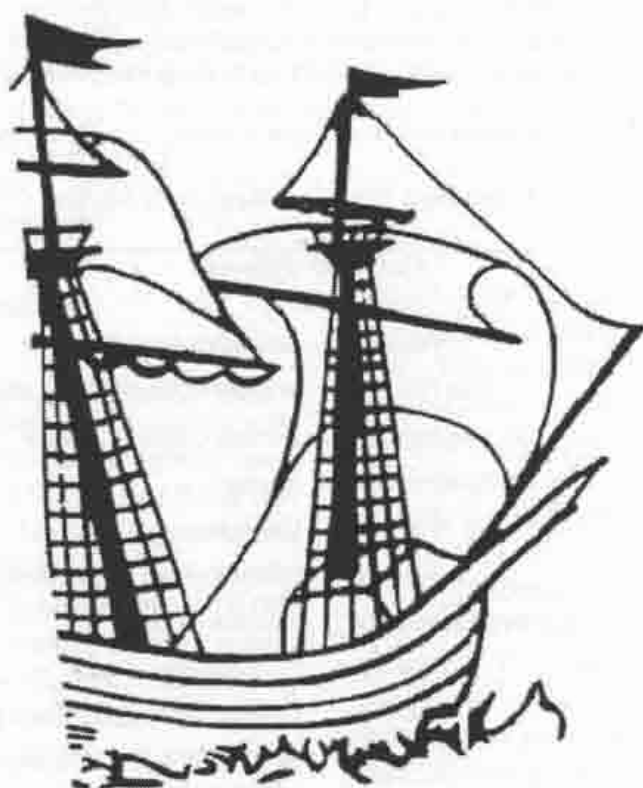


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

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In this Issue

<i>Editorial</i>	1
<i>President's Corner</i>	3
<i>Notes of Interest</i>	3
<i>Call for Nominations</i>	8
<i>Articles</i>	
- John Griffith Armstrong "Canada's Ground Zero"	9
- Robin H. Wyllie "Maritime Provinces Steam Passenger Vessels"	11
- Jane Plotke "The Great War Primary Documents Archive Project"	14
- David H. Gray "Finding One-of-a-Kind British Admiralty Charts"	16
<i>Members' News</i>	19
<i>Upcoming Conferences and Calls for Papers</i>	19
<i>Advertisements</i>	24

Editorial

The Millennium Bureau approved a grant of \$710,000 on a matching basis to a non-profit group in Amherstburg, a delightful small town along the shores of the Detroit River that overlooks Lake Erie. The projectors of the *HMS Detroit* had trouble raising the money so they asked the community council for \$710,000 in support so the Millennium Bureau money would not be lost. Council approved, then the amount was transferred to the local tax base to be shared by the residents. Citizens then petitioned the federal government for tax relief for this donation, made on their behalf, but the government declined, saying that the citizens did not give the donation freely. The town has two newspapers in fierce competition with one another. The paper with a critical editorial stance is alleged to have been approached by the local Chamber members who threaten to withdraw advertising for the papers negative attitude. The town is split. The Directors of the *Detroit* project are praised or vilified. The builder, Hike Metal, faced with a non payment of over \$200,000 has placed a lien on the

vessel. The argument is purportedly over additions and alterations (A&As in shipyard talk). This so-called War of 1812 replica, built of steel, had an additional twenty feet inserted to apparently resolve stability problems. The total project cost is \$4.9 million. They are waiting for additional provincial support.

Discovery Harbour is on the site of a War of 1812 naval base at Penetanguishine, Ontario. The projectors of the Harbour convinced the Ontario government this site would, with judicious development and timely injections of money, rival Mystic Seaport. The community is behind the project for all the usual reasons, employment, tourism etc. A 'replica' is built of the *Tecumseh* out of steel and of the *Bee*, out of wood. Another vessel called the *Perseverance* built of wood at Thunder Bay that is supposed to be a replica of an early colonial schooner, is transferred to Discovery Harbour. It is now hauled out and is rotting. The other two vessels have been withdrawn from service while a consulting company has been retained to report on the vessels condition. Naturally there are passionate

groups and individuals, formerly friends but now antagonistic to one another.

The *Pelican*, funded by the Macdonald Stewart Foundation finally ends up alongside a deepwater dock in Montreal where animators did their best to portray 18th century sailor life. The ship, a sinkhole that absorbed money faster than a sponge, is sold for a peppercorn amount, disappearing into United States. It is hard to find anyone willing to talk about this project in Montreal.

Perhaps one more, the *Jeannie Johnston*, known as the famine ship. The original, built in Quebec by John Munn in 1848 was quickly put to work carrying Irish immigrants to Canada. The replica, started in 1998 went way over budget, incurred the usual wrath and as a result has been taken on by a large food company. It was thought the ship would be ready to launch for her maiden voyage during April of the Millennium Year. There is a happy ending. On Friday, January 11th, the ship completed her sea trials. She will soon make her way to North America with welcome corporate support but millions of euros were spent in getting the ship to her present state. I will call this a draw.

Are there any successes. Yes. The Hudson's Bay *Nonsuch* built on the west coast of England of very fine materials. She sailed successfully for several years and was then placed in her own gallery at the Manitoba Museum. She served her purpose and as the project manager told me in the early 1970s, was under strict supervision during her construction and operation. She survived heavy weather under the command of Captain Adrian Small and was an early example of a ship designed to engage in experimental archaeology.

There is a Greek Trireme that contributed to our understanding of early naval vessels and in Denmark a number of replicas of Viking ships have been built as part of an experimental archaeology programme. There are probably, other good examples.

The complaint from this museum person is that millions of Canadian dollars are sunk into these projects with little return, no return. Why is that? Well let me count the ways. In current governance talk there are two kinds of people. There are those known as "advocates" the kind of person who is focussed on the mandate, the mission. They are sometimes described as the purists. Then there are the others who say, "no money, no mission." They are accused by the advocate types as being slaves to compromise. Then of course there are the troops, usually the rest of us, keen on an interesting idea that might make understanding our marine history a little more comprehensible to the rest of the world.

I invite you to enter into a dialogue. Not the usual negative stuff. That is too easy. Send me your rules of thumb, (barque2@cogeco.ca) what you would do to make such projects a success. Every time one of these projects fails, it is our marine history that takes the hit.

MDS

Facts about the *Jeanie Johnston*:

- * Length extreme....51 metres
- * Length overall.....37.5 metres
- * Beam.....8 metres
- * Draft.....3.75 metres
- * Displacement.....510 tons
- * Rig.....3 masted Barque
with 4 square sails/mast, with single topsails.

