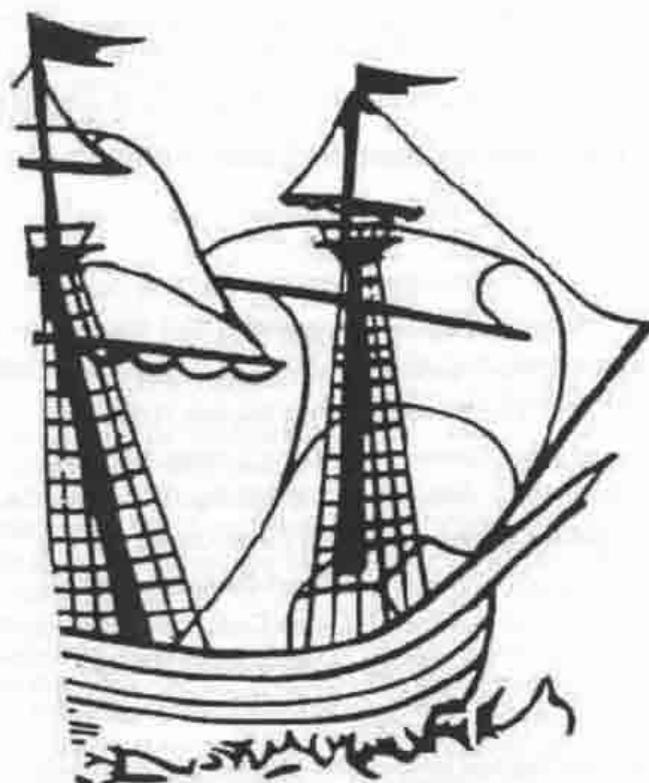


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XXIII Number One
January 2006

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

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

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Annual Membership including four issues of *ARGONAUTA*
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Within Canada: Individuals, \$55.00; Institutions, \$80.00; Students, \$35.00
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Editorial

There are no rants in this allocated editorial space - only raves, the chief one, a request that you have a look at the upcoming joint conference of CNRS, NASOH and the NRS at Manitowac with a view to attending in early June. There are many attractions in the area and of course, getting there will take you through important maritime history country in both Canada and United States.

Most of Canada is in the midst of a deep winter except of course for the coast of British Columbia that *Argonauta* correspondent, John Crosse tells me is a year-round delight. For the rest of us, pleasantly sequestered in our cozy studies, it is a time to renew acquaintance with many old and some new bibliographic friends - most of them authored by CNRS members. There are editorial space constraints so not all my textual friends can be mentioned and there is the house rule, the book has to be in sight, in my study. This is a short list of works I am always consulting or just going back to for a good read. Many are out of print but the internet should yield copies. Many of the

authors have had seagoing experience and it shows in their language.

Seamanship in the Age Of Sail by John Harland, illustrated by Mark Myers, 1984 with five reprinting up to the most recent in 1996 and *Catchers and Corvettes: The Steam Whalecatcher in Peace and War, 1860 - 1960* by the same author, 1992, are monumental works. John's mastery of many languages and his long term commitment to the technology of sail had earned him an international readership. Mark Meyers is one of the world's best maritime artists. *Thermopylae and the Age of Clippers* by John Crosse was first published in 1968 but even more difficult to find is the 2nd edition, *Thermopylae The Challenge* published in 2005. *Ships and Memories: Merchant Seafarers in Canada's Age of Steam* by Eric W. Sager, 1993 is an evocative work as is *Light on the Water: Early Photography of Coastal British Columbia* by Keith McLaren, 1998. On my bookshelf these two books are companions.

Fighting Sail on Lake Huron and Georgian Bay: The War of 1812 and It's Aftermath by Barry Gough 2002 along with *Warships of the Great Lakes: 1754 - 1834* are now a part of my regular toolkit of readable

books I use in my work as is 'Sink all the shipping there': *The Wartime Loss of Canada's Merchant Ships and Fishing Schooners* by Fraser McKee, 2004.

Duets abound. I have recently gone back to my battered edition of *North Atlantic Run: The Royal Canadian Navy and the Battle for the Convoys* by Marc Milner, 1985 with the intent of reading it in tandem with *Tim Hats, Oilskins and Seaboats: A Naval Journey, 1938-1945*, by Latham B. Jenson, 2000. It was an enjoyable exercise. A similar duet that compliment one another is *Jack in Port* by Judith Fingard, 1982 and *Under Sail in the Last of the Clippers* by Frederick William Wallace, 1937. Another pair is *The Charley-Man: A History of Wooden Shipbuilding at Quebec 1763 - 1893* by Eileen Marcil and a magnificent pictorial survey that shows the richness of the St. Lawrence River, *Naviguer Sur Le Fleuve Au Temps Passe, 1860 - 1960* by Alain Franck. In a league of its own is *Roving Fisherman* by Wallace.

Finally there is Lewis R. Fischer, a seminal figure in the development of maritime history in Canada. His "David M. Williams and the Writing of Modern Maritime History" that appeared in *Research in Maritime History No. 18*, International Maritime Economic History Association, 2000 and the accompanying footnotes represent the best of readable scholarship.

You are invited to send along a similar list of bibliographic friends.
MDS

President's Corner

Looking up from composing this edition, the view out my hotel window in Sydney, Australia is of Darling Harbour. Formerly an industrial area slipping into decline, over the past decade it has been revitalized into a wonderful convention and entertainment district. Part of the vista is the Australian National Maritime Museum, home to several important museum ships: a replica of HM Bark *Endeavour* (Captain James Cook's

vessel of exploration), the submarine HMAS *Onslow* (similar to Canada's own recently retired O-class), and the Daring-class destroyer HMAS *Vampire* (the last major warship class built in Australia, roughly the same 1950s vintage as our St Laurent-class). The museum itself offers a comprehensive survey of the region's marine history, but imagine the surprise of a traveler from northern waters that the visiting special exhibition is "The Vikings"! With spectators milling about outside in the summer heat (this is January Down Under), and a variety of private boats and water taxis ferrying people to other parts of Sydney's lovely harbour, it is an incredibly vibrant scene.

The occasion of my visit is the Pacific 2006 International Maritime and Naval Exposition, the fourth in a bi-annual series sponsored by the Royal Australian Navy in cooperation with marine industries. It is especially well attended this year, as the RAN is set to embark upon a number of major shipbuilding projects, including new air warfare destroyers and amphibious ships. While those are the objects of my professional attention, my personal interest is drawn towards the concurrent academic conference. As in past years, the group of sailor-scholars in the RAN's Sea Power Centre has put together an eclectic mix of papers on historical, contemporary and technical themes. It is intriguing to note that one of the undercurrents in Sydney is a refrain known only too well at home: that Australians have little sense of themselves as a maritime nation – and that despite being an island continent with the majority of its major population centres located on the coasts.

Our Society's mandate, in its very broadest interpretation, is to redress that similar reticence amongst Canadians to acknowledge our relationship to the sea and its contiguous waterways. How to accomplish that has preoccupied Council for the decade I have been serving on it, and our recent semi-annual meeting in Ottawa was no exception. This year I am happy to report that we are in a position to adopt several concrete measures towards encouraging the study of maritime history in and of Canada. Essential to our deliberations was the assurance that our financial health is

robust. Indeed, Council is satisfied with the recommendation of Treasurer Walter Tedman, as I reported in the previous issue of *Argonauta*, that we now have the fiscal means to "grow" the Society and its works.

Our major avenue of recognizing scholarly achievement is through the variety of prizes we award. These already carry great academic prestige within our community, but to increase their visibility to a broader audience we have substantially increased their monetary value. The jewel in the crown is the Keith Matthews Prize for the best book on a maritime subject, which will now carry a cash award of \$1000, which should be sufficient to warrant notice in other Canadian academic and publishing communities. The related Matthews Prize for the best article published in *The Northern Mariner / le Marin du Nord* will be pegged at \$250. The value of the Jacques Cartier prize for the best Masters thesis by a Canadian student at a Canadian institution will remain unchanged at \$500, but the Gerald Panting New Scholar Award, a travel bursary to assist a graduate-level student to present a paper at our annual conference, is increased to \$1000. It is hoped these bigger values will attract even more contenders, as well as new members to the Society.

As the world of scholarship moves into the electronic age, wider dissemination of our journal has been a challenge, with more and more libraries declining to carry bound volumes in favour of digital formats. New Councilor Paul Adamthwaite has quickly earned his keep in tabling a proposal to embark upon on-line publishing of *The Northern Mariner*, to be run in tandem with the traditional paper format that shall be retained for the foreseeable future. The details as to cost and precise format have yet to be worked out, but the technology now exists that we can offer a word-searchable version at a reasonable subscription price (past issues will also be made available). Already the first step towards this end has been achieved. As you will see noted elsewhere in this newsletter, Bill Schleihauf has established an independent website for us. We of course are immensely grateful to the Marine Museum of the Great Lakes at Kingston and Queen's University for

having hosted us these many years, but the time is has arrived at which it is appropriate for us to strike out on our own.

Council also has decided that our status as a national institution would be enhanced if we were to make ourselves open to study. The boxes of past Society records that got transferred to my basement upon assumption of the presidency constitute an archival collection that should be of interest to future scholars. Some of this information will find a home on our new web-site (for example, summaries of past conferences and prize winners), while I shall investigate options for a proper home for the remaining bulk (such as membership lists, Council and AGM minutes, and general correspondence).

Finally, I want to bring to your attention a couple of items with respect to membership. Firstly, in the interest of attracting a younger generation of scholar, the "student" rate is reduced to \$20 per year, applicable to persons in a full-time programme at a recognized institution – anyone who is aware of the subscription costs of other journals will recognize our already low rates as incredible value, making this practically a give-away. So spread the word! Secondly, your annual renewal form will be arriving in a few weeks, and on it you will see a request for your contact and research interest information. Our hope is to return to producing an occasional issue of *Argonauta* as a "Members Directory". The wider exchange of ideas amongst ourselves is certainly a major reason to belong to this Society, and we have an obligation to facilitate it. However, in recognition of privacy concerns, such personal information cannot be published without your express individual permission, so I implore you to "tick the box" on the form agreeing to use of that information for this specific purpose.

With all that, I sign off wishing each of you all the very best for a fulfilling and prosperous 2006.

Rich Gimblett
President, CNRS

New CNRS Website

After many years of being hosted through the generosity of the Marine Museum of the Great Lakes, our Society has launched an independent website:

www.cnrs-scnr.org

Now we shall be able to keep everyone informed on a much more timely basis, and eventually provide new resources for the membership. Suggestions are always welcome: e-mail them to CNRSAdmin@cnrs-scnr.org.

Clark G Reynolds

Clark G Reynolds, noted maritime and naval historian, 65, died of a massive and unexpected heart attack at his home in Pisgah Forest, North Carolina, on 10 December 2005. He is survived by his wife of 42 years, Constance Caine Reynolds (who was his typist and proofreader), two sons Dwight and Ward, and one daughter, Colleen Reynolds, a budding historian herself and PhD candidate at the University of Idaho. Friends and associates mourn his passing.

Clark Reynolds was an acknowledged expert on the history of naval aviation, especially carrier admirals and fleet aviation tactics. In addition to his many books on the subject he was principal advisor to PBS and affiliates for the video *Wings Over Water*, a documentary of especial value to those of us who teach Naval History in universities and colleges. His books, published by leading houses, were many. They include *Command of the Sea: The History and Strategy of Maritime Empires*, *Navies in History, History and the Sea*, *The Fast Carriers: The Forging of an Air Navy*, and *Admiral John H. Towers: The Struggle for Naval Air Supremacy*. In addition to these achievements he was a dedicated and gifted teacher. He was recipient of the Distinguished Teaching Award and Distinguished Research Award by the University of Charleston. He won the Samuel Eliot Morison Prize in Naval Literature, Naval Order of the United States, and the Admiral

Arthur W. Radford Award for Excellence in Naval Aviation History and Literature.

Clark Reynolds, a Californian, was a man of many parts, and some personal observations may give additional buoyancy to this notice of his passing. I first met Clark Reynolds at the second meeting of the new North American Society for Oceanic History. I missed the first owing to the wrapping of my car around a tree in Vermont when en route to Maine, where Reynolds was the lead hand in running conferences on maritime history in Orono at the University of Maine campus there. I survived the encounter but my relationship with Reynolds took on new life. Clark Reynolds brought the maritime and naval historians together for the first time, and two conference proceedings derived from these meetings.

