increased as she turned to run down the coast. Out of the shelter of the Digby Neck islands, the vessel encountered a considerable storm and, in spite of the recommendation of Captain Norman Smith, one of the passengers, and the plea of others, rather than heave to in the lee of Brier Island, Harding decided to attempt Yarmouth.



P. S. CITY OF MONTICELLO

ROBIN H. WYLLIE '01

in Bay of Fundy Steamship colours, from a photograph in the Public Archives of Nova Scotia Collection.

In mountainous seas of Cape Forchu, with the cabin smashed in and the holds and engine room flooding, one boat with seven passengers managed to get off, only to smash among the breakers on the beach at Checoggin. Only four people, including Captain Smith, reached safety. Of the rest, twenty-six bodies were recovered from among those left on the ship and three from the lifeboat. Those of Captain Harding and the other ten were never found.

The board of enquiry, after concluding that, having been recently inspected, the vessel was in good mechanical and seaworthy condition, found that the Captain, given the weather conditions, had neglected to take all practical precautions, and, for a second time, this time posthumously, laid the full blame on Captain Harding.

Sources:

Dayton, Fred Erving. *Steamboat Days*. Tudor Publishing Company, New York, 1939.

Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809-1930*. Providence, R.I., 1979.

Woodworth, Marguerite. *History of the Dominion Atlantic Railway*. Kentville Publish, 1936.

Assorted registers, contemporary timetables, newspapers and almanacs.

Nautical Nostalgia

by William Glover

Regular readers of this column may remember that in one of the early articles I provided a list of maritime anniversaries. Turning to that now, and looking at the months of October, the cover month of this issue; November, the month in which I am writing it, and December, the month in which you will receive it, I am struck by a number of the dates. October, for example, was the birth month of the explorers Galiano and Cook, and of Webber the artist who accompanied Cook. Henry Larsen, commanding officer of the RCMP vessel *St Roch*, was also born in October. "The Big Ship" was the first to make a west-east transit of the North West passage. J.F.W. DesBarres, creator of the *Atlantic Neptune* charts, died at Halifax in the month. In November the CSS *Hudson* sailed from Halifax for what became the first circumnavigation of both Americas, Samuel Cunard founder of the Cunard line was born at Halifax, and the Union Steamship company of British Columbia, the first shipping company to be based at Vancouver, was incorporated. In December Pierre-Étienne Fortin who devoted much of his life to working on behalf of fishermen was born at Verchères, Lower Canada. Jean Deshayes, Royal Hydrographer of New France, died at Quebec. These otherwise disparate facts share a link in such themes as exploration, hydrography, and the commercial use of the sea, be it transportation or resource extraction. These are all activities which have been sponsored by government or shaped by government policy for common benefit.

On 2 November 1936 the Department of Transportation was established. It had responsibility for shipping, navigation, and other maritime affairs. That same department today is under scrutiny, and from some quarters criticism, for its policies, or lack thereof, for air transportation and the aviation industry. Both the importance of air travel in our daily lives and the vast preponderance of trade that crosses our continental border have diverted attention from maritime policies, but one might ask if they are in any better condition than those for aviation. Has the Department of Fisheries and Oceans, which now has responsibility for many aspects of our national maritime activity, including for example the Canadian Coast Guard, been any more vigilant? For example, is the Coast Guard fleet better provided with fuel and personnel than the navy? The voyages of the *St Roch* and the *Hudson* are reminiscent of the earlier work done by Bernier in the *Arctic*. When was the last time the Government of Canada sponsored an maritime expedition of equal importance to the voyage of the *Hudson*? By comparison, today we seem hard pressed to keep vessels at sea on the Pacific and Atlantic coasts fulfilling even basic requirements of sovereignty, such as fisheries oversight. Who is concerned that the deadline set by Parliament for the development of an oceans policy has quietly passed? A *Globe and Mail* survey published for 1 July found that nearly half of all Canadians could not correctly identify Sir John A. Macdonald as our first Prime Minister. Presumably it is therefore expecting too much to hope that Canadians might remember the role for government in national development that he forged with his railway policy. Hilda Neatby deplored the decline of education in her book

So Little For the Mind. That was published in 1953. Jack Granatstein's *Who Killed Canadian History*, published 1998 merely chronicles the continuing decline.