President's Corner

As the CNRS embarks on another year of celebrating maritime history, I wish each of you good health and prosperity. May you find excitement in your reading about and research into topics of maritime and nautical affairs and encouragement to complete that paper you were always going to write.

I want to welcome our new book review editor, Faye Kert, who has agreed to take on these important duties. Faye, who is a past president of the CNRS and a tireless worker on its behalf, has retired. We do not want her organizational and editorial talents, which she exercised for the government of Canada, to grow rusty. She hopes to restore the number of book reviews in future issues of *The Northern Mariner* to the previous high level.

Welcome Faye.

My wishes for 2003 are that our newsletter and journal appear on schedule, our membership grows, and our annual conference at Vancouver in August will be a real success. Optimistically yours,

James Pritchard
President, CNRS

Notes of Interest

HMCS Athabaskan Found!

This Tribal Class destroyer, torpedoed and sunk off the coast of France 29 April 1944 has been found, and photographed by French marine historian Jacques Ouchakoff. She is lying in 90 metres of water near Ile de Batz,



Muriel Gimblett attended the January 2003 Executive Council meeting as a financial advisor. Her services are sincerely appreciated. (photo Maurice D. Smith)

broken in three pieces. It took two torpedo hits

to sink her – it is worth noting that Michael Whitby has recently published the paper “The Case of the Phantom MTB and the Loss of HMCS *Athabaskan*” in the Summer 2002 issue of *Canadian Military History* which squashes the theory that it was a British MTB which fired the second, fatal, torpedo.

All RINA Transactions Available

The Royal Institution of Naval Architects have made it possible to purchase individually scanned copies of all their *Transactions*. Robert Saunders, the RINA's Technical Information Officer, tells us that so far this has not been advertised on their website because of the sheer number of papers. However, within the not too distant future all the papers will be on the web- www.rina.org.uk

The Transactions date back to their first meeting in 1860, running until 2002. Non-RINA members can buy any number of papers that they need. For now, if anyone wishes to order any papers (until the papers can be bought online), they should contact the publication department directly via e-mail: publications@rina.org.uk

US Navy's All Hands On the Web

The well-known magazine *All Hands*, "the magazine of the US Navy," has put every issue since August 1922 up on the web, where it may be downloaded. Point your web browser to www.news.navy.mil and then on the right hand side, part way down, you'll see the place to fill in the year and month of interest.

"The Last of the Lost" The Titanic Ancient DNA Project

(Press release courtesy of Alan Ruffman) On May 17-18, 2001 three fully-authorized partial exhumations of graves in the *Titanic* plot of Fairview Lawn Cemetery of the Halifax Regional Municipality, Nova Scotia,

Canada, were attempted. These were done at the request of three different family groups in Canada, England, and Sweden, who hoped to be able to use DNA identification techniques to confirm the unidentified remains of *Titanic* bodies No. 281, No. 240, and No. 4, as their family members respectively.

No usable hard tissue material was obtained from the graves of No. 281 or No. 240. It is believed that the slightly acidic nature of the soil and of the prolific groundwater had removed all material that might have assisted an identification using DNA.

The grave of *Titanic* Body No. 4, "An Unknown Child," yielded a six-gram fragment of a probable ulna, and three teeth. No laboratory work began until late November 2001, and on May 3, 2002 Principal Investigator Dr. Ryan Parr, now Vice President of Research and Development at Genesis Genomics Inc in Thunder Bay, Ontario, and Co-investigator Alan Ruffman at Geomarine Associates Ltd in Halifax, Nova Scotia, were able to announce that the unknown child was not Gösta Leonard Pålsson as the 1912 Coroner's records had suggested.

There are six male candidate children, victims of the April 15, 1912 *Titanic* disaster (see the accompanying table).

In the Spring of 2002 Parr and Ruffman began a massive genealogical search to find the maternal descendants of the other five male children, as well as a series of new extractions of mitochondrial DNA, from both the remaining bone and from surviving dentin of one tooth, using laboratory facilities at Brigham Young University in Provo, Utah. The *Titanic* Ancient DNA Project has been able to identify Body

No. 4. The young fellow is the 13-month-old son of Juho and Maria Emilia Panula (née Ojala), Eino Viljami Panula, from Ylihärmä in middle western Finland. The family was on their second immigration to Coal Center, Pennsylvania, near Pittsburgh.

Editors' note: see the Ruffman/Parr article "An Update on the Ancient DNA Identification of Titanic Victims" in the July 2002 Argonauta.

Crowsnest 60th Anniversary Booklet

To mark the 60th anniversary of the famous naval officers' club, a small booklet has been produced. More information may be found on their website:

www.crowsnestnf.ca

Stone Frigate at RMC to be Renovated

Those Society members who attended our 2001 conference in Kingston Ontario will

remember Bill Glover's talk on HMCS *Stone Frigate*. It was announced in January 2003 that the building from will undergo a 6.2 million dollar renovation. The building, erected in 1820 as a naval storehouse, was last overhauled in the 1960s.

Kublai Khan's Fleet Found

From the MUN Archaeology website, www.munarchaeology.com, January 2003

Japanese underwater archaeologists have found evidence of the great invasion fleet sent by Kublai Khan in the 13th century, which tradition says was destroyed by a *kamikaze* or "divine wind" sent by the Emperor's deified ancestors to save Japan from its enemies. Only a small proportion of the force was Mongol, the evidence shows: the majority was drawn from conquered China, and used advanced weaponry including shrapnel-filled projectile bombs.

Identification Possibilities for *Titanic* Victim "Body No. 4"

Name (Birth Location)	Birth Date	Age on 15 April, 1912
Gilbert Sigurd Emanuel Danbom (Långebro, Horn, Östergötland, Sweden)	November 16, 1911	5 months
Alfred Edward Peacock (Southampton, Hampshire, England)	September 8, 1911	7 months, 1 week
Eino Viljami Panula (Ylihärmä, Finland)	March 10, 1911	1 year, 1 month
Sidney Leslie Goodwin (Melksham, Wiltshire, England)	September 9, 1910	1 year, 7 months
Gösta Leonard Pålsson (Bjuv, Skåne, Sweden)	January 3, 1910	2 years 3.5 months
Eugene Francis Rice (Spokane, Washington, USA)	October 13, 1909	2 years, 6 months

The discovery, by Kenzo Hayashida of the Kyushu Okinawa Society for Underwater Archaeology, follows years of patient searching of the sea bottom off the north coast of Kyushu, the southernmost of Japan's four main islands. The site, in Imari Bay, was initially found by fishermen, whose nets brought up artefacts including the personal seal of a Mongol commander, inscribed in both Chinese and the Phagspa script used to write the Mongolian language after the descendants of Genghis Khan conquered China and needed to administer their empire.