Reynolds was a keen leader in the Boy Scouts of America. He was also a keen "jazz-Bo" – his term – and he contended that real jazz ended with the swing era. In his spare time he was a broadcaster and host of a jazz programme that fed from the Charleston local into the regional network of the Public Broadcasting Network. His broadcast studio was unlike any other: he occupied a cabin high atop the flight deck of the USS *Yorktown* (CV-10), anchored at Patriots Point Naval and Maritime Museum, adjacent to Charleston. There, on a Sunday evening, with the winds howling outside (but snug and quiet within his studio) Reynolds was in a world of his own with a wide audience listening attentively. One Sunday, as the dusk gathered over the river with the river fairway far beneath us, when between intervals of jazz we talked about Morison and about Marder and Roskill, he closed the show, in honour of his guest and of his friendship with Canada by playing – to my utter surprise and delight – *Canadian Sunset*.

Clark Reynolds had many friends in Canada. He was a frequent visitor to Canadian Forces College, Toronto, where he lectured on maritime strategy, maritime versus continental powers, and other subjects. He also, with Major-General Fraser Holman, gave advice on emerging curricula there. He was a delight to be

on the podium with, and he always left students with a clear vision of how he saw History. He was but one person who thought History had been overtaken by politics. "Look at the current issues of *The American Historical Review*, he told me on more than one occasion, "and you will see that History is a shambles and no longer lacks integrity."

Reynolds had various university and civic appointments. In addition to his Maine professorship, he was an instructor at the US Naval Academy and chair at the US Merchant Marine Academy. He left academe for a time, and became managing-director of Patriots Point. He rescued the *Yorktown* and brought historical life to other vessels there, including a submarine and the first atomic-powered merchant ship. He worked with carrier veterans associations to acquire appropriate memorabilia to display and also to establish individual carrier rooms. His interest in naval aviation matched perfectly his interest in preserving the great carrier. His subsequent appointment to the University of Charleston brought him again to academic life and further distinction.

He was graduated BA from the University of California, Santa Barbara, and was awarded MA and PhD degrees from Duke University. He studied under the noted naval historian Ted Ropp at Duke. He was a frequent contributor to scholarly journals, and among the unsung pieces of his distinguished academic career is his long study of Minoan civilization published in the journal *The American Neptune*. Reynolds demonstrated that these people of Crete foreshadowed the maritime achievements of the Greeks. On another front, he argued that the Japanese were a continental not a maritime power, and this explained their strategy in World War II. He had broad horizons in his research about maritime and naval matters and societies. His pioneering and extensive writing about naval aviation remains his undying and irreplaceable achievement. His portraits of American admirals are additional legacies of his prodigious research and no-nonsense evaluations of historical materials and trends.

Barry Gough, Victoria, British Columbia

News and Views

Remains of HMS *Ark Royal*

In October 2002 the wreck of the aircraft carrier *Ark Royal* (torpedoed November 1941) was discovered in the Mediterranean. She lies in just over 1,000 metres of water, oriented roughly north/south. Side-scan sonar images showed extensive damage to the forward section of the main hull section, indicative that part of the bow and flight deck had been ripped away. Further details may be found online at:

www.edgetech.com/pdf/Hydro2004

Graf Spee's Eagle Rises from Deep

[BBC 10 February 2006] Divers have salvaged a 2m (6ft) bronze imperial eagle from the German World War II "pocket battleship" *Graf Spee* that was scuttled in the River Plate. Three divers had to loosen 145 bolts securing the 300kg (661lb) eagle to the stern of the craft in the muddy waters off Uruguay's capital, Montevideo. "The eagle is really impressive... it's all virtually intact," said team leader Hector Bado. The ship was scuttled in December 1939 to stop her falling into enemy hands.

Mr Bado told the Associated Press news agency the eagle had a wingspan of 2.8m (9ft) and a special barge with a crane was needed to raise it from the river.

The barge brought the eagle back to port with a yellow tarpaulin covering the swastika at its base - out of consideration for those who still hold strong feelings against the symbol of Nazi Germany, Mr Bado said.

The eagle was taken to a customs warehouse, but not before curious cruise ship guests had had a chance to disembark and get some snapshots. The ship has lain in waters only 10m deep since her scuttling - until a project financed by private investors from the US and Europe with the backing of the Uruguayan government sought to salvage it. The operation has now been going two years. Previous items raised included a 27-tonne section of the ship's command tower and a

range-finding device for gunners. It is hoped the vessel will become a tourist attraction in Montevideo.

Scuttle *Calypso*?

[CYBER DIVER News Network 21 Jan 2006]
In an obscure corner of the old trawler harbour of La Rochelle, hidden from view by the building-site that was once the city's fish-market and forgotten by all but a devoted few, lie the rotting remains of one of the most famous ships of the 20th century.

Heavy-duty rubber straps have been bound round the stern to stop her breaking apart and the front is covered by a white tarpaulin. A large sign warns the curious against coming aboard. Understandably, because the handrails are splitting and the metal floors have rusted through to a thin veneer. For the intrepid visitor who ignores the advice there is more desolation to come. Inside, where once rang out the cries of hardy crewmen and a thousand instruments whirred, there are now blackened timbers, gaping emptiness and the drip of discoloured rainwater.

This is the pitiful carcass of the legendary *Calypso*, the former Royal Navy minesweeper that for nearly half a century plied the oceans with the French undersea adventurer Jacques Cousteau, taking a starring role in his celebrated films and television programmes. Nine years after the commander's death, the ship has fallen victim to a bitter family feud and her chances of a new life as a museum or research centre - let alone taking to the sea again - appear to be receding into the depths.

"We had an expert's report done recently and they said it was no longer a question of repairing the boat, but of rebuilding it," said Marc Parnaudeau, who is in charge of the *Calypso* dossier at the La Rochelle town hall. "Every part would have to be replaced because the wood has completely rotted through. But it's like the bicycle which you change every part of. In the end you have a completely new one," he said.

The sad tale of the *Calypso*'s decline began in 1996 - a year before Cousteau's death at the age of 87 - when the ship was badly damaged in a collision with a barge in Singapore. Towed back to Marseille, the *Calypso* was brought to La Rochelle on the Atlantic coast two years later where the plan was to make it the centrepiece of a projected maritime museum. "The theme of the museum was going to be submarine exploration - so it would have been perfect. But then the questions over the ownership suddenly emerged," said Parnaudeau.

Throughout its decades of service, the *Calypso* had in fact been the property of the Anglo-Irish millionaire Sir Loel Guinness, who leased her to Cousteau for a nominal rent. But since the commander's death two associations have laid claim to his legacy.

On one side the *Equipe Cousteau* - the French arm of the US-based Cousteau Society - represents the interests of Cousteau's widow Francine. On the other, the *Campagnes Océanographiques Françaises* (COF) is backed by Jean-Michel Cousteau, the commander's son by his first marriage, as well as by several of his old crew such as chief diver Albert Falco, now 78.

Francine - a former air-hostess 40 years Cousteau's junior who married him six months after the death of his first wife Simone - says that since the collapse of the La Rochelle museum idea she has struck a deal with an American company to have the *Calypso* turned into a scientific education centre in the Bahamas.

But the COF wants the ship to stay in France. "This is an historic vessel that should have been classified as part of the French national heritage a long time ago," said Jean-Michel. According to Falco, Cousteau told him shortly before he died that he wanted the *Calypso* to return to the Mediterranean. "The boat needs us. I'd be ready to start out tomorrow," Falco told *Le Monde*.

Last November, a court in Paris appeared to settle the matter when it ruled in

favour of Francine. A document showing that the *Calypso* was registered under the COF's name in the 1970s was erroneous, the judge found. But the COF immediately said that it would appeal - earning a vicious denunciation from Francine.

Meanwhile, the authorities in La Rochelle are impatient to get rid of a boat which is now seen as an embarrassing encumbrance. "The dispute has gone on so long that we just want to be shot of it. It is heart-breaking, but we have to think ahead. And having the *Calypso* falling apart on our quayside is not good publicity. We will be happy to help pay the costs of getting her out of here," said Parnaudeau.

Some have suggested the *Calypso* should be towed out to sea and scuttled. She could then be used as a training area for deep-sea divers. Compared to yet more legal wrangling and years of painful decay, it could prove to be the more fitting end.

Teach Yourself to Read Old Handwriting

John Harland posted a note on MARHST-L about a website that can be of great assistance to anyone trying to decipher sixteenth to eighteenth century handwriting:

www.nationalarchives.gov.uk/palaeography/default.htm

US Reclassifies Many Documents in Secret Review

[*New York Times* 21 February 2006] In a seven-year-old secret programme at the National Archives, intelligence agencies have been removing from public access thousands of historical documents that were available for years, including some already published by the State Department and others photocopied years ago by private historians.

The restoration of classified status to more than 55,000 previously declassified pages began in 1999, when the Central Intelligence Agency and five other agencies objected to what they saw as a hasty release of sensitive information after a 1995 declassification order signed by President Bill Clinton. It accelerated

after the Bush administration took office and especially after the 2001 terrorist attacks, according to archives records.

But because the reclassification program is itself shrouded in secrecy – governed by a still-classified memorandum that prohibits the National Archives even from saying which agencies are involved – it continued virtually without outside notice until December. That was when an intelligence historian, Matthew M Aid, noticed that dozens of documents he had copied years ago had been withdrawn from the archives' open shelves.

Mr Aid was struck by what seemed to him the innocuous contents of the documents - mostly decades-old State Department reports from the Korean War and the early cold war. He found that eight reclassified documents had been previously published in the State Department's history series, *Foreign Relations of the United States*. "The stuff they pulled should never have been removed," he said. "Some of it is mundane, and some of it is outright ridiculous."

After Mr Aid and other historians complained, the archives' Information Security Oversight Office, which oversees government classification, began an audit of the reclassification programme, said J. William Leonard, director of the office. Mr Leonard said he ordered the audit after reviewing 16 withdrawn documents and concluding that none should be secret. "If those sample records were removed because somebody thought they were classified, I'm shocked and disappointed," Mr. Leonard said in an interview. "It just boggles the mind."

If Mr Leonard finds that documents are being wrongly reclassified, his office could not unilaterally release them. But as the chief adviser to the White House on classification, he could urge a reversal or a revision of the reclassification programme.

A group of historians, including representatives of the National Coalition for History and the Society of Historians of American Foreign Relations, wrote to Mr

Leonard on Friday to express concern about the reclassification programme, which they believe has blocked access to some material at the presidential libraries as well as at the archives.

Among the 50 withdrawn documents that Mr Aid found in his own files is a 1948 memorandum on a CIA scheme to float balloons over countries behind the Iron Curtain and drop propaganda leaflets. It was reclassified in 2001 even though it had been published by the State Department in 1996.

Another historian, William Burr, found a dozen documents he had copied years ago whose reclassification he considers "silly," including a 1962 telegram from George F Kennan, then ambassador to Yugoslavia, containing an English translation of a Belgrade newspaper article on China's nuclear weapons programme.

Under existing guidelines, government documents are supposed to be declassified after 25 years unless there is particular reason to keep them secret. While some of the choices made by the security reviewers at the archives are baffling, others seem guided by an old bureaucratic reflex: to cover up embarrassments, even if they occurred a half-century ago.

One reclassified document in Mr Aid's files, for instance, gives the CIA's assessment on October 12, 1950, that Chinese intervention in the Korean War was "not probable in 1950." Just two weeks later, on Oct 27, some 300,000 Chinese troops crossed into Korea.

Mr Aid said he believed that because of the reclassification program, some of the contents of his 22 file cabinets might technically place him in violation of the Espionage Act, a circumstance that could be shared by scores of other historians. But no effort has been made to retrieve copies of reclassified documents, and it is not clear how they all could even be located.

"It doesn't make sense to create a category of documents that are classified but that everyone already has," said Meredith

Fuchs, general counsel of the National Security Archive, a research group at George Washington University. "These documents were on open shelves for years."

The group plans to post Mr Aid's reclassified documents and his account of the secret programme on its web site, www.gwu.edu/~nsarchiv, on Tuesday the 27th of February.

The programme's critics do not question the notion that wrongly declassified material should be withdrawn. Mr. Aid said he had been dismayed to see "scary" documents in open files at the National Archives, including detailed instructions on the use of high explosives. But the historians say the programme is removing material that can do no conceivable harm to national security. They say it is part of a marked trend toward greater secrecy under the Bush administration, which has increased the pace of classifying documents, slowed declassification and discouraged the release of some material under the Freedom of Information Act.

Experts on government secrecy believe the CIA and other spy agencies, not the White House, are the driving force behind the reclassification programme. "I think it's driven by the individual agencies, which have bureaucratic sensitivities to protect," said Steven Aftergood of the Federation of American Scientists, editor of the online weekly *Secrecy News*. "But it was clearly encouraged by the administration's overall embrace of secrecy."

