

# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

Volume VIII Number Three  
July 1991

## **ARGONAUTA**

Founded 1984 by Kenneth S. Mackenzie  
ISSN No. 0843-8544

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*ARGONAUTA* is published four times per year in January, April, July and October and is edited for the Canadian Nautical Research Society within the Maritime Studies Research Unit at Memorial University of Newfoundland.

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Annual Membership, which includes four issues of *ARGONAUTA* and four issues of *The Northern Mariner*:

Individual \$25  
Institution \$50

## EDITORIALS

## (I)

As usual, the July issue of *ARGONAUTA* contains a complete report on the Annual General Meeting, held this year in Ottawa between 30 May and 1 June. Members discussed a number of notable things, but we were particularly pleased by two key decisions and several notices of motion, which will be discussed and voted upon next year.

The members present in Ottawa decided that next year's AGM will be held in St. John's, Nfld., marking the first time that CNRS has visited Canada's easternmost province. We hope that members will begin making plans now to attend. And we at *ARGONAUTA* especially welcome the opportunity to show you our operations and to provide some hospitality. We look forward to seeing you on "The Rock" next June.

Approval was also given for a measure which is especially pleasing to us--the expansion of *The Northern Mariner/Le Marin du nord* beginning in 1992 to an even one hundred pages per issue. This increase will enable us to serve you even better, with additional space for both articles and reviews. We will be telling you more about our expanded services in the October issue of *ARGONAUTA*.

One notice of motion is to alter the Society's financial year to coincide with the calendar year. If approved, this should go far to end the confusion which now exists over the period of memberships. Our publications have always been predicated upon the calendar year, and this amendment to the Society's by-laws will bring membership into line with our publications.

Finally, the Society also was presented with a notice of motion to provide for mail ballots in the election of officers. We have long believed that all members--not just those able to attend AGMs--deserved a voice in selecting the individuals who run the organization. We welcome this as a progressive step in encouraging greater participation by all members in the operation of the Society.

## (II)

One of the highlights of each year's AGM is the presentation of the Keith Matthews Awards for excellence in maritime writing. Honouring these achievements--and recalling the contributions of our founding President, Keith Matthews, is always a pleasure. A full list of this year's winners appears later in *ARGONAUTA*.

The Matthews Awards have been presented annually since

1984, and the winners read like a "Who's Who" of Canadian maritime scholars. Among such a distinguished cast, it is difficult to single out any one individual. Yet by dint of his achievements one person merits special commendation. We refer here to Eric W. Sager, CNRS Vice-President and Professor of History at the University of Victoria. Last year, Eric was awarded an Honourable Mention in the book category for his volume, *Seafaring Labour: The Merchant Marine of Atlantic Canada, 1820-1914*, which was dedicated appropriately enough to the memory of Keith Matthews. This year Eric was awarded the Book Prize for the volume he co-authored with Gerry Panting, *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914*. It is also noteworthy that both volumes were selected as Honourable Mentions for the Macdonald Award, the prestigious annual prize presented by the Canadian Historical Association for the best book in Canadian history. And both publications have also garnered a host of other awards and accolades.

Such a list of honours, especially in so short a time, is rare in Canadian history and unprecedented for a maritime historian. Both books are models of the type of path-breaking maritime studies that we require so desperately. More than anyone else of his generation, Eric has set some lofty standards. We congratulate him on his success and hope that his writings will serve as examples of what is possible in maritime history.

## (III)

Editors of newsletters and journals always entertain the hope that their readers will find their publications so valuable that they will be unable to part with them. While we admit to sharing this aspiration, at the very least we hope that no member is planning to donate either *ARGONAUTA* or *The Northern Mariner/Le Marin du nord* to a local recycling project!

But beneath these hopes lurks a more serious issue. What do members do when the sheer volume required to house the materials outstrips available storage space? We have a suggestion, which we freely admit is based on an example set by one of our members. Commodore Bruce S. Oland of Halifax puts his old copies of *ARGONAUTA* to a splendid use: he binds and donates them to the library at the Maritime Command Museum. In this way, he contributes to making the publications more accessible and helps to preserve them for future generations.

While we of course wish that every institution would subscribe to CNRS publications (the Maritime Command Museum in fact does), we are realistic enough to recognize that in these days of cutbacks and budgetary constraints this

is not always possible. For members who are now encountering the inevitable problem of space, we commend Bruce Oland's example. Why not look for a museum, archive or library that does not subscribe and donate your back issues? It is a fine way of helping to spread the word about the Society while at the same time doing your part to help preserve that part of Canada's marine heritage that we try to chronicle in these pages.