Anniversaries are of more than mere historical or anecdotal interest. They represent achievement. The actions of the past, and particularly the achievements, are the foundations for plans of today and developments of tomorrow. The remembrance of anniversaries and of achievements affords us the opportunity to remind and/or to educate people today of important events. Given the fickle short term nature of public opinion as governed by polls, the matter of reminding takes on an added significance. For example, Macdonald's national dream laid the groundwork for a transportation policy. Of course circumstances will change. Trains do not carry many passengers any more. But I would suggest that the apparent change is much more superficial in many instances than people might suppose. People still travel. Some might suggest that the place of government is not as a leader of "mega-projects." That does not mean however that the development of policy that can be the umbrella for such work is no longer important. It is also important to remember that the "Made in America" solution may not fit Canada. The United States has a smaller land mass than Canada but it is the fourth most populous country in the world. Of necessity our basic determining conditions will be different.

Our heritage and our anniversaries are important. We have to know the facts and the background. Anniversaries provide the

occasion to remind ourselves. We should use them to remind our elected leaders that just because something is not on the front page, it does not mean it is not important and that it can be forgotten. Current maritime policies and their full implementation are as important to Canada today as they were in the days of sail. If we do not press for them, our forebears will have laboured in vain. We will not have caught the torch that was passed to us from falling hands.

Members' News

Olaf Janzen reports that **Andrew Gibson** passed away in July 2001. He was the co-author of *The Abandoned Ocean: A History of United States Maritime Policy*.

Your editors have just seen a release from Vanwell Publishing that **Charles (Doug) Maginley's** book *The Ships of Canada's Marine Services*, co-authored with **Bernard Collin** and with paintings from **Yves Bérubé**, is now available. *Argonauta* readers will recall his reminiscences that have appeared in previous issues.

For those wishing to get in touch with **Greg Marquis** his new address is at the University of New Brunswick, Department of History & Politics, PO Box 5050, St. John, New Brunswick, E2L 4L5, e-mail: gmarquis@unbsj.ca.

Trevor Kenchington reports on his activities: In August and in collaboration with Divers World (a local dive shop), taught

a Nautical Archaeology Society (NAS) "Part I" course in underwater and foreshore archaeology to 17 sport divers. This was the first NAS course taught in Nova Scotia for some years, though it continued an irregular series dating from 1989, which itself built on pre-NAS foundations dating back to courses taught in Halifax by Vern Barbour (Newfoundland Marine Archaeology Society) and Andy Lockery (University of Manitoba) in 1978. The course participants included several members of the recently-formed Nova Scotia Underwater Explorations Society (NSUES), which is taking up something of the mantle of the former Underwater Archaeology Society of Nova Scotia. Several course participants are planning to continue to the NAS "Part II" certificate and beyond, while I hope to maintain a regular series of "Part I" courses from here on.

With NSUES, a new focus on shipwreck archaeology within the Maritime Museum of the Atlantic and the NAS training provided by Divers World, we may at last be seeing the progress in underwater heritage issues in Nova Scotia which has been lacking for a decade. There would be much to be done, however, before this Province could recover the leading position, on a North American scale, that it had twenty years ago.

Argonauta co-editor **Maurice D. Smith** will officially hand over his duties as Museum Director of the Marine Museum of the Great Lakes at the end of the year to **David Good**, this the tail end of a transition process started over three years ago. Starting in 2002, Maurice as Curator, will concentrate on the museum collections and collections development.

