

ARGONAUTA

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ARGONAUTA

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Editorial

Paul Adamthwaite, a recent addition to your CNRS Council is a founder of the Archives & Collections Society based in Picton, Ontario. Recently this non-profit Society has taken on responsibility for the Canadian Society of Marine Artists. The Society has recently acquired a closed down post office on the main street with many thousands of feet of exhibit space. In a few weeks they will open their first exhibits of maritime art. None of this is easy, in fact it is quite a ballsy initiative that is showing, with the support of friends from major financial centres and a growing membership, signs of great success.

Down the road, some thirty miles away is another institution, the Marine Museum of the Great Lakes at Kingston, and now, after five years of changing management, is emerging from problems of its own making and problems foisted on the museum by a slow negotiation process between the City of Kingston and the Federal Government. A new Executive Director, Ann Blake has just completed her first

year of successful service and it now looks as if she is prepared to take on a further five years.

There are salutary lessons in all this and maybe some quandaries that defy easy solution. In the case of the Marine Museum there was a transition plan, in the end ignored when the Executive Director (moi) left at the end of 2001. With the Archives & Collection Society there is a brilliant leader who has a Board of Trustees who all acknowledge that Paul's idea deserves a long future.

What binds these two organizations, and many like institutions who believe in public service is the difficult job of maintaining the momentum of success they have had in the past while planning a future. This is a challenge faced by every profit and non-profit corporation across Canada. The successful corporations are the ones that give the time needed to choose the right people, because in the end, it is people who make the live or die decisions - regardless of the written rules and safeguards that might be in place. What has saved the Marine Museum of the Great Lakes is the impressive loyalty of its many Members from across Canada and it's strong community support. It has a human base. In that base is Bill Glover,

known to most of you as an historian. He entered the telephone booth and removed the tweedy jacket (this metaphor is sign of my wasted youth) to emerge a politician – a Kingston City Councillor who without a tremor championed the Marine Museum of the Great Lakes with success.

So the lesson learned and the unasked advice is build a base of human support for your local museums and historical societies, including the CNRS. The individuals who comprise this human base might keep you scratching your head in puzzlement at times but – they are the answer to the future of the organizations we believe in and want to endure.

MDS

A Note from the Editors

Once again, we must apologise for the tardiness of this issue. Unexpected circumstances kept it stuck on the ways when 90% ready to launch. Our goal with the next issue is to get it in the hands of Canada Post in July. We appreciate your patience.

Bill Schleihau & Maurice Smith

President's Corner

A slightly different tone in this newsletter than in that just previous, but still in balance I remain optimistic. Many of you already will have read the gist of the news in my special letter accompanying the January Argonauta, but I believe it is worth recording formally, and expanding upon it, in this forum of the business of the Society.

In the last newsletter number (January 2007) I had signalled my concern as to meeting the production schedule of *The Northern Mariner / Le Marin du nord*, but believed even then that a solution was being worked out to lessen the longstanding issue of the editor's workload. In essence, the problem was that, when the original editors of our journal (Skip

Fischer and Olaf Janzen) lost the institutional support of the Memorial University of Newfoundland which had sponsored us for the better part of our first decade in publication, Bill Glover picked up the enormous burden of attempting to do not only their combined effort of editing for article and book review content but also that of managing editor (laying out and tending to the physical printing and mailing of each number) performed previously by Margaret Gulliver as part of her Memorial administrative duties. Although Faye Kert and Yves Tremblay eventually assumed some of the burden in looking after the book reviews, it remained an unpaid superhuman task. There are many other elements that make up our Society, including especially this wonderful newsletter, but the loss of the journal most likely would have proven terminal. Bill stepped up to the plate at a critical juncture, and I maintain that we have insufficiently appreciated his efforts to return the journal to viable status. Even though we are not yet quite back on schedule, the fact that we continue to produce a nautical research journal of the highest quality is a testament to his dedication to our cause.

Bill's recent assumption of elected office on the Kingston city council came from this same spirit of public duty, but promised an equally challenging workload. To share the burden, we began to effect an arrangement whereby I would copy edit Bill's approved content and Paul Adamthwaite would take on the tasks of layout and production (all of us unpaid, please note). However, the process of putting together issue XVI:2 revealed that even this division of labour was insufficient. With the need for fundamental change forced upon us, it was with enormous reluctance that I accepted Bill's resignation as editor of the journal just a little over a month ago.

Fate, nonetheless, appears to be on our side. No sooner had the decision to move on been made than a solution materialized, and it is with enormous gratitude that I welcome Roger Sarty as our new editor of the journal. His shifting from the position of Chair of the Editorial Board is not an enormous leap, and indeed Roger's position on the faculty of

Wilfrid Laurier University returns us to an institutional affiliation so important to our standing as an academic journal. The editing-production combination of Sarty-Adamthwaite-Gimblett already is at work on issue XVI:3.

Paul's layout role was a natural extension of another task he already had assumed, that being the preparation of past journal numbers for on-line availability. I am very pleased to announce this has finally come to pass, not through another provider as I had originally suggested to you a year ago, but rather as our own independent initiative. You can find it by going to our web-site, www.cnrs-scrn.org, and navigating through "The Northern Mariner" page to the "on-line edition" link halfway down the page. We adopted this avenue for a number of reasons, the primary being the broadest possible access: the fact that anyone anywhere with access to the internet can freely read our content best fulfills our mandate to promote and disseminate nautical research by and about Canadians.

Note that, in order to maintain the benefits of membership (and to encourage new members), content will only be put on-line after it has been available in the hard copy print edition for two years. We hope to be able to post two-three back volumes per year, limited only by the cost and labour involved. As of now, Paul has posted all of Volume XI in PDF format (for those new to this, it presents a visual "copy" of the journal page; a free download of the requisite Adobe Acrobat Reader can be made from our web-site); you will also find a large part of Volume I posted in an earlier experiment with html format, but Council decided to proceed with the PDF as best retaining the "feel" of the original journal.

This format is not perfect – you will find especially that footnote/endnote numbers do not always appear in the on-line text – but that is just another good reason to maintain a full subscription for the print copy. Still, Paul would appreciate receiving any constructive suggestions as to electronic format, and if they are not time-consuming will deal with them promptly; you will see an "e-mail the archivist" link on the appropriate page.

In other news, I pointed in my special letter to the ambitious conference programme we have planned over the next few years, celebrating a number of landmark events and sure to generate continued content for the new editors of the journal to process on to you: the International Year of the Arctic in Churchill, Manitoba this year; the Quadricentenary of the founding of Quebec in that city next year; and the centennial of the Royal Canadian Navy in Halifax, Nova Scotia in 2010 (details where available will be advertised in the journal and newsletter and on the web-site).

I draw your attention to the fact that the Battle of the Atlantic was commemorated on the first Sunday in May (this year the 6th), and ask that you take time to remember all those who went down to the sea in ships in the Second World War, whether in the Navy or Merchant Marine or supporting forces or as embarked passengers, and never came back. The national ceremony will be at the War Memorial in Ottawa, but there will be others in Halifax and Esquimalt and points in-between. It is especially appropriate that this May also marks the long-anticipated arrival of the second part of the operational history of the RCN in that war, *A Blue Water Navy (1943-45)*, as a companion to the earlier *No Higher Purpose (1939-43)*, the lead authors of which are long-time members Alec Douglas, the aforementioned Roger Sarty, and Michael Whitby.

And so, even as things change, we have much about which to be thankful, and optimistic.

Rich Gimblett
President, CNRS

News and Views

Underwater sleuths set sights on sunken steamboat

[Associated Press, Feb 18, 2007] Lynchburg, Va. – Amateur underwater archaeologist Lee Chamberlain will lead a group of sleuths to the Staunton River near Brookneal to seek the remains of the steamboat *Nellie*, which went down after hitting a reef 125 years ago.

As many as six small steamboats operated along the Staunton in the 1880s. The Mechanicsville man is scheduled to embark on his first reconnaissance mission for the remnants of one of them. He'll check out the river current and seek permission from landowners to let his crew camp out for a few nights. Chamberlain will be working with volunteers with the Northern Neck of Virginia Shipwreck Survey to conduct an extensive dive operation in the river, looking for the 14-foot, shallow-water steamer.

“The chances are kind of slim of finding anything but you won't know until you do it,” Bill Trout, past president of the Virginia Canals and Navigations Society, said. “Even if he doesn't find the boat, he's getting more information about it.” Trout has completed a detailed atlas of the Roanoke River and has studied river navigation throughout the state. He has been assisting Chamberlain.