### ARGONAUTA COMMENTARY

(Editors' Note: With this issue, we inaugurate a new feature. "ARGONAUTA Commentary" is designed to encourage readers to speak their minds on important marine issues, either contemporary or historical. We welcome submissions of 500-1000 words from interested readers.)

#### SOVIET MERCHANT FLEET IN TROUBLE

By Fraser M. McKee  
Markdale, Ontario

An interesting note appeared in the *Globe and Mail* on 10 July, which reported that the head of the Soviet Shipowners Association warned in an article in a major Soviet daily that "the country's merchant shipping fleet is on the verge of bankruptcy and complete collapse." He stated flatly that this had been caused by a lack of policy and support by the state, which is now obviously more involved in other urgent financial matters. Pointing out that the state was taking forty percent of all hard currency earned, he cautioned that if changes were not forthcoming the recent miners' strike would be "peanuts by comparison." Indeed, some Russian ships are already being seized overseas for non-payment of loading and berthing bills. The report further stated that a third of the fleet, or some 750 vessels, are due to be replaced in the next three to four years. In the past, major subsidies have been available for building these replacements, but there is a fear that these may not be made available this time. There is also concern that subsidies to support their less-than-cost operational revenues may be slashed.

If this is true--and the possibility that the Soviets are merely crying "wolf" to achieve some unstated aim--then one of the major obstacles to the resurrection of a Canadian-flag merchant marine will have been overcome. This has been the refusal of our various governments since the last war to try to compete, even for our own cargoes, with overseas state-supported merchant fleets, of which the Soviet fleet was one of the largest and best-financed. It is not at all uncommon to see the red band and sickle on funnels passing up and down the St. Lawrence River, or alongside piers in Halifax and elsewhere--and not necessarily carrying Soviet

cargoes. In addition, the fleet's close alliance with its navy, and its control thereby, may also be changed if the merchant vessels pass into hands other than the state's. Indeed, the writer mentioned above recommended "a further softening in the naval sphere of potential adversaries." If the merchant cargo vessels become privately-controlled, then can the fishing fleets and their support vessels, many of which are ELINT (Electronic Intelligence) gatherers as well, be far behind? With Canada's past experience in building ships for Poland, it may be that our dying shipyards could obtain a toehold in this massive building project, especially if we did not require payment in Canadian dollars but rather in some form of reciprocal trade or another form of concession.

These are intriguing developments, to be sure, and well worth watching closely, particularly if one has an interest in Canadian shipping and shipbuilding.

### PRESIDENT'S CORNER

By W.A.B. Douglas  
Ottawa, Ontario

#### An Innocent Abroad

Canada has much in common with the Nordic countries, and geographical parallels between Canada and the Soviet Union occur to anyone who looks at a polar projection of the northern hemisphere. A series of exchanges between official historians resulted in a visit to Finland and the USSR in mid-June of this year, and for what they are worth here are the thoughts of a former naval person on some of the similarities and differences. Other members of this society will have far more knowledge of the region than I, but few will have had such recent exposure to the rapidly changing situation in that part of the world.

Four days each in Helsinki and in Moscow is not long enough to make a serious analysis, especially when neither Finnish nor Russian numbered among the languages spoken by this reporter. Thanks to the facility of Finns in English, however, and the wonderful skill of our Russian interpreter, Nikita Kirilloff, we were able to gain some fairly vivid impressions. Mr. Kirilloff, indeed, has accompanied so many Canadian delegations to the USSR in the last few years that he was often able to identify precisely what changes were taking place.

Obvious similarities easily come to mind and are as easily dismissed. Finland is to the Soviet Union, in very rough geographical and, to an even more limited extent, demographical terms, what British Columbia is to Canada and the United States. That is, of course, a glaring oversim-

plification: had there for instance been a mountain range on Finland's eastern border the history of that country would have been very different. More to the point, Finland is a small nation next to a superpower, with heavy reliance on coastal waters and seaborne trade to support a remarkably robust economy. There is no such thing as an undefended border. There is, on the other hand, a strategic need for the Soviet Union to have access into the Baltic through the Gulf of Finland, and for Finland to pursue an international policy that will not force the USSR to adopt the kind of mutual agreement it drew up with Latvia, Lithuania and Estonia in 1939.

