

ARGONAUTA

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The Canadian Nautical Research Society



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Editorial

It crept up on us suddenly – 2007 marks the 25th birthday of the CNRS. We haven't made arrangements for a birthday cake, but nevertheless, this is an important milestone for an organization that has gained international recognition. Further down in this issue, you'll see Alec Douglas' piece outlining the gestation process – we owe a great deal of thanks to the people he mentions. Throughout, you'll see plenty of evidence of the vibrancy of the Society, and the ways in which we are moving forward, and how *Argonauta* is assisting with the process.

Two new sections appear in this issue. The first is "The Directory of Canadian Archival Sources," an initiative being lead by Maurice Smith. Cast your mind back to the smaller, lesser-known archives and museums you've visited, and spend the few minutes necessary to e-mail *Argo* with the details. The larger institutions are well known, but scattered all over the country are important archival sources that few know about. The details will be published in *Argo* as they come in.

I'm always impressed by the wide ranging interests of our members, and the number who have at least one book to their credit. In part, to give these authors a little bit of publicity, as well as to let our readership learn of new publications that might be pertinent, we have started "Recent Books by Members." Inclusion is easy: if you are the author, co-author or editor of a book that's in print, just e-mail the details (and, if you have one, a photo of the cover). The topic doesn't matter – any and all books are welcome.

The data that accrues for both of these will be uploaded to the Society website, and it goes without saying that for both to achieve their full potential, they need your input. Just send it direct to the editors, at:

CNRSArgo@cnrs-scrn.org

We have the usual miscellany of articles and notes in this issue. As always, a reminder that contributions aren't just welcome, but needed: and *Argonauta* is the perfect place for your students to make their first forays into publication.

WS

President's Corner

Greetings all –

As you will have seen from the front cover of this number, this is a milestone year for our Society, and the honour falls upon me to extend to you, on behalf of all Presidents Past, a very hearty congratulations for your individual and collective contributions that have combined to make us a key member of the world community of nautical history organizations. I am especially delighted to report that we are continuing to build upon the successes of the past, and are poised for even greater things over the next quarter-century.

Looking back over the last year, it was a very good one in several key respects. Very early in it, you may recall, we inaugurated our own web-site (www.cnrs-scrn.org). For many years we had been hosted graciously by the Marine Museum of the Great Lakes in Kingston (through their link in turn with Queen's University), but when the advent of low-cost technology presented the opportunity to embark on our own, it seemed a natural progression in our coming of electronic age. The transition was managed flawlessly by our webmaster Bill Schleihauf, who you will recognize also as the Secretary of the Society and co-editor of this superb newsletter.

The next success was in an area not so immediately visible to the bulk of the Society, but one for which you will be specially thankful, as it is critical to keeping our subscription rates at the incredibly low level that we offer – Past President Faye Kert, in her latest incarnation as Membership Secretary, personally canvassed what was becoming a distressingly high list of lapsed members. This delinquency in renewing subscriptions had occurred for a variety of reasons, mostly due to people moving without providing a forwarding address, but also to our own shift in offices from an Ottawa to a Kingston post box. Whatever the cause, the results are the important thing, and we are pleased to welcome a very high proportion of our “lost” back onboard as fully paid-up members. Among the

lessons here is the critical importance of ensuring Faye has all of your various bits of contact information – indeed, without the magic of the internet and a good supply of e-mail addresses, she would not have been able to rebuild the good old-fashioned snail-mail list needed to send out our journal and newsletter (and renewal forms).

On another front Councillor Serge Durflinger put an incredible effort into the regularization of our awards. Again, this is a complicated process that escapes general appreciation, but the steady increase over the years in the number of awards we present, as well as frequent changes in composition of the assisting reviewing committee, had resulted in a bit of a hodgepodge of eligibility and assessment criteria. The bold increase in prize amounts that we initiated last year, along with Serge's vigorous advertising campaign within the academic and publishing communities, has paid off handsomely, as already the nominations in every category are flowing in. The committee definitely will have its work cut out for them, but is better equipped to conduct its business. Good luck to all on both sides!

Finally the year was rounded out with the unexpected but absolutely delightful initiation of a co-publishing agreement with our friends in the North American Society for Oceanic History, under which NASOH has adopted *The Northern Mariner / Le Marin du nord* as their journal of record under a cost-sharing arrangement with us [the agreement is reproduced elsewhere in this newsletter]. The CNRS relationship with NASOH has always been close, but in many ways this sees it coming full circle [an explanation by Alec Douglas will also be found elsewhere in this number]. The impetus for NASOH was the sad demise of *The American Neptune* enjoyed also by so many of us; the main benefits to us are the increased stature this confers upon our product, and the not-insignificant fact that our costs of journal production effectively will be halved, allowing us to keep subscription rates down while also exploring other avenues of fulfilling our mandate to spread the fruits of research into our nautical past.

One important objective in this regard will be the realization of an on-line version of the journal. If there was a downside to the past year, it was my inability to settle the electronic publishing issue of which I wrote so optimistically this time last year. A solution, however, appears to be within reach (he says, ever the optimist!), and I hope to have something substantial to report in the next edition of my Corner.

Of greater continuing concern is the fact that our journal publishing schedule is still not coincident with the calendar, although in this area too there is renewed cause for optimism. We have been slowly catching up, and Editor Bill Glover was finally beginning to express confidence last fall that he was getting a reliable supply of quality articles, when he got himself elected to Kingston City Council. This of course will have a major impact on the time he has free to devote to the journal, but we nonetheless extend our sincere congratulations, especially as he has already been able to raise matters regarding the Marine Museum in Kingston critical to its future development. More to the point, it forced Council to address the whole matter of journal production that we should have done years ago, when Bill first assumed the mantle from Skip Fisher but without any equivalent of the institutional support previously provided by Memorial University (harking back to things that escape notice, it is insufficiently appreciated that Bill has been producing the journal as an unpaid volunteer from his home for all these years – the Society of course covers his costs, but has

not compensated his time). In this matter too we seem to have found a new way, and I hope to report the success of it also in the next newsletter – the trial re-distribution of effort is in process as this goes to print!

Quite the year, I hope you will agree, capping a wonderful quarter-century. Here's all the best to you and your Society in 2007, with my continuing appreciation for your support, as we build to 2032!

Rich Gimblett
President, CNRS



John Crosse

It is with deep regret that the Editors inform you that John Crosse passed away on the 31st of October, 2006. *Argonauta* readers will miss his entertaining and always informative “West Coast Letters,” the last of which appeared in the October 2006 issue.

**John Anthony Crosse
(1926-2006)**
*by Barry Gough and
Robin Inglis*

The maritime scholarly community of Canada and the Pacific has lost one of its originals and one of its most devoted enthusiasts, for John Crosse died in his beloved Vancouver after a long bike ride that put too much strain on his heart, and he died on the corner of his street in Kitsilano. To the end of his days he cut a large figure in the maritime world. He was a founding member of the Canadian Nautical Research Society and attended the first organizational meeting.



Lieutenant John Crosse, RNVR

He was immensely devoted to those special subjects he had discovered in his own inquiries. These were many, and are not limited

to those listed: Captain George Vancouver, the Spanish fortifications at Nootka Island (a connection with Friendly Cove that made him a devoted friend of the Mowachaht/Muchalaht First Nation), and two Hawaiian females who Vancouver conveyed took back in safety to the Hawaiian Islands from Nootka (where they had been brought on a fur trading vessel).

Other subjects of devotion were HMCS *Haida* (the destroyer that Crosse in one of his darker passages of his inimitable life had helped to save from the scrapheap of History) and the great square-rigger *Thermopylae* (home port Victoria) whose history he wrote. John had a particular interest in Thomas Manby, who had sailed with Vancouver. Sadly, his edition of a segment of Manby's journal remains unpublished. In recent years he made a special study of the exploration of the Strait of Georgia by Spanish pilot José María Narváez.

To Dr Barry Gough
from

Lt John Crosse (A)(A/E) R.N.V.R.
his ship.

H M S *Illustrations*: Aircraft Carrier

the one who took 7,000 bombs
11 Jan 1941 hits off Malta 1940. Bear the prop.
At 27 knots* (800 rpm) the gin glasses
on at the wardrobe box were
permanently airborne due to the vibration.

Bear that, Kiddo!

* when flying off aircraft

20 April 2006

The back of the same photograph (courtesy Barry Gough)

Over three summers he sailed the entire route, taking photos and making notes with reference to the great chart that resulted from the Spanish investigations. Segments of his personal archive, including the Narváez manuscript and related materials, are to be deposited in Special Collections, The Library, University of British Columbia. He made many contributions to museum and professional journals, and not least was his regular report "West Coast Letter" in *Argonauta*. We hope someone will come forth to fill his shoes; his work was a model for all interested in reporting on what transpires in Canada's marine regions. In Vancouver he was regular participant in meetings of the Historical Map Society and the World Ship Society.

John was born in New Zealand 17 November 1926 to a family that claimed ancestry to Pakea and Maori alike. A distant relative was responsible to the Crown for the Waitangi Treaty. His father was a clergyman/headmaster who had fought as a padre on the Somme. He went to Marlborough College and then up to Cambridge. Brenda Guild Gillespie's "Lives Lived" on John

Anthony Crosse (*Globe and Mail*, 3 January 2007) notes that he once claimed he was the Prince of Wales. Indeed the tales about John are legion. Some of his imaginative reconstructions of history are delightful, if speculative: for instance, he closed his contribution to our "What's New to Say About Captain George Vancouver" symposium at the Maritime Museum of British Columbia in Victoria with the delightful suggestion that he imagined Captain Vancouver, weary from voyaging, refreshing himself somewhat by chatting and cuddling with one of those Hawaiian women in the captain's great cabin of *Discovery* as the ship sailed south to the tropics to a place of rest and safety for the female in question. To John Crosse, incidentally, goes the impulse for that meeting, and we are all in his debt for that. His paper will appear in the conference proceedings, to be published by Malaspina University College Press. John was an enthusiastic supporter of the Alexandro Malaspina Research Centre at Malaspina University College, Nanaimo, and a benefactor of the same. He was equally supportive of the Vancouver Spanish Pacific Historical Society and its annual "Malaspina Lecture."

John had a pressing edge to him, and this was as likely as not to get him in difficulties with directors of maritime museums. He was a devoted Anglican and could be found reading the lesson at his local church. He loved to travel, especially to Spain and Mexico when the call of maritime history could be heard. His enthusiasm for Spanish explorers had been fired by a Malaspina Expedition exhibit in Vancouver in 1991. He gave papers on Northwest Coast subjects in at least four conferences in Spain, followed up research queries from fellow enthusiasts, and had the final years of his life expanded by many new friends.

In later years also he much enjoyed taking his granddaughters on historical junkets. They always had a twist to feed his curiosity: thus to Bucareli Bay in Alaska discovered by the Spaniards in 1775, and to Kauai (where James Cook had made his first landfall in the Sandwich Islands). He was a devoted sailor, particularly in small craft, and was associated

with the Jericho Sailing Centre, where a memorial was held in his honour on 6 December last. Close to 100 people attended, swapping endless John stories, and all seemed amazed by the eclectic range of interests represented by his friends in the room.

Of the Royal Navy he had personal knowledge, for when he was a student at Kings College Cambridge he joined the naval unit there. A photo of Lt John Crosse (A) (A/E) R.N.V.R. accompanies this obituary. He sailed in the carrier *Illustrious*, a ship he told us that took seven 1,000 bomb hits off Malta, 11 January 1941, in consequence of which the prop was bent, a permanent affliction so that when she steamed at 27 knots at 800 rpm the gin glasses on the wardroom bar were permanently airborne due to the vibration. Later, having married an elder cousin and had a son, who fondly remembers going to rock concerts with him in the 1960s, he shifted to North America, took a master's degree in Engineering at Purdue University, then came west to Vancouver where he was, for a time, a member of staff of the Faculty of Commerce (an appointment that ended when he told the dean that the latter did not know his job). Many interim occupations followed including a stint as a "scholar" at Rochdale College and many volunteer assignments, too. He was variously a marine engineer, historian, sailor, executive, professor, and bon vivant. He lived life at the edge and to the full. Who else could boast that he had danced with the Princess Margaret, having cut in on Peter Townsend?

John Crosse left a large following of devoted admirers. We shared a deep love and sympathy for his individualism. He was fun to be with, though in latter years weariness would be shown. He always claimed that he was a colonial, and the New Zealand origins ran deep with him even though he had cast them off for Cambridge, Toronto and Vancouver. But it was in British Columbia, and in Vancouver, where his ashes were scattered on the waters of English Bay, on the sea that had defined his life and interests, that he found his true place of domicile. He will be greatly missed.

Correspondence

Ioan Thomas wrote the Society in January of this year, with regards to Richard Norwood, Surveyor:

I have read with great interest, on the internet, part of an article Bill Glover wrote for *Argonauta* in October 2001 about Richard Norwood. My interest arises from the discovery of a survey Norwood made in 1621 of a parish in the English Midlands - which I think is largely unknown. The survey comprises about 220 pages in 15 chapters and each chapter has a detailed map of that part of the parish. I have been able to photograph all the separate maps and so construct a map of the whole parish. It is amazingly accurate and very beautifully drawn. The parish is Warmington, a village of about 600 inhabitants near Peterborough (about 80 miles due north of London).