The Roanoke River stretches more than 400 miles from Lafayette in Montgomery County to the Albemarle Sound in North Carolina. From Roanoke City to where it meets the Dan River near Clarksville, the river is known as the Staunton.

Chamberlain is project director for the Northern Neck of Virginia Shipwreck Survey, a volunteer group of amateur underwater archeologists. He has been documenting Virginia's underwater history for two years.

“Most of Virginia's underwater heritage remains very much a mystery with the possible exception of Civil War naval craft,”

Chamberlain told *The News & Advance* of Lynchburg. He's worked extensively throughout the Chesapeake Bay and other state rivers, searching and documenting wrecks. But little is known about wreck sites on the Staunton and other rivers in southwest Virginia and other Piedmont areas, Chamberlain said.

Steamboat operations were rarely successful on rivers above the fall line. That is the geological barrier marking the separation between the coastal plain and the Piedmont, and a stretch of river much shallower than other sections.

When empty, the *Nellie* could sail in less than 2 feet of water. The design of the ship was also unique because of a teapot boiler, which provided steam to power the boat.

After the Civil War, the Army Corps of Engineers began maintaining the Staunton River from Brookneal to Randolph. Then, Brookneal was a commercial hub of the area because of the tobacco auctions and the port. Brookneal was the northern limit for steamboats on the Staunton because of rapids a few miles north. “The Steamboat *Nellie* was a good idea but perhaps the wrong river,” Chamberlain said.

Much of the research by the river sleuths comes from longtime Brookneal residents who remember family stories and local lore. Still, very little is known about steam-propelled ships other than Civil War-era ships, Chamberlain said. “We're the only fools going this far inland.”

Note Sheds Light on Mystery Shipwreck

[February 26, 2007, Sun Media] An uncharted shipwreck discovered at the bottom of ice-covered Lake Superior recently may solve a century-old mystery with loose ties to Winnipeg. No one is certain what ship an angler spotted through the ice, but some people in northern Minnesota and Wisconsin are wondering if it is the remains of a missing vessel named *City of Winnipeg*.

“It's starting to look like that unidentified wreck could be a part of the *City of Winnipeg*,” Laura Jacobs, an archivist with the University of Wisconsin-Superior, wrote in an e-mail to the *Winnipeg Sun*.

The wooden ship caught fire and sank July 19, 1881, while passengers slept and a crew unloaded its cargo – whiskey and horses destined for Manitoba – at Northern Pacific Railway's dock in the harbour at Duluth, Minn., records state. Four people – a firefighter and three crew members – died, along with most of the horses, a newspaper report stated following the fire. The Lake Superior Transit Company operated the vessel, described as a “first-class boat” in reports.

The discovered wreck is outside the harbour, submerged in about three metres of water and about 45 metres from Duluth's shore. What makes people suspect it could be *City of Winnipeg* are historical records that indicate its remains were raised in the harbour, towed to a different spot on Lake Superior, and re-sunk.

The location of the burial ground has been a mystery for decades, however. The puzzle took a new twist when a diver found evidence that supports the theory, Jacobs stated. “He found an obscure note that indicated that after a number of years, and many salvagers going out after that whiskey, somebody finally pulled up the wreck and hauled it into the lake so ships in the harbour would stop getting fouled up on it,” Jacobs wrote.

What the historians or divers haven't stumbled upon is concrete proof. Work continues to positively identify the ship. Based on pictures of the wreck on the lake's floor, the vessel appears to be shorter than the *City of Winnipeg*, said Thom Holden, director of the Lake Superior Maritime Visitors Centre.

It's unclear how *City of Winnipeg*, built in 1870 in Michigan, got its name. Holden thinks it may be because it transported people and supplies to the West from eastern Ontario at a time before Canada had a coast-to-coast railway.

Object May be Missing WWI Sub

[March 01, 2007, AAP] An Australian submarine that was lost in World War I with all 35 crewmen aboard may have been found off a Papua New Guinea island, the Government said today. Veterans Affairs Minister Bruce Billson said he was cautiously optimistic an object detected by the Royal Australian Navy (RAN) survey ship *Benalla* on the sea floor off New Britain was the wreckage of *AE1*. But he cautioned that it was early days.

“Further investigation using a remotely operated vehicle with imaging capabilities will be necessary to positively identify the object found by *Benalla*,” he said. “The RAN is looking at options to deploy a mine hunting vessel to the area when operational commitments permit to determine whether the object is in fact a wreck.”

The disappearance of *AE1* with 35 crewmen aboard was Australia's first major loss of World War I. Like the loss of HMAS *Sydney* in World War II, the sinking of *AE1* remains a complete mystery. *AE1*'s sister ship *AE2* is far better known. This vessel managed to penetrate the Dardanelles during the Gallipoli campaign and was lost in the Sea of Marmara on April 30, 1915. *AE2*'s wreckage was located in 1998.

Australia bought both vessels from Britain before World War I and they were commissioned into Australian service at Portsmouth on February 28, 1914. Both were commanded by British officers with a mixture of British and Australian crew members. Both set sail for Australia in March and arrived in Sydney on May 24, 1914.

On August 11, 1914 - five days after Australia declared war on Germany - *AE1* was dispatched to support operations against German forces on New Britain, then a German territory. Patrolling off the east coast of the Duke Of York Islands on September 14, *AE1* vanished without trace. A brief search revealed no sign of the vessel.

The search mounted this week by *Benalla* and HMAS *Shepparton* was aided by

the work of retired navy Commander John Foster who researched the loss of *AEI* over the past 30 years. His research suggested the vessel sank in a particular area, most likely from an accident rather than enemy action.

Mr Billson said the sonar search was conducted over the last two days. He said *Benalla* discovered what appeared to be a man-made object about 25-30m long and 4m high.

Is Shipwreck the Key to Napoleon's Holy War?

[CNN, 1 March 2007] A mysterious shipwreck, marked on a 200-year-old map and discovered outside the Mediterranean port of Acre, Israel, may throw light on Napoleon's attempt to conquer the Holy Land.

Marine archaeologists from the University of Haifa are excavating the wreck, which sunk during a battle between Napoleon and the Royal Navy, who were helping the inhabitants of Acre defend their city against the French.

Researchers found the map, drawn by a British soldier in 1799, in a British archive. It showed the formation of the British fleet off the coast of Acre as they faced a blockade of Napoleon's ships. The map also showed a sunken ship at exactly the spot where the wreck was found.

The ship, which is 30 metres long and 9 metres wide, was first discovered in 1966, but systematic excavations have only just begun. Scientists are hoping to discover whether the ship was involved in battles in 1799 or 1840 and whether it was a French or British vessel. So far, the team unearthing the sunken ship have excavated cannon balls, canisters of gunpowder, wineskins and metal buckles from the ship, which has led them to believe that it was part of a naval fleet. The nationality of the ship is not yet known, nor whether she was sunk on purpose, and if so, by whom.

However, a cannon ball found wedged into the keel of the ship has led researchers to believe that this is what sank the ship.

“One of the theories is that this is a 'barricade ship' – a ship that the British purposely sunk at the entrance of the port in order to block smaller French ships from entering,” said Ya'acov Kahanov from the University of Haifa. “The finds need to be analysed to verify how the ship ended up at the bottom of the sea. Once we understand these questions, we will be able to understand more about battle tactics of that period,” he added.

The team unearthing the sunken ship believes that she offers a unique opportunity to discover more about Napoleon's campaign in the Holy Land. “This is the only shipwreck excavated from the French blockade of Acre, and it can teach us a lot about the naval battles of that period,” Kahanov said.

Blackbeard's Ship to Be Fully Excavated

[*Daily Times*, 6 March 2007] A shipwreck off the North Carolina coast believed to be that of notorious pirate Blackbeard could be fully excavated in three years, officials working on the project said.

“That's really our target,” Steve Claggett, the state archaeologist, said while discussing 10 years of research that has been conducted since the shipwreck was found just off Atlantic Beach. The ship ran aground in 1718, and some researchers believe it was a French slave ship Blackbeard captured in 1717 and renamed *Queen Anne's Revenge*.

Several officials said historical data and coral-covered artifacts recovered from the site — including 25 cannon, which experts said was an uncommonly large number to find on a ship in the region in the early 18th century — remove any doubt the wreckage belonged to Blackbeard.