National Archives officials said the programme had revoked access to 9,500 documents, more than 8,000 of them since President Bush took office. About 30 reviewers - employees and contractors of the intelligence and defence agencies - are at work each weekday at the archives complex in College Park, Md, the officials said.

Archives officials could not provide a cost for the programme but said it was certainly in the millions of dollars, including more than

\$1 million to build and equip a secure room where the reviewers work.

Michael J Kurtz, assistant archivist for record services, said the National Archives sought to expand public access to documents whenever possible but had no power over the reclassifications. "The decisions agencies make are those agencies' decisions," Mr. Kurtz said.

Though the National Archives are not allowed to reveal which agencies are involved in the reclassification, one archivist said on condition of anonymity that the CIA and the Defense Intelligence Agency were major participants.

A spokesman for the CIA, Paul Gimigliano, said that the agency had released 26 million pages of documents to the National Archives since 1998 and that it was "committed to the highest quality process" for deciding what should be secret. "Though the process typically works well, there will always be the anomaly, given the tremendous amount of material and multiple players involved," Mr Gimigliano said.

A spokesman for the Defense Intelligence Agency said he was unable to comment on whether his agency was involved in the programme.

Anna K Nelson, a foreign policy historian at American University, said she and other researchers had been puzzled in recent years by the number of documents pulled from the archives with little explanation. "I think this is a travesty," said Dr Nelson, who said she believed that some reclassified material was in her files. "I think the public is being deprived of what history is really about: facts."

The document removals have not been reported to the Information Security Oversight Office, as the law has required for formal reclassifications since 2003. The explanation, said Mr Leonard, the head of the office, is a bureaucratic quirk. The intelligence agencies take the position that the reclassified documents were never properly declassified, even though they were reviewed, stamped "declassified,"

freely given to researchers and even published, he said. Thus, the agencies argue, the documents remain classified - and pulling them from public access is not really reclassification. Mr Leonard said he believed that while that logic might seem strained, the agencies were technically correct. But he said the complaints about the secret programme, which prompted his decision to conduct an audit, showed that the government's system for deciding what should be secret is deeply flawed. "This is not a very efficient way of doing business," Mr Leonard said. "There's got to be a better way."

Cape Breton Treasure Divers Enlist Filmmaker

[*Globe and Mail*, January 2006] A US dive team and a filmmaker will scour the depths off Cape Breton this summer for a British ship laden with coins. HMS *Tilbury* went down in a storm in 1957 near French-held Louisbourg. The Spanish pillar coins on board would be worth \$30 million.

The filmmaker's name was withheld, but he or she is said to have had a couple of Emmy and Oscar nominations. That would seem to modest a description for James Cameron, whose 1998 film *Titanic* won 11 Oscars.

Canadians Stir Controversy over Filming

A television company's decision to film inside the British war grave HMS *Repulse* has provoked an angry response from the Force Z Survivors' Association. HMS *Repulse*, which was bombed by Japanese aircraft in Malaysia in 1941 with the loss of 762 lives, is designated as a Protected Place under the Protection of Military Remains Act 1986.

Alan Matthews of the *Repulse* Survivors' association wrote a letter of complaint to Canada-based Eco-Nova Productions accusing its divers of "pushing the boundaries of taste and respect" by entering the war grave. He said that if survivors had known, they would not have agreed to be interviewed for the *Sea Hunters* series to be screened on the National Geographic Channel later this year.

Under the Ministry of Defence (MoD) act, it is illegal for divers to "enter any hatch or other opening" on a designated wreck. However, as the film crew employed by Eco-Nova Productions was not British, and HMS *Repulse* lies in international waters, wreck-protection legislation is unenforceable.

"All the survivors are utterly appalled that they [the film crew] penetrated the wreck, because they agreed that they would follow the Protection of Military Remains Act" Æ Matthews, the son of a Force Z survivor, told *Dive*. "Our reunion was in May 2005 and they approached us beforehand to arrange interviews with four of the survivors. I gave them a lot of research material. They have gone against the grain of what they said they were going to do."

However, the president of Eco-Nova Productions John Davis said the claims were both "despicable and untrue," and described Matthews "as a wannabe kind-of guy. Our team did enter just inside the outer skin of the vessel to get shots of the admiral's cabin, which was thought to be the quarters that were prepared, but not used, for the King and Queen's trip to Canada, and where the torpedo hit," Davis told *Dive*. "The team did not venture any further than the areas that were filmed and described. The images are totally and unashamedly visible in our footage. We never saw nor looked for human remains. We shot footage that helped tell the story."

Davis said that the film represented "probably the last opportunity" for survivors to present their "unvarnished point-of-view to a world audience." He added: "In all our actions at the wreck sites of HMS *Repulse* and HMS *Prince of Wales* and with the survivors, our actions were open and respectful. That reality will be reflected in the coming documentary."

The MoD said it could not comment directly on Eco-Nova Production's actions, but emphasised the importance of respecting war graves. "We would request that divers of other nations similarly respect the sanctity of the wreck and the relatives of those lost at sea," an MoD spokesman told *Dive*.

Safecracker's Dream

[North Jersey Media Group, 8 December 2005]
Others have tried without success to unlock two safes in the submarine *Ling* that have been closed for 35 years or more. Clifton resident Jeff Sitar, a world-champion safecracker, expects to be the next.

"They heard that I opened safes without destroying them," Sitar said, "so I accepted the challenge." When he'll tackle the safes on the World War II submarine in Hackensack hasn't been determined, but Sitar says he is eager to decipher the combination locks with his electronic stethoscope and his senses of sight, hearing and touch. "It really is exciting," he said. "It's really a challenge getting into something someone has built to keep people out."

Sitar, 43, was commissioned for the job by officials of the New Jersey Naval Museum. They said a theft at the *Ling* gift shop last year prompted them to look into opening the safes. "We tried everything to get into the safes," said Mike Accocella, a board member of the museum. "If [Sitar] can't do it, no one can do it, I've been told. I'm feeling positive, very positive about this."

The *Ling*, a 312-foot-long Balao-class submarine, is the last of the fleet boats that patrolled American shores during World War II. The submarine made one Atlantic patrol before the war ended. Decommissioned in 1946, she was donated to the Submarine Memorial Association in 1971. The vessel arrived in Hackensack in 1973.

Museum officials say they are not sure when the safes, which are in the captain's and executive officer's quarters, were last opened. Some suspect that they were locked right after World War II; others think they were last used during training in the 1960s. "I don't know if there are any great secrets in there in regards to war activity," said Basil Kio, a World War II submarine veteran and president of the Submarine Memorial Association, a non-profit that oversees the museum. "But we are anxious to know what is in there."

X-rays of the safes indicate they contain documents and metal objects. Museum officials said they don't know what the metal objects could be, but that the documents are probably personal effects of crew members, charts, orders or radio codes.

Sitar said that when he opens safes and vaults, he does not reveal the contents. Instead, he usually opens the door a crack and walks away. "I like to do everything by the book," he said.

Threat of Jail Time, Fines Forced Scuba Diving Grave Robbers to Turn over Stolen Loot

[Cyber Diver News Network, 5 Feb 2006] A defiant dive exploration, led by a former Coast Guardsman, created one of the most heated custody battles in recent maritime history. A sunken US Lighthouse Service ship called the *Lightship Nantucket* (LV-117) lay hidden in 200 feet of water 50 miles south of Nantucket Island, Mass., for 64 years until an exploration team plundered the ship and ultimately desecrated a gravesite.

Prior to the days of radar, long range navigation, or global positioning systems, ships relied on sight to steer their courses and avoid collisions. May 15, 1934, sight would not be enough. During a heavy bout of fog, the anchored 630-ton LV-117 was tragically sideswiped by the 45,324 ton *Olympic*, a British ocean liner and *Titanic's* sister ship. The lightship sank in minutes, taking four crew members down with her. Three other crew members died later from injuries and exposure.

Ironically, the lightship was sideswiped by the ocean liner *Washington* four months before the fatal incident. The lifeboat, antennas and boat davits were sheared. No lives were lost.

Eric Takakjian, a native of Fairhaven, Mass., is a former Coast Guardsman and avid wreck diver who took a notable interest in the shipwreck and spent years researching prior to launching a physical pursuit of the lightship. Takakjian and a team of experienced seamen

aboard the *Lady Francis* set out Jan. 11, 1998 to search for the ship's location. Using side-scan sonar, the graph findings revealed the *Lightship Nantucket's* rail.

Waiting for more diver-friendly conditions, Takakjian returned to the wreckage site in his 43-foot boat *Quest* with an exploration team July 18, 1998. Takakjian dove on the wreck more than a dozen times and removed the ship's binnacle, 1,200-pound signal bell, the helm, portholes, telegraph, and signal light.

News of the discovery spread quickly as Takakjian presented lectures, pictures and artifacts at diving symposiums and scuba diving conventions held in New England. Members of the United States Coast Guard Lightship Sailors Association, an association dedicated to the service members aboard lightships and preservation of US Coast Guard Lightship history, took notice of the Takakjian's discovery and notified the Coast Guard Historian's Office in Washington, DC, Sept 16, 2004.

"A grave ship should be treated the same as any other grave, six feet deep or 200 feet deep, it makes no difference. We were all appalled by the divers' actions. I think only a true sailor can appreciate this," said Larry R. Ryan, president of the USCGLSA. It was soon revealed by the Historian's office that Takakjian was irrevocably denied permission to explore and dive on the *Nantucket* by the Coast Guard. Takakjian wrote a letter to the Office of the Chief Counsel for the Coast Guard in Washington, DC, March 5, 1999 requesting permission to dive on the shipwreck. The chief of the asset management division at Coast Guard Headquarters responded with an official memorandum June 18, 1999 and denied his request because the artifacts were considered federal property. Conclusion: Takakjian had not requested permission to dive on the *Nantucket* until after the fact.

The historian contacted Coast Guard Investigative Service (CGIS) Northeast Region in September 2004. Takakjian's find and notoriety were soon subjected to a CGIS investigation.

Special Agent Michael R. Burnett, CGIS Northeast Region, was assigned as the case agent for the investigation Oct. 15, 2004. Burnett contacted the US Department of Justice (DOJ) in November 2004. Burnett reviewed the facts of the case, collected evidence, conducted interviews, and located the stolen artifacts. The divers admitted to the allegations and soon found themselves amidst a custody battle for the Lightship's artifacts.

The DOJ, CGIS, and Coast Guard First District Legal staff discussed methods of prosecution and legal action against the individuals to regain possession of the artifacts. The consensus was to first seek a civil remedy versus criminal prosecution. The suit was filed shortly thereafter and the case went to court in March 2005.

However, the divers' lawyer challenged the prosecution claiming the divers had the right to retain the property. DOJ then required not only the unconditional return of all property and a civil remedy, but also threatened criminal prosecution.

The mood quickly changed. "The litigation was settled by all members of the diving party," said Burnett. "They relinquished their rights to claim any of the recovered property, promised to never dive again on the *Nantucket* or to release the location of the lightship wreck to the public."

CGIS took possession of the property, secured it and arranged to have all property transferred to Training Center Cape May, NJ, and to the Coast Guard Historian's office for safekeeping and public display. "I think it was important for the history of the Coast Guard to preserve the ship's legacy and to protect the final resting place of people who died in service of their country," said Burnett. "People should not exploit wrecks for personal gain, profit and notoriety. They should expect to face penalties under the federal system, whether it be civil or criminal."

Ontario Provides Safe Harbour for Great Lakes Marine Heritage

[Ontario Ministry of Culture press release, 27 January 2006] The Ontario government is providing greater protection for two of the most significant and vulnerable marine archaeological sites in provincial waters, Culture Minister Madeleine Meilleur announced today. A new regulation under the amended Ontario Heritage Act limits access to the shipwreck of the *Edmund Fitzgerald* in Lake Superior. The regulation also limits access to the wrecks of the *Hamilton* and the *Scourge*, prescribed as one site, in Lake Ontario. Anyone wishing to dive to one of these sites, or operate research equipment near them, will now require a site-specific licence issued by the Province.