So I have got very interested in the map maker and have been able to read the transcription of his journal in the Cambridge University Library. On Thursday (25th January) I am going to see *The Seaman's Practice* in the British Library in London.

The key point I want to clarify is just how he managed to measure the distance - all the 9149 chains you quote - between London and York with such astonishing accuracy. I think you must have read his account of this survey and would love to know if it was published and if so where (it may be in the *Seaman's Practice* - which I have not yet seen. I have read somewhere that many of his original mathematical papers were destroyed.

My background is as Head of Biology at Oundle School in England (retired 18 years ago) and now much involved in the history of the district and with a small museum we have set up here. I am due to give a talk on Richard Norwood to the Oundle Historical Society in January 2008. Warmington is just three miles from Oundle.

News and Views

The Ghost of Scapa Flow

[*Navy News*, 21 Dec 2006] Sixty-seven years after she rolled over and sank in Scapa Flow, underwater archaeological experts have produced the most detailed sonar images of stricken giant HMS *Royal Oak* — images the ordinary camera could never capture.

Royal Oak fell victim to the skill and audacity of U-boat ace *Kapitänleutnant* Günther Prien in *U47*. He slipped through the defences of the Royal Navy's wartime anchorage in the Orkneys and put four torpedoes into the dreadnought in October 1939. The battleship sank in less than 15 minutes; of her ship's company of more than 1,200, 833 perished.

Beyond the immediate aftermath of personal tragedy and harm to British and RN prestige, the *Royal Oak* disaster has left a more long-standing legacy. For over a decade Whitehall has been trying to prevent oil leaking from the ship's fuel tanks. To date, 884 cubic metres (194,452 gallons) of oil has been pumped out of the wreck; anywhere between 153,000 and 286,000 gallons are thought to be still trapped in her hull.

All oil has been removed from *Royal Oak's* outer tanks using a method called hot tapping, fitting valves at strategic points. What remains lies in her inner tanks.

Given *Royal Oak's* status as an official war grave, the importance of preserving Scapa Flow's environment, and the danger of explosions caused by munitions trapped in the upturned hull, tapping those inner tanks is an extremely delicate task. A pilot scheme using specialist gear in 2005 proved that oil from the inner tanks could be withdrawn. But before any large-scale tapping could begin, a detailed survey of *Royal Oak* was crucial.

The MOD called upon Adus, sonar and wreck survey experts from the University of St Andrews, to find out what state the wreck was

in and how stable it was before tapping those inner tanks began in earnest. The Adus team used multi-beam sonars to scan the wreck; this data was then turned into 3D images by computer wizardry.

“The survey work used cutting-edge technology and visualisation techniques specifically developed for this task,” explained Craig English of the Salvage and Marine Operations team. Martin Dean, a maritime archaeologist with Adus, said the result of the survey produced a breathtaking view of *Royal Oak*’s crippled hull, with the places where Prien’s torpedoes struck clearly identifiable.

For maritime archaeologists and environmental experts, the work proved invaluable. “The sonar images are of such accuracy that even small changes in the hull over time can be monitored closely year on year,” Mr Dean added. “This will not only help reduce the impact of a catastrophic failure of the hull should it occur but, better still, allow a much greater understanding of how and when the wreck might break up.”

Something no survey could accurately predict was how much the shells, cordite and other ammunition in *Royal Oak*’s magazine had deteriorated. As a result, time spent working on the wreck was kept to a minimum to avoid any potential disturbance. Other disturbance to avoid is that to marine and wild life in Scapa, in particular wintering seabirds.

Consequently, two weeks in September were deemed to be the best time to tap the oil tanks — and minimise the risk to wildlife if any oil spilled from the hull. In typical autumnal weather at Scapa (ie cold, wet and windy), a team of expert divers under the guidance of the MOD’s Salvage and Marine Operations team began to remove the oil from the inner tanks.

“Despite the challenging weather conditions, the team spirit was very high — boosted by the fact that the support barge steadily filled with viscous, dark Venezuelan furnace oil,” Mr English added.

These sonar images may be viewed at:
navynews.co.uk/articles/2006/0612/0006122101.asp

Scientists Studying USS *Arizona*’s Trapped Oil

The National Park Service’s USS *Arizona* Preservation Project has a profile of its three-week, 2004 expedition to the site online here, with daily updates from team members and considerable discussion of the oil situation as it was then. Includes a guided video tour of the ship:

www.pastfoundation.org/Arizona/

Fairmiles

For those interested in these small wartime craft, quite a few built in Canada, “Spud” Roscoe has an excellent summary on the web at:

www.jproc.ca/rfp/fairmile2.html

Properties of Teak

Editors’ note... in January 2007, there was a discussion on MARHST-L on the infectious properties of teak splinters. It might be of interest to those who are fascinated by the sailing navy, and so part has been included here.

[From Mr P.K. Mayan Mohamed, of Western India Plywoods]

... Dr. Raghunathan, who headed our Research and Development wing has observed that in case of carpenters who are injured by teak splinters the wounds are much more serious and infectious than wounds caused from other wood. This is widely confirmed by the older generation of wood working artisans who had more woodworking practice with hand tools.

[Dr K M Bhat, of the Kerala Forest Research Institute]

1. While desired properties of teak wood are long durability, good dimensional stability, golden brown colour, good hydrophobic properties, prevention of

rusting of iron nails embedded in wood etc., the undesired properties include: occurrence of calcium phosphate inclusions, inducing contact dermatitis and allergenic reactions to those who constantly work with teak wood.

2. The incidence of dermatitis caused by teak was reported in 1962 by Krogh.
3. The primary allergenic compound in teak is a quinone which was isolated after an outbreak of dermatitis in a veneer plant. The new compound isolated from the ethanol extract was called Deoxylapachol (Simatupang, 1964), the concentration of which varies from 0.1 to 0.25%. This quinone is volatile with water vapours. Deoxylapachol was reported to be responsible for the allergenic property of teak wood.
4. Allergy to teakwood can be serious, especially for carpenters who can have allergic contact dermatitis for instance the eczematous reaction of the hands, forearms and neck etc.
5. To avoid such health hazards, the working conditions for workers in the wood furniture factories are to be provided with good working suction devices for teak dust.
6. Popularly known as teak oil was also stated to have burning effects in the body parts which come in contact (Still many compounds are yet to be isolated for chemical properties).

Historic Ship Records Go Online

[BBC News, 10 January 2007] Details of more than 30 million people who emigrated from Britain by ship are being published on a new website. Previously family history researchers would have had to make the journey to The National Archives in London to read the lists. But now people will be able to access the information online from their home or local

library. Details of people who left Britain by sea between 1890 and 1960 will appear at:
www.ancestorsonboard.com

Passengers on the *Titanic*, which sank in 1912, children from the Barnardo's and Quarriers' children's homes who were sent to the USA and Canada and Jewish migrants fleeing to South Africa from Russia are among those on the 1.5 million pages of lists. The database includes records from the period of mass migration between 1890 and 1914 when around 131,000 people emigrated from Britain every year.

A series of records called BT 27 has been digitised and will be put on the website, in stages, over the next six months. BT stands for Board of Trade, and 27 refers to the shelf number at The National Archives where the originals are held.

Name, age, address, occupation, marital status, departure date and destination of each passenger are the kind of details that are likely to be on the lists. The pay-to-view database, which took a 125-strong team nearly a year to complete, was developed by family history website findmypast.com and The National Archives.

Elaine Collins, commercial director at findmypast.com, said: "The passenger records may well provide a missing link for many genealogists who have hit a brick wall in their research, as well as helping those outside of the UK to trace back to their British heritage."

Dan Jones, head of business development at The National Archives, said: "These records were previously only available on site at The National Archives and we hope that digitisation will open up a hugely valuable resource for genealogists and social historians all over the world."

The list includes departures from ports in England, Scotland and Wales as well as Irish ports before 1921 and ports in Northern Ireland after 1921.

ELMAP

You may be interested to know about a new way of accessing maritime records in English and Welsh archives. The University of Exeter has just launched ELMAP, the Exeter Local Maritime Archives Project.

This lists archival material of maritime interest in the local (mainly non-London) archives. There are currently over 8000 entries searchable by key words or listed by archive (very handy if you plan a visit). There is a brief description of the material and its reference so you can follow up items of interest with the relevant archive. Go to:

www.centres.ex.ac.uk/cmhs/
and follow the link for ELMAP. More entries are being added so it is worth revisiting from time to time.

Decision Day for Canada's Lighthouses

[Ottawa, Feb 1] Canada is facing a serious decision about the future of its heritage lighthouses. If Bill S-220 passes, Canada will be able to save many of its 583 lighthouse landmarks. The special Heritage Lighthouse D-Day meeting speakers will include Senator Pat Carney (BC), describing how she steered Bill S-220 through the Senate in late 2006, Peter Stoffer, MP (Sackville-Eastern Shore, NS), outlining his work in promoting legislation in the House of Commons, and Barry MacDonald of the Nova Scotia Lighthouse Preservation Society, reviewing examples of lost lighthouses and preservation opportunities. For more information, visit:

www.heritagecanada.org
and/or contact Carolyn Quinn, Director, Communications, Heritage Canada Foundation at:
(613) 237-1066, ext. 229,
cquinn@heritagecanada.org

USS *Perch* Found

The wreck of a World War II submarine was discovered by accident near Java on Thanksgiving Day (November 2006), according to officials of the USS *Bowfin* Submarine Museum. David Hinman, the museum's

Education Director, said the 300-foot diesel submarine USS *Perch* was discovered in 190 feet of water in the Java Sea by an international team of divers and photographers who were hoping to photograph the wreck of the British cruiser *Exeter*.

Navy records show that the *Perch*, after a shakedown cruise in the North Atlantic, reported to the Pacific Fleet in November 1937. On March 1, 1942, the *Perch* was on the surface 30 miles northwest of Soerabaja, Java, when it was attacked by an enemy convoy that was landing troops west of Soerabaja. Two Japanese destroyers forced the *Perch* to the bottom with depth charges, damaging the submarine's starboard engines. Two days later the *Perch*, while on the surface and unable to dive because of extensive damages, was attacked by two Japanese cruiser and three destroyers.

At that point, David Hurt, commander of the submarine, ordered the *Perch* to be scuttled. The crew of 54 sailors and five officers was taken prisoner by the Japanese. Six later died in prison camps of malnutrition.

Hinman said a team of divers led by Vidar Skoglie, who owns and operates the MV *Empress*, found the wreck north of Surabaya City, Java. It was first discovered by the ship's sonar.

Dive team members Kevin Denlay, Dieter Kops, Mike Gadd and Craig Challen discovered a plaque, covered with more than half a century of marine growth, that read "USS *Perch* Submarine." Hinman said Denlay contacted him and Navy officials in early December and sent the museum photographs and a DVD of the dive. Hinman said the wreck, like all Navy warships sunk at sea, is protected from salvage operations by US and international laws.

Cmdr. Mike Brown, spokesman for Pacific Fleet Submarine Forces, said the information he's seen indicates that the vessel looks like the *Perch*. "However, official confirmation will have to come from higher headquarters."

The discovery of the *Porpoise*-class submarine follows other announcements last year of the location of three other submarines lost in World War II: the USS *Wahoo* north of Hokkaido in 1943, the USS *Grunion* near the Aleutian chain in 1942, and the USS *Lagarto*, which was sunk 62 years ago by a Japanese minelayer in the Gulf of Thailand.

Hinman said the museum has played a crucial role in the attempts to find the *Lagarto*, *Wahoo*, *Grunion* and *Perch*. "In the *Wahoo* and *Perch* discoveries, we were the people who contacted the Naval Historical Center and the local Naval commands, and provided them with the dive photos and historical material. We assisted with the Navy with the identification of *Lagarto* and *Wahoo*, and will be the site of the memorial ceremony for the *Wahoo* families this October."

Naden Band's Spirit Rewarded

[The Lookout, February 5, 2007 – you may remember the article by Jillian Hudson, "Songs of the Sea", that appeared in the April 2004, October 2004 and April 2005 issues of *Argo*.] Military musicians ended their week on a high note after receiving special recognition for their charitable ways. At a wind-up celebration for the United Way, where outstanding participation was formally recognized, the Naden Band of Maritime Forces Pacific was the first recipient of a new award - the Naden Band Spirit of Excellence Award.

As the audience gave a standing ovation, PO2 Heidi Twellmann and PO2 Marie-Perle Roy accepted the award on behalf of the band. "We were both so proud to represent the band at the ceremony," says PO2 Twellmann, a horn player in the band. "It was a very overwhelming moment."

The new spirit award, named after the band, recognizes significant long-term achievement in the Government of Canada Charitable Workplace Campaign (GCCWC). The 35 band members raised \$33,503 with a 100 per cent participation. Of the 35 members, 23 gave at the leadership level, with an average gift of \$938.