Three university professors have challenged the findings. But officials working on the excavation said that the more they find, the stronger their case becomes. “Historians

have really looked at it thoroughly and don't feel that there's any possibility anything else is in there that was not recorded," said Mark Wilde-Ramsing, director of the Queen Anne's Revenge Project. "And the artifacts continue to support it."

Wilde-Ramsing said a coin weight recovered last fall bearing a likeness of Britain's Queen Anne and a King George cup, both dated before the shipwreck, further bolster their position. So far, about 15 percent of the shipwreck has been recovered including jewellery, dishes and thousands of other artifacts. The items are being preserved and studied at a lab at East Carolina University, and eventually more will become available for the public to view, Claggett said.

Nearly 2 million people have viewed shipwreck artifacts since 1998, including at a permanent exhibit at the North Carolina Maritime Museum in Beaufort and at a maritime museum in Paris, project officials said. Researchers shared some of their findings at the North Carolina Museum of History. They said studying the artifacts will provide insight into the era's naval technology, slave trade and pirate life.

Blackbeard, whose real name was widely believed to be Edward Teach, was killed by volunteers from the Royal Navy in November 1718.

Remembered – Celebrating 90 Years of the Commonwealth War Graves Commission

[Maidenhead, England March 9, 2007] The Commonwealth War Graves Commission will mark its 90th anniversary this year with a wide range of activities and events including "Remembered - The History of the Commonwealth War Graves Commission." A book and touring photographic exhibition will be launched on Monday 21 May at Canada House in London.

The Imperial War Graves Commission was established by Royal Charter on 21 May 1917 with an ambitious brief: to commemorate in perpetuity those who had died in the service

of the British Empire in the Great War - a task which it had to repeat after the Second World War.

Today the Commonwealth War Graves Commission commemorates 1,700,000 men and women of the Commonwealth forces who died in the two world wars and cares for their graves and memorials at some 23,000 locations in 150 countries.

No Signs of Ancient Underwater Human Habitation Found

[March 13, 2007 *Galveston County Daily News*] The underwater explorers who spent last week scouring the offshore continental shelf for signs of 19,000-year-old human habitation sailed back to Galveston empty-handed Saturday.

The crew of geologists, biologists and marine archeologists was hoping to find clues of human activity in the area during the last Ice Age, when they believe the Texas coastline extended 100 miles into the Gulf of Mexico. The expedition did not turn up anything definitive, but the scientists did find what they believe to be signs of the ancient shoreline about 330 feet below the ocean's surface.

"A series of long vertical steps look like they may have been created by the movement of waves, which carve out a trough and deposit material farther up," wrote team member Todd Viola, who posted mission logs daily on the expedition's Web site. "This is the same profile we see on modern beaches." Viola described the find as very exciting but noted further exploration would be necessary to verify the scientists' theory.

Last week's expedition, dubbed "Secrets of the Gulf," was headed by Robert Ballard, the oceanographer and explorer best known for his discovery of the *Titanic* in 1985.

The team travelled from Galveston to the Flower Garden Banks, the northernmost coral reef on the United States continental shelf, aboard the SSV *Carolyn Chouest* with the US Navy's nuclear-powered research submarine in

tow. It was the first expedition Ballard led from shore.

Using a shipboard television studio and satellite technology, the team transmitted live video feed to groups of scientists all over the country. They also produced five live informational broadcasts each day. According to the mission logs, the short expedition was plagued by bad weather and technical difficulties that limited use of Ballard's underwater research capsule, *Argus*. When it finally entered the water, the remotely operated vehicle transmitted high-definition pictures of the ancient shoreline on the last day of the trip.

While *Argus* was out of commission earlier in the week, the team relied on images from the submarine. Two scientists at a time stretched out in the bottom of the 145-foot vessel and peered out of view ports to observe the ocean floor. The submarine's unique construction — with wheels for driving along the seabed — allowed the scientists to scrutinize the reef from a depth of 40 feet.

The discovery of an active mud volcano created quite a stir, wrote submarine captain Rick Panlilio in a March 6 log entry. "We imaged it first with our side scanning sonar and found a large crater about 50 yards across on the summit," he wrote. "The summit was about 160 feet up from the surrounding plane. On the sonar images, we could see a wisp of something trailing off the top of the mound. We thrust the submarine down on top of the hill and crept toward the centre and, 'Eureka!' we found that the dormant volcano was highly active, with a constant jet of gas, brine and silt being ejected from a briny mud pool inside the crater. The rocky structure inside the crater was jagged and run through with small canyons where dense brine seeped out."

Ten Divers to Survey Portuguese Warship

[15 March 2007, Star Publications] Malacca: Ten divers and three underwater photographers are in the team conducting surveys to recover artefacts from a 16th-century Portuguese warship lying four nautical miles off the mouth

of the Malacca River, said Malacca Museum Corporation (Perzim) director Khamis Abbas.

He said the team members included those from Perzim, the navy, Customs, Archaeological, Heritage and National Oceanography departments, and Universiti Malaysia Terengganu. He said that the divers were at risk because of the strong underwater currents, the depth of more than 40m and poor visibility.

"The divers can only be down there for 10 minutes each time. We are interested in looking for artefacts, but the safety of the team members comes first," said Khamis.

Well-known Australian maritime archaeologist Dr Michael Flecker, who has carried out more than 100 explorations in countries around the region, discovered the wreck during a survey along the Straits of Malacca in 2005.

U-boats' Last Resting Place Found

[BBC, 22 November 2006] Two submarine wrecks, believed to be uncharted WWI German U-boats, have been discovered by chance off Orkney. A team working on a Maritime and Coastguard Agency (MCA) tug made the find during a routine sonar survey. The submarines - reported missing in the area in 1918 - were discovered about 70 miles off Sanday Sound.

One was under the control of Commander Kurt Beitzen, who had previously mined and sunk HMS *Hampshire* carrying Lord Kitchener in 1916. Plans of the two U-boats have been examined by experts, who have identified the wrecks as U-102 and U-92, which may have been sunk by a series of mines.

Rob Spillard, hydrography manager for the MCA, said: "One of the subs it seems was commanded by quite a famous commander - the man who sank the ship that Lord Kitchener was on - so this is his watery grave so to speak."

On 23 May, 1916, *U-75* laid mines under the control of Commander Beitzen after travelling around the west coast of Orkney undetected. Less than a month later the head of the war ministry, Lord Kitchener, was lost at sea together with many of the crew of the cruiser HMS *Hampshire* after striking mines.

Beitzen later transferred to *U-102*, which was on its way home to Germany in autumn 1918 when it was lost with all 42 hands.

The MCA was one part of the team involved in the recent ScapaMap survey, which successfully mapped the locations of the remains of the German fleet scuttled at Scapa Flow in 1919. The discovery of these U-boats was not part of the Scapa Flow project but part of the MCA's ongoing process of undertaking hydrographic surveys in UK waters.

Mr Spillard said: "The tug's main role is to intervene when large vessels require towing away from the coast in order to protect shipping, lives and the environment. The MCA have fitted state-of-the-art sonar equipment to the tug. Whilst the tug is on standby for any incident that may occur, it is put to good use collecting hydrographic survey data."

Three Hundred Years of Canadian Historical Documents Online

[March 29 2007, CNW] Ancestry.ca, the largest Canadian family history website, and Canadiana.org, a non-profit organization dedicated to preserving access to early Canadian publications, announced a partnership to digitize and bring online nearly 300 years of Canadiana.org's early historical records spanning from the 1600s to the 1900s. The new collection includes more than 6,200 publication titles and 1.6 million pages of family histories, local histories, biographies, civil service records and other early historical documents.

As the steward of one of the greatest collections of local Canadian historical archives, Canadiana.org worked closely with professional historians and genealogists to extract records of genealogical significance

from its entire archive. Through these efforts, Canadiana.org has created a new collection, Genealogy and Local History Collection to 1900, which Ancestry.ca is digitizing and making available online along with its existing and highly complementary collections such as the fully indexed 1851, 1901, 1906 and 1911 Censuses of Canada. The Genealogy and Local History Collection to 1900 is the largest family and local history collection of its kind in Canada.

"Canadiana.org is a fantastic organization working to preserve and provide access to invaluable historical data for educational and genealogical research in Canada," said Tim Sullivan, CEO, The Generations Network, parent company of Ancestry.ca. "We are pleased to be working with Canadiana.org to provide Canadians and others around the world with online access to these precious genealogical documents for the first time."