Sonar surveys and diving over the past 20 years have brought up iron swords, stone catapult balls, spearheads and stone anchor weights. James Delgado, of the Vancouver Maritime Museum, reports in the *American Journal of Archaeology*. The granite used for the anchor on the newly discovered shipwreck shows that the ship came from Fujian on the south China coast, one of the marshalling points for the fleet that attacked Japan in 1281.

More than 4,000 ships and thousands of troops were furnished by the defeated Sung Dynasty, according to Chinese records, and Kublai Khan's Korean allies were ordered to build 900 more and to provide 10,000 soldiers. An earlier invasion attempt, in 1274, reportedly involved 23,000 men shipped across the Strait of Tsushima from Korea; they established a bridgehead and looted the port of Hakata (modern Fukuoka), but withdrew with the loss of numerous ships and more than half the army, according to some sources.

When Kublai invaded again in 1281, the Japanese were ready and had fortified the coast. The Korean section of the Mongol fleet attacked without waiting for the much larger

Chinese force, and while they pondered how to attack the Japanese defensive walls, were in turn raided by small craft carrying samurai warriors, and by fireships.

After the main Chinese fleet arrived, a sudden storm, which the Japanese hailed as a heaven-sent kamikaze, mauled the anchored ships, drowning nearly all the 100,000 troops on board. At the entrance to Imari Bay "a person could walk across from one point of land to another on a mass of wreckage." It is one of these ships that the archaeologists have been investigating.

Dr Delgado reports "bright red leather armour fragments, an intact Mongol helmet, a cluster of iron arrow tips, and a round ceramic object, a *tetsuhau* or *bombō*." Such grenades were pottery spheres filled with gunpowder, and although their use is portrayed on scrolls depicting Kublai's invasion, the historian Thomas Conlan has recently suggested in his book *In Little Need of Divine Intervention* that these were later interpolations.

"His suggestion that the exploding bomb is an anachronism has now been demolished by solid archaeological evidence," Dr Delgado says. The six *tetsuhau* so far recovered "are the world's earliest known exploding projectiles and the earliest direct archaeological evidence of seagoing ordnance." X-rays of one bomb show that it was filled with pieces of iron shrapnel as well as gunpowder.

In spite of the find's importance, excavations were hurried because a fish farm was due to be constructed in Imari Bay, and only a fraction of the necessary conservation has yet been funded; Japan is still in economic

recession. Although Kenzo Hayashida and Thomas Conlan agree that hundreds rather than thousands of wrecks lie in the bay, the find is "one of the greatest underwater archaeological discoveries of our time, proving critical new information about Asian seafaring and military technology," according to Dr Delgado. The area also has patriotic resonance: out in the Strait of Tsushima, the tsarist fleet was obliterated in 1905, in a naval battle that established Japan as a major modern power.

Mystery Shipwreck on Southampton Beach

(from the Chantry Island website:
www.chantryisland.com)

Marine archaeologist Ken Cassavoy says the shipwreck his group is excavating on the beach at Southampton, Ontario, may be the private merchant schooner *Weasel*, built in 1786. Historian Patrick Folkes of Tobermory made the important discovery while searching business letters from the period. Folkes says, "when I saw the reference to the *Weasel* being lost, a chill went up my back, I was certain this ship had to be a good candidate for the identity of the wreck at Southampton." According to the letter, the *Weasel* apparently was lost in the present-day location of Southampton, some years before 1808. Toronto researcher William McNeil was able to determine the *Weasel* was built in 1786, at Detroit, for John Askin, a prominent merchant of the time. McNeil found several historic references to the *Weasel* carrying muskets, rum, flour, fish and other goods between Fort Erie, Detroit, Sault Ste. Marie and Michilimackinac during the late 1700's but references to the ship appear to end before 1800.

Cassavoy says there is a lot of circumstantial evidence which points to the *Weasel* as a strong possibility for the identity of the Southampton wreck. This evidence includes several structural features which indicate the ship probably sailed during the late 1700s. The rare find of a small-bore swivel cannon on the wreck also points to the same time period. Cassavoy says, "given the relatively small number of vessels on the lake in the period, and the known loss of the *Weasel*, apparently in the right location, and probably between 1796 and 1800, we have to consider this ship a strong candidate in the search for the wreck identity." He cautions, however, they have no specific description of the loss of the *Weasel* yet and nothing definite to tie it to the Southampton site. Continuing research on the activities of the *Weasel* could provide those necessary links to the Southampton wreck.

Investigation of the Southampton Beach shipwreck started in May of 2001. Cassavoy, a Research Associate at Trent University in Peterborough, says excavation of the site is set to resume in the spring and again will involve volunteers from the Ontario Marine Heritage Committee, the Southampton Marine Heritage group and the community of Saugeen Shores. A Trent University field school also may operate at the site. Southampton is located on Lake Huron 35 kilometres west of Owen Sound.

(For more information contact: Ken Cassavoy, Marine Archaeologist/Project Director 519/797-2944)

CALL FOR NOMINATIONS OF OFFICERS AND COUNCIL MEMBERS

Our by-laws make provision for the annual election of the following officers of the Society.

- a **President**
- a **First Vice-President**
- a **Second Vice-President**
- a **Secretary**
- a **Membership Secretary**
- a **Treasurer**

In addition, there shall be **four councillors**.

The by-laws also provide that: "Members may propose names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. The Chairman [of the Nominating Committee, normally the Past President] shall close the Nominating Lists ... **not later than the 20th day of April, after which no more nominations will be accepted.**"

Members are invited and urged to give this serious consideration, and to forward their nominations or suggestions to me in writing or by e-mail, or to discuss ideas with me on the telephone.

I may be contacted by any of the following:

William Glover
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Kingston, Ontario K7L 4N3
voice: (613) 549-1900
fax: (613) 546-8428
e-mail: williamglover@sympatico.ca

The election of officers and councillors will be held at the Annual General Meeting in Vancouver, British Columbia, on Saturday, 16 August, 2002.