The Naden Band Spirit of Excellence Award can only be received once by an organization.

CNRS/NASOH Origins and Subsequent Links

by Alec Douglas

In about the year 1970 a bunch of Canadians went to Orono, Maine, at the invitation of Clark Reynolds, for a meeting organized by the Canadian/US studies department at the University of Maine. Keith Matthews and Gerry Panting, fresh from acquiring the maritime history archive from Liverpool, came from Memorial University, Don Schurman and some graduate students came from Queens and I came from Ottawa, where I was Senior Historian at the Directorate of History. Because public transportation to Orono was difficult (incredible train timetables and complicated flight schedules) I took the bus to Kingston and bummed a ride in Don's new car. He said it was fine, because he had just bought this new big American car. It was a compact, there were six of us in it, we were all over six feet and after crossing the border by a back road in which our wheels were up to the hubcaps in mud (it was early spring), the car refused to start after we had lunched in a small town south of the border. Fortunately, it was standard drive and we were able to start it with a vigorous push, then kept it running until we reached our destination. We survived the crush by rotating seat positions every couple of hours. Don got the starter motor fixed at a garage in Orono over the weekend.

The meeting, run mostly by Bill McAndrew, (he would a couple of years later decide, when his children came home spouting the American Oath of Allegiance, it was time to find a job in Canada, which brought him to the Directorate of History), was of good scholarly calibre and a social success. The purpose of the meeting was, however, not simply for advancement of academic knowledge but to invite the participants to form a society devoted to the study of maritime (that is, marine as opposed to maritime provinces) history. Clark Reynolds, a devout Mahanist, coined the term

“Oceanic”, which was acceptable to all of us, and then explained that such a society would form the basis of an American Commission of the International Commission of Maritime History. Since Keith Matthews was already the Canadian delegate to the International Commission, we explained that although we were glad to help form NASOH, we would need to form a separate Canadian society to meet our own needs, since it would be awkward, indeed unacceptable, to be represented by U.S. delegates to the International Commission.

Consequently, from the very first meeting of NASOH, Canadian members were understood to have their own organization to look after participation in the International Commission. We had our own business meeting and formed a Canadian Society for the Promotion of Nautical Research. Over the next few years we would gradually trim that down to Canadian Nautical Research Society, and Faye Kert will remember that, in 1982, with Dan Harris, we drew up our constitution and fulfilled the requirements of Revenue Canada to acquire charitable status. Not until May, 1984, did we have a publication, *The Precambrian*, 'the Newsletter of the Central Canada Section of the Canadian Society for the Promotion of Nautical Research', which arose from a meeting on 10 February 1984 to discuss Canadian marine archives, edited by Ken Mackenzie. As Ken explained, the main purpose of the newsletter was

... to pave the way for a permanent journal for the CSPNR...unabashedly patterned on The Mariner's Mirror. We are timing its initial appearance for 1986, to coincide with the transportation-oriented international fair to be held in Vancouver...

Keith Matthews, our first president, had died on 10 May 1984, and the following month we held our first conference (apart from sessions at CHA conferences in previous years) at RMC. Emily Cain, Alec Douglas, Lewis Fischer, Dan Harris, Faye Kert, Ken Mackenzie, Marc Milner, R.L. Schnarr, Maurice Smith, Dugald Stewart and Glenn

Wright attended the business meeting. Skip Fischer raised the subject of a journal at this meeting; To quote from the minutes

...Maurice Smith observed it was a function of membership. He tabled an estimate of expenses ... which showed that four 72 page issues a year at about \$4000 an issue, and with other expenses, could run to as much as \$25000 a year. All agreed that without a solid membership base a journal was out of the question, but Fischer did observe that a gradual movement towards such an objective, for instance by building on the newsletter and publishing biannually instead of quarterly, was possible. Emily Cain volunteered, should we have the necessary financial support, to look after typography. Mackenzie emphasized that we should be making a positive move towards a journal, and Fischer agreed, but thought such a move should begin with a membership drive and a newsletter. Moved by Fischer, seconded by Kert, to table the idea of a journal to be discussed next year.

These minutes appeared in the first newsletter of the society as a whole (the idea of regional sections had a very short life), under the title *The Canadian* - with the subheading “WHAT TITLE DO YOU SUGGEST?”, and the next issue came out as *Argonauta*, a name for which I claim some credit, having suggested it as the title of the journal rather than a newsletter, because we were assuming that the newsletter would turn into a journal rather than continuing as a separate publication.

At our annual meeting, 29 May 1985, we noted that *American Neptune* cost about \$10,000 an issue. Professor David McGinnis, of the University of Calgary, asked for sponsorship from the society to publish a feasibility report for a journal of maritime history, resulting in the motion:

The Canadian Nautical Research Society, in view of its stated intention of

publishing a first class journal of nautical history, and its need to examine the feasibility of such a project, after careful review of the proposal for a feasibility study by Professor David McGinnis ...considers that this project merits endorsement by the society.

By this time our membership was up to 162, largely from Ontario, Quebec, Nova Scotia, BC and Newfoundland, and we had about \$2300 in the bank.

In June 1986 the question of the journal was discussed in *Argonauta*. The editor pointed out that the only person who had contacted him with constructive, *optimistic* comments was Skip Fischer, and he recommended a workshop on the theme "Towards the establishment of a Canadian Maritime History Journal". In his 1988 presidential address Barry Gough spoke of a journal "of the highest quality, with excellent illustrations, design and layout." By this time our membership was over 200, and *Argonauta* was publishing extensive book reviews. And in this year Ken Mackenzie found it necessary to step down as editor. Skip Fischer took over, and the Maritime Studies Research Unit at Memorial University provided us with vital support. In the January 1989 issue the editor said "we are reasonably confident that the first issue" of a journal would appear in 1990. Olaf Janzen was earmarked as editor and a call for a name was put out. "We want a name that will convey the strengths of CNRS and Canadian maritime studies..." In July 1990 Skip Fischer reported that the funds had been raised to support a quarterly publication of about 60 pages an issue, leaving only the cost of printing to CNRS. Finally in January 1991 the first issue of *The Northern Mariner* (I believe Barry Gough proposed the name) appeared with the important editorial comment: "The Canadian Nautical Research Society has three primary goals: to stimulate nautical research in Canada; to enhance our understanding of Canada's maritime heritage; and to foster communications and co-operation among those interested in nautical affairs...The inaugural

issue of *The Northern Mariner/Le marin du nord* is the culmination of this commitment..."

The subsequent development of the journal, and change of editors, are well known to the present officers of the society. Bill Glover and Faye Kert have continued the thrust of the journal, weathering various crises, and continue to produce a first class journal in spite of the fact that we no longer have a university or equivalent institution to provide backup. John Hattendorf, who has approached CNRS about *Northern Mariner*, is an internationalist. In the maritime history conference held in Halifax in 1985, he presented a paper on Admiral Richard G. Colbert, who was responsible for the creation of Standing Naval Force Atlantic.. Hattendorf writes in his introduction to the subject "there is an essential commonality among those who go down to the sea in ships. Richard Colbert has been one of the few senior admirals in the United States Navy to champion this...view." In a recent interview with Admiral Dan Mainguy I found that Colbert impressed Mainguy in exactly the same way. This view of common interests among those who follow the sea can be the basis of real strength in the future of our two societies and of our journal.

The Alleged Enemy Action

by Kevin Joynt

Entering St. John harbour at 2050 on August 22, 1944, after a patrolling mission in the Bay of Fundy, His Majesty's Canadian Motor Launch (ML) Q072 received a signal: "Ship torpedoed, position 44-31 N / 66-40 W." Altering her course, at a speed of 15 knots, Q072 proceeded to sea at the first degree of readiness. Encountering thick fog and heavy seas she reached the location at 2110 and carried out an ASDIC sweep in hope of locating the suspected U-Boat. During the early hours of August 23rd, a thick oil slick was encountered and after locating an abandoned life raft they immediately commenced a search for survivors. At 0145 the torpedoed ship was located. There was no response to the signal lamp from the Q 072; the wreck was

abandoned. In the distance a small craft could be seen, but again without reply to the lamp. At the wreck location the destroyer, HMCS *Annapolis*, the tugs *Ocean Hawk* and *Kiwi*, and MLs Q072, Q073 and Q077 were all employed in the recovery of the ship fighting fires and carrying out ASDIC sweeps. After several hours of unsuccessful sweeps the Q072 was positioned along side of the wreck, SS *James Miller*. At 0632 they received the following signal; "Begin report immediately if wreck was torpedoed." Q072 responded, "Impossible to tell if wreck torpedoed. Position would indicate otherwise."

The *James Miller*, a small American Merchant vessel of 1800 tons, operated by the United States War Shipping Administration, was en route from Windsor, Nova Scotia to New York with a cargo of gypsum from the Canadian Gypsum Company.

At 2035, a volunteer boarding party consisting of Lieutenant J.H.L. Gillis, Motor Mechanic Jack Clift V-39530 and Leading Seaman John Joynt V-54730, boarded the wreck. Boarding the wreck was made difficult as it was under tow by the *Ocean Hawk* and with four foot waves and water up the deck plates the ship yawed dangerously. Before checking the ship for power and steam Leading Seaman Joynt was ordered to remain on deck to warn Lieutenant Gillis and Motor Mechanic Clift if the ship showed any signs of foundering. After examining the ship's engines

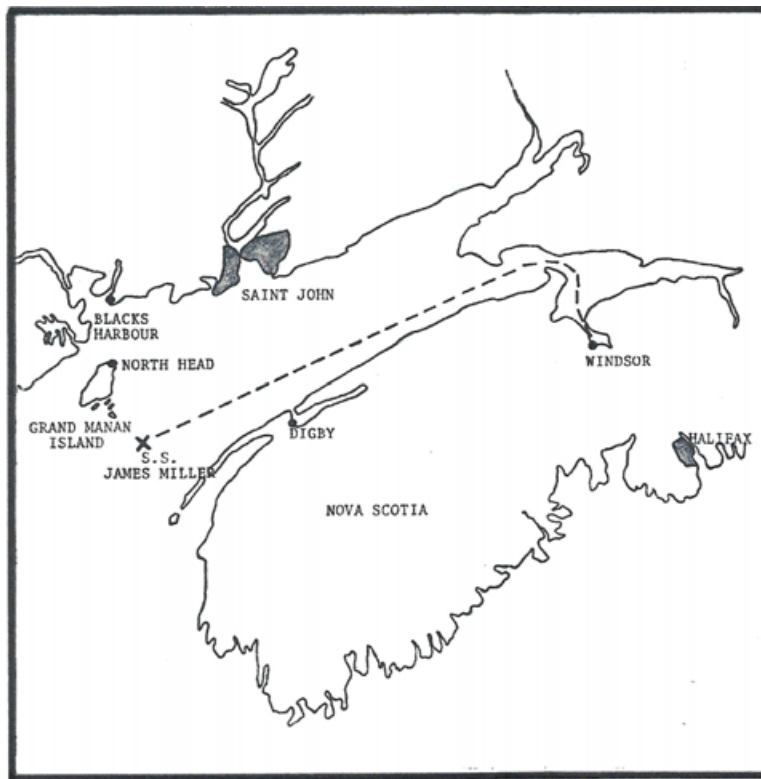
and its overall seaworthiness, the boarding party connected the auxiliary lighting system and returned to Q072.

Upon approaching North Head, the intended location for beaching, the same boarding party, joined by Acting Leading Seaman Arnold Coons V-16837, along with parties from Q073 and Q077, boarded the wreck to take soundings, release tow lines and act as an anchor party. In darkness, while manoeuvring along side the *James Miller*, the starboard bow of Q072 crashed into the rail of the wreck. There was considerable damage to Q072 as a result of this impact. By 0130 the SS *James Miller* was secured at north Head and the boarding parties returned to their ships.

A lengthy enquiry was conducted by the RCMP. It was evident that the SS *James Miller* had been ransacked with much of her stores and

equipment stolen. Fishermen on Grand Manan Island claimed they had seen naval ratings rummaging through the cabins. After searching the ships engaged in the salvage operation it was determined the ratings were not at fault. Many of the stolen articles were later uncovered on Grand Manan Island.

Upon rescue, the Captain of the *James Miller* was questioned about the actions that took place on August 22nd. He stated that seventeen miles from Grand Manan Island he



Location of the incident



Crew of Q 072 shortly before the "Alleged Enemy Action". Left to right: back – H. MacDonald, A. Coons, R. Cowper, J. Joynt, unidentified, J. Downs. Front – R. Hanson, W. Dawdy, H. Barrett, P. Adourian, T. Sheardown.

sighted a periscope and began to zigzag his course. The U-Boat followed and fired two torpedoes; both missed ahead of the bow. Realizing the weather was too clear to escape the U-Boat, the Captain altered course and at full speed grounded *James Miller* on Old Proprietor Shoal. This colourful account was proven to be a tall tale when the R.C.M.P. determined that the Captain was intoxicated and had simply run a shoal. It was a marine casualty, not a casualty due to enemy action.