Highlights of the Genealogy and Local History Collection to 1900 include 150,000 names and birth dates for all civil service employees in Canada, which contains records for both houses of Parliament from 1886 to 1900. The collection also encompasses histories of churches, towns, counties and the military. A variety of legal documents are also available from court trials to voter lists.

"This is our first major collaboration with a commercial vendor to provide online access and make this unique collection of early historical documents more readily available," said John Teskey, President, Canadiana.org. "Ancestry.ca is committed to providing Canadians with enhanced tools and resources for researching their family history. We believe that a partnership of this nature will benefit all organizations and individuals interested in early Canadiana."

In tandem with the collaboration, Ancestry.ca has made a contribution of \$93,000 to Canadiana.org to provide funding for its multi-year Early Canadian Periodicals Project which is available through Early Canadiana Online (ECO), Canadiana.org's digital library.

The Genealogy and Local History Collection to 1900 will be available online through Ancestry.ca within the next year. Canadiana.org will also offer these images through its digital library, ECO at a later date, once the Periodicals Project has reached greater critical mass.

Edward S. Miller Research Fellowship in Naval History

The Naval War College Foundation intends to award one grant of \$1,000 to the researcher who has the greatest need and can make the optimum use of research materials for naval history located in the Naval War College's Archives, Naval Historical Collection, Naval War College Museum, and Henry E. Eccles Library.

A guide to the College's manuscript, archival, and oral history collections may be found on the Naval War College's website www.nwc.navy.mil/museum. Scroll down to 'naval history resources' and click on "Naval Historical Collection Publications." Further information on the manuscript and archival collections and copies of the registers for specific collections are available online or on request from the Head, Naval Historical Collection. E-mail: evelyn.cherpak@nwc.navy.mil

The recipient will be a Research Fellow in the Naval War College's Maritime History Department, which will provide administrative support during the research visit. Submit detailed research proposal that includes statement of need and plan for optimal use of Naval War College materials, curriculum vitae, at least two letters of recommendation, and relevant background information to Miller Naval History Fellowship Committee, Naval War College Foundation, 686 Cushing Road, Newport RI 02841-1207, by 1 August 2007.

For further information, contact the chair of the selection committee at john.hattendorf@nwc.navy.mil Employees of the U.S. Naval War College or any agency of the U.S. Department of Defense are not eligible for consideration; EEO/AA regulations apply.

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Chile to Resume Search for Old Sub

[Reuters, April 5, 2007] The Chilean navy and marine scientists will try again next week to find Latin America's first submarine - a manually operated steel tube that sank off the coast of Chile 140 years ago.

A first attempt to locate the *Flach*, designed in the 1860s by German immigrant Karl Flach, failed in December. "Five days at sea were not enough," the organisers of the search said in statement.

This time, scientists and sailors will spend twice as long at sea with better resources. Sebastian Pinera, a Chilean billionaire who narrowly lost Chile's 2005 presidential election, is helping finance the project.

"The search for the *Flach* has become a debt which we owe our naval history and which must be paid," said the organisers. They described the submarine as the first in Latin America and only the fifth in the world to make a successful underwater voyage. Flach built his vessel at the request of the Chilean government to foil Spain's ambitions in the region. It made several successful test voyages in 1866.

But on May 3 of that year, it sank in the Bay of Valparaiso, 140km west of the capital Santiago. The crew - two Chileans, two Frenchmen and seven Germans, including Flach and his 15-year-old son - all died. Three days later, the crew of a British frigate located the vessel and tried to raise it. But it was stuck fast in thick mud, some 50 metres (165 feet) below the surface. Since then, no one has seen it.

The search team identified an area measuring roughly two square miles (5 square km) where they think the vessel lies. They

checked 20% of it in December and will start to search the remainder next Wednesday.

Topped by two cannon and an entry hatch, the *Flach* relied on manpower to move. Crew members had to turn handles at the back of the vessel to power the propellers. Before its launch, only the United States and a handful of European nations had successfully tested submarines.

Lieutenant George Wookey, RN

[Telegraph Media Group, 6 April 2007] Lieutenant George Wookey, who has died aged 84, established a world record when, half a century ago, he went deeper than any helmeted diver in a flexible suit; later he brought up whisky from the ship sunk off the island of Benbecula which was the subject of the novel and the film *Whisky Galore*.

On October 12 1956 Wookey was lowered 600 ft from a diving tender into a Norwegian fjord as part of a trial to discover the depth at which a diver could assist stranded submarine crews. While he went down with a heavy steel bench, representing the hull of a stricken submarine, a decompression chamber containing a diving assistant was suspended at 220 ft to await his return.

Wookey recalled how the light faded from bright, crystal clear green to a beautiful blackness, illuminated only by bioluminescent plankton surging upwards past him. Once on the floor of the fjord, he had to unshackle two wires from the bench with his fingers, which were so cold that they felt like sausages, then signal to the surface that he had completed the job.

But after performing his task with relative ease he found, as he prepared to be pulled up, that part of his air-line had become trapped under the bench. For several minutes he had to clamber underneath to untangle it as those on the surface made matters worse by trying to take up the slack.

Scientists in *Reclaim*, which was anchored on the surface above him, had

reckoned on Wookey staying at 600 ft for exactly three minutes, and as he began his ascent he was struck by the thought that the most intense cold he had ever felt might prove too much for him. He had his first decompression stop at 400 ft for about five minutes, then made his way up to the decompression chamber in 20 ft stages.

Once his head was inside the chamber, the waiting Able Seaman Geordie Clucas took off Wookey's helmet and helped him in. Taking turns to sit or stand in the restricted space, they edged their way up in 10 ft stages until they reached the surface, where Wookey knocked the handles off the decompression chamber and the pressure dropped to normal, causing the distinctive pain of the bends in his arms and back.

Clucas scrambled past him to shout "Haul him out quickly!", so that he was yanked into a recovery chamber. Slowly, as he listened to the roar of compressed air rushing in and felt the mounting pressure, the pain began to subside. Five hours later Wookey crawled out of the recompression chamber and into a hot bath in *Reclaim's* sickbay.

He had made his dive in standard diving equipment, with scientists on the surface monitoring every detail. The feat demonstrated that it was possible to operate at depths which only a few years earlier had been thought impossible. Wookey, then a senior commissioned boatswain, was appointed MBE.

When he was invited back to Norway by the Norwegian navy on the 50th anniversary of his achievement last year, the Norwegians sent a ship and a company of sailors to honour him by unveiling a plaque on a rock near to where he had made his dive. The Royal Navy, which once thought that leadership in all maritime areas was its prerogative, was too distracted to attend the ceremony.

George Alan Morley Wookey was born on October 31 1922, and joined the Navy as a Boy Seaman at 16 to serve in submarines in the North Atlantic and the Channel before qualifying as a diver in 1944. Four years later

he was commissioned and sent to the diving school in the depot ship HMS *Defiance* to train X-craft crews in submarine escape and boom-defence net penetration.

In 1951 he was part of a team which searched for the wreck of the submarine *Affray*, the last British submarine lost at sea. After a search lasting 59 days and the investigation of more than 150 wrecks, Wookey dived on *Affray*; and during the next three months he helped to pioneer the use of an underwater camera with Commander "Buster" Crabbe, who was later to disappear near a Soviet warship in Portsmouth Harbour.

In 1957 the Navy abandoned deep diving as being too dangerous, and Wookey was sent to the fleet diving school on Malta. During his two years there he investigated an explosion in the inverted wreck of the submarine P-36, which had been lost in the Second World War, and accepted an invitation from the Italian marine archaeologist, the Marchese Piero Gargallo, to investigate giant marble pillars on the seabed off Marzamemi, Sicily.

Wookey returned home to qualify in mine and bomb disposal work, and was seconded to the Army on Benbecula, where his job was to recover seven-ton Corporal missiles from the seabed after they had been test-fired towards St Kilda.

On his Sundays off he searched for the wreck of the steamship *Politician*, whose sinking in 1941 with 50,000 cases of whisky aboard was the subject of Compton Mackenzie's novel and the 1949 film *Whisky Galore*. He brought up a dozen or so bottles on several occasions - though it was claimed (for the benefit of Customs and Excise) that they were heavily contaminated with sea water and oil. Years later Wookey could still draw a map showing where the best whisky could be found buried in the sand.

