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In this Issue

| | |
|---|----|
| <i>Editorial</i> | 1 |
| <i>Correspondence</i> | 2 |
| <i>2006 Keith Matthews Awards</i> | 2 |
| <i>News and Views</i> | 4 |
| Articles | |
| - " <i>City of Ottawa</i> " | 8 |
| -Lincoln Paine " <i>Scotch on the Rocks</i> " | 10 |
| - Rick James " <i>Made in Canada</i> " | 12 |
| - Nicholas Mitiuckov " <i>Wreck of El Minya</i> " | 14 |
| <i>Museums and Ships</i> | 15 |
| <i>Conferences and Symposia</i> | 17 |
| <i>Advertisements</i> | 20 |

Editorial

At one level we live in difficult times. Wars are sapping financial resources in Great Britain, United States and even Canada so there is less to filter down for historic preservation. Since in a sense, everything is about money, that situation is grudgingly understandable. If you do not like it, affect change through the ballot box or work hard to bring forth political support for a particular cause. You might just strike it lucky.

What is less understandable is the critical stance by the intellectually gifted who have a way with words but who do not seem attached to a "material culture" world that is real now or representative of a past. Visiting battlefields, stooping to walk through preserved tenement houses, maybe standing on the decks of ships is not for them. They are obsessively absorbed by words. Important words yes, but only window to part of a story. Art historians and archaeologists seem to have an advantage. They start from something real, a 16th century painting perhaps or a singular artefact and from there they explore the attitudes and values of the period that created the objects. Many of

these historians reference our current culture to establish relevance to the present condition. Some do this within the high culture while others develop skills as public intellectuals. Good examples of the latter; Simon Schama in "*The Power of Art*" (Cambridge, Oxford) and David Starkey (Cambridge and the London School of Economics) in the monarch/Tudor series. There is a very direct relationship between what is in the popular culture, say television and the pursuits of youngsters who turn into scholars. Ignore this at your peril. You might not like "*The Simpson's*" or "*The Doors*" but I can guarantee the programmes are frequently the talk of 'bright young things'.

So where does that leave maritime museums. I like what Lincoln Paine says about museums at the end of his essay. "There curators and exhibitors must consort more actively with the muses – and they should remember that while Clio is the most important, she is only one of nine." He goes on, "The alternative to a more active and compelling engagement with their collections, their audiences and their imaginations is a rising tide of apathy that will drown us all".

For the museum curator and I will include archivists in this, there are two big picture factors. Great collections do not just happen. They are created by people. It is a risky business where intellectual skills, intuition and passion are combined in a pursuit that ultimately benefits Clio – if the theory is correct, up to hundreds of years from now. Some archivists and curators, rare, are ahead of the curve. The second factor is how we communicate. What I noticed recently while visiting some maritime museums in the UK is a franker approach to telling the story. The pap seems to be disappearing. And new tools are being used to tell the story. But it is not cheap – good talent never is.

So the question might be, are we innately conservative in museum or are we so because the financial resources are not there to break out. I say it is the latter. And we need the gifted to support material culture.

MDS

Correspondence

The note in the latest *Argonauta* (July, p.13) that the Rideau Canal has been designated a World Heritage site recalls a story by my daughter Gillian, an environmental biologist. One of her first jobs with Parks Canada at Cornwall was to try and assess where the sludge to be dredged from the canal during a planned improvement could be put. This required a series of consultative meetings with the public along the canal's route, with the problem being in the nature of NIMBY - "Not in my back yard!" Her meetings drew very small assemblies of locals - not of much appeal as a topic as she went from town to town trying to elicit solutions, or even a strong interest apart from that NIMBY. As I recall she never did hear what was to be done based on the outcome. She did feel rather let down by the lack of any vehement discussion, or even concern.

A similar job a few years later, when based in Yellowknife, involved similar meetings in connection with proposed Arctic

development plans, held in even smaller villages across various locations in the Arctic, this time with Inuit and native Canadians of those areas. On these occasions she was rather nonplussed at the major turn-outs, usually of everyone in the community, men, women and children, who packed into local halls to listen to what she had to say. They would play close and polite attention to her comments and cautions, usually translated into local Inuktitut or whatever, after which much discussion took place, often over a couple of days, sometimes interrupted by a mysterious and instant departure of everyone for some other brief task, and then a return for a final and carefully thought-out series of comments for Gillian to take back.

Quite a comparison between the relatively sophisticated, populous and very much impacted south with the much simpler but highly practical north, and not to the former's advantage!

Fraser McKee,
Toronto

The Canadian Nautical Research Society 2006 Keith Matthews Awards Committee Report

The committee was made up of the following members: Roger Sarty, Ian Yeates, and Serge Durflinger (chair).

Nearly 30 publishers were invited to submit works for the 2006 Matthews Prize for best book. The committee reviewed 16 books (more than twice as many as last year). Nine publishers were represented in the selection, with Nimbus alone supplying five entrants. All the books were written in English and all were submitted by Canadian publishers. A list of entrants is attached to this report. The most common genre was ship biography (including two on the *Bluenose*), while other entrants covered such varied subjects as Canadian naval leadership, the west coast salmon fisheries, Oak Island, modern merchant shipping, Samuel Cunard, and other topics. Only one entrant was

based on academic scholarship, the remainder being popular accounts, some very professionally rendered, and reminiscences.

The committee remained flexible in judging publications of differing approaches and intentions. The primary motivation in selecting a winner was to choose the book which made an important contribution to knowledge, exerted a strong impact in its field, encouraged maritime history in Canada, displayed literary merit, was likely to stimulate public interest in maritime publishing, had physical appeal, and was of the greatest overall use to researchers.

The winner of the 2006 Keith Matthews Prize for best book

A Race for Real Sailors: The Bluenose and the International Fishermen's Cup, 1920-1938 (Douglas & McIntyre) by Keith McLaren, is a lovingly, but honestly, presented and well-researched account of the Lunenburg-based schooner *Bluenose's* legendary exploits during a series of races against rival schooners from New England. McLaren engagingly places these iconic competitions within the context of a transitional period in schooner history as technology increasingly rendered the graceful vessels obsolete. Through vibrant, even nostalgic, text, evocative quotations, and powerful images, the author draws the reader into the emotion and excitement of the times. He appropriately covers the American perspective of the famed races, a welcome complement to our traditional views of the *Bluenose's* place in Canadian maritime history. *A Race for Real Sailors* is a beautifully illustrated and designed work of very high production quality. It is the best book yet to have appeared on the *Bluenose*.