Canada's Ground Zero

© John Griffith Armstrong, 2002

(from the Globe and Mail 5 December 2002,
reproduced by permission)

Eighty-five years ago tomorrow, on a sunny wintry morning, cruel and inconceivable tragedy struck Halifax, Nova Scotia, a city of some 50,000 souls. It was already an unhappy time. The Great War to end all wars was into its fourth year of stupefying casualty lists, and Canada, torn by political crisis over conscription, was on the eve of a divisive general election.

Ground Zero was the munitions carrier *Mont Blanc*, abandoned by her French crew, adrift and ablaze, nudged up against Pier 6 in the inner harbour in the midst of the busy Richmond Terminals. Of the 2,000 ocean-going ships that passed through Halifax in 1917, no other had carried such a deadly cargo. Her hold and decks were crammed with almost 3,000 tons of benzol, picric acid, TNT, and gun cotton.

Creeping carefully along the Dartmouth shore, the *Mont Blanc* had encountered the outbound Belgian Relief vessel *Imo*, hurrying down the wrong side of the harbour and claiming right of way. As *Imo*'s bow ground slowly into *Mont Blanc*'s hull and then wrenched away, the friction ignited the benzol on the *Mont Blanc*'s deck. There was nothing her crew could do.

The explosion, some minutes later, was the largest man-made eruption until Hiroshima. Names of the dead were still being added to the Book of Remembrance in 2002, when the total reached 1,951. Nine thousand people sustained

wounds and up to 20,000 lost their homes. Few households escaped damage. In terms of human suffering, not many were untouched.

Halifax had been the epicentre of Canada's war effort, the principal port for the dispatch of Canadian troops overseas and the reception centre for the homebound, many of them seriously wounded. The presence of a substantial army garrison defending the former Imperial port, there since 1905 when the British turned the task over to Canada, was providential. There were 5,000 soldiers trained for war and therefore disaster, one for every 10 civilians.

The all-arms force included infantry, artillery, engineers, service corps, and 600 medical personnel. Their organizational structure and numbers alone provided an instant template for disaster relief and hastened both the response and the recovery.

In the aftermath, the army enjoyed recognition and gratitude. But as attention was turned to the causes of the disaster and the requisite public inquiry was convened, the navy's successes in restoring operation of its dockyard, the port, and the vital trans-Atlantic convoys were barely noticed. The Royal Canadian Navy was responsible for traffic control in the harbour, having assumed the responsibilities of harbourmaster in wartime.

The legitimate focus of the inquiry was in marine law and well-understood "rules of the road" governing the movements of ships. *Imo*'s deck officers and her pilot had perished in the disaster, but *Mont Blanc*'s captain, Aime le Medec, and pilot Francis Mackey became the focus of scapegoating by *Imo*'s streetfighting lawyer, Charles J. Burchell. Their place in the

tragedy quickly became controversial, despite testimony that largely upheld due prudence on the part of the *Mont Blanc*.

But the tenor of the inquiry did not address a higher concern. Who was responsible for the inexcusable presence of this deadly ship in a populated port?

The sailors had no chance. They were caught squarely in the nasty search for scapegoats. This was publicly played out in the inquiry, where lawyers outrageously postured and their allegations were savagely fed upon by the media. The charge was led by Conservative senator William Denis, owner of the *Halifax Herald*, whose daily headlines played up even the most outrageous rumours and portrayed minor errors by naval officials in ongoing harbour matters as gross mismanagement.

The centre of attention became Acting Commander Frederick Wyatt, the Chief Examining Officer. Grilled several times in testimony, Mr. Wyatt broke ranks with the evidence of his superior, the dockyard superintendent, and produced sensational letters complaining that pilots were not obeying his instructions.

Increasingly anxious officials and politicians in Ottawa followed the growing crisis, travelling to Halifax to reassure troubled citizens and local officials, and doing what they could to control the damage and spin the outcome. Of course, there was no acknowledgment that Marine Department files actually did record concerns over potential harbour management problems and that Mr. Wyatt's complaints had, indeed, been passed on to the Naval Service Department.

There were a few reassuring words but no remedial action. The effort, expense, and political consequences of taking the local pilotage system under strict federal control did not seem worth the risk of offending friends of the government, and inaction was an acceptable compromise in risk management.

When the court rendered its finding -- no rationale for the judgment was ever made public -- Mr. Wyatt, Mr. le Medec and Francis Mackey were declared negligent. They were immediately arrested and charged with manslaughter. Eventually, cooler heads prevailed and a responsible judge declared the charges ridiculous.

But their reputations were ruined. Mr. Wyatt was thrown out of the navy and moved to Boston. Mr. le Medec returned to France. Francis Mackey courageously remained in Halifax and eventually returned to his pilotage duties.

The scapegoating of three men whose greatest crime was that of being in the wrong place at the wrong time satisfied some but did not address the larger question. How could it? None of them had been responsible for the circumstances by which *Mont Blanc* arrived in Halifax. Ultimately, it was the long and deadly war itself that had brought this French ship, loaded with the most extraordinarily explosive cargo, from an American port (New York) to a Canadian port for convoy across the Atlantic, under a system co-ordinated by the Royal Navy. When restitution was made to unhappy Halifax, it was as "an emergency of the war," not as an acknowledged liability.

An emergency of the war, indeed. Not a terrorist plot, but an accident. It nonetheless

brought the terrible war home to Halifax and to Canada. Today we must remember those who suffered and died, and remember, too, that there are new lessons to be learned from this tragedy.

John Griffith Armstrong is author of The Halifax Explosion and the Royal Canadian Navy: Inquiry and Intrigue, published last year by UBC Press. He is a retired career officer who taught history at the Royal Military College of Canada and was part of the team that wrote Vol. 3 of the Official History of the RCAF.

Maritime Provinces Steam Passenger Vessels

By Robin H. Wyllie

S. S. Viking

Specifications:

Official Number:	161645
Built:	Ashtabula, Ohio
Date Built:	1891
Gross Tonnage:	120
Overall Length:	75.3 feet
Breadth:	21.1 feet
Draught:	6.5 feet
Engines:	17 h.p.
Propulsion:	single screw

In normal circumstances, one has to spend hours picking through a multitude of sources to put together enough material for a ship profile. However, in this instance, virtually everything anyone could have needed to know about the Viking was provided by Serena Wilson, at The Quoddy Times Foundation Marine Library in Eastport Maine, with whom the credit for this column must be shared.