Helsinki is a great seaport city. Even if the proximity of a land frontier with the USSR preoccupies the thoughts of its citizens, and even though the Finnish navy is less militarily important than its army, border guards, or its military reserve force of a million men, the city and the people feed both spiritually and materially on the sea. Moscow, too, has far more concern with the sea than one would imagine. Our escorting officer, Captain First Class Igor Amazov, a Hero of the Soviet Union who served in the Black Sea minesweeping fleet during the Great Patriotic War, observed that Moscow is the city of four oceans, directly linked by a massive network of canals with the Black, Caspian, White and Baltic Seas. By contrast Ottawa, about the same size as Helsinki and about as landlocked as Moscow, joined to the St. Lawrence Seaway by more than one canal system, is not a city in intimate touch with the maritime affairs of the country.

While in Finland some of us took time to take a cruise from Helsinki eastward along the coast, paralleling a small section of what used to be called the *Königstrasse* from Oslo to Leningrad, to visit the very old town of Porvoo. It was raining and cold, but the boat filled up with friendly folk dressed in wet weather gear and armed with knapsacks and fishing rods, heading off to camp or fish for the weekend on one of the many islands off the coast. Along the route we saw a large variety of sailing boats, and overtook the venerable cruise ship *J.L. Runeberg*. The scene reminded us of nothing so much as Georgian Bay, especially the land forms and vegetation--the Group of Seven might just as well have painted there as in Canada. The language barrier was unfortunate, because it was difficult in the country to strike up conversations, but one gained the impression, despite similar scenery, of striking differences in outlook and personality from Canadians in similar circumstances. Urbanisation has hit Finland as much as Canada, but there seemed to me less alienation from the land and the sea. A very large force of border guards, for instance, trains constantly for partisan warfare, which demands a wide acquaintance with survival techniques.

We spent an afternoon on the fortress island of Suomenlinna, where the great naval architect in Swedish service, F.H. Chapman, designed the fleet which protected Finland in the eighteenth century; the place is a model for preserving past glories with maximum effect and minimum fuss, and for attracting the public. It is a favourite spot for relaxation in the long summer evenings, when you can watch the cruise ships sailing through the one narrow channel leading into Helsinki harbour. There was just time, too, to visit the Maritime Museum of Finland. It must be the only maritime museum in the world which to reach requires walking through a zoo. Situated in the building constructed to house harbour pilots in 1909, it makes skilful use of limited space. The Finns value their heritage; there are sixteen museums in Finland, although six of them are in Helsinki and none are to be found in the northern half of the country. To a much greater extent than in Canada, the resources of the maritime museum are exploited by scholars; the annual reports contain useful research notes and articles on documents, artifacts and underwater archaeology.

Taking the train from Helsinki to Moscow is an experience worth having. It is like going through a time warp. We were obliged to take the night train, but in the middle of June it is light until nearly midnight and dawn breaks only a few hours later. Russian trains are romantic if uncomfortable, and in first class berths they are not all that uncomfortable. Where else will the attendant come in and offer you a cup of tea from the samovar at the end of the carriage? At the infrequent stops one could get off the train and wander on the platform, even go into the station bar and--as some of the passengers did--consume large amounts of beer in the time available.

Crossing the border, marked by barbed wire and watchtowers manned by armed Soviet guards, was something out of a Le Carré novel. Soldiers in camouflage uniform walked the length of the train with dogs, peering under the carriages and between the wheels; one official after another came through each compartment taking passports and currency declarations, and making us stand up so they could search under our bunks. When we reached Viborg, ceded to the USSR by Finland after the continuation war in 1944, we could see the change from the sparkling elegance of Finnish public buildings (many of Tsarist Russian origin) to the shabby magnificence of a nineteenth century station and a huge open square. We passed through Leningrad in the dark, and when we awoke early in the morning found ourselves in a country very like northern Ontario; but it was a northern Ontario of the 1930s, dirt roads filled with huge puddles from recent downpours of rain, and small villages of rundown dwellings which had not seen paint for a generation or more. We were surprised at the absence of livestock and churches in the farms and communities, but charmed by the

neat little gardens beside virtually every house. On what we would call the railway right of way beside the tracks there were many potato patches as well, and it all looked very green and lush.