Honorable Mentions:

Daniel Sekulich's, *Ocean Titans: Journeys in Search of The Soul of a Ship* (Penguin Canada) is a thought-provoking, intensely personal, well-written, and informative account of contemporary merchant shipping, reminding readers that these vessels remain the life-blood of the global economy. In adopting a life-cycle approach to individual vessels, including a detailed account of a ship's death at the breakers' yards, Sekulich obliges readers to

consider the notion that, just like the mariners for whom the sea is a calling, ships, too, have lives and perhaps even souls. *Ocean Titans* is an engaging, fascinating work.

Salmon Farming: The Whole Story (Heritage House), by Peter A. Robson offers a compelling and even-handed review of Canada's growing and controversial salmon aquaculture industry within the context of the obvious mismanagement of world fish stocks. Seeking to be instructive and constructive, Robson untangles, in accessible text, the complex and technical pros and cons of salmon farming. His research is comprehensive and the book is profusely illustrated and nicely designed. *Salmon Farming* is not just about fish but also the environment, international business, and local economies. It is also about the future and is essential reading for those concerned with the future of our fish stocks.

The Admirals: Canada's Senior Naval Leadership in the Twentieth Century (Dundurn), edited collectively by Michael Whitby, Richard Gimblett, and Peter Haydon provides a superb overview of key Canadian naval leaders and offers critical insights into their command styles, motivations, and the issues with which they were confronted in peace and war. The editors have combined scholarly biographical articles from Canada's top naval historians with some important first-hand accounts from post-1970 naval commanders. *Admirals* showcases change and continuity throughout the navy's first century of operation and is a major addition to Canada's naval history. This ground-breaking collection of essays will be referenced by all scholars working in the field for years to come.

Steam Lion: A Biography of Samuel Cunard (Nimbus) by John G. Langley engagingly introduces readers to the Canadian man at origin of perhaps the most famous name in the shipping business. In this long-overdue, readable biography of Samuel Cunard, a visionary Halifax entrepreneur, Langley, a noted authority on Cunard's life, demonstrates the magnitude of Cunard's achievements in harnessing his business acumen to the rapidly changing world of transatlantic travel in the nineteenth century. *Steam Lion* also makes useful contributions to the history of nineteenth-century trade, immigration,

Maritime shipbuilding, and the Cunard family. It is a nicely produced book, with excellent illustrations and helpful appendices.

A cash prize of \$1,000 was sent to Keith McLaren and, with the essential co-operation of Faye Kert, certificates suitable for framing were sent to all the winners.

The 2006 Jacques Cartier MA Prize in Nautical History

The chair contacted more than a dozen universities and exchanged e-mails with at least two interested graduate students. Unfortunately, there were no entrants for the 2006 Jacques Cartier Prize and consequently no award of a prize this year.

Serge Durflinger, Chair
2006 Keith Matthews Award Committee
July 2007

News and Views

Divers Find Sunken WWI Ship

[CanWest News Service, 17 Aug 2007] Divers probing a mysterious shipwreck off the north coast of Wales have traced the origins of a bell from the sunken vessel and discovered a long-lost treasure of Canada's naval history: a 90-year-old minesweeper built by the fledgling Royal Canadian Navy during the First World War.

A rare surviving symbol of this country's coming of age as a modest maritime power, the 38-metre trawler was commissioned mid-war as part of an urgent ship-construction and nation-building project aimed at taking over Canada's coastal defences from a besieged Britain.

The remarkable find has also shed light on a tragic moment in the life of a north England town that lost 14 of her sons in January 1929, when the former Canadian ship - sold and refitted as the fishing boat *Cartagena* after the war - went down in the rough waters of the Irish Sea.

For decades, the encrusted relic has been a favourite of scuba enthusiasts, who mistakenly believed it to be the wreck of the *Kincorth*, a similar-sized ship that sank off the Welsh coast in the 1940s.

But the recent discovery in nearby waters of a wreck more likely to be the *Kincorth* prompted members of the Chester Sub-Aqua Club, a Liverpool-area divers group, to revisit the identity of the first ship. "There's a lot of shipwrecks out there, but to find one that had been misidentified for so long - that doesn't happen very often," club president Justin Owen told CanWest News Service yesterday. "We started putting the pieces of the puzzle together."

The sleuths began with a valuable clue: in the 1980s, a bronze bell - enigmatically engraved "TR-4" - had been taken from the wreck, which lies at a depth of 35 metres about 10 kilometres north of the island of Anglesey.

Inquiries earlier this year determined that the bell had traded hands over the years and was eventually taken to Canada and sold to a museum.

Canada didn't get its own navy until 1910, and it took the outbreak of war to kickstart a serious shipbuilding program. About 45 minesweepers were built and launched at shipyards across Canada, most of them seeing duty along the East Coast or escorting supply convoys across the Atlantic.

TR-4 was one of several trawlers built at Port Arthur, Ont., - present-day Thunder Bay - and a vintage Library and Archives Canada photograph of the launch of its sister ship, the inaugural Royal Canadian Navy minesweeper *TR-1*, shows *TR-4* in the background, still under construction.

"The breakthrough was linking the *TR-4* bell with the TR series built in Canada," said Owen. "From then, it was a matter of confirming all the facts - which required the documentary evidence and photographs, and



Trawler TR-1 on the ways (National Archives, courtesy of the Canadian Naval Heritage Project)

then finally diving the wreck and matching her up against the photos and blueprints we had."

Following the ship's paper trail, the researchers learned that *TR-4* was sold after the war to a British seafood company based in Fleetwood, a fishing town north of Liverpool.

It was resold in 1928 to the Brazilian government's marine ministry, and renamed *Cartagena*.

The ship was being delivered to South American by a crew of 14 sailors from Fleetwood when she was lost on Jan. 15, 1929.

Ocean Yearbook Call For Papers - Volume 23

Articles on issues and prospects, ocean governance, living resources of the ocean, non-living ocean resources, transportation and communications, environment and coastal management, maritime security, military activities, regional developments, training and education and ocean polar issues will be

considered. The deadline for submission for Volume 23 is March 31, 2008.

See details online:
<http://www.dal.ca/law/melaw/oyb>

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2007 Naval History Symposium

Jim Pritchard reports that CNRS members gave a strong performance and displayed a large presence at the 2007 Naval History Symposium, Annapolis, MD., between 20 and 22 September last. The occasion marked the successful resurrection of the biennial naval history conferences held at the US Naval Academy until its cancellation on 9/11 2001.

There were 109 papers presented at 36 sessions. In addition to the large American contingent, scholars attended from several European countries, South America, South Africa, Australia and the West Indies. CNRS members presented at least eight papers and two also served as program chairs and/or commentators. Cdr. Ken Hansen received the conference prize for the best paper delivered during the conference for his paper entitled "King, Canada and Convoys". The next conference will probably be held in 2009.