Museum News

The Vancouver-based Teekay Shipping, one of the world's largest tanker companies, has contributed \$100,000 to the Vancouver Maritime Museum, part of which will be used to restore the historic RCMP schooner *St. Roche*. Museum Executive Director, Jim Delgado confirmed Teekay has already spent \$50,000 to refurbish a gallery in the museum where many public programmes and activities are held and has promised a matching amount for the *St. Roche* restoration.

\$220,000 Grant Awarded

The Ontario Trillium Foundation has awarded a significant grant of \$220,000 to provide funding support to the Marine Museum of the Great Lakes at Kingston for the Great Lakes Maritime Heritage Centre Project. This funding, provided over a three year period will support three specific aspects of the Great Lakes Maritime Heritage Centre Project: the creation of the Gordon C. Leitch Discovery Centre, an interactive learning centre designed for young people; the renovation of and increased access to the museum's library and archive through the creation of the Gordon C. Shaw Study Centre; and the funding of salary costs for two new positions, a Museum Services Manager and a part-time assistant Curator.

Gordon C. Shaw Study Centre Opened October 14, 2001

The Study Centre at the Marine Museum of the Great Lakes at Kingston has

been named in honour of a generous benefactor. The Centre provides a spacious and well lit area for all to conduct their own research. The full resources of the Museum are available for study or consultation in the Centre through Finding Aids, on-site staff and data bases. Resources include artefact, pictorial, archives and library holdings.

Dr. Shaw graduated from Queen's University at Kingston in Mathematics and Economics. Gordon joined the Department of Research of the Canadian Pacific Railway in Montreal. They transferred him to Vancouver where he spent several great years researching the prospects for the CPR's fine fleet of "Princess" steamers, then operating all along the British Columbia coast. He studied for his Masters and Doctoral degrees, the latter in the Department of Industrial Engineering at University of Toronto. In 1966, Gordon joined the Faculty of Administrative Studies at York University, in Toronto where he became a full Professor and taught applied mathematics and transportation subjects to their Masters of Business and Honour Business students. He now Professor Emeritus at York University.

During the 1970's, Gordon became interested in the restoration of the R.M.S. *Segwun*, at Gravenhurst. This ship was built in 1887 as the side-wheel steamer *Nipissing* but was rebuilt and renamed *Segwun* in 1925. At present, he is president of the Historical Society and a director and secretary of the Navigation Company. Since 1982, Gordon has seen the *Segwun* become both financially viable and a leading Ontario tourist attraction.

University Chair

“After 400 years of history, Quebec has finally adopted a comprehensive maritime and waterway policy,” declared Jacques Baril, the Minister responsible for this sector, on August 21. “Even if this blueprint does not pretend to bring solutions to all problems of Quebec’s maritime industry, the means of action proposed nevertheless represents a point of departure that can only be improved in time”.

Highlights include additional support to educational institutions that offer workforce training for careers in the shipping industry and the promotion of the establishment of a university chair with a mandate to develop maritime research.

Exhibit Review: Treasures of le Musée national de la Marine in Paris at le Musée de la civilisation in Quebec City

by Maurice Smith

This is certainly one of the most remarkable international exhibitions to have appeared in Canada. Many of the maritime iconic objects and paintings that you have seen in histories, monographs and research papers throughout most of the 20th century are on exhibit. The exhibit, in six sections occupies a large gallery in the ground floor of the museum. The sections are *An Introduction, A Look at the Shipyards, Wars and Exploration, Merchandise and Men, Festivals, Parades and Regattas*; and *Dreams and Exotic Souvenirs*. There is a well illustrated glossy catalogue (46 pages) in both official languages and a bibliography of European sources.

The paintings are well chosen and include Vernet’s view of the *Port of Dieppe*, 1765; *The Crew in Battery* by Le Blant, 1890 that has appeared in many books to illustrate lower deck life and *A Scene from the Battle of Trafalgar* by Auguste Mayer, 1836. There are many other paintings that feature harbours and illustrations in the exhibit.