In 1961 he undertook a plainclothes mission with minimum diving equipment to search for a sunken Russian spy ship off the Isle of Yell, in the Shetland Islands. To his

surprise, on his first dive down to 90 ft, he found the wreck in clear water, shrouded by torn rigging and nets. He recovered equipment for expert analysis.

Wookey was next loaned to the Royal New Zealand Navy to command the deep diving vessel *Manawanui*, in which he undertook oyster- and mussel-bed surveys for the fisheries department.

Then, while diving officer on the staff of the commander-in-chief, Malta, Wookey was loaned to the Jordanian army, travelling in plain clothes by car and camel to Akaba to train men in diving and mine clearance. Frustrated by the lack of promotion prospects, Wookey then resigned and spent a few years on Malta restoring a motor fishing vessel.

In 1966 he set sail for the Antipodes. Despairing of co-operation from the Suez Canal authorities, he proceeded south close under the stern of a tanker. At Port Sudan, where he was appalled by the poverty of the locals, he recalled paying one shilling a gallon for diesel. On Perim Island, in the Red Sea, his boat was commandeered by the police, and in the Indonesian archipelago he narrowly escaped being boarded by pirates.

Wookey intended to return to New Zealand, but his odyssey ended in Fremantle, Western Australia, where he set up a diving business. He was briefly master of a Kuwaiti livestock carrier, and his diving contracts included surveying for offshore oil drilling. In 1984 he retired and built a mud brick home on 162 acres at Witchcliffe, Western Australia, and took up farming.

Eleven years later he married Patrice Fitzgerald in a ceremony at Gretna Green, in Scotland; then, on discovering that this was not legal, married her again and settled at Quindalup, on the Geograph Bay in Western Australia; his wife survives him, as do a son and two daughters from earlier marriages. George Wookey died on March 21.

Shipwreck Archaeology Field School Open Enrollment

The PAST Foundation's Boca Chica Shipwreck Field School is now open to all adult applicants. This hands-on archaeological field school focuses on an early 19th century schooner stranded on the beach just north of the Texas/Mexico border. No diving is involved.

Participants will learn about the different aspects of a scientific archaeological investigation while recording the shipwreck via mapping, test excavation and artifact analysis. Excellent for beginners; no prior experience required. Specific project activities undertaken by participants under professional direction/instruction include:

- * Site mapping and drawing
- * Photographic mapping techniques
- * Panoramic and stereo site photography
- * Artifact stabilization
- * Artifact recording and photography
- * Constructing and using single, parallel and zigzag baselines
- * Project report development
- * Public outreach through website construction and organization
- * Excavation techniques

Please visit the project website,
<http://www.pastfoundation.org/2007BocaChicaFieldSchool/>

Or contact Andy Hall for details:
fieldschool@pastfoundation.org

Some Tidbits Relating to *HMS Canada* by William Schleihauf

I've long had an interest in this particular battleship, and some of the notes I've accumulated contain some interesting trivia and give examples of what can be found in the Ships' Covers held by the National Maritime Museum in Greenwich, and the sort of detail (oft times rather disappointing!) found in a Royal Navy ship's log.

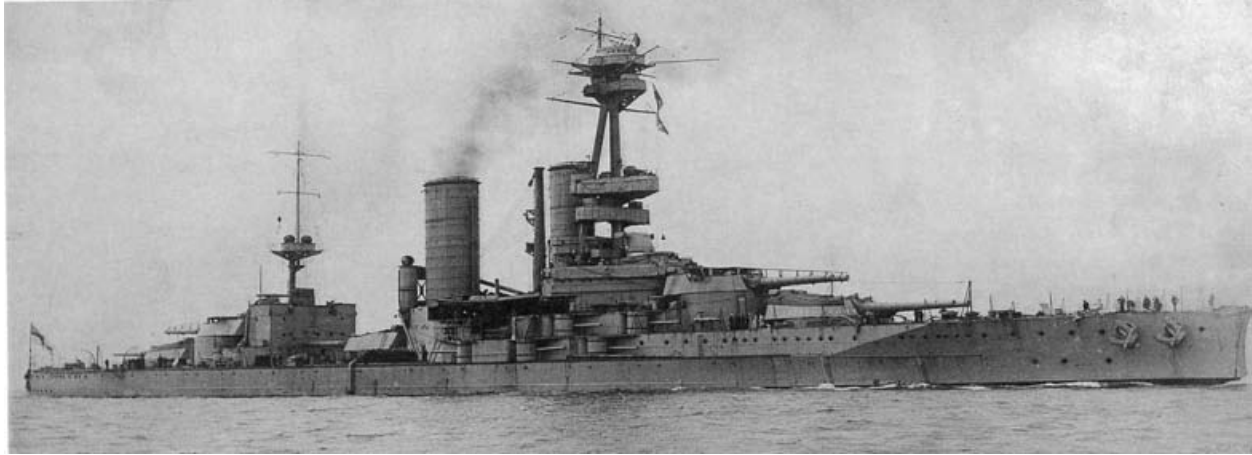
Her origins stem from the pre-WWI naval race involving Brazil, Argentina and Chile: the latter ordering a pair of first-class dreadnoughts (*Almirante Latorre* and *Almirante Cochrane*) to be laid down in 1911. *Almirante Latorre* was launched in 1913 – her sister delayed by the building of *Rio de Janeiro* for Brazil – but work stopped with the outbreak of war in the summer of 1914. Most warships being built for foreign governments were appropriated by the United Kingdom, and the two Chilean ships were no exception: the former, in the process of being fitted-out, became HMS *Canada*, and *Almirante Cochrane* eventually becoming the carrier HMS *Eagle*.

As completed, *Canada* displaced 28,622 tons normal, 32,188 deep, had a main armament of ten 14-inch guns (a unique weapon for British WWI battleships), was moderately well protected with a main belt of 9-inch armour, and her coal-fired boilers and turbine machinery gave her a maximum speed of 23-24 knots, amongst the fastest in Jellicoe's Grand Fleet.

Her war service was typical of the battle fleet: numerous sweeps and exercises, much gunnery practice when possible (hundreds of exercises were held, but only a tiny handful of reports survive: one, involving *Canada* and HMS *Revenge*, saw *Canada* shooting 60 salvos in 36 minutes, making 9 straddles), but only one sighting of the enemy: the Battle of Jutland, 31 May 1916.

Under the command of Captain William C. M. Nicholson, she was part of Vice-Admiral Sir Doveton Sturdee's 4th Battle Squadron, and after Jellicoe's deployment found herself in the centre of the battle line, astern of HMS *Superb*, who was in turn astern of Jellicoe's flagship, *Iron Duke*. She opened fire at 1920 at an indistinct target, and would shoot sporadically thereafter, firing 42 14-inch shells, and over 100 6-inch rounds at German torpedo boats. She would claim one 14-inch hit on a torpedo boat, but that does not seem to be substantiated.

Her log for the battle is interesting, but rather sparse (see the accompanying photograph):



HMS *Canada* - Portsmouth, UK, 1919 (Maritime Command Museum, Halifax)

31 May, 1916 - "At Sea"

Noon: Distilled 9 tons fresh water, expended 36, remaining 104
Fuel- expended 288.9 tons coal, 850 oil,
Remaining - 2984.3 tons of coal, 275.5 tons oil

3:05: action stations
6:16: formed battle line SE by E
6:30: alt course SSE 14 knots
6:40: 17 kts, opened fire on enemy
6:45 15 ½ kts
6:55 alt/c S, 18 kts
7:05 17 kts
7:25: a/c 4 pts to port together, attached by enemy DD
7:40 formed single line ahead, course SW
8:5 alt/c W
8:20 a/c WSW
8:24 a/c SW
9:10: a/c S 17 kts
11:00 (circa):
enemy DD attacking rear screen

1 June, 1916

2:45: a/c W
2:55: a/c N
3:00: 20 kts
3:45: a/c W
3:50: zeppelin off port quarter
7:23: passed floating mine
8:33: passed carley float and wreckage
PM
2.00: 16 kts, commenced zig-zag

7:00: hands KIA in *Barham* and *Malaya* committed to deep

Earlier entries show the day-to-day minutiae of her life– for example, her taking in 10,401 tons of coal in five hours on the 31st of August, 1915.

Though named in honour of the Dominion, *Canada* was a thoroughly British ship – but there are some teasing Canadian connections. A look at the *Navy List* for November 1918 shows three of the eleven midshipmen in the Royal Canadian Navy serving in her (including Edmund Mainguy), along with Lieutenant Arthur Dean. The Battle Ensign she wore during the surrender of the German High Seas Fleet on November 21st 1918 is now in the possession of the Canadian War Museum (AN: 19890086-468) and I've heard that her mess silver is in Halifax NS.