The estimated cost of damage to *James Miller* was \$300,000 but if it were not for the salvage operation, the *James Miller* and cargo would have been a total loss. In a confidential report written by Captain C.J. Stuart, RCNR he wrote; "I am of the opinion the conduct of these Officers and men is highly commendable. They took very serious risks particularly in the chain locker on the forecastle head and in the engine room. The act of saving this abandoned valuable new ship, plus cargo, plus freight, is

deserving of recognition by all interests – United States War Shipping Administration and or owners and or Underwriters." On June 8, 1945 the Minister of National Defence authorized and sanctioned the prosecution of a salvage claim on behalf of the Canadian Government, as owner and on the part of the crew of ML Q072, with respect to salvage services rendered to *James Miller* on the 23rd August, 1944. No prize money was ever awarded to the men of the Q072.

In the final statement in the report written by Lieutenant Frank Amyot, Captain of Q072, he wrote; "In closing I am pleased to commend all members of the crew of M.L. Q072 for their splendid spirit of co-operation and initiative, it being observed that at all times they carried out their duties without question of self or risk involved."

The author would be grateful for any information as to the final verdict of the salvage

claim, or suggestions as to where to search. He can be reached at kevin.joynt@lac-bac.gc.ca.

The Sweet Water Navy Then and Now: The US Navy on the Great Lakes

*by Captain Channing M. Zucker, USN
(Retired)*

From the early 19th century, there has been a nearly continuous US Navy presence on the Great Lakes. It began in the fall of 1810, with the Brig *Oneida* entering Lake Ontario waters following her launching at Oswego, New York. Her first action was the capture of the British Schooner *Lord Nelson* in June 1812, while enforcing the Embargo Law. In April 1813, along with other brigs and schooners of Commodore Isaac Chauncey's American squadron, *Oneida* with troops embarked sailed to York (now Toronto), Canada. Her brigade captured the town. A month later she again took aboard troops and artillery, and set sail with the squadron for Fort George (later Niagra-on-the-Lake), Canada. Within three hours of the landing, the soldiers had taken the town. *Oneida* made a second unopposed landing at York the following month, liberating prisoners and seizing provisions.

The Brig *Jefferson* was built at Sackett's Harbor, New York, also for service in Commodore Chauncey's fleet on Lake Ontario. She was launched in April 1814. Her manning was an early example of what the Navy now calls "swapping hulls". She was crewed by sailors from the Sloop of War *Erie* which had been laid up at Baltimore because of the British blockade of the Chesapeake Bay. In August 1814, she participated in the blockade of several English vessels inside the Niagara River while Chauncey with the rest of his fleet sailed on to Kingston, Ontario to challenge the main English squadron. Following her blockade duty, *Jefferson* sailed for Kingston to rejoin Chauncey. During the passage, a severe storm almost swamped the brig. Ten of her guns were thrown overboard in the struggle to save the ship.

The Brigs *Lawrence* and *Niagara*, launched in June 1813, were the two principal vessels of six warships hastily built in Erie, Pennsylvania to regain control of the upper Great Lakes. On September 10, the British under Commodore Robert Heriot Barclay and the Americans under Commodore Oliver Hazard Perry met in the Battle of Lake Erie, near Put-in-Bay, Ohio. *Lawrence*, Perry's flagship, engaged her counterpart, while *Niagara*, for unknown reasons, did not close the enemy. *Lawrence* held fast and continued a heavy bombardment. After she was completely disabled, Perry transferred by boat to the undamaged *Niagara*, sailed her into close action, broke the British battle line, and forced Barclay to surrender. Following the battle, Perry sent his classic message to General William Henry Harrison: "We have met the enemy and they are ours: two ships, two brigs, one schooner and one sloop". The victory led to the reopening of American supply lines on the upper Great Lakes and removal of the British and Indian threat to the Northwest Territory. It was also quite a morale builder for the young country.

In 1815, following the end of hostilities, *Lawrence* was sunk in Misery Bay, near Erie, in order to preserve her hull. In 1875, her remains were raised, cut into sections, and transported by rail to Philadelphia. There she was displayed at the 1876 centennial exhibition. The ship was accidentally destroyed by fire during the exhibition.

After the war, *Niagara* served as a station ship in Erie until she was scuttled in Presque Isle Bay in 1820. The wreck was raised and rebuilt in 1913 to commemorate the centennial of the Battle of Lake Erie. She was taken, under tow, on a grand tour of the Lakes. Following the celebration, she returned to Erie. *Niagara* was rebuilt again between 1933 and 1943, and placed ashore in downtown Erie. She underwent her third reconstruction between 1988 and 1990. This one enabled her to return to the water as an active sailing ship. Her operating base is the Erie Maritime Museum. She is designated as the flagship of the Commonwealth of Pennsylvania.

Let us now return to the first half of the 19th century. The Navy significantly reduced its presence on the Lakes in the 1820s and 30s. But after the British Government had two steamers on Lake Erie armed during the 1837-1838 Canadian rebellion, the United States felt a response was necessary. So an American steamer, the paddle wheel frigate *Michigan*, was built to defend Lake Erie. Secretary of the Navy Abel Upshur selected iron for her hull to, as he stated, “use the immense resource of our country in that most valuable metal” and “to ascertain the practicability and utility of building vessels, at least for harbor defence, of so cheap and indestructible a material.” Hence, the *Michigan* had the distinction of being the first iron-hulled warship in the US Navy – 20 years before the famous ironclad *Monitor*.

Michigan was built in Pittsburgh in 1842; assembled there to make sure the parts fit, then taken apart and transported overland to Erie where she was re-assembled. At the launching in December 1843, she slipped down the ways about 50 feet, but stopped short of the water. After strenuous but fruitless efforts to prod the ship into resuming her slide, the workers retired for the night. Imagine their surprise on returning to the yard the next morning, to discover the ways empty. *Michigan* was floating easily some distance offshore, having launched herself during the night. The ship was propelled by a set of 21-foot diameter paddle wheels. The engine had two cylinders. She also carried three masts and was rigged as a barkentine for open lake sailing.

Michigan operated out of Erie her entire lifetime. For this reason she became a significant part of the social fabric of the community. So many officers and crew of the ship married young Erie women that the city took on the nickname “Mother-in-Law of the Navy”. She would never fire a shot in anger, but in her earlier years was rammed by pirates on Lake Huron, became embroiled in the Wisconsin and Michigan timber rebellion, and was involved in the assassination of a Mormon leader. But for the most part she conducted surveys and assisted vessels in distress. She is

reported to have rescued the crews of over 100 ships.

With the start of the Civil War in 1861, *Michigan*'s duties increased. She became an important logistics link. She embarked sailors recruited in the eastern states at Buffalo, ferrying them to western Lake Erie ports where they boarded trains for Cairo, Illinois and the fleet on the Mississippi River. She also spent time at anchor guarding the Union prison on Johnson's Island in Sandusky Bay. Two unsuccessful attempts were made by the Confederates to capture the vessel while she was protecting the prison. Neither group could gain the decks of the ship. (Author's note: One of the Confederate prisoners at Johnson Island was a great, great uncle of mine; Major George Henry Moore of the 39th Mississippi Infantry Regiment.)

In 1866, *Michigan* intercepted and interned members of the Fenian Brotherhood army, an Irish revolutionary movement in the United States, as it returned from an attempted invasion of Canada, near Buffalo. The Brotherhood's objective had been to take over Canada and hold it hostage for their native land.

Michigan was renamed USS *Wolverine* in 1905, to free up the name for a new battleship, USS *Michigan* (BB-27). She was decommissioned in 1912, and turned over to the Pennsylvania Naval Militia for duty as a training ship. She made cruises each summer for 11 years. In 1913, during the centennial commemoration of the Battle of Lake Erie, *Wolverine* at the ripe old age of 70 was selected to tow the reconstructed *Niagara* around the Lakes in a grand patriotic celebration. In 1923, a connecting rod of her port cylinder broke, ending her career. She was finally scrapped in 1949, when efforts to save her failed. Her prow, however, was spared. It remained in a downtown Erie park for nearly 50 years. In 1998, following extensive restoration, it was moved into the Erie Maritime Museum.

Let's back up again, this time to 1898, the beginning of the training of naval reserves. This mission became the primary Navy role on the Great Lakes. It would continue for nearly a

century. The first training ship was the 34 year old wooden-hulled screw gunboat USS *Yantic*, launched in 1864. After an illustrious career beginning with the Civil War and three more decades “showing the flag” in the eastern Atlantic, West Indies, South American waters and in the Far East; she was loaned to the Michigan Naval Militia. She served as a training ship on the Great Lakes until 1917. With America’s entry into World War I, *Yantic* was re-commissioned in the US Navy and assigned as a training ship at the Great Lakes Naval Training Station. Following the war, she trained Naval Reserve forces for five years, when she was once again decommissioned and loaned to the state of Michigan. She sank pier-side in Detroit in October 1929. The cause given was structural weakening owing to natural deterioration; small wonder after 65 years of service.

Next, during the same era as *Yantic*, was the wooden-hulled screw steamer *Essex*, built in 1875. Her first 14 years of service were spent in the North Atlantic and South Atlantic Squadrons, the Pacific Station and the Asiatic Station. She was said to have been one of the finest ships of the fleet. Following her decommissioning in 1889, she was designated as a training ship for Naval Reservists. She entered the Great Lakes in 1904, and conducted the training for the next quarter century. She was assigned to the Ohio Naval Militia for 12 years, followed by 10 with the Ninth Naval District, and finally three with the Minnesota Naval Militia.

The next vessel to see duty training Naval Reservists and trainees from the Great Lakes Naval Station was USS *Wilmette*. Built as the twin-screw steamer *Eastland* in 1903, she was acquired by the Navy in 1917, converted to a gunboat, and renamed *Wilmette*. She conducted training throughout the Lakes until 1940. In June 1921, her trainees participated in gunnery drills that included sinking the former German submarine *UC-97* on Lake Michigan. The submarine had been brought to the US along with others for Victory Bond Drives. During World War II, *Wilmette* trained armed guard crews for duty on armed merchantmen.

Naval aviation made its debut on the Great Lakes during World War II in the form of two old paddle wheel coal-burning excursion ships converted to aircraft carriers. The first was USS *Wolverine* (IX-64), commemorating the earlier ship of the same name. Fitted with a 550 foot flight deck, she began her new job in January 1943. She was joined five months later by USS *Sable* (IX-81). Both carriers were homeported in Chicago and conducted their operations on Lake Michigan. They were a far cry from the fleet carriers. But they were suitable for qualifying naval aviators fresh out of operational flight training at the nearby Glenview, Illinois Naval Air Station. They also trained carrier landing signal officers and flight deck crews.

Neither carrier had an elevator or a hangar deck. When the flight deck was fouled by barrier crashes or other mishaps, the day’s operations were terminated and the carrier would return to her Chicago pier. Planes that were still airborne diverted to Glenview or another nearby airfield. Another problem the two flat tops had to contend with was insufficient wind-over-the-deck. When there was little or no actual wind, operations often had to be curtailed because they could not generate sufficient speed to meet the minimums. Their maximum speed was just 20 knots. *Wolverine* briefly flew the four-star flag of the Commander in Chief of the US Fleet and Chief of Naval Operations Admiral Ernest J. King on the occasion of his inspection visit on October 27, 1942. Both ships were decommissioned soon after the end of the war.

In 1950, the Navy established the Great Lakes Reserve Destroyer Division, popularly known as the Corn Belt Fleet. It consisted of escort patrol craft and destroyer escorts. These ships trained Naval Reservists for 20 years. They occasionally traveled out into the Atlantic, but conducted nearly all of their training in the Great Lakes. In addition to their training role, they also provided a boost to Navy recruiting, holding open houses in the cities they visited while on their cruises. A total of nine escort patrol craft served in the Division during the 50s and 60s. They were homeported in Chicago, Detroit, Cleveland,

Toledo, Great Lakes Naval Base, Sheboygan and Milwaukee. Two destroyer escorts, USS *Daniel A. Joy* (DE-585) and USS *Parle* (DE-708), were the Division flagships. *Daniel A. Joy* served in this capacity from 1950 to 1965. She was relieved by *Parle* who carried the flag from 1965 to 1970. Both were homeported in Chicago.

On the USS *Parle* 2005 reunion book web site were a number of interesting anecdotes related by crew members. One recalled that in the fall of 1966, *Parle* ran aground on top of the Chicago breakwater while attempting to enter the Naval Reserve dock area. She spent seven months in dry dock for repairs. Another crew member remarked on what he called chilling times. "Being docked in Chicago, we had tough winters. It was so bad that we had icicles hanging from the overhead in our berthing compartment." A third sailor described a major fire in the forward boiler room. There were no injuries, but the entire space was lost. The fellow telling the story noted that he was on the damage control party and remembered fighting the fire in his underwear along with others similarly attired; or would that more correctly be "unattired"?

Now, here is the reason for the article's title, "Sweet Water Navy". A certificate was awarded to crew members of ships in the Division who had sailed on all five Great Lakes during their time aboard. They were dubbed "Sweet Water Sailors". The men considered themselves and their ships to be the Sweet Water Navy, and it was so noted on "welcome aboard" brochures handed out to visitors. The term was also found in other descriptions of ship operations on the Lakes.