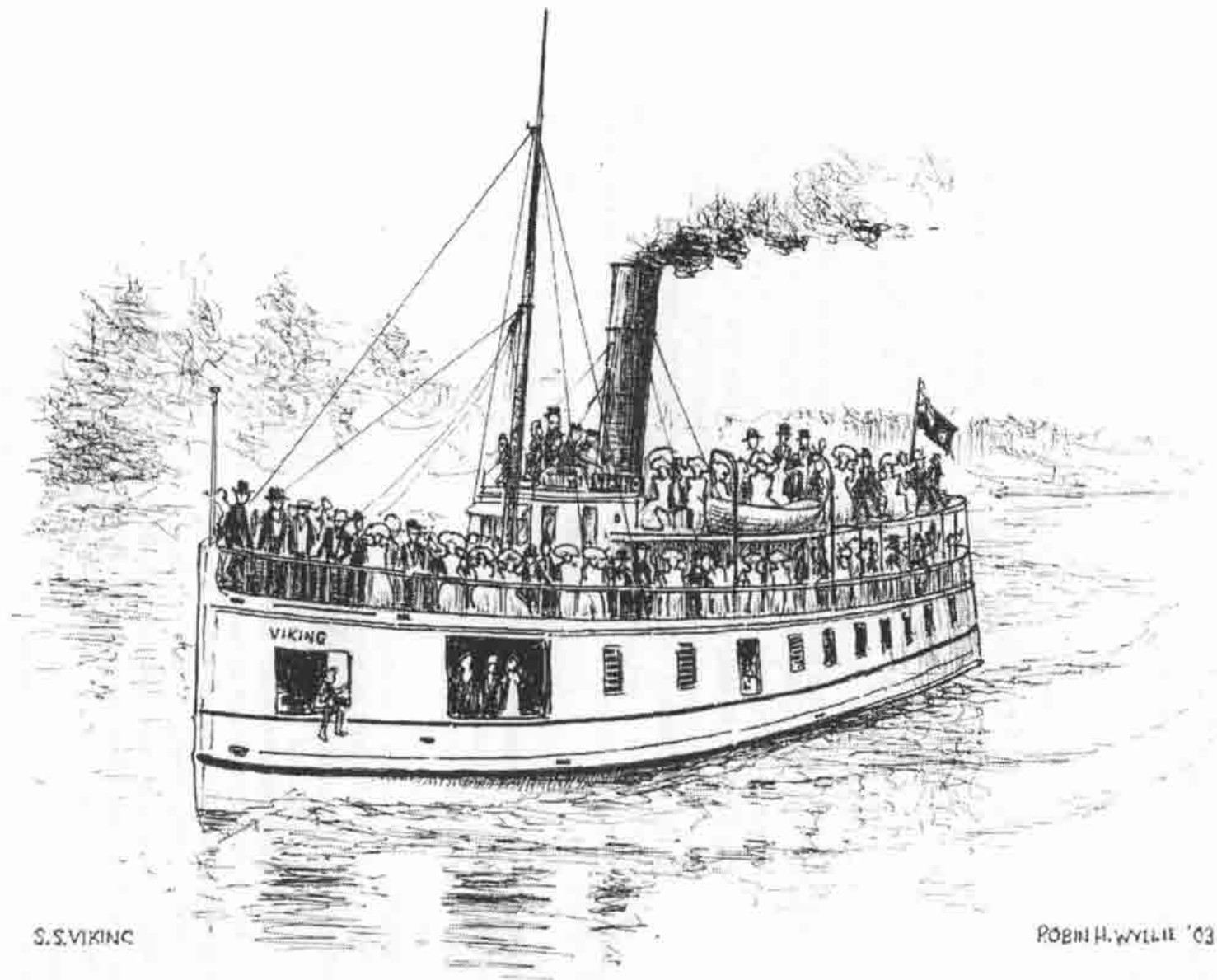
History:

Until the opening of New Brunswick's Grand Southern Railway from Saint John to St Stephen in 1882, St Andrews had been the main port of entry on the Canadian side of the St Croix River. St Stephen, at the head of navigation, was already well-established as a lumber shipping port and manufacturing town at this time, as was Calais, a mere two hundred feet or so across the river in Maine.

During the open season, which ran from April to the end of December, steam tugs had been used to tow the big wind-driven lumber ships up and down the river from an early period. However, with the opening of railways to Calais and St Stephen, a number of local entrepreneurs purchased steamers and commenced passenger and cargo services between the head of navigation, down-river ports and the islands of Passamaquoddy Bay.

By the early 1890s, on the American side, the Frontier Steamboat Company had the paddle steamers *Charles Houghton* and the *Rose Standish* running between Calais and Eastport, where they connected with the big International Steamship Co. vessels for Boston, Portland and Saint John. On the New Brunswick side, a number of smaller vessels ran between St Stephen, St Andrews and the other coastal ports, including Deer Island and Campobello.

One such vessel, the *Viking*, was built in Ashtabula, Ohio, in 1891. Her design was typical of the smaller Great Lakes steamers of her day, with her enclosed main deck and cabin accommodation for 145 passengers. Somehow, she found her way to the Maine coast, where, in 1892, she was placed in service



A cruise on the *Viking* with a few more passengers than she was permitted to carry.

between Belfast and Castine. She remained on this run until sometime prior to 1896, when she is mentioned as "serving Vinalhaven, Swans Island and other points."

In 1897, the vessel was purchased by Almon I. Teed, acting on behalf of a group of Campobello merchants, who subsequently formed the Campobello and Deer Island Steam Packet Co. *Viking*, the company's sole vessel, was placed on a thrice-weekly run from Campobello and Deer Island to St Stephen, calling at St Andrews, L'etete and Back Bay. For a time, St George and Black's Harbour were included in her schedule and, on Saturdays in the summer, her moonlight cruises offered a popular means of escaping the oppressive heat and humidity of upcountry St Stephen and neighbouring Milltown.

The Quoddy Times provides us with a wealth of information about the vessel, including many of the names of *Viking's* crew. From their surnames, a majority appear to have come from the islands and harbours around Passamaquoddy Bay.

Her first captain was Ed Adams, followed by Dan Richardson, then Fred Lord and Frank Johnson. First mates were Beecher Lambert and Tom Barker, who was with the ship until the end. Engineers were a man named Cowie, who was drowned at St Stephens, a Mr Rowe from Saint John, Howard McAdam, a Mr Brownrigg and Horace Warren. Firemen were Charles Hilyard, James B Cline, Clint Pendleton, George Cook and Liscombe Cook. Deck hands were Will Lord, Arne Arneson, Frank Leeman, Ashley Leeman, Link Stuart and Hal Felix.