Moscow is huge and vibrant. We were told that on any given day there are twelve million people in the city, eight million of them permanent residents, all jammed into a much smaller space than equivalent cities of western Europe or North America. New apartment blocks on the outskirts are being thrown up to provide adequate accommodation--Gorbachev has promised an apartment for every family--and from a land of no churches we were suddenly treated to a feast of golden domes and ruined churches under reconstruction. The streets, many of them wide enough to hold eight or more lanes of traffic, surrounded by large buildings in varying states of repair, are filled with a torrent of vehicles, spewing out clouds of exhaust fumes from leaded gas and driven by people for whom defensive driving is an oxymoron. At least two or three cars and trucks with flat tires could be seen on the routes we followed every day, and "fender-benders" were somewhat more evident than in any other city I have ever visited. Winding its way through the centre of all this activity is the Moscow River, flanked by large and often architecturally impressive buildings, and with some sight-seeing vessels travelling its length. There was not one recreational vessel, and only one commercial cargo vessel, on the river while we were in its vicinity. Most commercial traffic bypasses the centre of the city, and most of it is on its way to or from the Volga River through the canal system.

Unfortunately, a planned visit to Leningrad proved to be impossible for our hosts, so it is difficult to make a direct comparison of maritime cities and museums. We were, however, invited to be present at a profoundly significant moment, a major historical conference on the outbreak of the Great Patriotic War. This is a subject of intense emotion that has been the centre of historical controversy for about thirty years. In 1967 a book suggesting Stalin's culpability for the lack of preparedness enjoyed a brief moment of favour before it was banned and the author, A.M. Nekrich, stripped of party membership. Recently Colonel-General Kolkoganov published a revisionist biography of Stalin that documented such "crimes;" he has since resigned from his post as head of the Military History Institute over a disagreement with the army establishment about the official history of the Great Patriotic War and has become defence advisor to Mr. Yeltsin. The General Staff does not share Kolkoganov's liberal views. This became clear at the first plenary session of the conference.

Presided over by General of the Army Moiseyev, Chief of the General Staff, the conference began with a documentary film about the beginning of the war that was thoroughly

Marxist-Leninist in interpretation. There followed a keynote address by Academician Samsonov, one of the most distinguished historians in the Soviet Union. He worked up to a statement about the Nekrich affair, urged the need for pluralism in historical scholarship, and then began to discuss the case of General Kolkoganov. At this point the Chief of the General Staff interrupted him with a statement that in translation amounted to "let us not try to rehabilitate Kolkoganov, let's have no talk about pluralism, get on with the business at hand." There was a smattering of applause in the hall, then someone in the back shouted "Rehabilitate Kolkoganov," or words to that effect. The elderly and extremely dignified academician responded that this was a *scientific* conference and that he was going to terminate his prepared remarks; with a short concluding statement he sat down, never to move a muscle for the rest of the session. The speaker who followed gave a conventional account of the opening phases of Operation Barbarossa, and ended with "lessons," principal among which was that it was necessary more than ever to be prepared in view of the great military strength of the United States.

For a newsletter on maritime history these events may seem somewhat unrelated to our subject. An incident immediately following the plenary session, however, brings the story into focus. Captain Amazov, our escort, introduced me to Fleet Admiral Sergeyev, Commander in Chief of the Baltic Fleet in 1939, and some other elderly men in naval uniform. After being treated to the great charm of the old Admiral, I was greeted with enthusiasm by his companion, Major General of Justice (retired) Dr. Pyotr D. Barabolya. He would have been the equivalent of Judge Advocate General in our navy, and in spite of his rank wore a form of naval uniform. This individual is chairman of the "Soviet Committee for Peace, Disarmament and Ecological Security of Seas and Oceans." There is in the Soviet military community, in other words, a variety of attitudes and opinions, and in spite of resistance by hard liners the military finds itself forced to be open to new ideas and new information. What has not changed is the passion with which these people go about their learning, and what is difficult to reconcile is the methodology of Soviet and western history.

The time has come to provide every possible opportunity for comparing our methods with those of the Soviet historians. All military (including naval and aviation) history in the USSR is in the hands of the armed forces. The Military History Institute in Moscow, the hosts for our visit and for several U.S. official history delegations in the past year or so, is eager to exchange views. It will not be a simple task, but we hope to produce some joint publications in coming years, and perhaps in the apparent abyss between our ways of looking at the past will find some common ground. That we

are able to take such initiatives and still co-operate with such people as the Finnish Institute of Military Science is, to say the least, a sign of hope.

I hope these impressions of an innocent abroad may be of some interest to our readers.