The UK MoD Admits Navy Divers Spied on Soviet Ships

[The *Times*, 23 September 2007] The Ministry of Defence has disclosed that Royal Navy divers undertook an unauthorised espionage operation against a Soviet warship docked in Portsmouth in 1955.

The "successful" covert mission to examine the sonar equipment fitted to the Soviet cruiser *Sverdlov* and other warships was six months before the notorious "Commander Crabb affair" in which a navy frogman vanished after being commissioned by MI6 to check the cruiser that brought Nikita Khrushchev on an official visit to Britain. A headless body, presumed to be that of Commander Lionel "Buster" Crabb, was washed ashore in Chichester 14 months later. It was one of the biggest spy dramas of the Cold War.

The disclosure of an earlier secret diving mission, in October 1955, has been made in a series of classified memoranda and letters released by the MoD under a freedom of information request. They relate to intensive efforts in Whitehall in the early 1970s and again in the 1980s to prevent a television producer from broadcasting a programme about the earlier diving mission, which he had uncovered while researching the Crabb story.

The Admiralty, backed by the Cabinet Office and Foreign and Commonwealth Office, told David Darlow, of Granada, that the programme would breach the national security guidelines set out by the D-notice system. The producer had approached the MoD for help in 1972. Rebuffed, he tried again for a programme to mark the 30th anniversary of Commander

Crabb's death. Despite the passage of time and the known facts about the mission to examine the underside of the *Ordzhonikidze*, which brought Khrushchev and Nikolai Bulganin, the Soviet Prime Minister, to Portsmouth in April 1956, it was decided that to assist Mr Darlow "would constitute a major breach of our longstanding policy of never discussing intelligence or security matters".

A secret Whitehall memo added: "In this case, we would run the risk of confirming to the Soviet Union an event which they may still only suspect, and of thereby adding a further irritant to Anglo-Soviet relations."

Confirmation of the previously unknown diving operation came in an Admiralty "background note" stamped "secret" and dated September 12, 1985, in which an official wrote: "In addition to the 1956 operation carried out against the Soviet ships by Commander Lionel Crabb, a separate diving operation was planned by the Royal Navy. This second operation was officially cancelled before it took place, but there seems little doubt that some RN personnel from HMS *Vernon* [a shore-based establishment] nevertheless undertook a (successful) operation as a wholly unofficial enterprise."

The papers on the MoD's website include a letter sent to No 10 in 1981 by the naval officer who commanded the secret mission. His name is redacted but he wrote: "I was in charge of the naval operational team who successfully surveyed the undersides of the Russian ships at the time to ensure that all was either 'safe' or 'unsafe'." He added: "The Security Services, apart from alerting us to the need for this underwater survey operation, engaged Crabb on a separate mission which failed disastrously. This caused political chaos from the Prime Minister downwards. Rest assured that I have adhered to the confidentiality of this incident. There were others apart from myself who did the underwater work – I'm sure they too are loyal."

In separate memos relating to the Crabb affair, questions and answers prepared by the Admiralty in 1956 reveal that the commander was not alone in his mission, and that it took place "without specific ministerial knowledge".

Recovered Treasure Came from Spanish Shipwreck

[*International Herald Tribune*, September 20, 2007] MADRID: Odyssey Marine Exploration, the US treasure hunter, has acknowledged that it recovered more than 11,000 Spanish gold and silver coins as part of its much-publicized haul from a shipwreck whose ownership is being challenged by Spain, court papers show.

Britain has given Spain copies of two export licences that Odyssey officials filed with the Gibraltar government detailing the booty it shipped out to the United States on two private transport planes. The treasure was flown to New York on April 10 and May 14.

The Spanish government filed the export licences late Wednesday with US District Court in Tampa, Florida, where Spain is challenging Odyssey's petitions to exclusive salvage rights on three shipwreck sites that the company said it discovered this year in the Atlantic and Mediterranean.

Besides the 10,800 silver and 203 gold coins, Odyssey told the Gibraltar customs authorities that it also brought to the surface three gold boxes; copper, tin and bronze ingots; a cannonball; and a bronze pulley wheel. It estimated the value of the trove at \$1.49 million.

In its application for the second export license, Odyssey said it was transporting "557 plastic buckets containing clumps of encrusted silver coins" and four copper ingots now worth an estimated \$2.5 million.

The Tampa company made international headlines when it announced in May that it had recovered more than 500,000 silver coins from a shipwreck it discovered in the Atlantic.

But until now, Odyssey has declined to say where it had found the ship to prevent ransacking by other treasure-hunters and speculation about the value of the coins.

Spain claims it has a right to any of its historical property under international law. It has demanded that Odyssey release the details of its findings to determine whether it should continue to pursue ownership.

The legal battle came to a head this summer when the Spanish Civil Guard boarded Odyssey's ship *Ocean Alert* as it left Gibraltar after a Spanish judge issued a search warrant.

James Goold, a lawyer who is representing Spain, said "that from the start of this action Odyssey has concealed information required by" the court and "continues to do so now."

He asked a federal judge to dismiss Odyssey's salvage-right claims on all three shipwrecks, arguing also that the district court did not have jurisdiction under the Foreign Sovereign Immunities Act to decide what rightfully belongs to Spain.

Odyssey said that the treasure was recovered from the bottom of the Atlantic Ocean about 180 nautical miles west of Gibraltar.

It had code-named the shipwreck the *Black Swan*, but some Spanish historians say they believe it may be the *Nuestra Señora de las Mercedes*, which was sunk by a British fleet off the coast of Portugal in 1804.

"Nothing recovered to date from the subject unidentified shipwreck vessel confirms an interest in the artifacts of any third party including the Kingdom of Spain," Allen von Spiegelfeld, a lawyer for Odyssey, told a judge last month.

Spain is challenging ownership on the three shipwreck sites discovered by Odyssey this year, including a passenger ship that sunk off the coast of Sardinia in 1915 and a vessel it found about 40 nautical miles off the coast of Lands End, Britain.

Spain asked that the court, if it denies its motion, require Odyssey to fully disclose the information it has on all three shipwreck sites.

A judge has given both sides until next month to come up with deadlines for future filings.

Viking Ship 'Buried Beneath Pub'

[BBC, 10 September 2007] A 1,000-year-old Viking longship is thought to have been discovered under a pub car park on Merseyside. The vessel is believed to lie beneath 6ft to 10ft (2m to 3m) of clay by the Railway Inn in Meols, Wirral, where Vikings are known to have settled. Experts believe the ship could be one of Britain's most significant archaeological finds.