Cooks were Dan Buhiot, Angus McVicar, Herb Johnson, a Mr Hooper from Back Bay and Big Fred Lord. Meals were served to the travelling public at a cost of 25¢ for as much as you could eat. It is also noted that the deck hands received \$25 per month and the mate was paid \$40. The captains' salaries are not recorded.

Although she passed inspection in 1914, her owners decided to discontinue the service in 1916. Perhaps the restrictions of the First World War had something to do with it, or it may be that she was beginning to feel her age and maintenance costs were taking too big a bite out of the profits.

Local tradition has it that the vessel was either taken to Saint John for service as an excursion boat on the river, or that she was run ashore on Deer Island, stripped and left to die. Having found no record of her service on the Saint John, the latter seems more likely, and some portion of her might yet remain among the rotting hulks which litter that island's shores.

Sources:

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The Great War Primary Documents Archive Project

by Jane Plotke

Editor's Introduction: for several years, I have been looking after the Maritime section of "WWI-WWW" – hosted at the University of Kansas. However, it recently became necessary to move the website to a new location. Electrons may not have quite the same weight as a box full of books, but in some respects the work is at least as great. Moreover, as our efforts have become a well-known resource, we had to arrange matters so that this move was reasonably "transparent" (a very loaded term from the computer industry) to our users.

This is one of the pitfalls of web publishing: sites come and go, leaving as permanent a mark in cyberspace as a ship's wake. In our case, our goal is permanence: difficult to achieve, when there is nothing physical for us to moor to. We could have silently moved our files to the new computer. Eventually, the search engines would have caught up to us, but there would still have been untold numbers of other sites pointing to our vacant old address (because our original home

was at a University installation, we weren't able to have our own domain name). Fortunately, our friends at Ukans let us leave "redirect" pages pointing to the new address.

This is, indeed, an important consideration for anyone planning a web presence: lifespan. Almost certainly your efforts will eventually move to a new computer, and probably a new address. If at all possible, you need to acquire a domain name (the "www.something.somewhere") under your own control, that you can point to the "real" address of your website.

A number of Society members are visitors to our pages, and so there would have been a notice of the move in this issue. However, it occurred to me that there might be some interest in the history behind the "GWPDA" – we're one of the very first, and still amongst the most popular, historical web resources – and to that end, Jane Plotke, originator and leader of the project, has provided this article. For the record, my naval pages, formerly at www.ukans.edu/~kansite/ww_one/naval/n0000000.htm may now be found at:

www.gwpda.org/naval/

WS

Here's the story of the Great War Primary Documents Archive, most often known as WWI/WWW.

At the end of 1993, Jane Plotke, immured as a government computer specialist, wasting all the training and skills as an historian she'd managed to pick up through a great deal of advanced education, was introduced to the glories of telecommunication, freenets and gophers.

Playing around with various access channels (and no, there wasn't a great deal available yet), she stumbled across the MILHST-L discussion group. Thinking it might not be a bad thing to at least pretend to be keeping in her hand as an historian, she joined and was, within about a week, so thoroughly flamed as to unsubscribe. So were a number of other people – it was pretty rowdy. Fortunately, Steve Baldwin, in England, was equally incensed, and more importantly had a really good idea. What if, he said, we started our own list just about World War I? Something of a sucker, Plotke said “sure – how?” So Steve went browsing around and discovered that the fellow who seemed to be in the centre of all this military discussion list business was named Lynn Nelson, was at University of Kansas, and was prepared to help us make a WWI list.

So we did.

In mid-1994, Plotke got the chance as an Army historian, and pulled up stakes to go to Leavenworth, Kansas. Normally this wouldn't be regarded as a real coup, but you must all remember that the University of Kansas is up the road from Leavenworth, and quite suddenly, there were all the people who had before only been pixels on a screen. More, it was just at this time that Lynn Nelson was really beginning to play with the Web, searching for ways to add content in a systematic and scholarly fashion (remember it was Nelson who raised his hand when Tim Berners-Lee asked if anybody wanted to do anything with the keen new toy called the 'Web'). The obscure little group, generally referred to by the codename 'mafia,' which met on Thursday nights at Lynn's kitchen table, worked on various technical responses, problems on how to do things were

solved, sites erected, community organisations contacted. By the end of the year, Plotke began to have an idea of what might be possible for her own particular field of history. What if someone were to put on the Web the original documents concerning World War I? After all, most of the records are invisible now – and besides; none of them were copyrighted. Why not? So, in Fall of that year, finding herself with free time, Plotke began acquiring the kinds of things she had in mind. There would be the treaties for example. Other documents, referenced but seldom seen. The design and order of the site was decided, and the site's organisation. There was a lot of typing.

In November, 1995, Lynn suggested that perhaps it made sense to house WWI on another server, since it wasn't clear whether UKans would be able to offer the kind of room we would need. Richard Hacken, of BYU agreed that WWI could be at least half on the BYU servers – UKans would retain the rest. That made the first recruit.

In December, 1995, shamelessly using the power and reach of WWI-L, Plotke began to announce the existence of the site. Not that there was much there, but by twinning it to WWI-L it seemed to tap into a good group who were already fairly knowledgeable technologically and might like to share the responsibility.

The second and third recruits, Alan Albright and Micheal Shackelford then raised their hands. Alan thought he might be able to lay his hands on a few bits and pieces, and he had a scanner. Micheal, a graphics god, wanted not only to contribute information, but the whole design of the site.

By the official opening of WWI/WWII in February 1996, we were one of the very first purely document-based sites on the web, one of the very first which maintained a scholarly perspective rather than that of advocates, and surely one of the very first to do all of these things without anyone sponsoring, paying or supporting us.

We still are.

We've added Bill Schleihauf for boats and Geoff Miller for medicine. And as of this particular moment, when students, scholars, amateurs and professionals want to know something about the Great War they can use the Web to do it.

We're very proud to be of service.

Jane has modestly not mentioned that we had our one millionth 'hit' in February, 2001 – five years, almost to the day, of going live. We reached two million on 30 December 2002, and as I write this, our BYU counter is at 2,300,420. Not bad for a website devoted to history. Come have a look for yourself:

www.lib.byu.edu/~rdh/wwi/

or

www.gwpda.org

Finding One-of-a-Kind British Admiralty Charts at CHS

by David H. Gray

*Canadian Hydrographic Service
Ottawa, Canada*

Some years after my 1971 arrival at Canadian Hydrographic Service, I was let in on a "little secret". In hush-hush tones I was told that during the Second World War, the CHS had been given a full set of British Admiralty

charts, and that these were maintained with periodic mailings of new printings from the Admiralty.