### ARGONAUTA MAILBAG

Sirs:

In spite of repeated attempts to obtain the balance of business and design records from Canadian Vickers in Montréal by the Marine Museum of the Great Lakes and others, the material has apparently been destroyed. This is an irreparable loss to our diminishing resource base of marine records and a disservice to the many individuals who were a part of this company since the early part of the century. It is now believed that the collection of design and business records held by the Marine Museum of the Great Lakes represents the most extensive body of archival holdings from Vickers, although I would be delighted to hear otherwise. In early May I visited the remains of the shipyard to see for myself the extent of the loss. I can only characterize it as lamentable.

Maurice D. Smith  
Director  
Marine Museum of the Great Lakes  
55 Ontario Street  
Kingston, Ontario  
K7L 2Y2

Sirs:

I am currently conducting research on cable ship operations, primarily but not exclusively on the north Atlantic, since the 1870s. I am especially interested in wartime operations and the service of women on these vessels. I would appreciate hearing from anyone with information on these topics.

Prof. Angela C. Million  
Reference Librarian  
University of Oklahoma Libraries  
Norman, Oklahoma 73019  
U.S.A.

Sirs:

Having served three years as Secretary of the Canadian Section of the PJB in the early 1960s when Dana Wilgress was the Canadian Chairman, I particularly enjoyed David Beatty's article, "The 'Canadian Corollary' to the Monroe

Doctrine and the Ogdensburg Agreement of 1940" (*The Northern Mariner/Le Marin du nord*, I, No. 1 [January 1991], 3-22). One matter that Professor Beatty does not mention and which is a comment on Roger Swanson's judgement that "the Ogdensburg Declaration was not a declaration but a six-sentence unsigned press release" is that the Canadian government saw fit to publish the text in the *Canada Treaty* series, thereby giving it the status of an inter-governmental agreement. I believe that the U.S. government did the same. Certainly the State Department considered it to be a formal Executive Agreement, not subject to Senate ratification but nevertheless binding.

It was recalled by some old hands who served before me in the Canadian Section that Mackenzie King was so pleased with his venture into secret diplomacy that he kept the original text as drafted by FDR on his personal notepaper and amended to include King's suggestion of "Board" rather than "Commission." King would not let his staff have it either for safekeeping in the Prime Minister's Office or retention by the Treaty Section of the Department of External Affairs. I cannot vouch for the accuracy of the tale but to the best of my knowledge the text was never placed in any External Affairs file. It may well be with the King papers in the National Archives.

Freeman M. Tovell  
651 Beach Drive  
Victoria, B.C.  
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Sirs:

I am conducting research on members of my family who served at sea. I have recently learned that one of my forbears, while serving as a captain on a vessel departing from a harbour (probably in North America), was bound fast to the mast because he was drunk. Allegedly, this was documented in a warrant of some sort, which may be in a museum or some other institution on the east coast of North America. I would appreciate hearing from any reader who might be able to suggest where I might search for such a warrant.

Joachim G. Blaauboer  
Gedempte Gracht 27-03  
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Netherlands

Sirs:

It was with some dismay that I noticed that the last issue of *ARGONAUTA* had been struck by a nautical virus. I refer

to the use of "tall ship" to describe the *Juan Sebastian de Elcano* (VIII, No. 2 [April 1991], 5). The mainstream media can perhaps be forgiven for using this utterly meaningless term (and in fact it was they who brought it to prominence in connection with OpSail '76). Although I think that the historical community should see this as an opportunity for some education and public relations work, I cannot see that it has any place in a professional journal.

The main complaint about "tall ships" is that there is no vessel which has ever been so-named which does not also have a proper name. It is as if architectural historians suddenly abandoned the terms "Italianate" and "Second Empire" and started referring instead to "Grand Houses" and "Small Houses." Barques, brigs, brigantines, ships, snows and an endless variety of schooners and smaller craft: they all have names which are both a proper means of description and a rich and evocative part of their history.

Let's call a schooner a schooner, and pronounce a moratorium on the use of "tall ship," at least in our own home waters.

John Summers  
Assistant Curator  
Marine Museum of Upper Canada  
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## ARGONAUTA ARTICLES

### REFLECTIONS ON THE SEA

By Louis C. Audette  
Ottawa, Ontario

(Editors' Note: Louis C. Audette commanded HMCS *Amherst* and *Coaticook* during the Second World War. After the war he served as a member of the Mainguy Commission in 1949 and later as chairman of the Maritime Commission and the Tariff Board; as a member of the Court Martial Board and the North West Territories Council; and as Administrator of the Maritime Pollution Claims Fund. This address was presented at the banquet of the Canadian Nautical Research Society at the National Museum of Civilization in Hull, 31 May 1991.)