Professor Stephen Harding, of the University of Nottingham, is now seeking funds to pay for an excavation. The Viking expert used ground penetrating radar (GPR) equipment to pinpoint the ship's whereabouts. He believes the vessel could be carefully removed and exhibited in a museum.

Professor Harding said: "The next stage is the big one. Using the GPR technique only cost £450, but we have to think carefully about what to do next. "Although we still don't know what sort of vessel it is, it's very old for sure and its Nordic clinker design, position and location suggests it may be a transport vessel from the Viking settlement period if not long afterwards. Scandinavian influence persisted here through the centuries. It is speculation at the moment, but at least we now know exactly where to look to find out. How it got there is also hard to say. It is some distance from the present coastline and probably the old one too. It might have got to its present position after flooding and sinking into an old marsh."

The ship was first uncovered in 1938 when the Railway Inn was being knocked down and rebuilt further from the road, the site of the old pub being made into a car park. Workers were advised by the foreman to cover the ship over again so as not to delay construction.

Time runs out for 147-year-old ship; Archeologists race to save relic as port set to be dredged

[*The Ottawa Citizen*, Mon 05 Nov 2007] The submerged hulk of a 147-year-old wooden sailing ship – one of the last known relics from the golden age of Canadian shipbuilding – is to be salvaged from a harbour on the north coast of Wales as part of an archeological “rescue mission” ahead of a massive dredging project.

The 50-metre, three-masted vessel, built in Quebec City in 1860 and christened *The City of Ottawa* to celebrate Queen Victoria's choice of a new Canadian capital just three years earlier, is being hailed as a historical treasure by British and Canadian experts – a rare remnant of the world's 19th-century maritime heritage.

During nearly a half-century of service as a cargo carrier at the height of the British Empire, *The City of Ottawa* sailed out of numerous English ports to far-flung destinations in Australia, Asia, South America, Europe, the US and, occasionally, back home to Canada.

Damaged in a storm and laid up on a sandbar in the Welsh port city of Rhyl in 1906, the abandoned ship became a fixture on the waterfront of the popular tourist destination. But time and tides gradually took their toll, reducing the great vessel to a skeletal state.

Half buried in sand, the ship's timbers still poke out of the water at low tide – a ghostly trace of its former self, but still an extraordinary prize for scholars who study the materials and techniques used in Victorian-era ship construction.

“Shipbuilding in the port of Quebec in the latter half of the 19th century was a major industrial contributor to the Canadian economy,” British marine archeologist Michael Bowyer says of the wreck. “Unfortunately, no other example has survived. The *Ottawa* is the last, and as such is of huge historical significance and of great interest to students of both Canadian history and maritime history worldwide.”



Remains of the *City of Ottawa*, at Rhyll

Quebec City historian Eileen Marcil, the leading authority on Canadian shipbuilding in the 1800s, has been working with British heritage activists to rally support on both sides of the Atlantic to rescue the *Ottawa's* remains – thought to consist of as much as 200 tonnes of timber.

Remarkably, the wood to build the ship probably came from the Ottawa Valley's original white pine forest – the rich resource that first drew settlers to Canada's future capital. The ship's namesake city was, throughout the 1800s, a prime source of timber for Quebec's shipbuilding industry, with giant rafts of timber floated down the Ottawa and St. Lawrence rivers to fuel the rapid growth of Britain's merchant fleet.

The City of Ottawa was built by Jean Elie Gingras, one of the leading figures in Quebec City's booming, pre-Confederation shipbuilding industry.

“What's left of the *Ottawa* is not much to look at, but archeologists can learn a lot,” said Richard Gimblett, president of the

Canadian Nautical Research Society. “When we find things like this, we really do gain insight into a piece of history that has been lost. There are so few pieces of history preserved from that era. This is something tangible that can be pointed to representing that time.”

Ms Marcil, author of the definitive study of 19th-century Quebec shipbuilding [*The Charley-man*], said: “It's the only chance we have of having something to look at that is reminiscent of that time.

“At the time, these ships were so darned commonplace nobody thought to preserve any,” she said. “All of a sudden, they were gone. We have so little to remind us.”

Mr Bowyer, who has secured \$120,000 from a European Union heritage fund to salvage what he can of the *Ottawa*, says he has only five or six months to complete the job before Rhyll Harbour is dredged as part of a multimillion-dollar shoreline rehabilitation project.

"It's rescue archeology now," Mr. Bowyer said, describing plans to recover the keel of the ship and other sections to be preserved and displayed at a historical centre in North Wales.

"For many romantics, the age of sail was the epitome of maritime travel," says Mr. Bowyer. "But I would suggest that if we were able to talk to the crews of the square riggers, the name given to these sailing vessels, they would confirm the hard life they had to experience compared to the crews of steam-driven vessels, when the task of changing sails was over."

Paul Smith, manager of the Rhyl Going Forward shoreline improvement project, said Welsh officials are aware that *The City of Ottawa* is "important to Canadian history" and are committed to "remove the wreck, preserve some of it and bury the rest, where it will lie and be preserved."

Mr. Bowyer is hoping that expressions of support for the project from Canadian museums and heritage advocates will lead to further funding in Britain and the possible transfer of some Ottawa artifacts to Canada for exhibition.

"Of all the ships that might have been found," said Mr. Gimblett, "what a wonderful example to represent that period. The fact that it was named to commemorate the new Canadian capital is just incredible."

Scotch on the Rocks? or Thoughts on the State of Maritime Museums and Ship Preservation
by Lincoln P. Paine

Last spring, two news items from Britain brought maritime heritage closer to public attention than usual. In mid-May, the *Mary Rose* Trust sounded the alarm that projected shortfalls in the budget of the 2012 London Olympics may drain vital funds from the Heritage Lottery Fund away from (among other worthy recipients) Henry VIII's *Mary Rose*, which was recovered from the seabed a quarter century ago. Nine days later, the tea clipper *Cutty Sark* of 1869 burned while undergoing restoration at Greenwich. At last

report the ship was salvageable, but in the immediate aftermath of the fire there was great concern about the possible loss of the ship. These events and the discussions they generated, which quickly gravitated toward maritime historians' more generic concerns about the loss of interest in and misspeaking about maritime affairs, have given rise to some idle thoughts about the state of the maritime history community.