"With more than 500 shipwrecks discovered in Ontario's lakes, our province has some of the finest marine heritage resources in the world," said Meilleur. "The sites we have chosen for special protection are unique. We want to ensure that these fragile underwater sites – all of which contain human remains – are treated with care and respect." The *Edmund Fitzgerald* is one of the best known shipwrecks in the Great Lakes. The American bulk carrier encountered a storm on Lake Superior on November 10, 1975, and sank, with the loss of all 29 crew members, in Canadian waters northwest of Whitefish Point, Michigan. "We are very pleased that the Province has recognized the *Edmund Fitzgerald* as an important heritage site," said Ruth Hudson and Cheryl Rozman, who both lost close family members when the ship sank. "We are thankful that the site is protected from unauthorized visits, and we can now be at peace." The *Hamilton* and *Scourge* were merchant schooners pressed into naval service during the War of 1812. They sank in Lake Ontario, north of Port Dalhousie, in August 1813. Of the 72 crew aboard both ships, 53 perished — the single greatest loss of life on the Great Lakes during the war. The *Hamilton* and *Scourge* rest under 300 feet of water, and have been remarkably well-preserved by their cold and dark surroundings. Discovered in 1975 and explored in separate expeditions by Jacques Cousteau and the National Geographic Society,

the wrecks offer a unique insight into 19th century military and social life. The *Hamilton* and *Scourge* are owned by the City of Hamilton.

"The City of Hamilton supports the Province's selection of the *Hamilton* and *Scourge* site for special protection," said Ian Kerr-Wilson, Project Coordinator of the *Hamilton* and *Scourge* National Historic Site. "We commend the Ontario government for its innovative commitment to the preservation of our marine heritage." The looting and intentional damage of any marine archaeological sites, including heritage shipwrecks, is illegal under the Ontario Heritage Act. An amendment made to the act when it was revised in April 2005 increased the potential fine for violators to \$1 million. "The increased protection of Ontario's marine heritage sites is another concrete example of this government's commitment to the preservation of our heritage resources," said Meilleur.

SS *United States* Nominated for National Trust's America's 11 Most Endangered Historic Places List

[PRNewswire, 20 January 2006] The National Trust for Historic Preservation has included the storied ocean liner *United States* among its 2006 nominees for its prestigious "America's 11 Most Endangered Historic Places" list. The nearly 1000-foot ship still holds the North Atlantic speed record it took on her maiden voyage in 1952 and is considered by historians as among the most important engineering feats of the Twentieth Century.

"This is a great honour for our great national flagship," said Robert Hudson Westover, whose organization, the SS *United States* Foundation, filed the nomination application with the National Trust. "The last time the *United States* created this much excitement was when the Foundation successfully petitioned to have the ship placed on the National Register of Historic Places in 1999."

Although the *United States* is currently owned by Norwegian Cruise Lines (NCL),

Westover's organization would like to see the ship converted into maritime museum celebrating American's history at sea. This vision, however, seems to be at odds with NCL's stated plans of returning the *United States* back to sea as a modern-day cruise ship. NCL has owned the vessel since April, 2003.

"The Foundation can see no possible scenario where putting the ship back to sea won't result in destroying the few historic elements which remain after nearly 30 years of auctioning off items, environmental deterioration and just plain neglect by her previous owners," said Westover. "The only historic elements that remain are her two impressive ten-deck-high engine rooms and her overall streamlined outside architecture which is unique among ocean liners."

According to Westover's organization, these important historic elements would have to be removed or greatly altered because of the economic necessities of competing in the modern cruise ship market. The Foundation hopes that if the National Trust selects the SS *United States* for the "11 Most Endangered" list it will help their efforts in Congress to bring about legislation to protect the ship from any further damage to her historic integrity.

The Foundation is committed to saving the "Big U" through an advocacy movement based primarily on the internet at:
www.ssunitedstates.org

Recovery Operations on Site Containing Pay Ship Announced

[*Business Wire* Jan 6, 2006] Sovereign Exploration Associates International, Inc. (OTCBB: SVXP), announces plans to begin operations on site CBNS-3 containing the wreck of a British grand square-rigger pay ship, HMS *Tilbury* believed to be one of twenty ships in the British fleet sent to Halifax in 1757 to attack the fortress of Louisburg which was fortified by the French.

Under an official Treasure Trove licensing agreement with the Nova Scotia provincial government, Artifact Recovery &

Conservation, Inc. (ARC), a portfolio company of SVXP, anticipates surveying the site this spring and, weather permitting, initiate recovery operations.

While anchored off the coast of Cape Breton in September 1757, the fleet encountered winds of hurricane level. The British ship believed to have been a pay ship and carrying in excess of 500,000 gold and silver coins when it went down at St Esprit, Nova Scotia. Of the twenty ships, nine arrived in Halifax with masts standing, two sank, and the remainder of the fleet returned to England via Newfoundland.

A major focus of the exploration will be the large cargo of Spanish Pillar Dollars known to be on the pay ship. These coins were the principal coins found and used as currency in the Colonial years of America.

Robert Baca, CEO of SVXP, commented on the historical importance of the wreck site saying, "HMS *Tilbury* is another example of SVXP's valuable inventory of shipwrecks. We are very optimistic about the opportunities this shipwreck represents to our recovery operations in 2006."

***Titanic* Attraction in Belfast**

A proposal to create a world class *Titanic* visitor attraction in Belfast has been put forward and is gaining widespread support from all organisations both public and private in Northern Ireland. It is also possible that the SS *Nomadic* could be acquired by a separate organisation (Belfast Industrial Heritage) to join this proposed heritage complex. The aim is to have the project completed by 2012. See:

www.belfastcity.gov.uk/events/titanic.html

www.titanic-quarter.com

www.laganside.com

www.belfastindustrialheritage.org

The main components so far are:

1. A major visitor attraction in a dramatic, iconic building to be located on the *Titanic* Slipways. The building will draw its inspiration from the Arrol Gantry under which the *Titanic*

and her sister ships, *Olympic* and *Britannic*, were built. The building will contain a series of five large exhibition galleries using a combination of objects, models, technology and the full spectrum of communications media to relate the stories of industrial Belfast, shipbuilding and the *Titanic*. They will include:

- a huge model of the *Titanic* and *Olympic* under construction, over which visitors will travel on a moving platform.

- A full-scale replica bow and stern of the *Titanic* (extending from the gantry building).

- An educational centre and archive of Belfast's industrial and shipbuilding history, offering a lively education programme and a research facility.

- A large temporary exhibition area - attractive and stimulating temporary exhibitions, renewed on a regular basis, will encourage repeat visits.

- Themed restaurant, snack bar, shops, lobby, banqueting and conference facility

2. A Sculpture Park around the main attraction, containing large industrial artefacts (machinery, ships' propellers etc) and specially-commissioned works. These sculptures will be complemented by retail outlets, cafes and an open air performance space to create a lively ambience around the main attraction.

3. Restored Drawing Offices in the former Harland & Wolff headquarters building on Queen's Road. This building would form part of a new hotel.

4. A "Ghost Ship" in the restored Thompson Dock and Pumphouse: the Dock and Pumphouse will be restored, and the Dock kept dry. It is envisaged that there will be a full-scale outline of the *Titanic* in Thompson Dock, "drawn" with tensile wire to give visitors a real appreciation of the scale of the ship. This structure will be lit at night to create a dramatic effect. The Pumphouse will contain a café and an interpretative exhibition.

5. HMS *Caroline*: restored to her original form with and with armament replaced.

6. 'Tram' Shuttle Service: the key sites will be linked by a passenger shuttle service using a replica Belfast tram (probably running on tyres rather than rails, and diesel powered).

It is anticipated that the project will attract at least 400,000 visitors per annum and, possible, much more than this. Achievement of these numbers will depend on the completion of the project to the standard and scale required, and consistently strong marketing.

The preliminary cost estimates indicate that the project, excluding the gantry building, site costs, professional fees and VAT, but including the restoration of Thompson Dock, will cost almost £34 million. Preliminary costings for the gantry building are being prepared by the architect, but are likely to amount to £36 million or more.

Alberta Diver to Search for WWII U-boats Off the East Coast

[Edmonton Journal, 18 January 2006] Diver Rob Rondeau of Hardisty, Alta, plans to search for two German u-boats from the Second World War sunk off Canada's East Coast. Rondeau, president of ProCom Diving Services, says he's planning to begin the search for the two lost submarines later this year. A marine archaeologist who was part of last year's expedition exploring the *Empress of Ireland* wreck at the bottom of the St. Lawrence, Rondeau says the German u-boats represent an important part of Canada's maritime past.

"Most Canadians don't know that we used u-boats after the war—let alone that they attacked shipping off this country's East Coast during the Second World War," he says. "In fact, the Nazi submarine threat here was so real that it almost cost the Allies the war. The story of the Battle of the Atlantic and Canada's counterattack against its u-boat foe is one of the greatest stories of the war."

Rondeau's plans, called "Project Seawolves," involves searching for U-190 off

the coast of Nova Scotia and U-520 off the coast of Newfoundland. U-520 was sunk Oct 30, 1942, by a Canadian Digby aircraft during Operation Drumbeat during the height of Germany's u-boat war in the North Atlantic. The submarine went down 27 nautical miles east of St. John's. All the 53 crew perished. U-190 surrendered to Canadian military officials on May 11th, 1945, after sinking HMCS *Esquimalt* a month earlier. *Esquimalt* was the last Canadian warship sunk in the Second World War.

U-190 was taken over by the Royal Canadian Navy and was used as an anti-submarine training vessel until she was scuttled in 1947 near the last known position of HMCS *Esquimalt*, approximately five nautical miles east of Chebucto Head, N S.

Rondeau says he plans to search for the lost submarines using a marine magnetometer, which creates a graphic image of the sea floor by measuring magnetic anomalies. He will also try to create images of the submarines using side-scan sonar. If conditions allow, divers will then try to explore the subs.

He says he's talking with producers at the Discovery Channel about doing a documentary on Project Seawolves. He is also seeking sponsors to help cover the cost, although he says he is financing the project largely with internal company funds.

www.procomdiving.com

Trafalgar 200

by Susan Lucas

For those of us who are Nelson devotees, 2005 was a spectacular year. This was the year we celebrated 200 years since the British Victory at Battle of Trafalgar, and what a year it was.

For me this was a very special time, years of research and collecting Nelson memorabilia came together at The Alberta Naval Museum in Calgary. Starting on October 2003 I was approached by Captain(N) Wilson OMM, CSTJ, CD on a planned project for the

Museum. The Trafalgar project was to commemorate the 200th Anniversary of the Battle of Trafalgar and the death of Admiral Nelson with an exhibit recognizing Nelson's influence on modern western Navies.

The Naval Museum had never before undertaken an exhibit of this magnitude. Loans came from several places, the Glenbow Museum of Calgary offered the loan of some their more prominent artifacts from the Nelson era. Parks Canada, the Susan Lucas collection, the Manitoba Museum and the British War museum all provided artifacts for the exhibit. They also had a wonderful donation, a model of HMS *Victory* which was donated to the Naval Museum by Calgary model builder Hans Schallhorn. It had taken Mr Schallhorn five years to create this magnificent 8 foot long by 6 foot high model of Vice-Admiral Nelson's flag ship *Victory*. The grand opening of the exhibit was held in May, it was by special invitation. In attendance were several of our City officials, as well as Alberta Lieutenant Governor Norman Kwong and his wife Mrs Kwong. The opening was held at HMCS *Tecumseh* with speeches, and a presentation was made to the Lieutenant Governor Norman Kwong of a framed piece of Admiral Nelson's hair from my collection. After this we proceeded to the Museum where escorted tours were given to the honoured guests. The day was ended when we spliced the main brace in HMCS *Tecumseh's* wardroom. Following a very successful seven-month run, the Trafalgar Exhibit closed on December 31, 2005. The exhibit, believed to be the only one of it's kind in Canada, received fantastic reviews from visitors around the world who came to view it. The Museum is very proud of its achievement and its participation in the Trafalgar events. It could not have been done without all the volunteers and staff who so readily gave their time and energy to help ensure the success of the exhibit.

This was only the beginning for me. Through my association with the Nelson Society, I received an invitation to the National Trafalgar Dinner held in the Painted Hall, at the Old Royal Naval College in Greenwich England on October 21st. It was quite the

honour for me to receive such an invitation. We arrived in the UK on October 16th, to first take in the festivities in Portsmouth. We toured every part of the Historic Dockyard: HMS *Victory*, the Royal Naval Museum, King Henry VIII's *Mary Rose*, HMS *Warrior*, "Action Stations," etc. We were fortunate to be onboard *Victory* at one of the rare occasions where unguided free access and photography were allowed. From there we took the train to Greenwich. We spent our days touring the area and also visiting the Nelson Napoleon Exhibit at the National Maritime Museum. We also had the pleasure of having coffee with Dr Colin White, Director of Trafalgar 200 for the NMM, who is respected as the leading Nelson authority. I was thrilled to have him sign his recently published book *Nelson - The New Letters* which included a letter from my collection. He also used my Nelson to Sir Richard Strachan letter in his second book *Nelson the Admiral*. We also visited the Painted Hall during the day to view the spot where Nelson lay in State. The Painted Hall is considered to be the finest Baroque dining hall in Europe, the ceiling of the hall is larger than the Sistine Chapel. In an attempt to desensitize ourselves we visited the Painted Hall every day, sometimes twice, however it was in vain - the evening character of the Painted Hall when lit only by candlelight is utterly breathtaking.