Mere *politesse protocolaire* obliges me to begin by thanking you for the invitation to tonight's banquet, for the opportunity to speak, and for the exceedingly kind introduction by the chairman. Indeed, my gratitude goes well beyond any mere obligation, for I am honestly very grateful for the honour,

because such it is. So much for protocol.

While it is true that I have a privilege conferred upon me tonight, so too do you! I doubt that you will ever again get a speaker as old as I; the reason will not be the wisdom of age to keep him at home--you will observe that I have not had the wisdom to stay at home, so never count on that particular wisdom! In any event, it is more likely that if you should ever again invite someone of this age he will probably be dead! However, think not that with me all passion is spent--it is not; that is a mere popular fantasy about old age and it exists only in the minds of those who do not know reality--which I do know!

I realize that I am speaking to historians and I confess that I like them--as a group. Indeed, I have been used and abused by them over the last few years in a way which should make them blush and I confess that I have thoroughly enjoyed the interchange. Tonight I propose to try to prevent the perpetuation of errors propagated in the past by lesser historians than you.

The first error which I shall attack is that ships are merely things, material items made of steel or other metal or of wood. This is a heresy propagated by the unlearned who do not know ships. The two essential constituent elements of any navy, merchant or fighting, are the sailors and the ships. As there can be no sailors without ships, I will deal with the ships first.

To the uninitiated, a ship consists either of a few wooden planks, masts and sails or of a few steel plates welded or rivetted together, pointed at one end and square at the other and with a funnel somewhere in the middle. She possess the faculty of locomotion thanks to her sails or to the mysterious efforts of a few greasy and perspiring men working in an unpleasantly hot place. She is also a thing in which some fools live by choice and some unfortunates by necessity.

Nothing could be more inaccurate. The sea and the navy--merchant or fighting--by the very spirit they give to the sailors also take from them something intangible and give it to the ship--that something intangible is her soul. The wooden planks and the rigging or the steel plates, the great boilers, the engines, the guns, the very ship herself becomes infused with a spirit that makes her part and parcel of each man who serves in her. Ships actually have souls and I care not how many theologians challenge me wrongly on that score--they, poor devils, just do not know.

When a ship struggles through heavy seas, each man strains with her; when she shudders under the recoil of her guns, each man cringes and feels for her; when she is torn open or gashed by high explosives or by disaster, each man has the

same sickening feeling as when his or any other human's flesh is torn. Landlubbers learn this only when, like me, they have seen men from torpedoed ships break into unashamed tears upon watching their ship sink into the ocean--a devastating spectacle full of drama and one which I never saw without overwhelming emotion.

The other part of the seagoing milieu is the sailor--a superb being whom I grew to love as a class or group. He who did not is merely a lesser man than I. Such lesser men do exist and, indeed, they were the cause of the famed mutinies in the Canadian Navy in 1949; we of the Commission of Inquiry castigated them for not understanding and caring for the sailors.

I always remember an incident in Iceland when a destroyer came alongside the destroyer in which I was serving; she did some damage to our forecastle. Bastien, the forecastle petty-officer, was hurt far more than the ship herself; when the other captain and his second-in-command came down to look at the damage Bastien, whose English was unmusical though too picturesque for mixed company at times, looked at the mess and bellowed to our lads: "All right; pick up all dat gear; take it below and lock it up; what dey don't break, dey steal." It was hard to keep a straight face but I liked him for it; he had been moved to indignation and rudeness by that wonderful love no mere landsman will ever know: the love of a ship.

The sailor could give him his moments of trouble. Once in Glasgow, my captain sent me hurrying ashore because sailor Murphy was up in court on a charge of breaking a plate glass window. Unfortunately, when I arrived Murphy's case was already under way and thus I was deprived of the inestimable benefit of a pre-trial consultation. The presiding magistrate kindly asked me if I had come on Murphy's behalf; I had to admit that I had and I immediately went off into a great harangue on what a fine fellow Murphy was; what a fearless gunner he was; how we could never win the war without him on board; and how he could never have broken any plate glass window, not even by the remotest accident. My impassioned plea seemed to be having singularly little effect on the magistrate who kept looking as though he was about to interrupt me--indeed, would that he had sooner than he did. This, of course, only spurred me on to further outbursts of forensic eloquence until finally the magistrate leaned forward and said: "I beg your pardon, but you are fully aware of the fact that the accused has pleaded guilty to the charge?" I was not aware of that or anything else concerned with the case. Everyone but I laughed--even including Murphy, the wretch. In the result, I merely pleaded that all that I had said in mitigation of sentence, an extremely prudent move on my part as Murphy was fined and, of course, had no money, so I had to pay.