The very rare models that illustrate the day-to-day work of a harbour include the *Masting Machine, Dredger* and *The Brilliant, a Careened Ship*. Many of you will have seen these models used as illustrations in standard works on the history of merchant shipping.

There are of course many naval objects. Two include *La Creole*, a 24 gun corvette, built in the Dockyard Model making workshop in the 19th century and the *Surcouf*, in its day the world’s largest submarine. This model is in cross-section and easily competes with the better known ‘admiralty’ models. There are also many examples of small sailing vessels and merchant sail.

The exhibit is on two floors within the gallery and is lit to achieve maximum ‘theatrical’ impact. The ceiling is a jungle of stage lighting and the exhibit cases are elegant. In spite of this advanced lighting technology, many of the exhibits are badly lit. Details that might be of interest to any range of visitors are hard to see. Pity, since the quality of the artefacts is the very best, no doubt acquired when connoisseurship was a guiding principal of curatorship. An opportunity has been lost here to draw in and excite a diverse audience. The labelling has been dumbed-down in English and as my francophone companion observed, so is the

French. The catalogue is slightly more expansive with high production values and is well worth having in a your library and with you when visiting the gallery.

From my point of view this is an exceptional exhibition that deserves a visit. A must see that might be combined with a visit to Quebec City.

Produced in collaboration with le Musée national de la Marine, Paris; the Government of Canada, the Port Authorities of Quebec and the Consulat general de France in Quebec. The exhibit will open **until January 6, 2002** as of this date there does not appear to be any other exhibit venue in Canada.

The Periodical Literature

by Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. Thus, the *Scandinavian Economic History Review* 48, No. 1 (2000), carried "Why Was Greenland 'Lost'? Changes in North Atlantic Fisheries and Maritime Trade in the Fourteenth and Fifteenth Centuries" by Jón Th. Thór (pp. 28-39), a paper that was first presented at the joint CNRS-AHNS (Association for the History of the Northern Seas) conference held in Corner Brook, Newfoundland in 1999. The author suggests that the commercial connection with Iceland was essential for the survival of the Greenland colony. When Iceland responded to new maritime commercial opportunities in the late Middle Ages, the connection with Greenland faded, and so did the colony there. Another paper

recently published does not deal directly with maritime activities but should be of considerable interest to those historians interested in the way in which new overseas discoveries in the sixteenth century were incorporated into an emerging conceptual framework of empire. In "Discourse on History, Geography, and Law: John Dee and the Limits of the British Empire, 1576-80," *Canadian Journal of History* 36, No. 1 (April 2001), 1-25, Ken MacMillan examines the writings of John Dee which helped the British Crown define and defend the limits of its evolving empire. Dee laid the foundation for the British claiming territory by effective occupation rather than mere discovery. He also figured in the English challenge to Spanish and Portuguese claims of dominion that were supported by the paper bulls which awarded new discoveries to the Iberian countries. In "Illicit Business: Accounting for Smuggling in Mid-Sixteenth Century Bristol," *Economic History Review* 54, No. 1 (February 2001), 17-38, Evan T. Jones provides a detailed analysis of illicit trade involving merchants engaged in Bristol's overseas trade. Port historians specializing in the early modern period will be intrigued by the technical challenges discussed in "'A perfect and an absolute work': Expertise, Authority, and the Rebuilding of Dover Harbor, 1579-1583" by Eric H. Ash; the article appeared in *Technology and Culture* 41, No. 2 (April 2000), 239-268. An article by Elena Frangakis-Syrett on "The making of an Ottoman port: The quay of Izmir in the nineteenth century" appears in the *Journal of Transport History* 3rd ser., 22, No. 1 (March 2001), 23-46. Dan H. Andersen and Hans-Joachim Voth co-authored "The Grapes of War: Neutrality and Mediterranean Shipping