Following the end of the Great War, she was placed in Reserve in March 1919, and repurchased by Chile the next year – reverting to her original name, she would serve until 1959. Ultimately she would be scrapped in Japan: towed across the Pacific by a British Columbia towing company (there are some magnificent photos and films of her in the possession of the Vancouver Maritime Museum).

The RN was in the habit of maintaining "Ship's Covers" for individual vessels and classes of ships – they are now in the collection

| H.M.S. " <i>Canada</i> " , Wednesday 31 st day of May , 1916 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Patent Log | Distance Run | | Standard Compass Course | Deviation of Standard Compass | Miles per minute | Wind | | | Height of Barometer and Attached Thermometer | Temperature | | | Position 8.0 a.m. 8.0 p.m. | Latitude | Longitude | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Miles | Tenths | | | | Direction | Force | Weather | | State of the Sea | Bar | Wet Bulb | | | | Dry | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | 7 | 7 | 115.5E | | 202 | | | | | | | | | | | A.M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 3 | 57.9E | | 202 | | | | | | | | | | | 12.27 90 57.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 52.4 | 17 | 0 | 270E | 250 | | | | | | | | | | | 2.0 76 27.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 17 | 0 | | | 259 | | | | | | | | | | | 2.25 Commenced 4 th 21. 3.20 100 2.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 80.4 | 17 | 0 | | 259 | SE | 2.5 | OC | 0 | 29.90 | 50 | 48 | 45 | | | 4.0 25 22. 11.15 100 2.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 17 | 0 | | | 255 | | | | | | | | | | | 5.3 76 35.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 16 | 1 | 50.2E | | 241 | | | | | | | | | | | 6.6 100 24 22 20.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 17 | 0 | | | 238 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 187.1 | 17 | 0 | | 234 | SE | 3.0 | OC | 0 | 29.73 | 47 | 46 | 45 | | | 8.0 0 0 52.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 17 | 0 | | | 234 | | | | | | | | | | | 9.3 16 knots. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 16 | 2 | | | 227 | | | | | | | | | | | 9.50 16 th 20.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 16 | 1 | | | 223 | | | | | | | | | | | 10.45 16 th 25. ahead. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 116.9 | 15 | 0 | | 223 | S | 2 | OC | 1 | 29.96 | 49 | 47 | 40 | | | 11.15 16 th in station. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | 11.57 16 knots. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | 12.00 0 0 52.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>Course and Distance made good</td> <td>Latitude</td> <td>Longitude</td> <td>Number on</td> <td>Provisions received</td> <td>Fresh Water</td> <td>Fuel</td> </tr> <tr> <td>Per</td> <td>D.R. 55° 09' N</td> <td>D.R. 2° 59' E</td> <td>Black List</td> <td>lb.</td> <td>Time</td> <td>Expected for all purposes</td> </tr> <tr> <td></td> <td>Obs.</td> <td>Obs.</td> <td></td> <td></td> <td></td> <td>Time</td> </tr> <tr> <td>Variation</td> <td colspan="3">Currents in the 24 hours ending at Noon</td> <td>Fresh Meat</td> <td>Received</td> <td>Coal 287.9</td> </tr> <tr> <td>17° N</td> <td colspan="3"></td> <td>Vegetables</td> <td>Distilled 9</td> <td>Oil 25.0</td> </tr> <tr> <td></td> <td colspan="3"></td> <td>Bread</td> <td>Expended 36</td> <td>Remaining</td> </tr> <tr> <td></td> <td colspan="3"></td> <td></td> <td>Remaining 107</td> <td>Coal 2994.3</td> </tr> <tr> <td></td> <td colspan="3"></td> <td></td> <td></td> <td>Oil 375.5</td> </tr> </table> | | | | | | | | | | | | | | Course and Distance made good | Latitude | Longitude | Number on | Provisions received | Fresh Water | Fuel | Per | D.R. 55° 09' N | D.R. 2° 59' E | Black List | lb. | Time | Expected for all purposes | | Obs. | Obs. | | | | Time | Variation | Currents in the 24 hours ending at Noon | | | Fresh Meat | Received | Coal 287.9 | 17° N | | | | Vegetables | Distilled 9 | Oil 25.0 | | | | | Bread | Expended 36 | Remaining | | | | | | Remaining 107 | Coal 2994.3 | | | | | | | Oil 375.5 |
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| 3 | 15 | 7 | | | 220 | | 2.52 10 knots. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 6 | 17 | 7 | | | 232 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 20 | 0 | | | 237 | | 6.0 76 2. 10 knots. 6.40 76 16. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 3 | 0 | | | 240 | | 6.15 100 16 knots. 6.40 76 16. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 15 | 0 | 100.00 | | 240 | | 6.20 76 33E. 10 knots. 6.40 17 knots. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 7 | 0 | 58 | | 242 | | 6.45 100 15 knots. 6.45 15 knots. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 4 | 2 | 20 | | 242 | SW | 6.55 76 0. 15 knots. 7.05 17 knots. 7.15 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 1 | 0 | 20 | | 240 | | 7.15 76 10 knots. 7.15 17 knots. 7.15 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | 20 | | 240 | | 7.45 76 10 knots. 7.45 17 knots. 7.45 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | 0 | 20 | | 240 | | 8.05 76 10 knots. 8.05 17 knots. 8.05 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 3 | 0 | 20 | | 240 | | 8.25 76 10 knots. 8.25 17 knots. 8.25 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 3 | 0 | 20 | | 240 | | 8.45 76 10 knots. 8.45 17 knots. 8.45 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 3 | 0 | 20 | | 240 | | 9.05 76 10 knots. 9.05 17 knots. 9.05 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 12 | 3 | 0 | 20 | | 240 | | 11.25 76 10 knots. 11.25 17 knots. 11.25 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

of the NMM. Some are thick, some are thin, and some hold never-before-published photos of the ships in question (an example being some of weather damage to HMCS *Iroquois*, in #629 “Ships’ Covers for the Canadian Tribal Class (Part II)”). That for *Canada* is merged with that for HMS *Agincourt* (the former Brazilian *Rio de Janeiro*). Some excerpts:

Purchase and Completion

At the outbreak of War the vessel had made good progress towards completion, the machinery was installed, most of the armour was in place and the installation of the armament had just been commenced. She was taken over by the British Gov't on September 9th, 1914. As a fighting unit this battleship compared favourable with contemporary British ships, except in regard to side armour and underwater protection against torpedo attack. The accommodation in magazines and shell rooms was considerably in excess of the usual British practice, pointing to the higher value which the Chilean authorities had apparently placed on providing for large supplies of ammunition.

Alterations

Certain modifications were made to meet British Admiralty requirements, including the introduction of a director firing installation, necessitating the complete rearrangement of the forward conning tower, bridges, and the fighting tops on the mast. Two stump masts aft were replaced by a single short mast on the centre line; a large after conning or observer tower was replaced by a small torpedo director tower, and the searchlight installation was considerably modified. The torpedo net defence was removed and the height of the funnels was reduced.

Speed

The *Canada* left the Tyne on the 30th September 1915. Owing to War conditions no speed trials were carried out, but during her runs to the Base the machinery maintained a collective HP of 52,700 SHP for two hours, corresponding to an estimated speed of over 24 knots. The gunnery trials and other tests were also carried out during the passage.

Accommodation

Officers cabins are situated aft on the Main Deck, the Crew being accommodated amidships and forward on the Main Deck; in the After Casemate and forward on the Upper Deck; and in the after superstructure on the Forecastle Deck.