The evening of the dinner was spectacular. Following a champagne reception with an opportunity to meet fellow Canadians Ian and Johanne McKee - just enough time for a couple of glasses of champagne and a look around the room at the great and the good. Medals and ribbons were being worn by many of the naval diners but none had as many as the life size statute of Nelson standing on a plinth in the middle of the room. The statue was a replica of EH Bailey's 17ft masterpiece in Trafalgar Square and if you looked at him long enough you'd catch him moving! It turned out to be an actor painted grey from head to toe standing motionless until a pretty lady walked past... It raised quite a few laughs! We were then called out to collect on the terrace to watch the arrival of HRH The Duke Of York and his lighting of the ceremonial beacon. From there we were then guided into the Painted Hall to

await the entry of the head table. Prince Andrew, smartly dressed in his Naval Mess uniform, led the honoured guests which included Dr White and Mrs Anna Tribe (great-great-great granddaughter of Admiral Lord Nelson and Lady Emma Hamilton). Following the Grace, Mrs Tribe read a speech which Nelson had given in Monmouth at a banquet in his honour. After parading the Baron of Beef (a prize steer named Agamemnon, and the very best beef we have ever had in Britain) the Duke of York pronounced it fit and the dinner formally commenced.

The Royal Artillery Orchestra provided exceptional entertainment during the dinner equal to the finest Philharmonic Symphony. After dessert, the cheese course was served with the passing of the port prior to the Toasts. Following a short address and the Loyal Toast proposed by Prince Andrew, Dr White presented an informative and entertaining speech before the Toast to The Immortal Memory. When the Ships of the Line (chocolate!) came in with fire blazing from their cannon, it was an impressive sight which took your breath away. Finally after coffee, we were entertained by the Royal Artillery Marching Band before the Sunset Ceremony and playing of *Heart of Oak*. To most people's disappointment, Prince Andrew was whisked away without greeting a single guest, and then we retired to the Queen Mary Undercroft Bar to say our good byes and collect our coats. Without a doubt, it was an absolutely spectacular experience and several days for our feet to touch the ground again. Trafalgar 200 will always remain a special year for me.

Some islands by any other name: the toponymy of the Northern Marquesas (or as they were briefly called: Ingraham's Islands, Les Îles de la Revolution, Hergest's Islands and Washington Islands!)

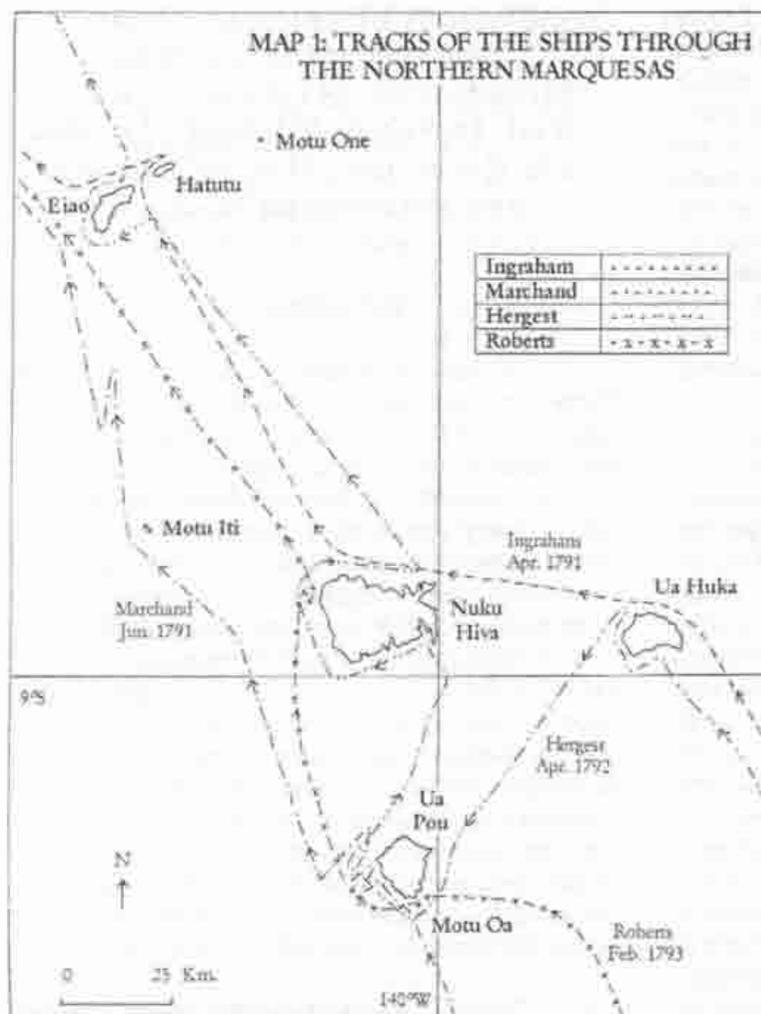
by John Robson

Introduction

It was common practice for early European voyagers to the Pacific Ocean to bestow names of their own choosing on islands and features they encountered. A few would take the trouble to ask the local inhabitants what, if any, name they used already (if they could understand each other) but most applied their own names anyway. If the new visitors were aware of prior visits and nomenclature by other Europeans, they would sometimes use the earlier names. However, national rivalries and people's vanity often meant that this did not always happen. In some cases, later visits occurred before an earlier visitor could announce their findings to the outside world, leaving the later voyager under the false impression that they were the first. The most interesting example of this situation happened in the Northern Marquesas in the early 1790s.

Nuku Hiva and the other islands in the Northern Marquesas remained unknown and unvisited by the outside (European and American) world until 1791. Then, in a period of two years they were "discovered" and "named" four times. Possession of the islands was taken on behalf of different governments while the local inhabitants got on with their lives, largely oblivious to all the sudden activity around them.

The group of islands, now known as the Marquesas, is an isolated one in the South Pacific Ocean, situated between 7° and 11°S, and between 138° and 142°W. Eleven islands and many other smaller islets make up the group. They are of volcanic origin with rugged topography, reaching heights of 1,200 metres. The larger islands are covered in thick tropical vegetation. None of the islands has the protection of coral reefs.



expedition led by Alvaro de Mendaña, which was en route for the Solomon Islands from Peru, stumbled upon the southern islands of the group on 21 July 1595. Mendaña sighted and named four of the islands, Fatu Hiva (called by Mendaña, Magdalena), Motane (San Pedro), Hiva Oa (Dominica) and Tahuata (Santa Cristina). The Spanish put in at Vaitahu, which they called Madre de Dios, on the west coast of Tahuata. On 05 August, Mendaña sailed west from the islands he called Las Marquesas de Mendoça, and the shortened form of that name has remained with the island group to this day. Mendaña neither visited nor recorded seeing any of the northern group of islands.

The islands then slipped back into relative obscurity for almost 200 years. James Cook, on his second voyage around the Pacific, visited them in 1774 in order to better fix their location. Unusually, Cook contented himself with only revisiting the islands previously noted by Mendaña, and even anchored in the same bay on Tahuata (Cook called it Resolution Bay).

The local people on these islands are Polynesians, who have lived there for about 2,000 years, having reached them from the west. These people had visited all the islands in the isolated group and had settled on most of them. That there had been movement between the islands and to Tahiti is most probable and evidence is found in the chart prepared by Tupaia for James Cook. He depicted several islands on his chart, with the word "Heeva" being used as part of the name of several of them. There are suggestions that "Hiva" was probably the original Polynesian name applied to the islands. The name Te Henua Te Enata (the Land of Men) is an alternative name sometimes in use today.

The lives of Marquesan people were first affected by outsiders when a Spanish

Given the close proximity of the Northern Marquesas Islands, it is puzzling that Cook and his crew do not seem to have seen them on the northern horizon. Instead, Cook sailed off for Tahiti to the southwest, leaving the "discovery" of the other islands to someone else. Seventeen years later, a procession of American and European voyagers arrived, the first being the American Joseph Ingraham, who arrived in April 1791. The islands were about to receive a succession of visitors and names.

Joseph Ingraham and the *Hope*

Joseph Ingraham had sailed as mate on the original American sea otter fur trading voyage by the *Columbia Rediviva* (captained by John Kendrick) and the *Lady Washington* (Robert Gray, captain), which left Boston in

1787 and sailed to the Northwest Coast of North America. While the *Columbia's* crew were in Canton in January 1790, Ingraham met Thomas Perkins, a Boston merchant about to return to America. The two men met again back in Boston and Perkins offered Ingraham the command of a small brig to go back to the Northwest Coast to trade for sea otter pelts. The *Hope*, a brig of 70 tons, was quickly readied and it sailed on 17 September 1790 from Boston. The ship only carried a crew of fifteen men and included Kalehua (Opie), a Hawaiian, whom Ingraham was returning home.

Ingraham took the *Hope* into Berkeley Sound (Puerto Soledad) on East Falkland on 08 January 1791, where he was entertained by the Spanish. The ship, after being careened and repaired, sailed on the 15th. They met the *Necker* under Captain Jonathan Hawes at sea on 22 January and the two ships rounded Cape Horn together on the 25th. However, they were separated in a gale on 04 February. The *Hope* struck a course to the northwest and, on 15 April 1791, two islands in the Southern Marquesas were sighted. After sailing between Hiva Oa and Tahuata on the 16th, Ingraham anchored off the west coast of Tahuata, close to where James Cook had been in 1774 in Vaitahu Bay. He stayed two days and then sailed north.

Over the next two days, Ingraham became the first outsider to visit the islands that make up the Northern Marquesas. He sailed north past Hiva Oa and then headed northwest. On 19 April, Ingraham sighted two islands, though none were recorded on any of his charts and he could find no reference to them. In the spirit of the recent independence of the United States, Ingraham began naming islands after the founding fathers of the country or heroes of the American War of Independence, starting with the President and Vice-President. The name Washington's was applied to the first island seen (Ua Huka), while its neighbour to the southwest (Ua Pou) was called Adams's. A small island (Motu Oa) off the southern point of Adams's was called Lincoln's.

Nuku Hiva was the next island sighted, between and beyond Washington's and Adams's. It was called Federal. Ingraham held

his course for Washington's and stood off the island that night. The ship had contact with local people the next day and Ingraham tried to land but was unsuccessful. Instead, he took possession for the United States while still on board the *Hope*. Another island could be seen to the west of Washington's and Ingraham now steered for it.

As night was approaching and he could see no place to land Ingraham sailed off to the north, after naming the island Franklin's. What Ingraham did not realise was that his two islands, Federal and Franklin's were one and the same, both being Nuku Hiva. Early the next morning, the *Hope* approached two more islands, Eiao (called Knox's) and Hatutu (called Hancock's). The northwest coast of Eiao was examined and Ingraham went ashore at Brattle's Bay. He then departed. (In Massachusetts in 1793, other people gave the name Ingraham's Islands to the Northern Marquesas).

Ingraham left the Marquesas on 21 April and headed north toward the Hawaiian Islands. He had no idea that a French ship was following him and would reach the Marquesas two months later. Their paths would cross at the end of the year in China. The *Hope* meanwhile arrived at Hilo on Hawai'i on 20 May and then visited Waikiki Bay, on O'ahu, Kaua'i and Ni'ihau before it sailed for the Northwest Coast of America on 01 June 1791.

Etienne Marchand, a French trader also bound for the Northwest Coast of America, had already arrived at the Marquesas.

Etienne Marchand and the *Solide*

In 1789, Etienne Marchand, a French merchant captain, called in at St. Helena on his way home from Bengal. He met and talked to Nathaniel Portlock, who was returning from a fur trading voyage to the Northwest Coast of North America. Marchand, born in 1755 in Grenada in the West Indies, soon developed ideas for a similar venture and when he arrived back in Marseilles he approached the company J. & D. Baux. Baux realised the financial

possibilities of fur trading and quickly had a ship built especially for a voyage to the Pacific.

The *Solide* was 300 tons and carried a crew of 50 men. Marchand was captain, with Pierre Masse and Prosper Chanal as joint seconds-in-command. Claude Roblet was one of the surgeons on board and both he and Chanal kept journals. The ship was ready to sail in June 1790 but an international incident between Spain and Britain over Nootka Sound had flared. For that reason and the fact that the French Revolution that had started, Marchand deemed it prudent to wait. The ship finally sailed from Marseilles on 14 December 1790.