under the Danish Flag, 1747-1807.” The article appeared in the *Scandinavian Economic History Review* 48, No. 1 (2000), 5-27. The deportation of Acadians from Ile Saint-Jean (today’s Prince Edward Island) in 1758 proved to be a serious logistical challenge because the number of Acadians was greater than anticipated and more than the number of ships available for the task could handle, as Earle Lockerby explains in “Deportation of the Acadians from Île St.-Jean, 1758,” *The Island* No. 46 (Fall/Winter 1999), 17-25; the task of finding sufficient shipping so late in the season fell to Admiral Edward Boscawen. Jerry Bannister examines the role played by the Royal Navy in the administration of eighteenth-century Newfoundland in a revisionist article entitled “The Naval State in Newfoundland, 1749-1791,” *Journal of the Canadian Historical Association* 11 (2000), 17-50. Bannister challenges the traditional view that the decision to assign responsibility for the administration of Newfoundland to the navy caused that society to deviate from the colonial model as it evolved politically after 1815. Andrew David reminds us that the work of James Cook in Newfoundland continues to benefit by new discoveries, such as that in 1986 of two previously unknown Cook charts in the collections of Windsor Castle. David describes the charts in “Further Light on James Cook’s Survey of Newfoundland,” *International Hydrographic Review* 1, No. 2 (new series; December 2000), 6-12.

Lance van Sittert provides a social history of a Cape Town squatter fishing settlement in “‘To live this poor life’: remembering the Hottentots Huisie squatter

fishery, Cape Town, c. 1934-c. 1965.” The paper appeared in the journal *Social History* 26, No. 1 (January 2001), 1-21. CNRS member Dean C. Allard is the author of two articles on the development of American marine science in the late nineteenth century; “Spencer Baird and Support for American Marine Science, 1871-1887” appeared in *Earth Sciences History* 19, No. 1 (2000), 44-57; “The Origins and Early History of the Steamer *Albatross*, 1880-1887” was published in *Marine Fisheries Review* 61, No. 4 (1999), 1-21. My thanks to Dean who brought the two articles to my attention by kindly providing me with copies.

Nothing is likely to irritate specialists in underwater archaeology more than by suggesting that treasure-hunting is what the discipline is all about. The National Geographic Society has played an instrumental role in promoting public awareness of the way in which underwater archaeology should be driven by the quest for a better understanding of our maritime past. Unfortunately, the Society appears to be giving greater priority of late to promoting itself by giving the general public what they want which, in underwater archaeology, means an unhealthy attention to treasure in the form of gold, silver and other valuables. The most recent issue of the Society’s magazine (CC, No. 1, July 2001, pp. 74-91) over-indulges this unhealthy attention with an article entitled “Cuba’s Golden Past” by Thomas B. Allen, about the wealth of precious metals and jewellery that has been salvaged from shipwrecks found in Cuban waters. Photographs, picture captions like “Going for the Gold” and “A glittering fortune,” together with a map insert entitled

“Treasures of the World” that singles out, almost exclusively, sites on land and under the sea that have yielded precious treasures, all tend to pander to the public preference for loot rather than knowledge. Yes, the reverse of the map focuses more on the archeologists (there’s a lovely cut-away illustration of a mid-sixteenth-century Spanish ship), but this does little to neutralize the impact of page after page of gold and silver coins, bars, and jewellery.

Until the air age and, more recently, the completion of the “fixed link” between New Brunswick and Prince Edward Island, the only means of crossing from the one place to the other was by water. In the winter, this could be very difficult, as Grover C. Lewis explains in “The Strenuous Winter Passage to P.E. Island,” *The Island* No. 28 (Fall/Winter 2000), 10-14. Of course, one can always cross narrow channels by going *under* the watery barrier. Laurent Bonnaud explains how the idea of a cross-Channel tunnel linking England and France revived in the post-war period in “The Channel tunnel, 1955-1975: when the Sleeping Beauty woke again,” an article appearing in the *Journal of Transport History* 22, No. 1 (March 2001), 6-22.