The decline of interest in maritime museums has been attributed to a slew of causes: a lack of appreciation for maritime heritage, a surfeit of maritime museums, a turning away from imperial history, the dumbing-down of education, competition for tourist dollars, and the Internet, among other external factors. Internal problems include a lack of imaginative presentation, the dumbing down of exhibits, the parochial nature of ship preservation, and some phenomenally juvenile plays at primacy. In the United States, Mystic Seaport Museum proclaims itself "The Museum of America and the Sea," and in a stunning feat of self-plagiarism published two entirely different books entitled *America and the Sea* (1998 and 2005). South Street Seaport Museum in New York collaborated with The Mariners' Museum in Virginia to have the US Congress designate them "America's National Maritime Museum." (Neither seems to have done much with this august designation. The Mariners' Museum website welcomes visitors to "America's Maritime Museum. The Largest in North America.") Such pettifoggery is of no interest or relevance to the average museum-goer, which is hardly surprising. Relevance—or rather irrelevance—is a hallmark of too many maritime museums.

The frisson that many readers of this journal have felt while standing on the deck of a stationary museum ship—whether as children or adults—is not a universal response. Some people have the same reaction just looking at a ship from a distance; for others, such a feeling will never come. Among the large numbers of people who own or enjoy boats, relatively few go weak in the knees at the sight of a ship, historic or otherwise. Yet too many maritime museums, especially those built around ships, operate on the assumption that they can rely on exciting a response of breathless intoxication from susceptible visitors, who must surely be in

the minority. But to attract an audience they must have a more explicit and inclusive function than they generally do, one that draws attention to the place of a ship or artifact in its own time, its aesthetic, its relevance today, and what it suggests about the future. Museums overlook the latter two points time and again.

Maritime museums are masters of what economists would call lagging indicators: they are very good at telling us what we might have wanted to know if we were our own ancestors contemplating time afloat as passengers, cargo or crew. We learn what people ate; of the privations of the enslaved, the impressed and the poor; the glamour of the well-to-do; the fire of combat and terror of storms; the arts of the sailor; the finer points of the shipwright's craft; and so on. When it comes to explaining the place of a ship in a broader historical milieu, most exhibits do a poor job. And when it comes to anticipating the future—providing us with leading indicators, as it were, about the maritime world of tomorrow—most don't even try.

This is partly because most maritime museums are accidental, erected around a single artifact or collection, usually one tied to its physical location. The fact that the bark *Elissa* had called at Galveston in the nineteenth century was of crucial importance to that city's decision to adopt the restored ship in the twentieth. But such efforts are peculiar to maritime museums. Down the road from Galveston, the Menil Collection has no problem acquiring Byzantine icons, among a wide range of artistic artifacts, despite there being no particular connection between Houston and either Constantinople or Orthodox Christianity.

Museums are generally defined by their permanent collections, and to suggest that maritime museums—whether built around a ship or some other artifact or collection of artifacts—expand their vision is not to suggest that they ignore their roots. The challenge is to dilate upon their collections, to invite, engage and challenge their patrons, and to ensure that the latter leave the museum not simply having seen and learned new things, but armed with the ability to see the familiar in new ways. However much waterfronts of today differ from those of a century ago, however different the sights and smells, the evidence of the maritime

world is all around us. In all likelihood the truck bearing down on you pulls a container only days removed from a ship. Who knew?

That these reflections on the state of historic ships and maritime museums are not entirely speculative can be seen in an article that appeared several months before the news of the National Heritage Lottery appeared. Explaining why the *Mary Rose* Trust had failed in its effort to secure 13 million pounds from the Heritage Lottery Fund in 2006, the fund's director explained that "It failed the HLF's test of sustainability amid concerns about lack of audience research, management and leadership, and the long-term strategy for Portsmouth Historic Dockyard."¹ The last was of particular concern because at the time the Department of Defence was considering closing the Portsmouth Navy Yard where the ship is located. (One might reasonably question the rationale for exhibiting such irreplaceable artifacts as the *Mary Rose*, HMS *Victory* and *Warrior* in the middle of a strategic military asset; but that is a discussion for another day.)

Lurking in the wings of the HLF's explanation is the question that all curators and others whose job it is to connect with an audience must address: So what? What is the point of saving this ship, that compass, these shoes, these archers' bows? Why, apart from the ship's venerable old age, should the remains of the *Mary Rose* be preserved? In a world weary of war and on the far side of maritime empires, what relevance does this sixteenth-century warship have for us that it has not yet explained? What narrative can we tease from her brittle bones, beyond the deaths of hundreds and ancient Anglo-French rivalries? Why ought people to visit the fragmentary remains of a naval ship that appeals little to patriotism and less to aesthetics?

This last quality cannot be ignored. Who is to say whether Vikings excite such interest because of where they sailed and what they did, because of the vast corpus of sagas

¹ Veronica Cowan, "Heritage Lottery Fund and the Future: An Interview with Carole Souter," *The 24 Hour Museum News*, 19 January 2007 (http://www.24hourmuseum.org.uk/nwh_gfx_en/ART42983.html)

and other records of their deeds, or because the celebrated form of the Oseberg and Gokstad ships exude a lean and supple power? For some, tall ships—to use the felicitous sixteenth-century term—do have a sensory appeal that far outweighs the intrinsic importance of most surviving square-riggers. There is something about their towering masts by day, or by night Joyce’s “black arms of tall ships that stand against the moon,” that summons us.² But to draw meaning from them is another matter altogether. We have to acknowledge the fact that the *Cutty Sark* has a fame that far outweighs the significance of the tea clipper’s place in the history of seaborne trade. While she was renowned for her speed in her own day, it is likely a demonstrable fact that the tea clipper’s modern celebrity comes from the fact that a scotch is named for her—the ultimate ship in a bottle—and the name is recognized around the world. Nor does it hurt that she occupies a prominent position on the river front of one of the most visited cities in the world.

There is no simple solution to reanimating maritime museums for today’s audience: the changing face of the waterfront, from labourers’ workplace to bourgeois playground, is a fact of life, and a mark of merchant shippers’ success in continuing to maximize profits. Ironically this trend is something museums tend to celebrate right up to the time when it drove shipping away from urban piers to vast and soulless container ports abutting the freeways. Museums should embrace this fascinating story rather than ignore it, for it is a story at the heart of the most fundamental truth about maritime history. Ships remain, as they have always been, among the most technologically sophisticated artifacts ever devised—what John Ruskin described as our “first work” into which is put as much of “human patience, common sense, forethought, experimental philosophy, self-control, habits of order and obedience, thoroughly wrought handwork, defiance of brute elements, careless courage, careful patriotism, and calm

expectation of the judgment of God” as can well be contained in the space of a ship.³

The fact that technological developments of all kinds have helped reshape the face of maritime culture in recent decades should not be cause for denial, even if the “romance” of the sea has fallen away. Shorn of its mystique, maritime history whether ancient, merely old or contemporary has much to commend it, a fact that guarantees maritime museums a prominent function in society. But while they should never turn down an offer of ready money—what canny shipowner ever turned away a subsidy?—they cannot fulfill their promise living on gamblers’ bets or waves of sympathy generated by mischance. Their curators and exhibitors must consort more actively with the muses—and they should remember that while Clio is the most important, she is only one of nine. The alternative to a more active and compelling engagement with their collections, their audiences and their imaginations is a rising tide of apathy that will drown us all.