In June 1959, USS *Macon* (CA-132), accompanied by 27 other ships and craft of the US Atlantic Fleet, was sent on a goodwill cruise to the Great Lakes. The mission of "Operation Inland Seas" was to commemorate the opening of the St. Lawrence Seaway and to demonstrate to residents of Lakes communities how the Fleet operated. *Macon* was the largest ship, by far, of the Task Force. Her preparations for the trip included removing the two highest radar antennas, installing special

propeller guards and reducing her draft by four feet to ensure against touching bottom in the shallowest parts of the passage. The 80 foot wide locks allowed just three feet of clearance on either side of the ship. Traversing the seven locks in the Seaway and passages through the Welland Canal and St. Clair and Detroit Rivers often proved challenging.

The cruiser and a number of the accompanying destroyers and submarines participated in ceremonies at the St. Lambert Lock at Montreal, the first of the inbound locks, officially opening the Seaway on June 26, 1959. Queen Elizabeth II and President Eisenhower officiated. Following the ceremony, Her Majesty and Ike boarded the Royal Yacht *Britannia* and steamed through the lock and close aboard the 16 Royal Canadian Navy and US Navy ships – all full-dressed with rails manned – anchored in a long line in the channel in Lake St. Louis. Knowing that the sailors manning the *Macon* rail on the off side would be twisting their heads around to see, no matter what they were told, the problem was solved by having them face inboard so they could see across the ship.

During her month on the Lakes, *Macon* visited Chicago, Milwaukee, Cleveland and Buffalo. In Cleveland, some 140,000 visitors came aboard in six days. At times the waiting line was almost a mile long. A photo taken during her passage through the locks made the cover of Life Magazine. It showed a cow grazing in a field in the background. Following the cruise, the ship's commanding officer, Captain J. C. Wylie, remarked that while up in the Lakes, *Macon* had been the highest cruiser in the world, 582 feet someone figured it, and this he stated, "is high enough for any man-of-war."

From 1947 to 1969, the WW II submarine USS *Silversides* (SS-236) was a Naval Reserve training ship in Chicago. USS *Cod* (SS-224) performed similar duties in Cleveland from 1959 to 1971. Both of these submarines are now Great Lakes museum ships, *Silversides* in Muskegon, Michigan and *Cod* in Cleveland.

The final round of underway training by a multi-ship organization of Navy vessels took place in the 1970s. Coastal River Division 21 was established and began drilling in late 1972. The missions of the division included maintaining the craft to support coastal surveillance operations; developing small boat tactics; and cold weather operations. The first three vessels assigned to the division were *Nasty* class fast patrol boats. They and the division headquarters were based at the Great Lakes Naval Station. The boats had all previously served in Vietnam. One of them, PTF-17, is now on display at the Buffalo & Erie County Naval Park in Buffalo, New York.

One of the problems faced by the Division was the conduct of gunnery exercises. During World War II, the Navy had established a gunnery range in the middle of Lake Michigan. The area was supposedly well known to the mariners who plied the Lakes because of the earlier presence of the Corn Belt Fleet. However, with the disestablishment of that unit, the range, though still depicted on charts, was dormant until the Coastal River Division stood up. The Division reopened the range and Notices to Mariners were published prior to all firings, but occasionally freighters and ore boats did not get the warning, or if they did, simply ignored it. One day, with the firings have been announced, two of the patrol boats went out to use the range. The exercise was a local surface shoot with their 40 mm guns on an improvised target of oil drums and pallets painted international orange. In the middle of the exercise, a freighter sailed through the middle of the impact area. Attempts to contact her to warn of the danger were to no avail. So a "cease fire" had to be ordered until the oblivious Laker had cleared the range.

In 1974, the size of the Division was doubled with the arrival of three *Ashville* class patrol gunboats. However, it was only to remain in existence for two more years. One of the Reservists, on being told the Division was to be decommissioned as being too expensive, expressed his feelings on the real reason, "They wanted the money for other pet programs and we weren't high enough visibility."

Since that time, aside from harbor craft attached to the Great Lakes Naval Base, US Navy presence on the Great Lakes has been limited to one or two Atlantic Fleet ships making a more-or-less annual summer goodwill cruise to show the flag and promote recruiting. I was able to compile the following list, which is probably not complete. What can be said with certainty, however, is that the last such foray took place in 2000.

1979 USS *Fairfax County* (LST-1193)
1989 and 1993 USS *Boulder* (LST-1190)
1991 and 1994 USS *Estocin* (FFG-15)
1996 USS *Oliver Hazard Perry* (FFG-7)
1997 USS *Fahrion* (FFG-22)
1998 USS *Samuel E. Morison* (FFG-13)
1999 USS *Clark* (FFG-11)
2000 USS *Sentry* (MCM-3) and USS *Kingfisher* (MHC-56)

So now the Salt Water Navy is confined to eight ships and craft of what is affectionately known as the "Historic Fleet".

On Lake Erie are:

The afore-mentioned operational US Brig *Niagara* homeported in Erie. She is listed on the National Register of Historic Places.

The guided missile cruiser USS *Little Rock* (CLG-4) in Buffalo. She is the only World War II cruiser on display in the US, the sole survivor of the *Cleveland* class of light cruisers. She was converted to a Talos missile cruiser in 1960. She served as flagship for both the Second and Sixth Fleets in the 1960s and early 1970s.

The *Gato* class submarine USS *Croaker* (SS-246) in Buffalo. She made six war patrols in the Pacific, sinking a cruiser, four tankers, two freighters, an ammunition ship, two escort craft and a minesweeper; a total of 40,000 tons. She was awarded three battle stars in World War II.

The *Fletcher* class destroyer USS *The Sullivans* (DD-537) in Buffalo. Named for the five brothers who lost their lives in the sinking of the light cruiser *Juneau* (CL-52) in the Battle of the Solomon Islands, she served with

distinction in World War II, taking part in intense combat and rescuing downed aviators. She earned nine battle stars. She is a National Historic Landmark.

The *Nasty* class Fast Patrol Boat PTF 17 in Buffalo. She is back for her second tour of duty on the Lakes. She conducted patrol and surveillance operations in coastal and inland waters in Vietnam and was later a member of Coastal River Division 21. She returned to Norfolk, Virginia when the unit was decommissioned. USS *Fairfax County*, on her 1979 goodwill Lakes cruise, transported the high-speed craft to Buffalo.

The *Gato* class submarine USS *Cod* (SS-224) in Cleveland, Ohio. Operating from Australian ports during World War II, she received a battle star for each of her seven war patrols, sinking nearly 27,000 tons of Japanese shipping. On her last patrol she rescued the crew of a Dutch submarine grounded on a reef, and attempted, unsuccessfully, to pull the submarine free. As mentioned earlier, she served as a Naval Reserve training ship for Cleveland in the 1960s. She is a National Historic Landmark.

On Lake Michigan are:

The *Gato* class submarine USS *Silversides* (SS-236) in Muskegon, Michigan. She completed 14 war patrols and sank 23 ships, the third highest total of enemy vessels sunk by a US submarine during the war. She earned 12 battle engagement stars. After the war, as previously noted, she served for 22 years as a reserve training boat in Chicago. She is a National Historic Landmark.

And finally, the *Gato* class submarine USS *Cobia* (SS-245) in Manitowoc, Wisconsin. She earned four battles stars in World War II and is credited with sinking six Japanese vessels totaling nearly 17,000 tons. She is a National Historic Landmark.

Sources:

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Global Security web site
Naval Historical Center web site
NavSource Online web site

The Maritime History of the Great Lakes web site

Unionnavy web site

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USS *Torsk* web site

Warboats web site

Haegele, Wayne, "US Great Lakes Naval Defense: USS *Michigan* and the Cornbelt Fleet," *The Upper Midwest Historian*, Fall 1998.

Wilke, Wendell, "The End of the Corn Belt Fleet, The Great Lakes Reserve Destroyer Division," West End Publications, Algoma, WI, c1972.

Wylie, Captain J. C., "The Freshwater Cruise of USS *Macon*," US Naval Institute *Proceedings*, April 1960.

About the author:

Channing M. Zucker is a native of New Jersey, but grew up in Maine and Massachusetts. He graduated from Bowdoin College in 1959. Soon thereafter he entered Navy Officer Candidate School in Newport, Rhode Island.

He completed a 31-year Navy career in 1991. For the first eight years he served at sea on combatants – the heavy cruiser USS *Saint Paul* (CA 73), the destroyer USS *Fechtelor* (DD 870), and the guided missile destroyers USS *Dahlgren* (DLG 12) and USS *Richard E. Byrd* (DDG 23). He was assigned primarily to operations and navigation billets.

On completion of graduate work in geodetic science at The Ohio State University and marine affairs management at the University of Rhode Island, Channing became an oceanography specialist. For the balance of his career, he served in oceanography, meteorology and mapping assignments. These consisted of hydrographic surveying in the North Atlantic in USNS *Dutton* (T-AGS 22) and shore duty in Washington, DC and Norfolk, Virginia. Some 13 years were spent with the Defense Mapping Agency, including two command assignments.

Following his retirement from the Navy as a Captain, he and his wife Yasuko operated

a retail florist shop in Virginia Beach for eight years. She was the president and head designer. He attended to the administration of the business.

In 1992, Channing became executive director of the Historic Naval Ships Association. At the time he took the position, the membership consisted of 25 museums and memorials with 35 vessels. When he retired in October 2003, it numbered some 101 organizations with 152 ships and craft in 12 countries.

Channing is a member of the Secretary of Interior's National Maritime Heritage Grants Program Advisory Committee. He serves as secretary of the National Maritime Alliance and as secretary of the USS *Monitor* National Marine Sanctuary Advisory Council. He is a past president of the Rotary Club of Hampton Roads, Virginia. He is a 59-year veteran Scouter.

Channing served for five years on the board of Tin Can Sailors, Inc., the last two as president of the 24,000 member organization. He is the historian and archivist for the USS *Saint Paul* Association with a collection of over 6,000 items of memorabilia and artifacts. He chaired the 7th Maritime Heritage Conference that brought over 500 persons to Norfolk, Virginia in 2004. He is a vice president of the North American Society for Oceanic History.

Channing and his wife Yasuko reside in Virginia Beach, Virginia. They have a son Michael who is CEO of a medical equipment firm in Dallas Texas, and a daughter Lisa who is a structural engineer in Virginia Beach, the mother of their two grandsons, and the wife a Navy Commander SEAL.

Review of *Shattered Sword* – The Authors Reply

*Volume XVI, Number 1 (January, 2006)
of The Northern Mariner / Le marin du nord
carried a review of the book Shattered Sword:
The Untold Story of the Battle of Midway by
Commander Ken Hansen. The book's authors,*

Jonathan Parshall and Anthony Tully have replied. Following precedents set by other publications, the Argo Editors have decided to publish the reply, followed by the reviewer's response to same. We do not wish this to become an ongoing exchange, and so end the discussion with these two letters.

Tony and I read Commander Hansen's review of our work with great interest. Not surprisingly, we disagree with some of his conclusions. However, to be honest, the objection raised within his review that I find most insupportable is his intimation that since I am merely an "enthusiast" (whatever that means) I am therefore apparently disqualified from producing sound history. Commander Hansen's implication that only senior naval officers possessed of the requisite level of "profound understanding of naval strategy and operational concepts, the tenets of operational art, and the principles of campaign design" are qualified to opine upon the strategic roots of Japan's defeat in this (or any other) battle is, frankly, ridiculous.

By this litmus test, Commander Hansen has created an artificial world wherein practically none of the prior excellent histories of this battle—certainly not those by Gordon Prange, Walter Lord, or John Lundstrom – can be admitted. So, while *Shattered Sword* may not be the definitive work on the battle (and I would certainly agree that with respect to the American side of the account it is not intended to be), I am afraid that at as far as the Japanese account is concerned it will just have to do until the real thing comes along. I await the positive contributions of Commander Hansen and other appropriately credentialed authors towards filling in the history of this crucial battle.

In the meantime, Tony and I are genuinely flattered that our book has met the US Naval War College's standards, and has been incorporated into several portions of their Strategy & Policy curriculum. I am likewise deeply honoured, and personally humbled, that I have been allowed to lecture at the War College on this same subject. Despite my shortcomings, I hope that I am able in some

small way to contribute to the training of American seagoing naval professionals.

Jonathan Parshall
Minneapolis, MN

Mr Parshall objects to my criticisms of *Shattered Sword* but offers no counters to the points I raised about the book's weaknesses in the areas of operational concepts, campaign design, command relationships, and higher commander's intent. Therefore, my comments on the book, which included praise for its "good research and tightly integrated logic" that resulted in a "fulsome" treatment of the tactical events in "well written" and "riveting description of the action," stands as originally published.

Due to the limitations imposed on the length my review, I was unable to expose fully the weaknesses in the first and third sections of *Shattered Sword*. My notes on these parts amounted to 30 pages of observations that revealed a general lack of understanding of campaign design theory. In my review I cited the example of Midway Island being described as "the centre of strategic gravity in the entire Pacific Ocean." (47) Readers should understand that operational art theory indicates successfully attacking a strategic centre of gravity will force the attacked nation from the war. This was absolutely not the case. Had the United States Navy lost at Midway, the war would have continued for many more years, just as it did after the Imperial Japanese Navy lost that famous battle.