Another story which always delighted me was about Layard when he was in command of the frigate *Matane*; a Canadian sailor requested leave because his English wife in the WRNS was ill in Plymouth and had to be operated on. Layard stood him over in order to investigate and then forgot all about the case; the day before sailing he was reminded and took the bull by the horns, saying to bring the sailor before him again; at the hearing Layard told the sailor that he had looked into the case and that his wife was safe: the WRNS and the Royal Navy would look after her and all the men were needed on board in wartime so his request for leave was not granted. When he finished, the sailor leaned forward and in a very low voice said; "I can't resist it, sir, but this makes two of us as I am not married." To Layard's great credit, he merely leaned forward, put his finger to his lips in an injunction to further silence and let the matter drop.

Your special interest in the sea is one which I share with you. Though the sea begets love from those who sail it, it is nevertheless an extremely dangerous enemy. During the war, I always thought of it as the "first enemy," even though an enemy I loved even without the biblical--but hopeless--injunction to do so with any enemy. In its unpredictability, it is positively feminine which may explain why, in English, a ship always referred to as "she" because ships can be highly unpredictable. Beyond the sea and ships themselves, circumstances at sea can also be unpredictable--and dreadfully so.

I remember, with distress to this day, the night at sea during the war when I was faced with perhaps the most difficult decision of my entire life. I was in command of a corvette escorting an extremely badly mauled convoy: we had lost fifteen ships over a four-day period to a wolf-pack of no less than thirteen U-boats alerted to our whereabouts by a broken signal code. On the last night of these unending attacks, *Daleby* was torpedoed; there was a heavy sea running and complete darkness; I eventually picked up the submarine on my asdic, now called sonar.

Because of all the death and destruction of the last four days, my ship's company was angry and eager and I was closing the U-boat at high speed for a depth-charge attack. In my mind it was the classic setting for an attack upon a U-boat--or so we all thought.

Then, suddenly without warning, I was struck by the utterly stunning realization that my submarine contact lay dead ahead beneath a group of survivors whose presence in the water was betrayed by the flashing lights on the shoulders of their lifejackets. To continue my attack meant death, maiming or, at best, prolonged physical agony for these unfortunates from my depth charge explosions. They were the very men whom I was to protect, men who trusted me.

There was a terrible decision to be made--and made within seconds. Everyone on the bridge was aware of the dread decision and grateful that it was mine and not theirs to make. For me there was no one to whom to turn for advice or counsel. I gave the order to continue the attack. Anyone who can give such an order without literally torn asunder is simply totally insensitive. It was the right order: the destruction of a U-boat firmly held by sonar must take priority over the lives and safety of a few unhappy men when weighed against the safety of the remaining ships with all the men and the desperately needed cargoes in them. I was right but it took a completely unbelievable toll at the time.

By incredible good luck--not only for the poor devils on the sea but for me also--my electrical power broke down suddenly for a short time. It was obviously unthinkable to drop depth charges among the men by mere guesswork without precise knowledge of the U-boat's whereabouts. I countermanded the attack and the men lived.

In your research, you will come across much of real interest to seafarers and to others. You will know that Canada produced at least two great sailors. Admiral DeWolf and the great LeMoyne d'Iberville, a native Montrealer born over three hundred years ago. You probably know DeWolf's exploits because they are so recent. D'Iberville accomplished his exploit some three hundred years ago in Hudson Bay; even I was not alive at the time though he is really my uncle as I descend from his brother LeMoyne de Longeuil.

Alone in the ship *Pelican* with forty-two guns, he met three English warships with a total of 114 guns; he attacked *Hampshire* and sunk her, captured the ship *Hudson Bay* and forced the ship *Dering* to take flight. Not a bad record for a wee lad from Montreal. Many of you may know that Mrs. Stewart is building a replica of *Pelican* in Murray Bay for the next visit of the tall ships.

Some of you are probably more interested in the Battle of the Atlantic; it is more recent and has left a legacy of more documentation than battles of two and three centuries ago. Know at least that this battle gave Churchill more anxiety than anything else. In his own words it was "the only thing that really frightened" him and all our plans "depended on the defeat of this menace." In his picturesque usage of English, in one place he writes that "this mortal danger to our life-lines gnawed at my bowels."