After a short stopover in the Cape Verde Islands, Marchand sailed south determined not to land again before the Northwest Coast of America. The *Solide* was off Staten Island on 01 April 1791 before rounding Cape Horn. Sailing north in the Pacific, Marchand realised he was short of water and headed for the Marquesas, which he reached on 12 June. Two days later, he anchored in Madre de Dios Bay at the western end of Tahuata. The French remained there for six days, meeting and trading with the local Marquesan people. The contact was described by the French in their journals.

The curiosity of the French was roused at Tahuata as they thought they could see land on the northern horizon. However, it was situated where no land appeared on any of their charts. Accordingly, on the 20 June 1791, Marchand sailed north and the next day confirmed the existence of a new island. This was Ua Pou, the first of several islands that the French would sight over the next three days. The crew of the *Solide* called the new island Île Marchand after their captain.

Motu Oa, a separate small island off the southern point of Ua Pou, was named Île Plate. The *Solide* proceeded north up the west coast of Ua Pou before standing off a bay, close to the island's northwest point. Marchand sent Masse ashore to investigate this bay, where he was given a friendly reception by the local people. On account of the welcome, the French gave the name Baie du Bon Accueil (Welcome Bay).

It is now called Baie Vaieo. Marchand, himself, went ashore the next day in another bay on the northwest coast of the island. Once again the French were received warmly. This bay was Baie Hakahetau or, as Marchand called it, Baie de Possession, as he took possession of the island for the French nation.

Other islands could be seen to the north and west and Marchand set off to investigate. He sailed north past the west coast of Nuku Hiva, which he called Île Baux after his sponsors, but did not approach that island. Instead, he sailed off on 23 June to the northwest as more land had been detected in that direction. It turned out to be the rocks known as Hatu Iti (or Motu Iti) or, as Marchand called them, Les Deux Frères. Continuing to the north, the French sighted two more small islands but they did not sail close to them. Marchand named the islands Île Masse and Île Chanal after his two officers. They were Eiao, to the southwest, and Hatutu, to the northwest.

Marchand sailed away to the north leaving the group of islands. He deemed that the northern islands were separate from the southern Marquesas and called them the Îles de la Revolution to distinguish them from their southern neighbours. He had landed on one island and taken possession for France but he did not realise that he was not the first outsider to see the islands. Nor did he sight Ua Huka. Marchand visited the Hawaiian Islands and Sitka Bay on the Alaskan coast before making a quick crossing of the Pacific to reach Macao. He anchored at Typa, Macao, on 25 November 1791.

Ingraham and Marchand meet

In China, the fur traders found that there were problems between the Chinese and the Russians, which had caused the Chinese to stop all trade in sea otter pelts. Ingraham and other traders were stuck with their furs unless they could find illegal outlets where they faced the prospect of selling at much reduced prices. In Macao, Ingraham's *Hope* was along side other ships, including Marchand's *Solide*, all with the same problem of how to dispose of their cargo. Added to which, Ingraham was ill and

Marchand offered the services of his surgeon, Claude Roblet. Baux's agents informed Marchand that it was impossible to sell furs in the foreseeable future so he decided to leave.

Ingraham returned to America for another season of fur trading while Marchand sailed for Europe, taking his furs with him. He reached Mauritius (the Île de France) on 30 January 1792 and, after a stay of 11 weeks, sailed on. He put in quickly at St. Helena in early June and passed through the Strait of Gibraltar on 04 August. Ten days later, on 14 August 1792, the *Solide* arrived back in France at Toulon harbour.

The third European visitor was Richard Hergest, on his way to meet up with George Vancouver at Nootka Sound.

Richard Hergest in the *Daedalus*

George Vancouver had been instructed by the British Royal Navy to sail to Nootka Sound on the Northwest Coast of North America to represent British interests in negotiations with the Spanish to resolve an incident that had occurred concerning fur traders at Nootka. Vancouver set off in 1791 with two ships and sailed via Australia and New Zealand. Meanwhile, a storeship, the *Daedalus* was put under the command of Richard Hergest, and given instructions to go separately to Nootka where he would rendezvous with Vancouver.

Hergest left Britain in August 1791 and sailed round Cape Horn into the Pacific. He reached the Southern Marquesas on 22 March 1792 and anchored in Vaitahu Bay. There was nearly a tragedy on their arrival when a fire was discovered on board. However, it was extinguished before too much damage was done. After a stay of a week, the *Daedalus* left the bay and sailed north past Hiva Oa.

On the morning of 30 March, Hergest sighted three islands ahead. They were new and not mentioned on any of his charts. Hergest steered for the southwestern corner of the easternmost island, Ua Huka. Here he stood off Baie Haavei, behind Motu Teuaua and observed

the island and its people from the ship. Local people visited the ship and, from the amicable reception, Hergest called the bay Friendly Bay. Hergest continued to the northwestern point of the island, which he named Riou's Island, before heading away to one of the other islands to the southwest.

This was Ua Pou, which Hergest called Trevenen's Island. He circled the island without landing, noting a good bay, Baie deVaiheau, near the northwestern point. Once again, he called it Friendly Bay. The next day, 01 April, Hergest approached the island a few kilometres to the north and proceeded to sail along its south coast from east to west. He gave the name Sir Henry Martin's Island to the island, Nika Hiva. A large bay near its southeastern point was called Comptroller's Bay, a name it retains as Baie de Contrôleur. Hergest then entered another bay, Baie Taiohae, which he called Port Anna Maria.

When they reached the west coast of the island, they sighted a large rock to the west. This was Motu Iti and appears on Hergest's chart as Hergest's Rocks. Hergest, however, remained close to the north coast of Nuku Hiva until the morning of 02 April, when he headed northwest toward two more islands, just sighted. On the 3rd, the *Daedalus* rounded the southwestern point of the western island and investigated its northern coast. A landing was made at Cocoa Nut Bay. The two islands, Eiao and Hatutu, were called Roberts's Isles. Edward Riou, James Trevenen and Henry Roberts, after whom Hergest had named these islands, had all been colleagues of Hergest on Cook's voyages to the Pacific.

The *Daedalus* sailed on to Hawai'i, where Hergest and his astronomer, William Gooch, were killed in a fight. The ship continued on to meet Vancouver at Nootka. Vancouver honoured Hergest by calling the island group after his late friend. He then placed James Hanson in charge of the *Daedalus* and dispatched the vessel to Port Jackson in Australia. En route, it called in at Nuku Hiva in early 1793.

The final visitor in this group of four was Josiah Roberts, another Fur trader from Boston.

Josiah Roberts and the *Jefferson*

The *Jefferson* was a 153 ton Boston ship under the command of Josiah Roberts. It left Boston in November 1791 and spent time sealing in the Southern Ocean before heading to the Marquesas, where Roberts anchored in Resolution Bay (Vaitahu) on Tahuata. Roberts remained there from 11 November 1792 to 24 February 1793 while a 90 ton schooner called the *Resolution* was built. During their stay, islanders informed them that there were more islands to the northwest.

The two ships sailed northwest from Tahuata towards the Northern Marquesas. A Marquesan named Tooe-no-haa had been persuaded to sail with them and he guided them through the islands. With Tooe-no-haa on board, Roberts knew names for the islands but, like his predecessors, Roberts bestowed new names on them. Ua Pou (Roberts heard Wooapo from Tooe-no-haa) became Jefferson after Roberts' ship, while Motu Oa was called Resolution after the schooner. Ua Huka (Roberts heard Ooahoona) was called Massachusetts after their home state, while Nuku Hiva (Nooheeva), Motu Iti (Fatoo-e-tee), Eiao and Hatutu became Adams, Blake, Freeman and Langdon respectively.

On February 25, Roberts sailed between Ua Pou and Motu Oa and up the west coast of Ua Pou. The ships crossed to Nuku Hiva and spent a few days off its west coast. Bernard Magee, the *Jefferson's* first officer went ashore with Tooe-no-haa and inspected several bays. He also traded with local people. On 02 March 1793, Roberts sailed north having left Tooe-no-haa on Nuku Hiva. Roberts called the group the Washington Islands. He reached the Northwest Coast of America in May 1793 and began trading north along the coast as far as Bucareli Bay. Meanwhile, Roberts dispatched the *Resolution* south to the Columbia River.

The *Jefferson* proceeded slowly south to Barkley Sound where it found the *Resolution*,

which had already been to the Columbia River and successfully traded there. Roberts sent the schooner back again but this time it could not enter the river and returned to Barkley Sound. The two ships wintered over in the sound. In 1794, the *Resolution* left Barkley Sound and once more headed to the Columbia River, never to be seen again by its companions. It had eventually gone north to the Queen Charlotte Islands, where it was captured and all its crew killed. The *Jefferson*, independently, went north in 1794 to the Queen Charlotte Islands where it traded. On 17 August, it left the Northwest Coast and sailed to Hawai'i and China. Roberts and the *Jefferson* eventually reached Boston.

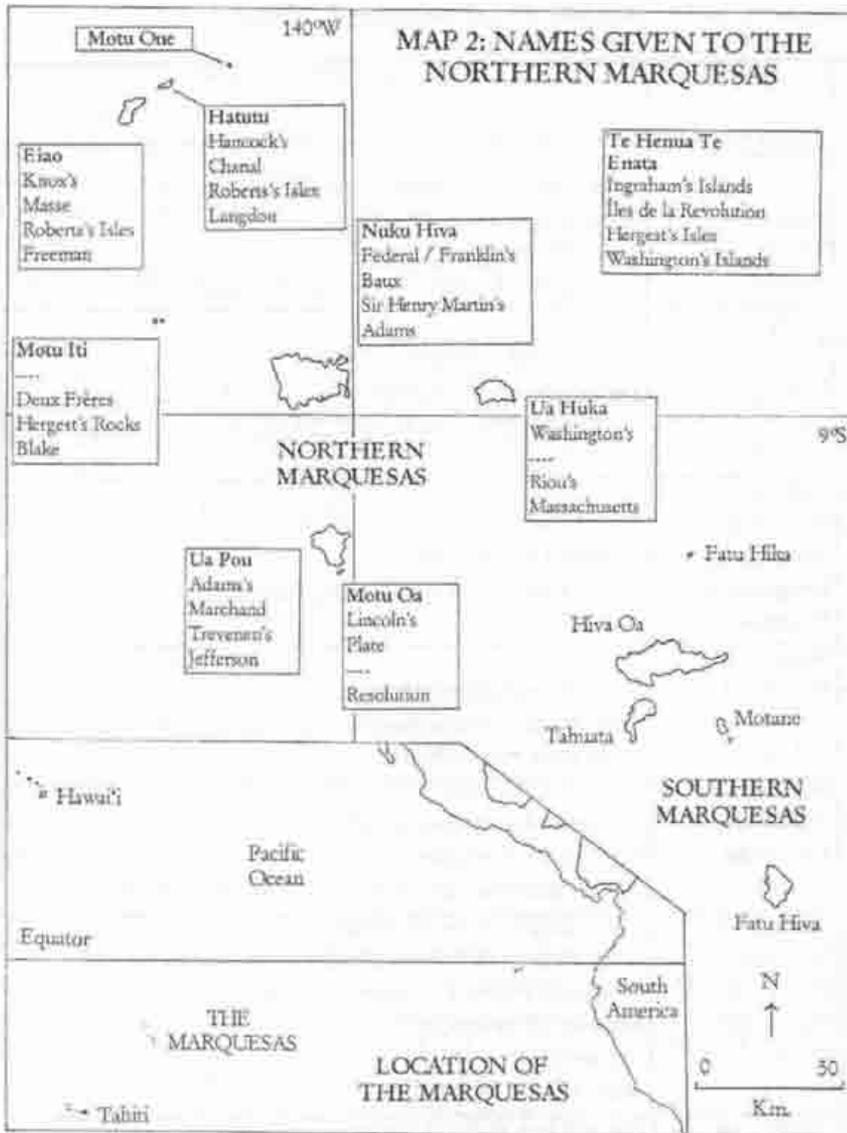
None of these voyages received much attention after their return to home ports. As such, the names given to the islands never received any real usage or acceptance and soon disappeared, leaving the Marquesan names to stand firm. As Josiah Roberts wrote:

"To avoid confusion, however, it may be most eligible to call each island by its proper name in the language of the inhabitants."

The story of their toponyms became a footnote to the islands' history. Roberts' suggestion became a reality and only the name of the whole island group remains as testimony to European involvement. Acts of taking possession of the islands had been made by Ingraham (off Nuku Hiva in April 1791) and Marchand (on Ua Pou in June 1791) and the French followed this up in 1842 when Abel Dupetit-Thouars formally took possession in the name of King Louis-Philippe. The islands have remained French Territory to this day, retaining the European name, Îles Marquises or The Marquesas, bestowed on them back in 1595. It remains to be seen whether they will ever shed that name and revert to Hiva or Te Henua Te Enata.