Made in Canada
The Flying 400, World's Fastest
Warship
by Rick James

[first published in the March, 2006 edition of *Western Mariner*]

During sea trials in April, 1969, the 151-ft HMCS *Bras d'Or* rose up on her hydrofoils for the first time and powered over the seas off Halifax Harbour at more than 60 knots. The ship’s designers and builders were beside themselves with elation. They knew they had just launched the fastest warship in the world. Their 180-ton hydrofoil prototype FHE 400 (Fast Hydrofoil Escort) was easily capable of outrunning every nuclear submarine in the world. Unfortunately, the *Bras d'Or*’s promise was not to be realized. Instead it was destined to suffer a fate similar to the Canadian Air Force’s delta-wing fighter Arrow. And while

² “the black arms of tall ships”: James Joyce, *Portrait of the Artists as a Young Man*.

³ “first work”: John Ruskin. *The Harbours of England*. London E. Gambart & Co., 1856. “They Built Ships” 17.

the story of the Avro Arrow has received a lot of attention in recent years (including the 1997 made-for-TV movie *The Arrow*) the story of what might have become the world's fastest and deadliest submarine hunter remains largely unknown.

Today the aging, aluminum *Bras d' Or* sits perched on her foils, on display at the Maritime Museum of Quebec at Islet sur Mer. The *Bras d'Or's* Paxman diesel engine lies in storage nearby at the Cummins Diesel yard in Montreal. But some members of the Canadian Institute of Marine Engineering (CIMarE) would like to change that, giving at least the power plant from the ship some of the national recognition it deserves. The *Bras d'Or's* engine, like the sub-hunter herself, was an advanced state-of-the-art design for its day. The Paxman had its problems during sea trials governor malfunctions, oil leaks and a control system failure but as is frequently the case with new technology, accumulated operational experience would likely have ironed out these glitches. Still, the CIMarE group considers the engine a fascinating piece of Canada's naval and maritime heritage and is attempting to preserve it as such. They hope to raise sufficient funds to create an endowment so the engine can be placed on permanent display at a museum.

The 2,000-hp Paxman provided initial power to drive the *Bras d'Or* hullborne at lower speeds. The Paxman diesel enabled the ship to handle twelve foot seas as readily as a destroyer and the hydrofoils, when below the sea surface in this mode, provided increased stability. Once the ship reached 23 knots, the foils lifted the hull clear of the water and an aircraft-type, 22,000 shaft horsepower Pratt and Whitney gas turbine took over as the main propulsion engine. Then the FHE 400 hit its jump speed, flying along clear of the ocean's surface at a breathtaking 63 knots, in up to four-foot seas. Above those wave heights the throttle was eased off to a relatively sedate 45 knots. The *Bras d'Or* literally ran rings around the destroyer HMCS *Saguenay*.

At the height of the Cold War, when the disturbing submerged speeds of nuclear submarines called for drastic defensive measures, the imaginative engineering and

innovative design of the Fast Hydrofoil Escort appeared to be the solution. Unfortunately, a combination of engineering glitches and cost over-runs, in combination with an accidental fire on board *Bras d' Or*, put the government of the day on the defensive over the high-profile project. In 1971, the plug was pulled on the world's only ultra-high-speed, open-ocean warship, and a year later the *Bras d' Or* was decommissioned. It's worth mentioning that the Air Force's Arrow project cost some \$400 million by the time it was jettisoned in 1959, the Fast Hydrofoil Escort project was terminated after expenditures of \$53 million. As Commander Tony German, a Canadian Navy historian, noted: "*Bras d'Or* was gutted. Government refused to put good money after good."

Just how did the *Bras d' Or's* Paxman diesel make its circuitous way to the Cummins yard in Montreal, over 30 years after the ship was moth-balled? When the FHE project ended the engine was turned over to Crown Assets which sold it to the GEC Diesel Company. GEC then gave it to the Canadian Institute of Marine Engineering which subsequently donated it to St. Lawrence College in Cornwall, Ontario, where it was used as an instruction tool for marine engineer training. When that programme ended the engine was returned to CIMarE and stored in the Cummins yard.

Ideally the CIMarE engineers would like to see the Paxman displayed alongside the *Bras D' Or* at the Maritime Museum of Quebec but the museum has declined the opportunity in the face of funding constraints. As a result, CIMarE is attempting to raise awareness of their project and create an endowment to preserve and display the engine. A champion of the Paxman project is Brian Keefe from the Ottawa Branch, assisted by keen CIMarE branch members from across the country: Brenda Spence, Montreal; Gernot Seebacher, Montreal; Pierre Boisclair, Montreal; Don Levy, Halifax; Dave Simpson, Vancouver, and; Ross Somerville, Vancouver. To find out more about the CIMarE Paxman project contact Brenda J. Spence at the Canadian Institute of Marine Engineering, National Office, 1925 52nd Ave., Lachine, Quebec H8T 2C3. Tel: (514) 636 1790 Fax: (514) 636 4107 Email cimare@hermont.com Web: www.cimare.org

According to Commander Tony German, author of *The Sea is At Our Gates: The History of the Canadian Navy* the Fast Hydrofoil Escort (FHE) *Bras d' Or*, when fitted with armament, was to cruise quietly while hullborne, sweeping with sonar and electronic detectors. On making contact with a submarine, the ship would then quickly accelerate to jump speed on its hydrofoils and, working with another Navy warship, contain even the fastest nuclear submarine and attack with homing torpedoes.

The Wreck of the Trawler El Minya

by Dr. Nicholas W. Mitiuckov

Leaving for Egypt, the traveller will find much that is different from his native land. Giza, Luxor and other well-known places are the classical destinations, but there are some unexpected finds in that unusual country. One such may be found in Hurgada: a monument to Soviet shipbuilding, and the trawlers of Project 254.

Egyptians seem not to have very little information about it. There are, for example, two absolutely "truthful" versions, in one of which ill-starred trawler *El Minya* has blown up on a mine, and in another is sunk by a rocket. This does not inspire optimism for the amateur historian. And the guidebook (available in several European languages) adds even more fog, declaring that the ship was sunk in 1967.