Scheme of Complement of HMS *Canada*, 7th May 1915

[attached to letter describing it as “of commissioning”]

Military Branch

1 Captain
1 Commander
9 Lieutenants
1 Lieutenant for gunnery duties
1 Lieutenant for torpedo duties
1 Lieutenant for RNR duties
1 Commander for navigating
1 Lieutenant for nav
2 Sub-Lieutenants
12 Midshipmen
3 WO's for qrter deck
2 Chief Gunner
2 “ ” for torpedo duties
1 Chief Boatswain
4 Chief PO's
50 PO's
55 2nd class PO's or Leading Seamen
323 Able-bodied and Ordinary seamen
109 Boys First Class
1 Chief Yeoman of Signals
3 Yeoman of Signals
4 2nd Yeomen of Signals or Leading Signalmen
4 Signalmen
6 Ordinary Signalmen/Signal Boys
1 PO Telegraphist
2 Leading Telegraphists
4 Telegraphists or Ordinary Telegraphists
1 Sailmaker

“Included in the Foregoing”

2 Gunner's Mate, Gunlayer 1st Class
1 Gunner's Mate
9 Gunlayers, 1st Class
16 2nd Class Gunlayers
1 Gunnery lieutenant's Writer
165 (“minimum number) Seamen Gunners
3 Torpedo Gunner's Mate
4 PO/Coxwains
13 Leading Torpedo Men
40 ST
2 Bugler
7 Rangetakers

Engineer Branch

1 Engineer Commander or Engineer-Lieutenant
2 Engineer-Lieutenants or Engineer-Sublieutenants
4 Chief Artificer Engineer or Artificer Eng.
4 Chief Engine Room Artificers
18 E/R Artificers
6 Mechanician
9 Chief Stokers
23 Stoker Petty Officer
48 Leading Stoker
195 Stokers 1st/2nd Class

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“Included in the Foregoing”

1 Yeoman of Stores
1 Engineer's Writer
6 Acting Leading Stokers
5 ERA's trained in hydraulics
2 Stoker PO Hydraulics & Torpedoes
5 Stokers

Artisan Branch

1 Chief Carpenter
1 Chief Shipwright
8 Shipwrights
1 Joiner
1 Leading Carpenters Crew
2 Carpenters Crew
1 Blacksmith
1 Blacksmith Mate
1 Plumber
1 Plumber's Mate
1 Painter, 1st Class
1 Painter, 2nd Class
1 Cooper/Second Cooper
1 Chief Armourer
2 Armourer
2 Armourer's Mates
3 Armourer's Crew
7 Electrical Artificers
1 Chief Electrical Artificer

Medical Branch

1 Fleet or Staff Surgeon
2 Surgeons
1 Sickberth Steward
1 2nd Sickberth Steward
2 Sickberth Attendant (+ 2 each of the Sickberth, 2nd Sickberth and Attendant in war)

Accountant Branch

1 Fleet or Staff Paymaster
2 Assistant Paymaster or Clerk
1 Chief Writer
2 Third Writer
1 Ship's Steward
1 Second Ship's Steward
1 Ship's Steward Assistant
1 Ships Steward Assistant or Boy
2 Chief ship's Cook
1 Ships Cook
5 Leading Cook's Mates
5 Cook's mate or 2nd Cook's Mate

Miscellaneous

1 Master at Arms
5 Ship's Corporals

Officers Stewards and Cooks

2 1st Class Messman (CO)
1 2nd Class Messman “
1 3rd Class Messman “
2 1st Class Messmen (Ward room)

1 2nd Class “ ”
3 3rd Class “ ”
2 1st Class Messman (Gunroom)
2 3rd class Messman “
2 2nd class Warrant Officers
1 3rd Class Warrant Officers

Chaplain's Branch

1 Chaplain
1 Naval Instructor

Royal Marines

1 Major or Captain
2 Lieutenants
1 RM Gunner
6 Sergeant (3 Infantry 3 Artillery)
[at the time, the Royal Marines were split between the Royal Marine Light Infantry and the RM Artillery]
6 Corporal/Bombardier (3 former Infantry, 3 latter Artillery)
2 Bugler (1 each)
58 Privates- Infantry
58 Gunners-Artillery

In addition to Above

1 Bandmaster 2nd Class
1 Band Corporal
13 Musicians
2 Private as butcher
2 Private as lamptrimmer
1 Private as servant to Commander

Included in Above

1 Physical Training Instructor, 1st Class
4 Divers
2 Seamen or Stokers to serve as WO's Servants

total complement: 1162

[another document in the Ships' Cover dealing with her armament would note that 50 swords were carried – though these were really for parade purposes]

Sources:

CB1595 *Extract of Gunnery Practices in Grand Fleet, 1914 to 1918* (The National Archives, ADM 137/4822).

HMS *Canada* Ship's Log (The National Archives, ADM 53/36910).

Ships' Cover 322 *Agincourt and Canada* (National Maritime Museum Ships' Plans Section).

Cmd 1068. *Battle of Jutland 30th May to 1st June 1916, Official Despatches* (London, 1920).

Admiralty, *Narrative of the Battle of Jutland* (London, 1924).

Admiralty, *Navy List* November, 1918 – officers of the RCN may be found online at www.gwpda.org/naval/rcnlist.htm

R. A. Burt, *British Battleships of World War One* (Annapolis, 1986).

John Campbell, *Jutland – An Analysis of the Fighting* (Annapolis, 1986).

History 1980-2000 Has Disappeared into the Ether. Sorry.

by Ben Macintyre

[From *The Times*, 23 March 2007 – and your editor remembers writing a similar piece for *Argonauta* way back in January 2001] We know what was written in the first telegram, sent by Samuel F. B. Morse in 1844: "What hath God wrought?" We know the words spoken by Alexander Graham Bell when he made the first telephone call in 1876, to his assistant, Thomas Watson: "Mr Watson - come here - I want to see you." (The "polite telephone manner" had not yet been invented.) But we have absolutely no idea what was said in the first e-mail, just 35 years ago.

The digital age brought with it the false promise that everything written, filmed, photographed or recorded might now be preserved, for ever. The "save" key would eliminate the need for filing and storage. Since 1945 we have gathered 100 times more information than in the whole of human history up until that point. Entire libraries could be preserved on disks that fitted into a pocket. Paper was dead.

It has not quite worked out that way. Digital information may be impossibly voluminous and convenient, but it is also vulnerable and dangerously disposable. Already a vast amount of information has been lost. CDs disintegrate in just 20 years, whereas the Domesday Book, written on sheepskin in 1086, will still be with us in another millennium. Few people still write regular letters, but their

replacement, the ubiquitous e-mail, is so easily deleted and forgotten, to say nothing of the fleeting text message.

Technology has already left behind the forms of electronic storage once expected to be eternal: the laser disk, the 5 1/4in, the 3.5in floppy, the Amstrad all-in-one word processor have all been flung into obsolescence, often taking their information with them. Only a small fraction of government bodies and companies even bother to archive their digital material. Who, save the most fastidious self-chronicler, takes the trouble to embalm their own e-mails electronically? Historians of the future may look back on the 1980s and 1990s as a black hole in the collective memory, a time when the historical record thinned alarmingly owing to the pace of technological change. Future biographers may be reduced to trying to extract personality from whatever electronic fragments survive, cheque stubs and those few ritual moments (birth, death and overdraft) when a subject still puts pen to paper.

I have recently spent many hours in the National Archives, ferreting through the wartime records of MI5. The sheer richness of written material is overwhelming: letters, memos, telephone transcripts, diaries, scribbled notes in the margins. You can smell the pipe smoke and personalities wafting off the pages.

When MI5's current files are released decades hence, historians will have a far drier time of it. Electronic messages not deemed to be of "archival" value are routinely deleted by civil servants, simply as an insurance policy - significant or potentially damaging information is strictly verbal, particularly since Jo Moore's attempt to "bury bad news" by e-mail.

Arguably, the most important and reliable real-time histories of places such as Iraq and Iran are currently being written on weblogs, the online journals and discussion forums that are, by definition, mutable and impermanent. A historian 50 years hence would probably get the most accurate picture of life in Baghdad today by collecting and studying the blogs of the moment, but it may already be too

late. The average life expectancy of a website is about 44 days, roughly the same as the common house fly.

Just as importantly, by committing to erasable electronic memory the things we once committed to paper, we may be denying future generations the chance to witness the warp and weft of our lives. Our ancestors were writers and hoarders. I have a collection of my grandfather's letters in the attic, describing the life of a sheep farmer in New South Wales in the 1930s. They are of interest, I suspect, to no one but me, but to me they are invaluable, a chronicle of where I come from. What will we bequeath to our grandchildren? At best a bunch of antiquated disks that they may well be unable to open and read.

Anyone (with a magnifying glass and patience) can read letters, but there is a real danger that technology will leave much of the electronically written record marooned and illegible. The BBC's Doomsday Project of 1986, intended to record the economic, social and cultural state of Britain for all time, was recorded on two 12in videodisks. By 2000 it was obsolete, and rescued only thanks to a specialist team working with a single surviving laser disk player.