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Appendix 1: The Marquesan version of how the islands were named

Greg Dening, in his book *Islands and beaches*, gives an account of how the people of the Marquesas believe their islands were named. There is a creation story in which the islands were fished from the sea and the larger, inhabited ones

played significant roles. The God Atea built a house and Nuku Hiva was its pointed roof, Ua Pou was its support poles and Ua Huka was its binding. Hiva Oa was the ridge pole, Fatu Hiva was the thatching and Tahuata was the celebration of its completion. All the smaller, uninhabited islands and rocks were also given names. Doubt only rests with the name for the whole island group. Te Henua Te Enata (The Land of Men) and Hiva are two possibilities.

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Appendix 2: Names given to the islands of the Northern Marquesas

Marquesan name	Explorers' names	Namer	Background to names
Hiva (?) or Te Henua Te Enata - names for the island group.	Ingraham's I. de la Revolution Hergest's Isles Washington's Is.	Marquesan Marchand Vancouver Roberts	After Joseph Ingraham (by others in Boston) After recent French Revolution After Richard Hergest George Washington - American President
Eiao	Eiao Knox's Masse Roberts's Isles Freeman	Marquesan Ingraham Marchand Hergest Roberts	Henry Knox - American Secretary of War Pierre Masse - Marchand's First officer Henry Roberts - Royal Navy colleague Unknown
Hatutu	Hatutu Hancock's Chanal Roberts's Isles Langdon	Marquesan Ingraham Marchand Hergest Roberts	John Hancock - Governor of Massachusetts Prosper Chanal - Marchand's First officer Henry Roberts - Royal Navy colleague Unknown
Motu Iti	Motu Iti Deux Frères Hergest's Rocks Blake	Marquesan Marchand Hergest Roberts	Small island Two Brothers after shape After Richard Hergest by George Vancouver After owner of <i>Jefferson</i>
Motu Oa	Motu Oa Lincoln's Plate Resolution	Marquesan Ingraham Marchand Roberts	Benjamin Lincoln - a Revolutionary officer Flat Island after shape After <i>Resolution</i> and bay on Tahuata where built
Nuku Hiva	Nuku Hiva Federal Franklin's Baux Sir Henry Martin's Adams	Marquesan Ingraham Ingraham Marchand Hergest Roberts	The pointed roof of the house After American Federal government Benjamin Franklin - American leader Marchand's sponsors Unknown John Adams - American Vice-President
Ua Huka	Ua Huka Washington's Riou's Massachusetts	Marquesan Ingraham Hergest Roberts	The binding of the house George Washington - American President Edward Riou - Royal Navy colleague Roberts' home state
Ua Pou	Ua Pou Adams's Marchand Trevenen's Jefferson	Marquesan Ingraham Marchand Hergest Roberts	The support poles of the house John Adams - American Vice-President After Etienne Marchand by his crew James Trevenen - Royal Navy colleague After Roberts' ship, after Thomas Jefferson

West Coast Letter

by John Crosse

We had hoped it would be a campaign sweetener, but apparently Paul Martin balked at the last moment, however it is now official. The City of North Vancouver is to donate the old Burrard Dry Dock shipyard as the new 'National Maritime Centre of the Pacific and Arctic'. Sure there will be commercial and highrise developments as well, but at long last Canada's largest port will have a maritime museum worthy of the name. Financing will come later. The press release was mostly sweet talk, but after so many years of 'all talk and no action', the ball has finally started to roll.

The location is ideal. On the north shore of the main harbour on the side of a hill, it has the southern exposure essential for catching each ray of sunshine on this rain-drenched Coast. One can usually calculate that North and West Vancouver are ten degrees warmer than downtown Vancouver, due to the slope of the ground attracting a greater percentage of the sun's rays. More important though is that visitors will have as an ever-changing scene a sight of the world's shipping coming up-harbour against the backdrop of Vancouver's office towers. Closer at hand will be tugs dashing around and, nearby floating drydocks to haul vessels as large as cruiseships out of the water. The site is perfect, better even than New York or San Francisco's. There is a certain value in having such an important institution a little way out of town. Patrons will be able to hone their skills travelling over on the Seabus. The mother of all maritime museums, in London, requires a two-hour trip down the Thames to reach.

All this brought to mind of a previous campaign sweetener, when Pierre Trudeau donated the old RCAF Base at Jericho Beach to the city of Vancouver in 1972. Small boat sailors were quick to seize the opportunity, and took over the last of the old Air Force hangers. Today it is the headquarters of the Jericho Sailing Centre Association, at one

time one of the largest dry-land storage facilities for small sailboats, and now an excellent place to down a Molson of a hot summer's evening while watching the Sun set up the Gulf.

Back in earlier time, when their archivist, I was fascinated by the traces of the old flying boat base still around; phosphor-bronze outlets recessed into the concrete of the hard-standing to supply electric power to the flying boats, old hanger-door-tracks of buildings long demolished, now mysteriously leading nowhere. The place was enormous!

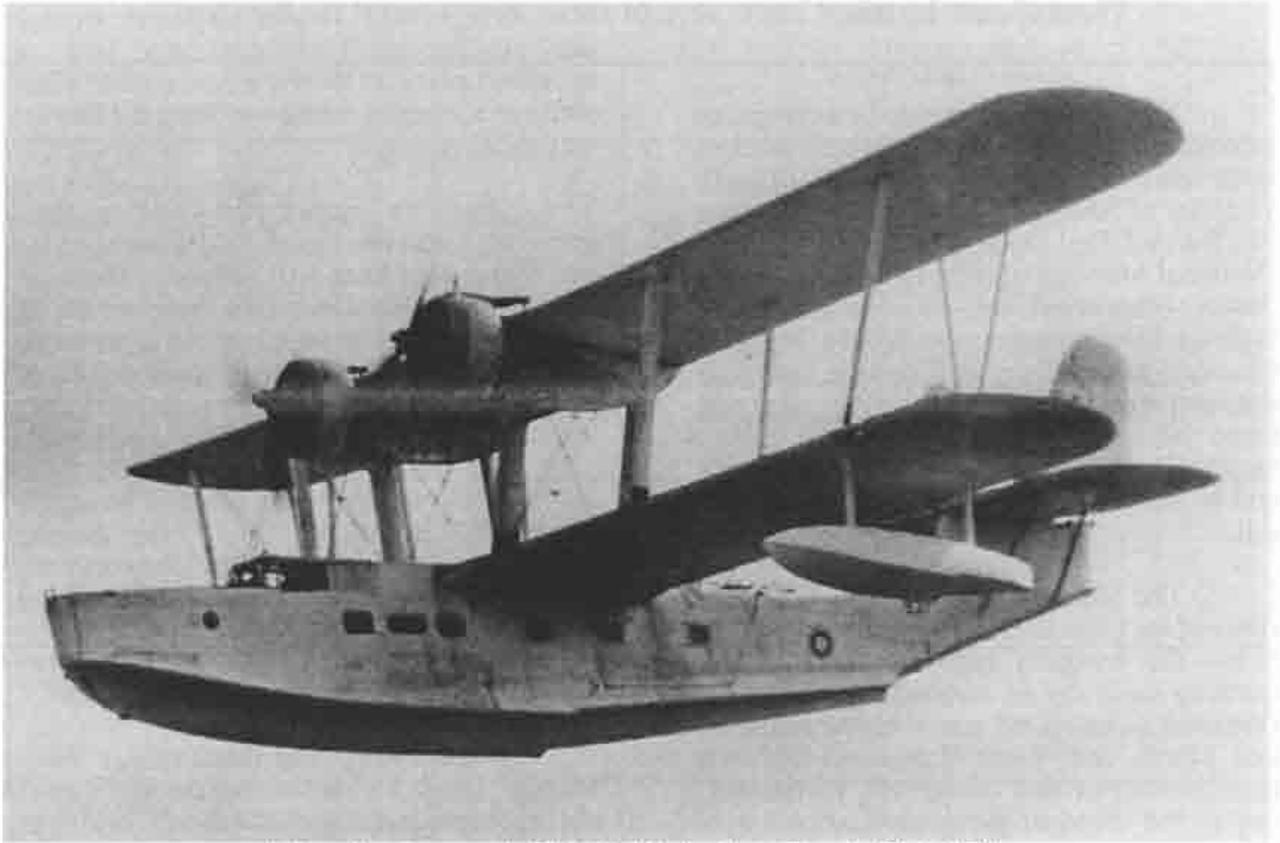
This brought me in mind of an article I had drafted at the time, after having interviewed one of the key movers-and-shakers of the old place. So I dusted it off and here it is -

One of the Best Kept Secrets of the War

[June 1989] The death of Air Vice-Marshal Leigh Stevenson, means that one of the best kept secrets of the Second World War can now be told. Stevenson himself told the writer this tale shortly before he died.

Those who know the history of Western Canada will recall that it was at Jericho Beach, on 1st April 1924, that the first squadron of the Royal Canadian Air Force was formed. In February of 1930 Stevenson flew the first Vickers Vancouver built in Montreal, out to Jericho to form the nucleus of No. 4 Squadron, other Vancouvers followed, and the rest were made up of Fairchild 71s and Vickers Vedettes. Shortly before World War II, the squadron was re-equipped with Supermarine Stranraers.

With the gathering war clouds Stevenson, by then the Staff Officer (Operations) at Jericho, was summoned to Ottawa and instructed to prepare a 'War Book' for Western Canada should hostilities break out. An integral part of this defense was to be the use of Stranraers for long range patrol of our waters, extending out into the Pacific. Stevenson, after carefully inspecting



A Canadian Stranraer in flight. Public Archives Canada, PA-144501.

the coastline from Victoria to Prince Rupert, selected six sites for flying-boat 'out-stations', Patricia Bay, Ucluelet and Coal Harbour on Vancouver Island, Bella Bella and Prince Rupert up the coast, and Alliford Bay in the Queen Charlottes.

At the time of the attack on Pearl Harbor Stevenson himself was in Britain, but four days later he was back at Jericho, with instructions to put into operation his War Plan. He was soon reinforced by Stranraer squadrons from Eastern Canada, and quickly brought his out-station bases to full operational efficiency.

Those who remember those days will recall how ill prepared the United States was. Their citizens still cherished *isolationism*, steadfastly believing that 'it couldn't happen here!'. Canada on the other hand had already been at war with Germany for more than two years. The result was that we were much better prepared than the Americans. Due to

Stevenson's plan, Stranraers were soon ranging far out into the Pacific, guarding our coast from the very real danger of Japanese attack. In contrast the United States had been so crippled by Pearl Harbor, and by other attacks on their bases in the Philippines and the Western Pacific, that they had far too few aircraft to protect their own coastline. In contrast Stevenson was ready. With US shortages, it was sometimes Canadian fighters that had to provide protection for US citizens flying out of United States airfields, and it was Canadian flying-boats patrol missions to protect the American coastline, because their own Air Force was too weak. In addition the United States Navy was so crippled after Pearl Harbor that they hardly had a battleship to defend their West Coast bases from a possible attack by Yamamoto's aircraft-carriers and battle fleet.

It was in this situation that a young RCAF pilot officer from No. 4 Squadron, now based in Ucluelet, found himself one day in

early 1942. He was on patrol off the Washington coast in his Stranraer flying-boat, when he sighted warships ahead. As he approached he saw a vast battle fleet coming towards him, steaming in line ahead. As he closed, he challenged with his Aldis lamp. There was a momentary pause, and then the answering code of the day flashed back. Beneath him he saw what remained of the US Pacific Fleet, convoying their less badly damaged battleships from Battleship Row, in Pearl Harbor, back to Puget Sound. This was one of their most closely guarded secrets. If the Japanese got wind of the American movements, a further raid on Pearl Harbor could destroy the remaining American presence in the Hawaiian Islands. The signal lamp from below blinked again, ordering him that *under no conditions* should he break radio silence. He continued with his patrol, and on returning to Ucluelet, was hurried, via Jericho, to Ottawa, there to *personally* report what he had seen.

Western Canadians today protest military preparations on the coast out here, but up until the Battle of Midway Island, which took place later that in '42, there was the very real danger of a Japanese raid on Canadian territory. Enemy forces had landed in the Aleutian Islands, and it took many months to dislodge them. However slowly the danger receded, and the Canadian squadrons, which had been diverted to counter this new threat, were moved to other theatres of war. Not only Stranraers were involved. There must be British Columbians who still remember the Hawker Hurricane fighters, of Battle of Britain fame, that came west to defend BC in our hour of need. Based at Sea Island, Pat Bay and Tofino, some squadrons were shifted to Annette Island in the Alaska Panhandle and even further north to Yakutat Bay. The old flying boats squadrons at Jericho Beach were not disbanded until 1955.