I did not, as Mr Parshall claims, suggest that only senior naval officers possess the requisite knowledge to "opine upon the roots of Japan's defeat in this battle." However, the authors' arguments that do not deal with tactical issues (and a few that do) are fundamentally flawed because they are not consistent with the operational concepts associated with carrier warfare. Anyone who took it upon themselves to study the sections I recommended from Wayne Hughes' seminal work *Fleet Tactics* (USNI Press, 2000 ed.) could acquire the knowledge to understand how 'pulsed' power is applied in strike warfare and

how it changed radically the way in which naval warfare is conducted. Admirals Yamamoto and Yamaguchi clearly understood this revolutionary new principle, while Admiral Nagumo did not. Readers who wish to study further and develop a sophisticated understanding of operational art and campaign design are encouraged to read Milan Vego's new masterpiece *The Battle for Leyte, 1944: Allied and Japanese Plans, Preparations, and Execution* (USNI Press, 2006), my review of which will appear in the next issue of *International Journal of Maritime History*.

During my time as Chair of Maritime Studies at the Canadian Force College in Toronto, the naval students studied the Battle of Midway as a campaign design case study. They also studied the factional split in the Japanese navy between proponents of the naval limitation treaties and the more traditional battlefleet officers. In my view, it is impossible to understand how the history of the Imperial Japanese Navy developed without attaining a profound understanding of both these subjects. Likewise, I think it is not possible to lay blame for Japanese strategic and operational naval failures based solely on an assessment of tactical factors. Clearly, the definitive work that analyses the reasons behind these issues has yet to be written.

Ken Hansen
Toronto, Ontario

Members' News

Pierre F Camu is now working on a company history of La Compagnie De Navigation Richelieu & Ontario, between 1846 and 1914, to be completed in 2009. His earlier publication, *Le Saint-Laurent et Les Grands Lacs Au Temps De La Vapeur, 1850 - 1950* is listed below in the new "Books by Members" section.

Museums and Ships

Maersk donates money for the Frigate *Jylland*

[from MARHST-L, 9 January 2007] The national cultural site the Frigate *Jylland* has received 5 million DKK from a Maersk foundation.

The money has to be used to make the lower deck, where the crew lived back then. According to manager Benno Blaesild it has been a long time desire to start to rebuild the orlop deck. In about one and a half years, visitors will be able to see the orlop deck as it was back at the Battle of Helgoland in 1864, when a Prussian-Austrian squadron was defeated.

The orlop deck will be authentic with the decoration of the Officers' Mess and the approximately 40 other compartments on that deck. For the visitors it will be just like being on a sailing ship.

Facts about the *Jylland*:

Yearly number of visitors: 135,000
Length: at 71 metres, should be the longest ship made of wood extant today.
Launched: November 20th 1860

Participated in the Battle of Helgoland 1864. Afterwards she was training ship and flagship in the North Atlantic, the Carribean, the Mediterranean and the Baltic as well as domestic waters. In 1874 to 1876 Royal ship for King Christian IX and his family. In 1908 the *Jylland* was struck from the Danish Navy.

Up to 1960 she was around in different ports used for different purposes. At one time she was a youth hostel in the port of Copenhagen. In 1960 She came to Ebeltoft, where she was under restoration and is today a museum. In 1979 she was taken over by "Den selvejende institution Fregatten *Jylland*", who are in charge of her today.

Last Hopes Sink for *Carrick*

[*The Herald*, 19 Jan 2007] She is a vessel brimming with history but one which can no longer bear the weight of the past. After staying afloat against many small deaths, the world's oldest surviving clipper has been dealt a final, dark fate. After 143 years, the SV *Carrick* is to be broken up.

An international group of nautical enthusiasts, politicians and genealogists, who have battled for the beleaguered clipper's restoration, saw the last embers of their generation-long battle extinguished this week. North Ayrshire Council planning committee granted consent to allow the A-listed vessel to be dismantled.

The Scottish Maritime Museum at Irvine had intended to restore the *Carrick* as a passenger ship and tourist attraction but any overhaul, a feasibility study concluded, would have created little more than a £10m reproduction.

At the low-key council meeting, pleas for a reprieve were heard from as far away as the southern hemisphere. Alongside representations from Scotland, letters were read out from Canadian marine engineers and members of the Australian parliament. There were also pleas from Adelaideans who had traced the journey made by their forebears aboard the *Carrick*.

Ultimately, all present resigned themselves to the fact the vessel was too far gone for repair to be financially viable. "It's a very, very sad end for the *Carrick*," said Graham Kennison, a trustee of the museum, which submitted the application for the break-up. "No-one wanted this."

Now, Mr Kennison and his fellow trustees will pursue one of two methods of deconstruction. Originally known as *City of Adelaide*, she has lain on an Irvine slipway since sinking in Glasgow 15 years ago. Though no costs have been prepared, it is hoped a measured process can yield archeological

information about the vessel's 1864 construction in Sunderland.

The deconstruction will record her place in social history and ensure shipbuilding heritage is not lost completely. "Although we're going to lose the ship, we're not going to smash it into pieces. We intend to preserve as much as we can," Mr Kennison said. "No-one has ever scientifically deconstructed one of these ships before. We stand to learn a great deal."

The trustees are keen to see segments of the vessel put into museums. Martyn Heighton, head of National Historic Ships, a London-based body which seeks to preserve important vessels, said: "She has come to the end of her time. It's deeply, deeply sad news. The *Carrick* is an incredibly important ship for Scotland and the museum has done everything within its means to find a future for her. Her hull has deteriorated significantly in recent years and she's now a sorry sight. Ships were not built to last but what we must ensure now is preservation by record. We can continue to keep the *Carrick's* history alive even if the ship is no more."

A £15m proposal to convert what is left of the ship into a hotel or restaurant failed to materialise. Irene Oldfather MSP, who has lobbied the Scottish Executive to step in, said: "This is sad news. (But) . . . the deconstruction will record her place in social history and ensure shipbuilding heritage is not lost completely."

A spokeswoman for Historic Scotland said the option to deconstruct the *Carrick* was "very unfortunate" but recognised "every effort has been made to seek an alternative".

The 176ft vessel survived 28 voyages carrying emigrants from Falmouth to Australia over two decades. Australian researchers estimate more than 60% of the population of the nation's southern states can trace their families' arrival in Australia to the ship.

£500,000 Capital Funding for Liverpool's International Slavery Museum

[The Government News Network on 24 January 2007] Culture Minister David Lammy today announced a £500,000 capital grant for the new International Slavery Museum in Liverpool being developed by National Museums Liverpool. This funding builds on the £250,000 annual revenue funding which the DCMS has already pledged.

The International Slavery Museum (ISM) will replace the groundbreaking Transatlantic Slavery Gallery in the Merseyside Maritime Museum. The Museum will play a key role in this year's commemoration of the bicentenary of the abolition of the slave trade in the British Empire. The ISM is being developed in two stages, the first of which is due to open on 23 August 2007, the UNESCO International Slavery day.

David Lammy said: "It is right that we help National Museums Liverpool develop the new International Slavery Museum. It will provide a legacy to last way beyond this year's bicentenary. This year provides the perfect opportunity for the ISM to take its stories to a new generation of visitors to the museum in this fantastic city. And I hope people will be encouraged to remember those who suffered as a result of the slave trade, and to celebrate the efforts of all those who struggled for its abolition. I look forward to the opening on the 23 August."

David Fleming, Director of National Museums Liverpool, said: "The opening of the International Slavery Museum will be the pinnacle of Britain's bicentenary year. This will be a magnificent new national institution and a worthy legacy of 2007 not just for Liverpool but for the nation. We are immensely grateful to Government, and to the Department for Culture, Media and Sport, for their farsightedness in backing this project so generously. The museum will make a major contribution to global debates about human rights."

Liverpool was once Europe's capital of the transatlantic slave trade in the late 18th Century and grew rich on the profits of trading in enslaved people. It is therefore fitting that this subject should be marked and explored in the city.

The Department for Communities and Local Government is responsible for the Government's plans to mark the Bicentenary, which will focus on two dates: 25 March (the anniversary of the signing of the Abolition of the Slave Trade Act) and 23 August (UNESCO day for the remembrance of slavery and its abolition).

Conferences and Symposia

“Northern Navigation” Churchill, Manitoba 2-7 August 2007

The Canadian Nautical Research Society will host its annual conference for 2007 in Churchill, Manitoba, on the theme of “Northern navigation.” Topics may include exploration, trade, war, ships, individuals, indigenous peoples, and any other topic related to the practice of navigation in high latitudes. To provide comparisons, papers examining similar subjects in the high latitudes of the Antarctic are also invited.

For more information, or to submit a proposal for a paper or a session, contact either:
Dr William Glover:
williamglover@sympatico.ca or
Professor Barry Gough bgough@wlu.ca

The conference is planned for the period 2-7 August, 2007. Travel arrangements are being made by The Great Canadian Travel Company of Winnipeg, www.greatcanadiantravel.com, or call Samantha Buffie, (800)661-3830. They are northern travel experts of more than twenty-fives years' experience. Packages including return air travel from Winnipeg, hotel in Churchill, select conference activities, tours to the eighteenth century Hudson's Bay Company stone trading post Prince of Wales

Fort, and a "tundra buggy tour" will start at approximately C\$1,800 plus taxes. Extra options will include a rail/air travel package, and an air charter (limited space) to visit York Factory.

Call for Papers / Appel de communication Quebec / Québec 1608-2008 Four Centuries of North Atlantic Crossings / Quatre siècles de voyages transatlantiques 06 – 09 August 2008

To celebrate the quatercentenary of Samuel de Champlain's founding of Quebec, the Canadian Nautical Research Society will host its annual conference for 2008 in that city.

Papers topics may include exploration, trade, war, ships, individuals and any other topic related to marine activity in and around Quebec and the North Atlantic over the past four centuries. Proposals should be directed to:

Professor Serge Durflinger
CNRS 2008 Conference Programme Chair
History Department
University of Ottawa
Ottawa, Ontario, K1N 6N5
Telephone: 613-562-5800, x1277
e-mail: sdurflin@uottawa.ca

The conference venue is the Auberge Saint-Antoine, very near the site of Champlain's original *Habitation*. Located on an important archaeological site, in 300 year-old buildings, the Auberge Saint-Antoine offers a unique introduction to New France. Artfully displayed artifacts throughout the hotel provide a fascinating glimpse into the life of Quebec's first inhabitants. The Auberge Saint-Antoine has created a succession of 94 stunning rooms, many offering a view on the Saint-Lawrence River, others of Quebec's renowned fortifications or the Musée de la civilisation. A block of rooms is reserved for “CNRS 2008.”

Auberge Saint-Antoine, 8, rue Saint-Antoine,
Québec, QC G1K 4C9
(418) 692-2211 Fax : (418) 692-1177
<http://www.saint-antoine.com>

Other conference activities will include a guided tour of the historic city and a dinner boat cruise on the St Lawrence River to Île d'Orléans.

Administrative enquiries should be directed to:

Dr Richard Gimblett
CNRS 2008 Conference Coordinator
49 South Park Drive, Ottawa, Ontario,
K1B 3B8
Telephone: 613-590-9508
e-mail: richard.gimblett@rogers.com

Call for Papers

The Centre for Foreign Policy Studies,
Dalhousie University and
The International Centre for Emergency
Management Studies, Cape Breton University
The 2007 Maritime Security Conference

“The Maritime Role in National Response to Emergencies: Concepts of Operation, Case Studies, and Capabilities”

14 to 16 June 2007
The Scotiabank Auditorium,
The Marian McCain Arts and Social Sciences
Building
6135 University Ave., Dalhousie University
Halifax, Nova Scotia, Canada

The Conference Committee solicits proposals for papers dealing with the maritime role in emergency response to recent natural disasters and human conflicts. Areas of interest to the Committee include descriptions of maritime activities; operational concepts; organizational principles; and lessons learned pertaining to:

- Natural disasters within continental North America;
- Natural disaster in transoceanic areas;
- Response to humanitarian crises requiring extraction operations; and
- Response to humanitarian crises requiring the projection of maritime power.

Written proposals may be mailed to the Centre for Foreign Policy Studies, Department

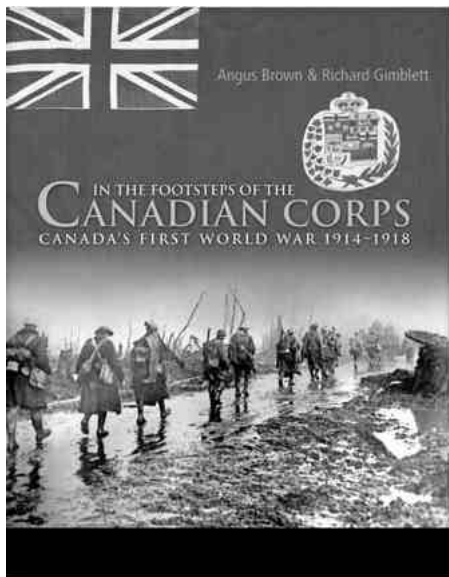
of Political Science, Halifax, N.S., B3H 4H6, or electronic proposals may be sent to the addresses provided below.