When NASA sent two Viking Lander spacecraft to Mars in 1975, the data was carefully recorded on magnetic tape. Two decades later, no one could decode it. The original printouts had been tracked down, and typed out again on paper.

And that, ironic as it seems, may be the answer. The Digital Preservation Coalition, a group encouraging governments, businesses and individuals to curate and preserve electronic information, recently published a report stating that "storage of printed copies of important documents is generally accepted as a reasonably failsafe method of preservation".

This, then, is a plea for paper. So long as it is stored properly and acid-free, paper endures. Leave the ephemera to the electronic ether, but if you value certain words and images, preserve them on paper. The "print"

button is a more faithful saviour than the "save" button.

Before the Battle of Trafalgar, Nelson sent his message to the fleet by raising flags using Sir Home Popham's telegraphic code (a rather newfangled form of communication, which not everyone approved of) - whereupon the words were written down for posterity, on paper. Today the same message would probably be sent by text - instant, easy, and instantly perishable: "UK xpx dat evry man wll do his duT."

Museums and Ships

Hopes rise for the *Texas*

[*Star Telegraph*, 8 April 2007] The Battleship *Texas* evokes a sense of strength. She is a dreadnought – an ominous description – and the last of her kind; a 35,000-ton veteran of both world wars. Her massive 14-inch guns point to the horizon, protecting the San Jacinto Battlefield in La Porte, where she is berthed.

Yet deep within her after hull, a man could punch a hole in this once-mighty fortress. The *Texas* is wasting away.

But help may be on the way. Members of the Battleship *Texas* Foundation, a private group dedicated to saving the battleship, say they have early indications that as much as \$12 million in bond money is earmarked for the *Texas*; the foundation has gathered \$4 million more.

Nothing is certain. The Texas House and Senate have different notions about funding the restoration, but the bond money seems likely to come. Texas voters approved the general obligation bonds in 2000, but the Legislature never appropriated the funds.

"I believe this is the closest we've ever been to getting the funding," said Barry Ward, executive director of the foundation. "The time is right; the legislature is working with a surplus budget. And our foundation is going to

fund a thorough naval architectural study to see what needs to be done and what can be done.”

The \$16 million wouldn't go far toward restoring the *Texas* but would provide enough money to get the ship out of the Houston Ship Channel's corrosive salt waters. The buffeting has reduced the *Texas*' hull to less than one-sixteenth of an inch in some places, Ward said. “I can tell you that if we don't get the ship out of the water in the next few years, your grandchildren and mine will not have the Battleship *Texas* to visit,” he said.

The immediate plans are simple, Ward said. There are no dry docks nearby to repair the ship, and it has decayed far too much to be towed. Therefore, it would be gingerly moved a couple hundred yards north and carefully floated onto a cradle. The water would be pumped away, and the *Texas* would sit like a model ship on a display stand.

“The way the ship is constructed, it can easily sit on a cradle without putting stress on the skin,” Ward said. “That's the way ships are built. It is only when they are in the water that the skin takes the pressure.”

Getting her out of the water wouldn't fix anything but would stop the deterioration. Then, as more funds became available, work could continue. Once the battleship was repaired, yearly maintenance costs would be greatly reduced. Ward estimates a maintenance savings of more than \$1 million a year; tens of millions of dollars more would be saved by not attempting to send the *Texas* to a commercial dry dock.

“I think, using this plan, we can save as much as \$100 million over 20 years,” he said.

The battleground would also benefit. The *Texas* now rests in a northwestern section of the battleground, just beyond a grove of trees. Historians believe that the *Texas* site was Sam Houston's left flank. It was where Col. Sidney Sherman camped with his forces. Sherman's men opened the attack on Santa Anna's forces, according to the *Handbook of*

Texas, and Sherman was credited with the battle cry, “Remember the Alamo.”

With the battleship moved, the park could recover the Sherman campsite and better explain the San Jacinto battle. “This plan allows us to further develop what I would argue are the two most important archaeological and historical sites in the state – the Battleship *Texas* and the San Jacinto Battleground,” Ward said.

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
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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."

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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:

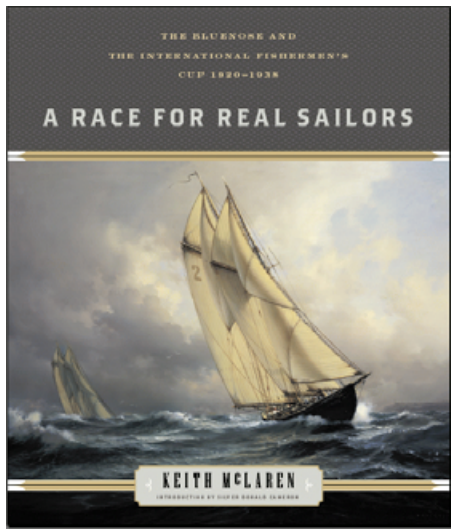
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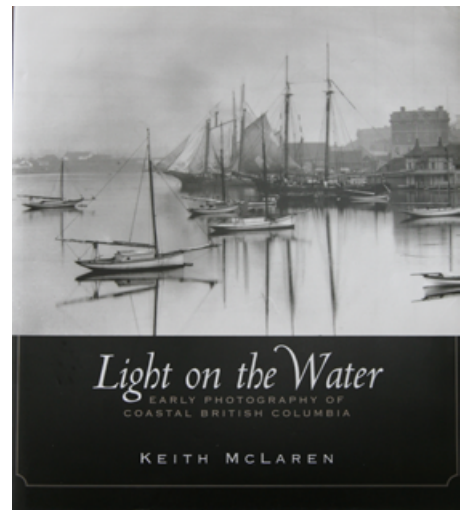
- ! The Society is working on building a **The Directory of Canadian Archival Sources** (as noted in the January *Argonauta*). We need your input! **C o n t a c t u s a t CNRSArgo@cnrs-scrn.org** or through our postal address with the information you have.

- ! Back issues of *The Northern Mariner / le Marin du Nord* are appearing online, on our website: **www.cnrs-scrn.org**.

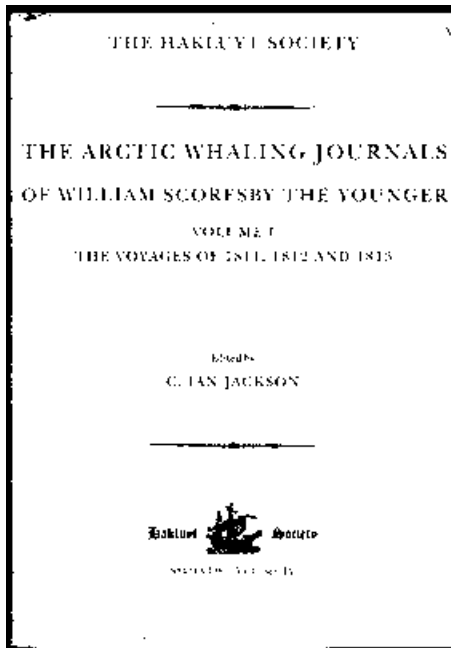
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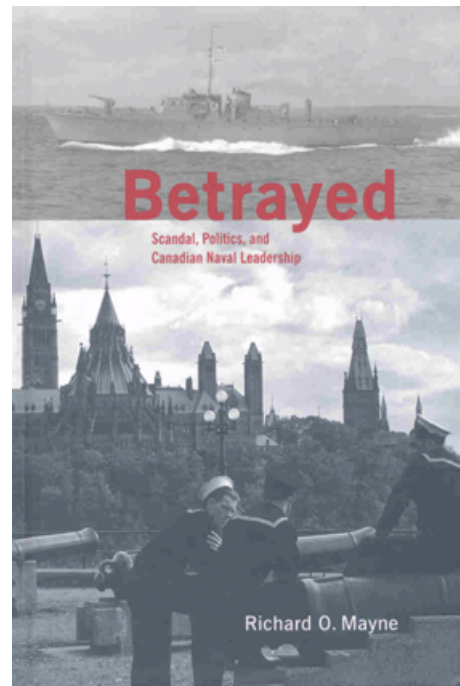
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[The criteria for inclusion is simple: the book must be authored (or co-authored or edited) by a CNRS member; and it must still be in print. It doesn't matter if the subject is maritime history, or if it's fiction or non-fiction. Entries will also be posted up on the website after being listed here. Just e-mail the *Argo* editors (CNRSArgo@cnrs-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.]

**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.

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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.