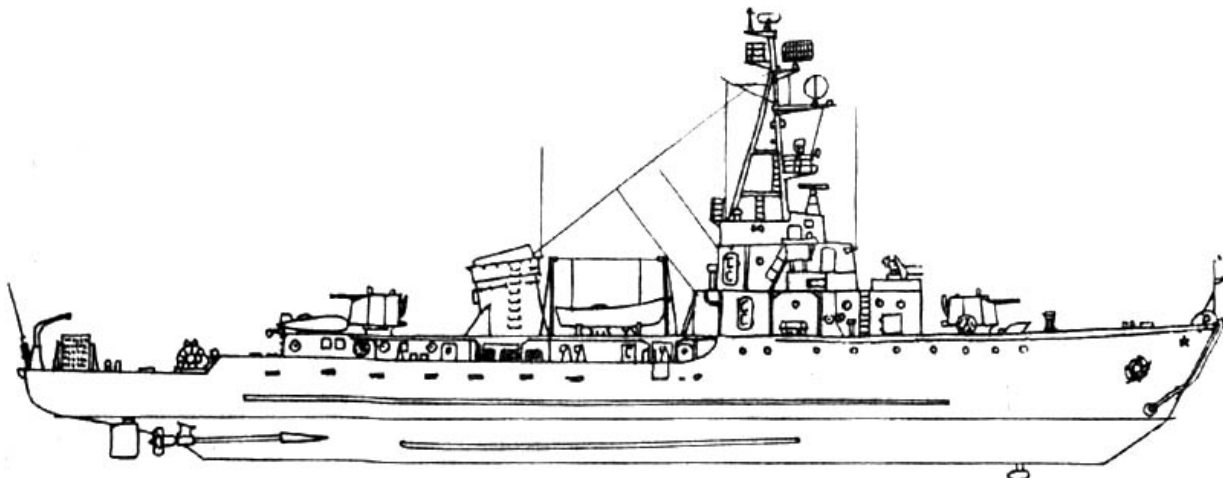
The history the Project 254 trawlers in the Egyptian navy began in 1956 when from the

Soviet Baltic Fleet to Egypt were transferred first four units. In 1962 came the second party of three units. Therefore at the beginning of the Six Day War the Egyptian Navy had registered *Shatikh, Dakhla, Sinai, Assuit, Bahaira, Garbia* and *Minya*. All of them received names of Egyptian provinces. *Janes Fighting Ships* gives them these characteristics: full load displacement 530 tons, dimensions 58 x 8.6 x 2.,3 metres, two diesel engines totaling 2200 h.p., that gave a speed of 18 knot, crew 65 men. They were armed with twin 37-mm and four twin 12.7 mm anti-aircraft machine guns.

The initial history of sinking was given, for example, in *Shipwrecks of the Egyptian Red Sea*. According to it, on February 6th, 1970, being on passage Minkar in the area of Hurgada, the trawler has undergone an attack by a squadron of Israeli Phantoms. Over the course of several hours, *El Minya* beat off several attacks (the places returning to their base to refuel and rearm), but only when her ammunition had run out and after being heavily damaged by a bomb hit, an additional bomb hit sent her to the bottom.

However, the memoirs of the Soviet advisers who have appeared in Hurgada that ill-starred day, the picture becomes a little clearer. The primary objective of the Phantoms was a land target, but the *El Minya* opened fire on them and was surprised by a single bomb. The Egyptian crew abandoned ship, and when the aircraft were returning to base, the squadron dropped a final, and fatal, bomb.

Today, *El Minya* lies on the port side at



an angle of approximately 110-120 deg at a depth of 32 m. GPS gives the coordinates N27 deg 13 566, E33 deg. 50 815. Very obvious is a hole in the starboard side at the break of the forecastle deck directly under the forward 37-mm mounting – a hole 3x1 metre. As it is noticeably above a waterline, it is obvious not the fatal hit, and it is probably the point of impact of the first bomb. It is probably that the second bomb hit on the port side, now out of sight. The bottom around the wreck is literally covered by intact 37-mm charges and shells - separate, and in boxes (so much for reports of her resistance up to the last round).

Two twin 12.7-mm to antiaircraft machine guns are still on a deck, and serve as a favourite backdrop for underwater photographers. Two paravanes can also be found, almost in their regular stowage location.

With regards to the diving, she lies at a depth that requires more advanced training and experience. The wreck is usually buoyed. It is possible to penetrate into the engine room, but care must be taken to avoid getting caught by the sharp bits of metal at the edge.

Museums and Ships

U-534

[BBC News 2007/10/22] Wirral Council has approved Merseytravel's proposal to house a German World War II U-boat at the Woodside Ferry Terminal. The submarine was formerly an attraction at the Historic Warships Museum at Seacombe Docks. Plans include the provision of a visitor exhibition centre at the site.

The submarine was sunk during the war when, on her way to Norway, she was attacked by an RAF Liberator aircraft in 1945. Forty-nine of the 52 crew members survived, including five who escaped via a torpedo hatch as the submarine lay on the sea bed.

The boat will be cut into three sections to be transported and viewed. At Woodside huge glass panels installed over the end of each section will allow visitors to see inside the submarine from specially-built viewing platforms.

Neil Scales, chief executive of Merseytravel, said: "It's very good news, not only does it give a home to the U-boat but it also compliments our work along the river with other attractions like Spaceport. We'll do a good job with this."

The exhibition in the visitors centre will display some of the four-and-a-half tons of memorabilia that was found on U534. This includes an Enigma cipher machine, ammunition, uniforms, tools, charts and maps.

Work is expected to cost about £2.5m and will start next month and is to be due to finish next year.

Historic Ship Marking 190 Years

[BBC News 2007/10/12] The restored HMS *Trincomalee*, which was built in 1817, is based at a maritime museum in Hartlepool. Described as one of the most important surviving sea-going vessels, HMS *Trincomalee* is the last frigate of the Nelson era.

Owners, the HMS *Trincomalee* Trust, said the tall ship had an important role to play in Hartlepool's regeneration.

HMS *Trincomalee* was built for the Admiralty in Bombay and served in the West Indies and the Pacific. She was stationed in West Hartlepool between 1862 and 1877 as a training ship, returned to the town in 1987 and restored between 1990 and 2001.

James Atkinson, chairman of the HMS *Trincomalee* Trust, said: "The story of the ship is one of remarkable survival throughout her long and varied life. She has served the country in the far waters of the West Indies and the Pacific, whilst also being a training ship for both the Navy and for youngsters in British waters for more than a century. Having been restored to her original condition, she is now the flagship of Hartlepool's renaissance."

General manager, Bryn Hughes, added: "HMS *Trincomalee* is one of the most important ships surviving today. This is a special day and we shall be hoisting flags, cutting a cake and reminiscing over nearly two centuries of activity from her launch in Bombay in 1817."