The deadline for submissions is 15 April 2007.

For additional information, contact:
Cdr. Ken Hansen,
Defence Fellow, Centre for Foreign Policy
Studies,
Dalhousie University,
ken.hansen@dal.ca, 902-494-6610; or
Mr. David Griffiths,
Senior Research Fellow, International Centre
for Emergency Management Studies,
Cape Breton University,
griff@istar.ca, 902-435-6533.

Recent Books by Members

A great many of our Society are authorities in their various fields, and have numerous publications to their credit. Partly as a service to CNRS members, and partly because this will be of interest to *Argonauta* readers, we are starting this new section with the handful of entries you see here. The criteria for inclusion is simple: the book must be authored (or co-authored or edited) by a CNRS member; and it must still be in print. It doesn't matter if the subject is maritime history, or if it's fiction or non-fiction. Entries will also be posted up on the website. Just e-mail the *Argo* editors (CNRSArgo@cnsr-scrn.org) with the title of the book, the author(s), ISBN number, year of publication, publisher's name (and url to their website), a very short description of the book, and, if possible, a digital image of the dust jacket.



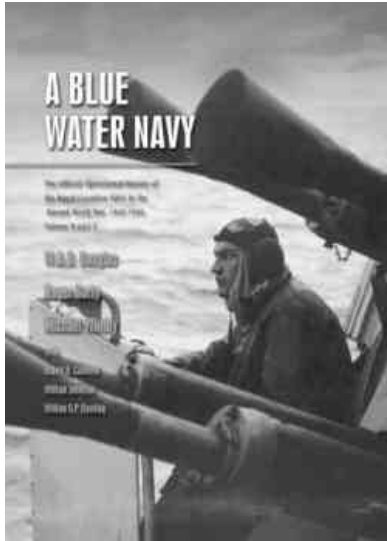
Angus Brown & Richard Gimblett:
*In the Footsteps of the Canadian Corps
Canada's First World War 1914-1918*
Ottawa: Magic Light Publishing, 2006
ISBN 1-894673-24-7



Pierre F Camu:
*Le Saint-Laurent et Les Grands Lacs Au
Temps De La Vapeur, 1850 - 1950.*
Montreal: Hurtibise/HmH, November
2005,
ISBN 2-89428-279-1



Serge Marc Durflinger
*Fighting from Home – The Second
World War in Verdun, Quebec*
Vancouver: UBC Press, 2006,
ISBN 978-0-7748-1261-0
(www.ubcpress.ca)



A BLUE WATER NAVY
The Official Operational History of the Royal Canadian Navy in the Second World War, 1943-1945, Volume II, Part II
WAB Douglas, R. Sarty, M. Whitby et al.

It is finally here! The long awaited 2nd volume of the highly praised *No Higher Purpose*.

Based on extensive research, *Blue Water Navy* follows the RCN's path to victory from 1943 to 1945 as Canadian warships engage the enemy across the globe in the Atlantic, Arctic and Pacific Oceans, covering:

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HMS CANADA 1918 - A WATERCOLOUR DISCOVERED!

Maritime Prints & Originals, a small specialist UK business run by Capt Rick Cosby RN, has unearthed an original watercolour of the battleship *Canada* who was commissioned into the RN in 1915, proving a great success during her 4 years service with the British before subsequently returning to Chile (who had originally ordered & paid for her!) where she gave nearly 4 decades of service as *Almirante Latorre*.



The painting is by Alma Cull (1880-1931) who was commissioned by King Edward VII and George V & is generally regarded as second only to WL Wyllie for his skills. It hangs in the RM officers' mess at Lympstone & measures 17.5 x 9.5 ins (44 x 24 cms approx). Rick has negotiated to reproduce this painting at its original size & on heavy artists' paper: there will be only 49 numbered copies at the above size. They are available, unmatted & rolled in a stout tube, for approx CAD 290 (or GBP 125 exactly, the plastic card company setting the exchange rate) which includes postage from UK to Canada & transit insurance (less if no postage to Canada required). With the picture (with limited edition number set into a blind stamp beneath the image itself) comes a "provenance card" which describes the ship, her service & the artist. For those happy to pay a bit more, Maritime Prints would much rather finish the job properly & include a hand water coloured wash and lined matt with "HMS CANADA - 1918" set into it beneath the picture. Although postage to Canada makes this a slightly more expensive option email r.cosby@btinternet.com to discuss your requirements.

Most major credit/debit cards accepted – do visit www.maritimeprints.com for more details on this picture (& others) & to order.

Memorandum of Agreement

between

The North American Society for Oceanic History

and

The Canadian Nautical Research Society/

Société Canadienne pour la Recherche Nautique

concerning *The Northern Mariner/Le Marin du Nord*

Preamble. The North American Society for Oceanic History (NASOH) and The Canadian Nautical Research Society/ Société Canadienne pour la Recherche Nautique (CNRS/SCRN) have much in common and continue to share interests in promoting research and original historical scholarship within the broad field of maritime history as well as promoting education and sponsoring publication of research in this field. CNRS/SCRN and NASOH agree that expanding the circulation numbers for *The Northern Mariner/Le Marin du Nord*, if done in an efficient business way, should lower the publication unit costs and make the journal more economically viable as well as expand its mission and influence. While sharing these common aims and interests, the two organizations also have separate responsibilities of national representation in relationship to the International Commission on Maritime History. Nothing in this agreement shall be understood as interfering with or altering those national responsibilities or their respective and separate organizational identities as these two organizations agree on the following points in regard to CNRS/SCRN's journal, *The Northern Mariner/Le Marin du Nord*.

1. CNRS/SCRN and NASOH agree that during the lifetime of this agreement the masthead of *The Northern Mariner/Le Marin du Nord*, the covers, and wherever the organizational relationship of the journal is stated within the journal, in reports, on websites, or in other publications of both societies, the form of the statement shall read "*The Northern Mariner/Le Marin du Nord*, published by the Canadian Nautical Research Society in association with the North American Society for Oceanic History," or alternatively, "*The Northern Mariner/Le Marin du Nord*, the Journal of the Canadian Nautical Research Society in association with the North American Society for Oceanic History." As part of this relationship, CNRS/SCRN and NASOH agree to promote each other's activities in our mutual effort to encourage the field of maritime history.

2. CNRS/SCRN and NASOH agree that *The Northern Mariner/Le Marin du Nord* is devoted to the study of maritime affairs and the inland waterways of the nations that touch the seas of the northern hemisphere. While the emphasis is on historical essays, the journal welcomes submissions which reflect other approaches or are interdisciplinary. Topics of interest include—but are not limited to—ships, shipbuilding, ship owning, technology, merchant shipping, trade, labor, maritime communities, ports, naval history, fishing, whaling, sealing, underwater archaeology, and maritime biography.

3. CNRS/SCRN and NASOH agree that during the lifetime of this agreement *The Northern Mariner/Le Marin du Nord* will maintain a policy of promoting the work of scholars working in maritime history from both Canada and from the United States, endeavoring to maintain equal opportunity for publication between the two national groups.

4. Recognizing that use of the French language is an important element within CNRS/SCRN, NASOH and CNRS/SCRN agree that articles may be submitted for consideration in either English or French. The extension of the journal to cover NASOH's membership may potentially give rise to contributions being offered in Spanish with the development of a Hispanic readership. In the event that this should take place, CNRS/SCRN and NASOH agree that the editor shall employ the same policy used for French as for Spanish in *The Northern Mariner/Le Marin du Nord*, except that the name of the journal shall not be further changed without specific agreement between CNRS/SCRN and NASOH.

5. CNRS/SCRN and NASOH agree that during the lifetime of this agreement the editorial board of the *The Northern Mariner/Le Marin du Nord* will be expanded to include a proportionate number of both male and female specialists in maritime history who are NASOH members and citizens of the United States.

6. CNRS/SCRN and NASOH agree that during the lifetime of this agreement CNRS/SCRN may appoint a NASOH member, who is a United States citizen or located in the United States, as an associate editor, associate book review editor, or to some other editorial or production position, should circumstances and qualifications suggest this is appropriate and advantageous for meeting the established objectives of *The Northern Mariner/Le Marin du Nord*.

7. CNRS/SCRN and NASOH agree that during the lifetime of this agreement NASOH shall purchase and distribute one copy of *The Northern Mariner/Le Marin du Nord* to each NASOH member, except to members who are also simultaneously CNRS/SCRN members.

8. CNRS/SCRN and NASOH agree that to accomplish the objective in paragraph 7, CNRS/SCRN and NASOH will each maintain a special reduced rate category of membership for those in their sister society who wish to receive the separate benefits of membership in both societies, but who will receive and pay for only one copy of *The Northern Mariner/Le Marin du Nord*.

9. CNRS/SCRN and NASOH agree that NASOH will purchase from CNRS/SCRN the number of copies of each issue necessary to supply its membership with one copy apiece. CNRS/SCRN and NASOH will separately pay the cost of distribution to their own members. NASOH's responsibility will include shipment costs from the printer in Canada to a distribution center in the United States, if such an arrangement is used. NASOH agrees to reimburse CNRS/SCRN an amount in US dollars that is the US dollar equivalent of the sum in Canadian dollars of the unit editorial, printing, and production costs multiplied by the total number of copies required for NASOH members. Following the publication of each separate number of *The Northern Mariner/Le Marin du Nord* to which this agreement applies, CNRS/SCRN will bill NASOH in U.S. dollars based on NASOH's prorated share of the total Canadian Dollar billing per edition to CNRS as quoted by the Bank of Montreal and inclusive of USD to CD currency conversion costs on the day we bill the transaction. The CNRS/SCRN billing to NASOH will be comprised of the following:

- NASOH's pro-rated share of the printing bill on a unit basis;
- 100 percent of shipping costs to NASOH's distribution centre;
- NASOH's share of editorial costs (inclusive of ABC-CLIO costs) on a unit basis;
- 100 percent of any editorial costs that were entirely NASOH-related (if any);
- All US Dollar to Canadian Dollar currency conversion costs associated with the billed amount.

10. The undersigned representatives of CNRS/SCRN and NASOH have made this agreement on behalf of their societies with the approval of their respective executive councils on 1 August 2006. This agreement shall apply to all issues of the *The Northern Mariner/Le Marin du Nord* published between the period beginning on 1 January 2007 and for six years, ending on 31 December 2012, when this agreement shall be reviewed and, if necessary, modified for its continuation. This agreement will not come into effect until it such time as it is ratified by the general membership of NASOH to approve its provisions along with a rise in NASOH membership dues to implement this agreement.

John B. Hattendorf, President, NASOH

Richard Gimblett, President, CNRS/SCRN

Warren Reiss, Chairman, NASOH Publications

William Glover, Editor, *Northern Mariner*

**CANADIAN NAUTICAL RESEARCH SOCIETY
NOMINATIONS FOR 2007 ELECTION OF COUNCIL**

The following positions need to be filled by election at our annual general meeting in Churchill, Manitoba, on Saturday, 7 August, 2007.

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, 2007 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.

A New Feature for *Argonauta* – The Directory of Canadian Archival Sources

Huge collections numbering in the millions of items are located in major depositories across Canada. The National, Provincial and University archives are well known and most important, easy to access with on-line catalogues.

There is another layer of equally important marine history collections maintained by municipalities, museums and historical societies. Among these is an archive located below a McDonald's Restaurant and another in a former prison. I think it fair to say all archival collections begin at the regional level - and many stay in the regions of Canada. In many cases these collections are looked after by dedicated volunteers. Sophisticated catalogues and finding aids may not exist. The guide to what they have- only in the memory of quiet people who treat researchers who show up at the door with an unflinching desire to help (and yes there are some curmudgeons).

Many Members of the CNRS know of these places so please fill out the form below to mail (CNRS address) or fax (613 542 4362) or send me a description by e-mail (preferred) at CNRSArgo@cnrs-scrn.org. Formal rules of description are appreciated but are not required.

Name of Archive Organization

Address

Contact e.g. person, phone, e mail, www address.

Descriptions of Resources

The results will be published in forthcoming issues of *Argonauta*, and will be on our website, at www.cnrs-scrn.org

Maurice D. Smith
Curator Emeritus

*And to start the process off, herewith the first entry. Note that such a rich and detailed account is **not** necessary!*

Marine Museum of the Great Lakes at Kingston
55 Ontario Street, Kingston, Ontario. K7L 2Y2
Web: WWW.Marmuseum.ca E-mail: curator@marmuseum.ca
Phone: 613 541 2261

Research Resources
General Introduction

The Museum collections concentrate on the maritime history of the Great Lakes. The exception is the research library that is international in scope. At present and catalogued there are 3,000 artefacts including the Museum Ship *Alexander Henry*, 11,000 book titles, 3,000 feet of archives, 40,000 ship plans, and some 15,000 prints, paintings and photographs. There are taped interviews of individuals associated with ships and shipping and motion picture film.