Turning to polar exploration, *The Island*, No. 46 (Fall/Winter 1999) carries “Edward Macdonald’s Arctic Diary, 1910-1911” (pp. 30-40), edited by Alan MacEachern; Macdonald served in the Canadian Government Auxiliary Barkentine *Arctic* on a voyage to the far north for scientific purposes. In “Norwegian use of the polar oceans as occupational arenas and exploration routes,” *Polar Record* 37, No. 201 (April 2001), 99-110, Susan Barr goes beyond

well-known figures like Nansen and Amundsen to show that a significant section of the Norwegian population made its living over the centuries in Arctic and/or Antarctic waters, whether as whalers, explorers, or others. Erki Tammiksaar takes a brief look at the role of Ferdinand von Wrangell in promoting exploration of the Arctic in the early nineteenth century; see “Ferdinand von Wrangell: white spots on the northeast coast of Sieria disappear,” in *Polar Record* 37, No. 202 (April 2001), 151-153. The possibility that Lady Franklin turned to spirit mediums in her search for her missing husband is revisited by Ralph Lloyd-Jones in “The paranormal Arctic: Lady Franklin, Sophia Cracroft, and Captain and ‘Little Weesy’ Coppin” in *Polar Record* 37, No. 200 (January 2001), 27-34. “A ‘sort’ of self-denial: United States policy toward the Antarctic, 1950-59” by Jason Kendall Moore appeared in *Polar Record* 37, No. 200 (January 2001), 13-26. *The Beaver* 81, 2 (April-May 201), 8-13 carried “Around the World by Canoe” by Graham Chandler, an article that recounts the extraordinary voyage of the *Tilikum* in 1901-04.

National Geographic, 199, No. 6 (June 2001) carried “U.S.S. *Arizona*: Oil and Honor at Pearl Harbor”, pp. 84-99, by Priit J. Vesilind, with photographs by David Doubilet. The article provides a moving account of the story and current condition of the battleship that became the best-known victim of the Japanese attack that drew the United States into World War II. Another wartime tragedy – the wreck of USN *Truxton* and *Pollux* in February 1942 on the harsh coast of Newfoundland’s Burin Peninsula – is revisited by Barry Ries in “Anatomy of a Rescue” in *The Beaver* 81, No. 3 (June-July

2001), pp. 38-43. Navy shipyards tend to be a male preserve, but this was not the case during World War II; Arnold Sparr contributes "Looking for Rosie: Women Defense Workers in the Brooklyn Navy Yard, 1942-1946," *New York History* 81, No. 3 (July 2000), 313-340. Using the example of Maryport on Solway Firth, Daniel Todd analyses the way in which a port traditionally dedicated to the export of coal seeks to diversify itself now that coal has gone into decline; see "Retreat from specialisation: A coal port's search for sustainability," *Journal of Transport History* 21, No. 2 (September 2000), 168-190. An article by A.J. Arnold on the relationship between private shipbuilders and Royal Navy construction during the technologically critical transitional generation immediately preceding World War I appeared in the *Economic History Review* 54, No. 2 (May 2001), pp. 267-289. Entitled "'Riches beyond the dreams of avarice': commercial; returns on British warship construction," Arnold's article analyses the effects of naval warship construction contracts on the profitability of the dominant suppliers in order to provide systematic evidence on the workings of an early form of regulation and on a tangible aspect of the relationship between private firms and the British government. Arnold is the author of the recently published *Iron Shipbuilding on the Thames, 1832-1915: An Economic and Business History* (Ashgate Publishing, 2000).

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Hugh A. Murphy, "Lost Opportunities: Women in Britain's Private Wartime Shipyards," 115-129

J.S. Dean, "The *Medea* Floats Again: Steel Hull Preservation Using Foam Core and FRP," 131-147

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