HMCS *Haida* and ORP *Blyskawica* Twinned

On September 22 2007, the destroyers HMCS *Haida* and the Polish ORP *Blyskawica* were twinned. This completed the Canadian portion of the twinning process. For the full story and photos see:

<http://hmcshaida.ca/twinning.html>

State Keeps Museum Afloat

[HATTERAS, 19 September 2007] Large wooden beams curving over the Graveyard of the Atlantic Museum resemble the skeletal remains of shipwrecks that occasionally poke up along the Outer Banks.

The museum, built by Hatteras Island residents to evoke the mystery and allure of shipwrecks, nearly ended up sinking financially. For years, supporters have been raising money but still needed about \$2.1 million to complete the museum and keep the doors open. Now the state has come to the rescue.

The state Department of Cultural Resources took over the museum from a private board recently after approval by the legislature and the N.C. Council of State. The museum, which is on the southern end of Hatteras Island, last week became the eighth facility in the Division of State History Museums.

"We're just ecstatic," said Danny Couch of Buxton, chairman of the museum's board of directors. State support will boost awareness of maritime history and Hatteras Island's tourism-based economy, Couch said.

The museum, which opened in 2002, has attracted about 56,000 visitors a year, even though it was only partially complete. "We thought it [the state takeover] was a no-brainer given the visitation," Couch said.

Although the museum has struggled financially, Couch said, it was turned over to the state debt-free. Supporters obtained about \$7.8 million, mostly in state and federal funds, to build and operate the museum.

Hatteras Island residents mounted a campaign in the mid-1980s to build a home for

artifacts from the USS *Monitor*, the famous Union warship that sank off Cape Hatteras in 1862. Federal agencies made the Mariner's Museum in Newport News, Va., the primary repository.

Undeterred, islanders established a museum highlighting maritime history and hundreds of wrecks in an area off the coast dubbed the Graveyard of the Atlantic. Construction on the 19,000-square-foot building began in 2000 on a 7-acre site owned by the National Park Service near the state ferry docks.

Supporters have struggled to raise enough money to complete the building and install exhibits. The legislature last year authorized a study on the feasibility of the museum becoming part of the state historic sites division. The study said the museum was a better fit with the museums division.

Dr. Jeffrey J. Crow, deputy secretary of archives and history, said Monday that the study determined that the museum would be a good addition to an array of regional museums, provided it received adequate funding. The legislature this year earmarked \$300,000 a year for the museum.

"This was something the General Assembly asked us to do," he said of the takeover. Crow said other details on staffing and completion of the museum will be worked out later. He said the state still hopes the museum can obtain some *Monitor* artifacts.

The museum now features exhibits on the Cape Hatteras Lighthouse's original lens, the radio shack where aviator Billy Mitchell worked on his attempts to prove that airplanes could sink battleships, and a coding machine retrieved from a German submarine that sank off the coast.

Most of the museum's 2,000 artifacts remain in storage, according to the state feasibility study. In addition, officials said, there are thousands more potential artifacts in the Hatteras community and 40,000 owned by the National Park Service that could be displayed.

Despite the museum's location on an island vulnerable to storms, artifacts should be safe. The building is designed to survive the kind of storms that put vessels on the sea floor. Standing 12 feet above sea level, it can withstand sustained winds of 135 miles an hour and gusts of 250 mph.

Couch said the museum has survived four hurricanes, including Isabel in 2003. Isabel cut an inlet through Hatteras Island and left debris around the museum, he said, but the museum was unscathed. "The building is a tank," he said.

Conferences and Symposia

**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."

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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

"Iceland: Cradle of the Arctic Convoys"

The Historical Institute of the University of Iceland is pleased to announce a call for papers for a conference on the Arctic Convoys in World War II. The conference will be a combination of academic presentations and commemoration events for veterans of the Arctic Convoys. It will be held July 9 – 13 2008 in Reykjavík, Iceland. The patron of the conference is Icelandic President Ólafur Ragnar Grímsson.

Papers are invited on the following areas:

- The political and historical context of the convoys in WWII
- The organisation of the convoys
- Their significance to the outcome of WWII
- German U-boat warfare against the convoys
- Iceland's role in the convoys
- The role of various nations' navies in the convoys
- The significance of the convoys to war propaganda

Proposals (max. 300 words) for 30 minute papers and a brief CV should be sent via email attachment by 1 December 2007 to:

Eliza Reid eliza@elizareid.com Tel. +354 893 4173

**27th Annual Conference of the North
American Society for Oceanic History
May 7 – 11, 2008
Call for Papers**

The University of West Florida in historic Pensacola, Florida, will be hosting the 27th Annual Conference of the North American Society for Oceanic History (NASOH), "Defining the Maritime Edge: The History and Archaeology of Inland Environments, Coastal Encounters and Blue Water Connections," co-sponsored by the Council of American Maritime Museums. The conference will be held at the Crowne Plaza Hotel from May 7th to 11th, 2008. See the NASOH web site (www.nasoh.org) for further details and registration information.

The Conference Programme Committee invites proposals for papers and sessions exploring all aspects of history and archaeology related to saltwater or navigable freshwater environments. Suggested areas of research include, but are not restricted to, archeology and anthropology, arts and sciences, history, or museum exhibitions. Proposals that identify the unique characteristics and influence of coastal and inland waters and explore their interfaces with the larger Continental or Oceanic Worlds are especially encouraged.

The Programme Committee welcomes the submission of individual papers and full sessions, preferring panels with three papers and a chair. Proposals should include a brief abstract for each paper or a one-page abstract for panels and brief C.V.s for each participant, including chairs. Graduate students are strongly encouraged to submit proposals for presentations. Accommodations for PowerPoint presentations will be provided; however, any other requirements, including audio-visual equipment, special outlets, or accommodations for disabilities should be included in the proposal. Scholars interested in chairing sessions are welcome to send a brief C.V. to the Programme Committee Co-chairs. Please note that all participants must register for the conference. Specific questions may be directed to Programme Committee Co-Chair, Bill Thiesen at

thiesen@earthlink.net. The deadline for submissions is January 31, 2008.

Send or email submissions to the two Programme Committee Co-Chairs listed below:

Victor T. Mastone
Co-chair, NASOH Program Committee
Board of Underwater Archaeological
Resources
251 Causeway Street, Suite 800
Boston, MA 02114-2199
victor.mastone@state.ma.us

John O. Jensen
Co-chair, NASOH Program Committee
Sea Education Association
P.O. Box 6
Woods Hole, MA 02543
jensenheritage@cox.net



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www.marmuseum.ca
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902-427-0550, ext. 2837)

e-mail: secretary@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.