Some years later, I took over the duty of maritime boundaries and started making reference to these charts with respect to the geography of distant places around the world. It is amazing to realize the inadequacies of maps in even the better atlases when one wants to see the real detail of a coast. Eventually, I became the custodian of these charts by default. Yet, I did not have total say in these affairs: the administrative officer of the day wanted to reduce the storage space and got another person to throw out the collection, and my manager told the British Admiralty that it was no longer necessary to send new printings. Thus, my supply was lost and my resupply was cancelled. However, I did spot the charts in the dumpster, and noted that there were some charts that were printed by copper plate engraving – many marked "E Proof." Knowing that this was an antique printing method, I tried to recover as many as possible and cached them away in my office.

The autumn of 2002 Andrew Cook, Ph.D., British Library, came to Ottawa, and included a visit to my office. He was researching material at Archives for his paper at the 2004 Canadian Hydrographic Conference. During his visit the topic of conversation strayed to other things, and I pulled out these few copper engraved charts.

He was flabbergasted for here were the answers to several questions about Second World War charting activity. With that, he apprised me of the significance of these charts.

In the dark days of the early part of the war, Britain thought that it might easily be heavily bombed, invaded, and totally overrun by the Germans. The gold and paper securities of the Bank of England were shipped to Canada.¹ The printing of nautical charts in Britain was moved from London to Exeter (near the future home of the Hydrographic Department at Taunton). But also, pristine copies of charts were sent to several depots² so that people at these depots could photograph them and make lithographic copies. For the copper plate engraved charts, it was a case of printing the copies on baryta-coated paper. Each such chart was individually stamped "A Proof," "B Proof," etc. From the copies that I had managed to save, Dr. Cook now knew that Canada had been sent a full set of charts, not just charts of Canadian waters, or even just the North Atlantic. The saved charts were inconsequential ones of small harbours in the Bay of Bengal, small islands in the Pacific, and the African coast. From the dates on the charts, it appears that the process of making baryta paper proofs continued into the mid-1950s.

Admiral Morris tells the story a little differently. The use of baryta-coated paper started in 1930s as a precaution in the days of changing printing techniques. Baryta proofs of the whole world-wide series were made and

kept, first at Plymouth and Bath, and later at Nottingham and in Canada. The scheme was later extended to provide sets of baryta proofs covering their own areas to various Fleet Hydrographic Offices, Dominion Hydrographic Offices and the United States Hydrographic Office. Not only did this ensure against invasion, but also enabled stocks of fairly satisfactory charts to be printed locally if supplies from Britain were lost or delayed.³

Baryta paper is paper coated with barium sulphate to obtain a smooth high-reflectance surface for subsequent coatings. This paper is frequently used as a base for photographic emulsions, in which case the paper must be free from materials injurious to such emulsions.⁴ Barium Sulphate, as known as Baryta or Barium White, is described as a chemical compound (Latin name: sulfas bariticus; formula: BaSO_4) obtained either from the natural mineral barytes or by chemical reaction. It is used as a filler in the manufacture of paper or as an extender in printing ink in combination with other pigments. The artificial products are called blanc fixe, fast white, pearl white, and permanent white.⁵ As a paper for use in a wheelhouse on board ship, the baryta paper is totally inappropriate, for it would not stand up to any usage. However, as a super-white paper with a bit of sheen, upon which the black,

¹ My father, J. Ross Gray, Captain in the Royal Canadian Corps of Signals, was invalided home from Britain in July 1940 in a convoy that included ships carrying the Bank of England gold and securities. His business associates at Sun Life, in Montreal, told him the story of having its vaults taken over to house the securities, just days after his landing at Halifax. Apparently, the gold went to the Royal Canadian Mint.

² The depots as of December 1942 were: Australia (A), Bath (B), Nottingham (C), East Africa (D), Canada (E), and Capetown (F).

³ R.O. Morris, *Charts and Surveys in Peace and War* (London: Her Majesty's Stationery Office, 1995) pp. 117-118.

⁴ http://www.polymetaal.nl/begin/mapb/baryta_paper.htm (21 January 2003)

⁵ http://www.polymetaal.nl/begin/mapb/barium_sulphate.htm (21 January 2003)



pasty, ink from the copper plate engraving technique forms raised ridges on the paper, it is superb for photographic reproduction.

Now knowing the significance of these one-of-a-kind charts, I searched for a permanent home for them. The Cartography and Architecture Archives Section of Library and Archives, Canada has expressed an interest in adding the charts to its holdings since they are important historically in terms of Canada's relationship to Britain and the allied war efforts.

The accompanying figure shows the lower right corner of British Admiralty chart 817 of the Narrows of Hai Tan Strait on the east coast of China (25°25' N, 119°43' E).



The CNRS Executive Council Meeting participants at a meeting held in Kingston on February 8, 2003. They met for the entire day at the Marine Museum of the Great Lakes. From left to right: Roger Sarty, W.A.B. Douglas, Maurice D. Smith, Greg Hannah (Treasurer), Cris Madsen, Jim Pritchard, (President), Peter Haydon, Bill Schleihauf (Secretary), Richard Gimblett, Fay Kert, Bill Glover. (photo courtesy of Maurice D. Smith)

Members' News

Keith Matthews Award winner for 2000, **Brian Tennyson's** and **Roger Sarty's** *Guardian of the Gulf: Sydney, Cape Breton, and the Atlantic Wars*, has just been re-issued in paperback by University of Toronto Press.

Conferences and Calls for Papers

SHIPWRECKS/2003

Welland, Ontario

A one-day symposium on shipwrecks March 22, 2003, featuring multimedia presentations with internationally renowned speakers from both the United States and Canada. \$35CDN/\$25 US up February 17, 2003, \$40 CDN/\$28 US after / lunch included.

January 2003 ~ ARGONAUTA ~ Page 20

This year, there are nine primary multimedia presentations with speakers from Ontario, Michigan, New York, and Texas including:

David Gilchrist: Master of Ceremonies

Bernie Chowdhury (*Immersed Magazine*):
"Wrecks of the Norwegian Arctic at Narvik"

Dan Hall (Singer/Songwriter): "Stories of Great Lakes Ships and their gallant seaman are told in song"

Terry Irvine & Jeff Post: "*The Judge Hart*"

Howard Robins (Artificial Reef Society of British Columbia): "British Columbia's Artificial Reef Project"

Jim & Pat Stayer (Out of the Blue Productions): "A Look into the Bellies of Great Lakes' Whales"

Drew Trent (Oceaneering International):
"Liberty Bell 7 & U-166 Mystery Solved"

David Trotter (Undersea Research Associates): "*W.C. Franz Discovered*"

Georgann & Mike Wachter (Erie Wrecks):
"Wreck of the *C.B. Benson*"

Again for 2003, there will be several 5 minute shorts, introducing new speakers between the primary presentations.