Many of the collections have been designated as **Canadian Cultural Property**.

The Collections has been built, following a model exemplified by the National Maritime Museum Greenwich and Mystic Seaport in the United States. In this model a core collecting mandate is established through a Collecting Policy and then each collecting category; artifacts, books, pictorial and archival is built to reflect that core policy.

Questions

I am always happy to discuss the collection and other matters related to collections management and information management. We are currently uploading more material and making changes to the online services. Suggestions are welcome.

Maurice D. Smith, Curator Emeritus.

Access

In general there are no access restrictions to the collections. The modern Gordon C. Shaw Study Centre provides study carrels, microfilm reader, computers and a research area thanks to the generosity of Dr. Shaw. In addition to the Marine Museum Kingston offers the research resources of Queen's University and the Royal Military College Library. They have extensive marine history collections.

The **main restriction** to access is the small staff and the high demand for museum services. All researchers are advised to contact the museum prior to a visit and to search the extensive online research resources. E mail is preferred. Some research fees may apply.

Researchers are advised to consult the museum curatorial staff about their research.

Online Services

Go to www.marmuseum.ca. Follow the **Research** link. The collections catalogue are at the item level and at the shell record level. The shell records are not detailed but it was thought better to inform researcher that a given collections exists rather than wait for what could be a long time before entries were made at the item level.

Audrey Rushbrook Memorial Library

The **Audrey Rushbrook Memorial Library**, reflecting the nature of the shipping industry, is international in scope. There are currently over 11,000 catalogued titles. The monographs are organized according to Library of Congress rules. The library database is online via the museum website at www.marmuseum.ca. Follow the research links.

Subject areas cover all aspects of Canadian shipping and marine heritage: yachting; canal systems; shipping registers, including a near complete run of Lloyds and Department of Transport List of Shipping; ship histories, lists and directories; shipping company fleet histories; steam technology; naval history; navigation; pilot guides; shipwreck directories; transactions of nautical societies; some ethnographic studies; naval architecture; shipbuilding general; shipbuilding of the Great Lakes; shipyard hull lists; yacht design and construction; boatbuilding; ocean liner histories; steamboats; sails and rigging and engineering.

In addition the library collects material pertaining to museums and museology, underwater archaeology, and to a lesser degree, British, American and Canadian naval history. In those areas we do not attempt to duplicate the military collections at the Massey Library, Royal Military College.

The library also receives serials. Currently over 250 titles are on file. These include trade, scholarly and many special interest titles.

Archives

The **Museum Archives** maintain collections documenting Canadian marine heritage on the Great Lakes from the early 19th century through to the present. Material covering all aspects of ships and shipping are represented from the original vessel design, through its building, its working life and its final paying off (or shipwreck). The archival collections number over 3,000 boxes.

These various aspects of the marine trades and industry are reflected in collections originating from the draughting offices of naval architects, from the shipyards which built the ships, from the vessels themselves, and from the corporate headquarters of companies operating the fleets. The textual and ships plans are further supplemented by photographs and audio-visual recordings.

A large percentage of the drawings for commercial ships and warships built in Canadian Great Lakes shipyards are in the collection, these numbering over 40,000 ships plans. In addition there is a further 15,000 prints, paintings and photographs.

Ship Lists and Indexes Online

The **Wallace List** of over 3,000 Canadian sailing ships was compiled by the author and journalist Frederick William Wallace and published in a "Record of Canadian Shipping: 1786 - 1920". It is a very useful "first look" list that has the potential to lead you to other sources of information.

The **Mills List** of over 6,000 steamships from 1817 - 1930 is regarded by researchers as an important resource for those interested in Canadian steam vessels. Mr. John Mills has given the Marine Museum of the Great Lakes permission to create an electronic version of his updated list.

CSL Fleet List This database was compiled by the Honourary Curator of the Marine Museum of the Great Lakes at Kingston, the late Mr. Donald Page who was a shipbuilder of some 40 years standing and a long term employee of Canada Steamship Lines. The list was first compiled in a book format in 1985 for use in the Marine Museum Library

then transferred to an electronic format. This historical ship list is restricted to vessels owned, or once owned, by Canada Steamship Lines.

The Snider Index. C.H.J. Snider was a great journalist, marine researcher and artist who worked aboard schooners in his youth and studied first-hand the development of the Great Lakes region. He wrote over 1,300 articles for the Toronto Telegram. These are available on microfilm. An index of the articles is available at this web site. Although 'sail' was a passion, C.H.J. Snider also conducted interviews of people who were in sail and steam; shipwrecks, yachting and commercial shipping in general.

Finding Aids

Port Arthur Shipbuilding Fonds, RG 5.

This fonds consists of the corporate records and engineering drawings of the Port Arthur Shipbuilding Company [PASCOL], a division of Canadian Shipbuilding and Engineering. The material ranges in date from the establishment of the shipyard in 1910 to 1986 inclusive, with the bulk of the documents belonging to the early years with a gap to more modern records of the 1980's.

This collection is virtually unparalleled for its comprehensiveness and diversity of material in the general field of marine history. Its intellectual appeal is far-reaching, comprehending the technological disciplines of marine engineering, and naval architecture, plus the divisions of the liberal arts such as sociology, economic and technology history, and feminist studies.

Canadian Shipbuilding and Engineering Fonds

Canadian Shipbuilding and Engineering is the parent company of the five separate shipyards represented within this fonds: Port Arthur, Kingston Shipyards, Midland Shipyards, Collingwood Shipyards, and Davie Shipyards. As the head office it consolidated records forwarded from all these constituent businesses for purposes of analysis - financial and engineering. The material in this collection reflects these two concerns: the textual records are basically financial; these are balance by two outstanding collections of engineering drawings capturing marine technology from the prewar and postwar periods to the present. The administrative histories of the various yards are reproduced in other inventories it was deemed redundant to reprint them here.

This fonds is composed of three accessions, containing both textual records and engineering drawings. These have been arranged into two subgroups; the first contains textual corporate records incorporated into one series titled Canadian Shipbuilding and Engineering Business Records. This series comprises 63 linear feet. The second subgroup maintains the naval architectural drawings, and it is divided into two series. The Collingwood Ship Plan Series is comprised of drawings of vessels generated by that yard and totals 4704 separate items, (approximately 40-50% are original linens): the second series, titled the Canadian Shipbuilding and Engineering General Ship Plan Series contains 908 plans. They in turn are listed in three sub-series representing the three shipyards which created them: Kingston Shipyard Sub-series with 322 plans; Midland Shipyard Sub-series comprised of 445 drawings; and Collingwood Shipyard Sub-series containing 140 plans.

Canada Steamship Lines Fonds

There are over 300 boxes of archival material. The date range is from the early 20th century to the mid 1970s. This firm, a major player in the history of Canadian Shipping will soon celebrate its centenary.

Canada Steamship Lines was established near the beginning of the 20th century, the result of a large scale of amalgamation of many steamship companies on the Lakes. The origin of Canada Steamship Lines lies with the Richelieu & Ontario Navigation Company, founded in 1845. By 1927 the CSL fleet consisted of 115 ships including twenty-three passenger vessels. After the war the company's passenger service was discontinued in favor of a concentration on freight alone. With the opening of the St. Lawrence Seaway in 1959, a twenty year building program was begun. Under the aegis of Power Corporation (1975) and L.R. Desmarais innovation continued to be the company's hallmark. In 1981 Power Corporation sold CSL to Paul Martin Jr., who consolidated his holdings in 1988 as Paul Martin Passage Holdings. Today CSL is one of the world's leading shippers on the Lakes and at sea.

German & Milne Fonds

The German and Milne fonds (1992.72) is comprised of textual records and graphic material from what were the oldest firm of naval architects and ship designers in Canada - 1928 to 1984. The history of the Canadian merchant marine and naval shipbuilding during World War II would be incomplete without reference to this collection. These are divided into two subgroups: the former consists of 1871 original ship plans and approximately 1200 microfiche of General Arrangement plans of German and Milne designs. The textual records are divided in turn into six main series. This is a very large collection with over 400 boxes and many thousands of drawings.

The finding aid that follows was produced for the use of museum staff and as such depended on a familiarity with the collection. Documenting collections is skilled work and is very labour intensive. Since it may be some time before this collection will every be described at the 'item' level we have decided to put the finding aid online in the expectation it will be more useful by doing so. The descriptions should be seen as a guide only, probably most useful to researchers who allow their intuitive skills to come into play. The collections is far more extensive than the descriptions suggest.

Upper Lakes Group Incorporated Fonds

This fonds consists of the corporate records of Upper Lakes Group Incorporated and its subsidiary corporations, specifically Upper Lakes Shipping and ULS Marbulk Limited. The material is relatively recent dating from 1951 to 1971, and 1988. As an initial accession it holds potential to be one of among our institution's best collections documenting the history and growth of a shipping company whose genesis is surprisingly different from that of other Canadian shipping companies. This difference should prove intrinsic to the fonds intellectual value due to the linkages it can provide within the broader scope of Canadian business history - historic linkages with the purchasers and processors of Canada's primary staple commodity, wheat. ULS moreover, is perhaps best known within the academic (and shipping) communities for its unique contribution to recent labour history.

The William H. Johnston Fonds

The late William Johnston retired in 1985 from his five year tenure as a Senior Vice-President with Canada Steamship Lines, a position which capped a forty-five year career in the marine industry.

William Johnston began work with the Kingston Shipbuilding Company in 1940, remaining with them for ten years. In 1950 he joined Canada Steamship Lines where his engineering background ensured rapid progress. Beginning as Assistant Superintendent, then Shore Engineer (1953), he graduated to the position of Superintendent Engineer in 1961. Recognising his many talents the company moved him to Marine Superintendent for one year, preparatory to promotion to Fleet Operations Manager in 1966. Proving himself once more in this very demanding role, he was given an executive position as General Manager, Water Transportation in 1971. From 1973 to 1980 Mr. Johnston was Vice-President, Water Transportation; then finally graduated to Senior Vice-President, Canada Steamship Lines. Upon retirement Mr. Johnston continued to act as a consultant in Research and Development. There is approximately 18 linear feet of material.

The Vickers Fonds

With the creation of the Royal Canadian Navy in 1910 went several tenders of vessels to British shipyards. Vickers, Sons, and Maxim bid successfully on several of these contracts and for the first time focused their attention on maritime Canada. At nearly the same time they gained their first introduction to the Canadian government contracting with the construction in England of a government icebreaker the Earl Grey. With the aforementioned naval contracts in hand, Vickers in 1910 carefully reconnoitered the old Maisonneville shipyard at Montreal as a possible plant site (a stipulation of the contracts was the vessels be built in Canada). There had been moreover a Government Drydock Subsidy established in the year previous, which provided a final impetus to Vickers and the firm cast its lot with Montreal.

The fonds consists of 4429 drawings, including 400 originating with Davie Shipyards. There are 38 linear feet of business records consisting of manuals, specifications, photographs, and contract files. Business records are stored by numbered box; plans retain the company storage system of transfer boxes.

Artifacts

The **objects** in the Marine Museum collections, numbering over 3,000 cover a broad range of instruments, tools and equipment used by mariners in their daily work, by shipbuilders and yachtsmen. A brief list would include navigation instruments, rigging gear, deck gear, steam engines, skiffs and other small craft, shipbuilding and boat building tools. In addition there are ship models, clothing, and decorative arts. Alongside the museum dock is a complete ship that represents Canadian shipbuilding standards and the equipment used on ships for at least four decades.

Museum Ship Alexander Henry: The 3,000 ton, 210 foot ship is broadly representative of shipbuilding technology from the end of World War 2 until the 1970's. Students interested in the design considerations, structure and the many systems that comprise the construction of a ship will find many details of interest. The ship is exceedingly well documented with material from the designer (German & Milne), the shipbuilder (Port Arthur Shipyards), and the operator (Canadian Coast Guard).

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.marmuseum.ca
(follow the research links)



Archives & Collection Society

Dedicated to Marine History
and Conservation

PO Box 125, Picton, Ontario,
K0K 2T0, Canada

<http://www.aandc.org>

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>

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Argonauta Information Sheet

PLEASE type or print legibly. You can respond by e-mail, mail or fax
Name

Recent publications (monographs, collections, articles, review articles, but not review; please list those that you feel are especially important and include bibliographical details). Use additional paper if necessary.

News (this can be personal, institutional, or regional)

Research or professional activities with a maritime focus (this can be your own, or that of colleagues and associates; in all cases provide details)

Conferences, Seminars and Workshops (if you know about any that are scheduled within the next few years and which may be of interest to other members, please let us know; if possible, provide information about dates, themes, location, who to contact for information etc.)

Other News and Suggestions for Argonauta

Please return as soon as possible to Maurice D. Smith and Bill Schleihauf,
Marine Museum of the Great Lakes at Kingston, 55 Ontario Street, Kingston, Ontario. K7L 2Y2
or by e-mail at CNRSArgo@cnrs-scrn.ca or fax at 613 542 4362.

Thank you.