Traces of Stevenson's outstations still exist, the old Stranraer hangers at Coal Harbour are still there, and some also elsewhere. But few remember how valuable they were when the United States was so unprepared.

The above article is somewhat dated and needs a little explanation. At the time when it was written, peace protesters were regularly picketing the RCN Nanoose Bay testing facility, where US warships and nuclear-submarines would come for weapon testing. Because of this hassling the US Navy later built an alternate facility in Alaska on a remote inlet north of Ketchikan, but the Canadian operation is still functional.

It is difficult to equate the situation less than seventeen years ago with the world as it is today. Since 9/11 military preparedness is the watchword. Out here on the West Coast crowds flock to welcome each Canadian warship returning from Iraq. Terrorist alert operates 24/7, try to get into a Ports Vancouver facility today and you have angry Ports Police immediately at your throat!

Members' News

Marc Milner, acting director of UNBF's Centre for Conflict Studies, was named winner of the C.P. Stacey Prize for his book *Battle of the Atlantic*. The award is presented to the author of the best book on military history published in Canada or written by a Canadian in 2002 and 2003.

Dr Milner's book was published in hardcover in 2003 and is now in paperback. One reviewer called the book the "most comprehensive short survey of the U-boat battles," while another lauded Marc for creating a "masterful survey of one of the longest and most complex struggles of World War Two."

Museums and Ships

Japanese Submarine to become Museum

The decommissioned Yuushio-class submarine *Akishio* of the Japanese Maritime Self Defence Force has been selected to become a museum piece in Kure. It appears that *Akishio* never followed her sisters from the active fleet to training duties.

Historic Ships at Birkenhead

It appears that the museum complex at Birkenhead is going into liquidation. Preserved ships *Plymouth*, *Onyx*, *Bronnington* and *U534* do not appear to have good prospects for survival. From the *Birkenhead News* of Jan 18 2006:

Wirral's fragile tourism market received a massive blow with news the Warship Preservation Trust has gone into voluntary liquidation. The trust has been told the unique collection must move from its current site due to development of nearby warehouses.

Landowners, Mersey Docks and Harbour Company (MDHC) has offered a temporary site for the warships on the East Float Dock but it is not big enough for the collection's star attraction, *U534*, the only German U-boat to have been raised from the seabed.

The trust, formed in 1992, is also set to be hit by the departure of chairman Sir Philip Goodhart, who has previously underwritten any losses. Said Wally Bennett, project director for the trust: "Our organisation is self-financing and we are vulnerable to changes in cash flow. The impact of moving from our existing site to the new site would be adverse. It is not so much the cost of the move, which Wirral Council are responsible for being the leaseholders, it is the disruption during half-term and Easter holidays which would affect our finances. This is the largest collection of preserved 20th Century warships in Europe and would be a loss not just for Merseyside but the whole of the UK, we are an important part of the Wirral tourism mix. I am extremely sad for the 11 staff who are going to lose their jobs, I am sad for the public who will no longer be able to visit us and I am sorry for the band of volunteers who support us."

Wirral Council is in talks with MDHC to save what has been called an "icon." Said Councillor Jerry Williams, Wirral heritage

champion: "This is a vital asset for the heritage trail we are setting up and we will do everything we can to save the attraction."

USS *Alabama* Reopened

Battleship Memorial Park – closed for more than four months because of extensive damage inflicted by Hurricane Katrina was scheduled to reopen on Monday the 9th of January, with a ceremony featuring the "rechristening" of the USS *Alabama*. That date marks the 41st anniversary of the opening of the park and the 59th anniversary of the decommissioning of the battleship *Alabama*, which earned nine battle stars in World War II.

The 680-foot-long warship – the centrepiece of the park – was left listing noticeably at 8 degrees to the port side by Katrina's storm surge. The list has been reduced to about 3 degrees to port and is safe for tours by the public. Work will continue until the ship is level.

Katrina wreaked more than \$4 million in damage on the park Aug. 29 when it struck the central Gulf Coast. Hardest hit was the Aircraft Pavilion, which was left in a shambles and remains closed. There was extensive damage to vintage military aircraft housed in the pavilion, but most are expected to be restored. Both the USS *Alabama* and the 311-foot-long World War II submarine USS *Drum* will be open for tours. There was little, if any, damage to the Vietnam War Veterans Memorial and the Korean War Veterans Memorial at the park, officials have reported.

More Bad News

In April 2004 Newsoms Boatyard at Lowestoft was destroyed by fire taking with it the partially restored MGB60 and almost taking MTB102. The boat shed rebuilding is now almost complete and the slipway is back in use. The slip can handle vessels upto 70 feet long and 70 tons.

The work force has been retained throughout this time and is now able to slip vessels straight from the water into the new purpose built shed. The standard of work is very high as can be seen on their web site, www.newson.co.uk or www.mtb102.com.

MTB102 is slipped at Newsons every winter and it is largely down to the excellent work put into the hull by the shipwrights, that MTB102 is still operational. The skills available in this yard are rapidly being lost so it's a case of "Use 'em or lose 'em."

CANADIAN NAUTICAL RESEARCH SOCIETY

NOMINATIONS FOR 2006 ELECTION OF COUNCIL

The following positions need to be filled by election at our annual general meeting in Manitowac, Wisconsin, on Saturday, 3 June, 2006.

President	Secretary
1 st Vice President	Treasurer
2 nd Vice President	Membership Secretary
and four members of council	

Any two members in good standing may nominate any other member in good standing for any of these positions. Nominations, or suggestions for nomination, should be sent not later than 30 April, 2006 to:

James Pritchard
CNRS Nominating Committee
48 Silver Street,
Kingston, ONT K7M 2P5

or by e-mail to: jp@post.queensu.ca

Yours sincerely
Chair, Nominating Committee

I, _____, nominate _____ for the office of _____.
This nomination is seconded by _____.

The nominee has agreed to serve if elected.

Conferences and Symposia

CALL FOR PAPERS

The North Atlantic Fisheries History Association (NAFHA) and the German Maritime Museum (Deutsches Schiffahrtsmuseum / DSM) invite you to the upcoming

10th NAFHA Conference

to be held in Bremerhaven (Germany) between Aug. 7th and Aug. 11th 2006.

The conference will be part of the scientific programme accompanying the special exhibition *Fish-Fingers* at the German Maritime Museum during summer 2006.

Therefore a special focus of the conference will be on the industrialization of the fisheries and fish industry in the North-Atlantic area during the 20th century.

Other topics will be also welcome, especially those dealing with:

- Fisheries limits and conflicts
- Labour migration
- Globalization of fisheries and fish industry
- Consumer habits
- Fishermen's religion and superstition

In addition there will be an open session for research projects in the field of fisheries history and a special session for young researchers.

Proposals for papers should be submitted by Feb. 15th 2006 at the latest and should include:

- Title of the proposed paper
- Type of paper (paper, research note, young researcher's paper)
- Summary (max. 500 words)
- Short CV of the author
- E-mail and postal address

The presented version of the paper should last at most 25 min (15 min for the

young researchers session). Selected papers will be published after the conference in a joint edition of *Studia Atlantica* and *German Maritime Studies*.

Conference language will be English. Proposals will be evaluated by representatives of the NAFHA-Steering Committee and the German Maritime Museum. Successful candidates will be notified in April 2006.

Please submit proposals before Feb. 15th 2006 to the following address:

10th NAFHA Conference Bremerhaven 2006
PD Dr. Ingo Heidbrink
-German Maritime Museum-
Hans Scharoun Platz 1
D-27568 Bremerhaven

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2006 NASOH & CNRS MEETING

"Charting the Inland Seas: Recent Studies in Great Lakes Research"

June 1-4, 2006 (Thursday - Sunday)

Meeting Location

Wisconsin Maritime Museum, Manitowoc, Wisconsin: The Wisconsin Maritime Museum is the Smithsonian's home in Wisconsin and the largest maritime museum on the Great Lakes, as well as homeport to the USS *Cobia*, the nation's most completely restored World War II submarine. The Museum has served more than 6,500 children and 123 schools with 15 formal education programmes. More than 3,300 people participated in the nationally recognized educational Submarine Overnight Programme. The Museum's artifact collection of more than 15,000 items is considered one of the premier maritime museums on the Great Lakes.

Hotels

The Inn on Maritime Bay, located next to the Wisconsin Maritime Museum, offers a special group rate of \$62 per night. The facility includes a restaurant, bar, and indoor pool. All rooms afford a view of Lake Michigan or Manitowoc Harbor. Rooms are available at the special rate on a first-come first-served basis. Rooms must be reserved by phone. The hotel's toll-free number is 1-800-654-5353. Be sure to mention you are with the NASOH Conference to receive your discounted room rate.

Other Manitowoc/Two Rivers Hotels (rates vary from \$75 - \$115 per night):

Holiday Inn, Manitowoc 1-800-HOLIDAY
AmericInn, Manitowoc 1-800-634-3444
Comfort Inn, Manitowoc 1-800-228-5150
Super 8, Manitowoc 1-800-800-8000
Westport Bed & Breakfast, Manitowoc 1-888-686-0465
Village Inn & Suites, Two Rivers (on Lake Michigan) 1-800-551-4795
Lighthouse Inn, Two Rivers (on Lake Michigan) 1-800-228-6416
Red Forest Bed & Breakfast, Two Rivers 1-888-250-2272

USS *Cobia* Overnight Stay

For those looking for something a little different, we are offering an opportunity for Conference attendees to spend the night on our World War II submarine, USS *Cobia*. USS *Cobia* is the nation's most completely restored World War II submarine. Our Overnight Programme offers people a once-in-a-lifetime opportunity to experience first-hand a taste of the submarine lifestyle, an appreciation of World War II history and an insight into a unique time in America's past. The Overnight Programme stay is available on Thursday, June 1st. The cost is \$39 per person. For more information, please contact Marlys Schwantz at toll free 1-866-724-2356. Showers are unavailable on USS *Cobia*, so please consider keeping your motel room for showering purposes.

Transportation

Manitowoc is about 45 minutes from the Green Bay Airport, which is small but served by most major air carriers. It is also provides quick and easy access to air carriers. Milwaukee's Billy Mitchell Airport is an hour-and-a-half drive south by Interstate 43 and requires more time for security checks and aircraft boarding, but it serves more air carriers than Green Bay. Chicago's O'Hare Airport is about a two-and-a-half hour drive south by interstate routes and serves all air carriers.

Bear in mind that the Lake Michigan car ferry SS *Badger* serves Manitowoc from the Western Michigan town of Ludington. If you would like a scenic and relaxing four-hour ferry ride and happen to be driving from the east, then consider taking the *Badger* across Lake Michigan.

Research Requests

The Museum Library and Archives will be available to researchers on Friday and Saturday (June 2nd & 3rd) by appointment only. Research requests must be made in advance by contacting our Registrar/Collections Manager, Cristin Waterbury at toll free 1-866-724-2356 or cwaterbury@wisconsinmaritime.org. The Deadline for requests is Monday, May 22nd, 2006.

Receptions

Sponsored by the Nautical Research Society, Thursday's reception will be held at the Inn on Maritime Bay, adjacent to the Wisconsin Maritime Museum. Saturday's reception will include a dinner featuring local cuisine at the Rogers Street Fishing Village & Great Lakes Coast Guard Museum, in nearby Two Rivers, Wisconsin. A tour of the Rogers Street Museum is included and the awards ceremony will be held during the dinner.

Check our website (www.cnrs-scrn.org) for late-breaking conference news!

Argonauta Advertisements

Rates: \$20 per issue for a business card sized advertisement

The Gordon C. Shaw Study Centre

The full resources of the Museum are available for study or consultation in the Study Centre. These resources when combined with those of Queen's University and the Royal Military College make Kingston an ideal location in which to base research.

Marine Museum of the Great Lakes at Kingston
www.marmus.ca
(follow the research links)

B&B Aboard the *Alexander Henry*

Kingston Ontario has extensive marine history research resources. While in town spend a night aboard the museum ship *Alexander Henry* (seasonal).

Call: (613) 542 2261 or visit
www.marmus.ca

Visit HMCS *Sackville* – Canada's Naval Memorial
Summer months:

Sackville Landing, next to the Maritime Museum of the Atlantic (902-429-2132)

Winter months:

berthed at HMC Dockyard – visitors welcome, by appointment (winter phone: 902-427-0550, ext. 2837)

e-mail: secretary@hmcssackville-cnmt.ns.ca
<http://www.hmcssackville-cnmt.ns.ca>

A&C Society

Archives & Collection Society
Dedicated to Marine History
and Conservation
PO Box 125, Picton, Ontario,
K0K 2T0, Canada
<http://www.aandc.org>

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