Pre-registration required: for more information contact:

infoshipwrecks@yahoo.com or
www.vaxxine.com/nda

Ian & Barbara Marshall
Shipwrecks/2003 Committee
(905)382-2389

NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY Call for Papers, 2003

The 2003 NASOH conference and annual meeting will be held at the Maine Maritime Museum at Bath, Maine. The dates are: Thursday, 29 May through Saturday, 31 May 2003. Accommodations will be offered at the Sebasco Harbor Resort and the Holiday Inn. We have reserved a block of rooms at each location. This will be our first return to Maine since the founding of NASOH at the University of Maine (Orono) in 1974.

Theme and Proposals:

NASOH members and their friends and colleagues are urged to submit proposals for papers to be presented during two and one half days of sessions. The theme of the conference is "Seafaring in Northern Waters" and is intended to stimulate interest among students, veteran seafarers, and practitioners of maritime and naval history from the United States and Canada. The emphasis on "northern waters" should be taken to apply to both the Atlantic and Pacific coasts, as well as the bays, sounds, rivers, and lakes that circumscribe and form the borders of our nations. Topics that might be included under this rubric cover everything from the history

of the European voyages of discovery and conquest to warfare, fisheries, smuggling, castaways, and underwater archaeology. We particularly encourage submission of proposals covering the maritime heritage of the northeastern coast of the United States and the Maritime Provinces of Canada. Non-members are welcome to participate but will be required to pay the registration fee like anyone else and will have the opportunity to join.

Format of Presentation and Deadlines:

Proposals should take the form of a one-page summary of the topic and should anticipate that presenters will be allowed only 20 minutes for their presentations. The deadline for submission of proposals will be 1 January 2002. Presentations will be made before a plenary session audience. There will be no concurrent sessions. Those who wish to propose entire sessions should prepare a summary of each presentation and a one-page resume of each presenter for submission and submit as a group. Individuals proposing a single presentation should also include a brief resume with their proposal. The program committee will inform presenters of their selection by 1 February. Presenters should complete and submit their final drafts by 1 April. Participants are encouraged to present with visuals such as overhead slides, 35 mm slides, or Power Point and should inform the program committee as to which of these methods they will use.

Publication:

Every three years NASOH publishes a volume of selected essays based on the papers presented at the annual conferences. The most

recent volume was "The Early Republic and the Sea" published in 2001 and covering conferences during the years 1996-1999. The next volume will cover 2000 through 2003. Presenters should keep this in mind when composing their papers and ensure that the scholarly apparatus is in accord with the University of Chicago Manual of Style. It will not be possible to publish every paper delivered at these conferences and when in doubt selection is based on the quality, not the quantity, of research and writing.

Submissions:

Please send proposals and requests for further information to:

Dr. Warren C. Riess,
NASOH Program Chair 2003,
Darling Marine Center,
University of Maine, Walpole, ME 04573.
Email: riess@maine.edu
FAX: 207-563-3119
Phone: 207-563-3146, ext. 244

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- an opening address by Jim Delgado, Director of the Vancouver Maritime Museum, with a reception to follow at the Museum
- tours of the Vancouver Vessel Traffic Management system and of the Container Port cargo handling facility

Paper proposals have been accepted from members and scholars from Canada, the United States, Britain, Belgium, and Germany. The topics cover the spectrum from 18th century naval vessels on the west coast of North America to shipbuilding both in Vancouver and in Britain. Social history topics include American sailors before the civil war and crews of vessels in the modern North Atlantic fishery. A more detailed programme will be available with the next issue of *Argonauta*.

People travelling from outside Vancouver should make their own **hotel reservations** at the *Sands by the Sea*, our **conference hotel**. CNRS has been given a special rate of \$149 (plus taxes) per night. A block of rooms is being kept for us until sixty days before the conference - about 13 June. Book now so you will not forget.

Call the hotel direct at (604) 682-1831,
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fax: (613) 546-8428, or e-mail, williamglover@sympatico.ca.

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A Canadian Celebration of Hydrography

The Canadian Nautical Research Society is working with the Canadian Hydrographic Service (CHS) to plan a special conference to mark the centenary of the establishment of the CHS. The conference will be held in Ottawa in May, 2004.

It is hoped that topics covered by papers will include:

- S** port development and transportation infrastructure
- S** the science and technology of hydrographic techniques
- S** administrative history relating to the CHS establishment
- S** comparative national studies of arctic hydrography
- S** biographical work on prominent figures
- S** the politics of hydrography and national development

Simultaneous translation services will be available. The CNRS will award the Gerald Panting New Scholars Award to assist with travel expenses for travel to Ottawa to present a paper. All papers presented will be reviewed for publication in *The Northern Mariner / Le marin du nord*.

For further information, contact Dr. William Glover, conference programme chair:
williamglover@sympatico.ca

Un Siècle D'hydrographie au Canada

La Société canadienne pour la recherche nautique travaille de concert avec le Service hydrographique du Canada à l'organisation d'une conférence spéciale visant à souligner le centenaire du SHC. La conférence se tiendra à Ottawa, au mois de mai 2004. Les communications traitant des sujets suivants seront bienvenues:

- S** La construction des ports et de l'infrastructure des transports
- S** La science et la technologie des techniques en hydrographie
- S** Les données historiques sur l'établissement du SHC
- S** Études comparatives nationales sur l'hydrographie dans l'Arctique
- S** Biographies de personnages marquants
- S** L'aspect politiques de l'hydrographie et du développement national

Des services de traduction simultanée seront disponibles. La Société canadienne pour la recherche nautique décernera la bourse *Gerald Panting New Scholar's Award*, afin de payer ses frais de voyage à un conférencier et de lui permettre ainsi de venir présenter sa communication à Ottawa. Toutes les communications feront l'objet d'un examen aux fins de publications dans *The Northern Mariner/Le marin du nord*.

Pour de plus amples renseignements, n'hésitez pas à communiquer avec Dr. William Glover, président du programme de la conférence, à l'adresse: williamglover@sympatico.ca

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