Thus, have no illusions: you are researching in a field of the utmost importance to modern life. If we now cross the Atlantic or the Pacific by air, this does not mean that trans-oceanic transport is no longer important to the life of nations. It always has been and still is. Keep up your good

work and were I ever able to assist anyone of you, I would be prepared to do my best. I have already been extensively used by researchers and I admit that I have loved it.

If more people read a bit more about our history, they--and you and I--would find our lives enhanced thereby. I wish you success in all your researches. You have received me generously today and I am prepared to reciprocate tomorrow if I am able to do so. However, do not tarry too long because if, until now, neither God nor Satan appear to seek to have any part of me, they might well change their minds on quite short notice.

#### SOURCES IN THE MARITIME HISTORY ARCHIVE

by Roberta Thomas  
St. John's, Nfld.

The Maritime History Archive (MHA) was established in 1971 to provide documentary support for research being undertaken in maritime history at Memorial University. The Maritime History Group (MHG), of which it then formed a part, was initiated through the scholarly interests and creative energies of the late Drs. Keith Matthews and David Alexander. Its mandate was to establish a centre of excellence for research in maritime history, to collect and organize documents relating to the history of sea-based activities and to make this collection accessible to scholars throughout Canada and the world.

The acquisition of seventy percent of the Agreements and Accounts of Crew of British Empire vessels, a vast archive of over five thousand shelf metres which was transferred to Memorial University from the British Public Record Office in 1972, provided the Archive with a rich resource on which to base future acquisitions. Research projects, such as the Atlantic Canada Shipping Project, a study of the rise and fall of the Atlantic Canadian shipping industry, enabled the MHG to invest in microfilm copies of many series of British, Canadian and American shipping records, which supported and enhanced the crew agreements, making the Maritime History Archive a superbly well-endowed centre for maritime research.

In 1986 the Maritime History Archive became autonomous, with the academic research function of the former MHG being taken over by the Maritime Studies Research Unit, an interdisciplinary unit within the Faculty of Arts. Since this time the MHA has concentrated on developing the archives, which now has holdings occupying approximately seven thousand metres of shelving, consisting of over five hundred individual collections and items. The focus of the collections has expanded to reflect the research interests of the aca-

demic community, and now includes business and private papers, journals and diaries, manuscripts, and photographic and cartographic collections. The official records of British and British North American shipping are complemented by the business papers of shipowners, ship agents, fish merchants, and other business interests in the north Atlantic region. Many of the collections reflect the burgeoning interest in the maritime history of Newfoundland, its fisheries and settlement, and the origins of its people.

It is the objective of the Maritime History Archive to continue to acquire material relating to maritime activities world-wide, and particularly those concerning the maritime industries and culture of Newfoundland and the north Atlantic; to make this material available to researchers through the creation of indices and finding aids; to encourage and carry out research; and to promote the use of the archive by providing services to facilitate research.

During the past two years the MHA has developed a standardized description and retrieval system for its holdings and in 1991 a new *Guide to the Holdings of the Archive* was produced, which describes all the catalogued collections at the collection or fonds level. Finding aids and guides include administrative histories of the collections and give descriptions at the item level. In addition, a card catalogue provides access to the collections by personal and corporate name, geographic location, subject and genre. The archive also houses a reference library, a newspaper collection, and a number of contemporary shipping periodicals and learned journals.

The majority of the shipping records relate to the British mercantile marine from the early nineteenth century to the beginning of World War II, with a geographical focus on the north Atlantic. Other series provide information on the political and social infrastructure within which the industry functioned. The archive has acquired microfilm copies of selected series from British government records, including materials from the Board of Trade, Colonial Office, Admiralty, Home Office, Foreign Office, War Office, Court of Bankruptcy, Court of Chancery, the Exchequer and the Board of Customs and Excise.

Holdings from the Registrar General of Shipping and Seamen provide the backbone of the shipping records. Apart from the original Agreements and Accounts of Crew and Official Logbooks of British Empire vessels, 1863-1938 and 1951-1976, the archive also has microfilm copies of the Certificates of Vessel Registry for Colonial Ports, series BT 107/108, and for the port of Liverpool, England; Annual Lists of Ships Registered, 1786-1955, and Certificates of Competency of Colonial Masters and Mates, from 1871.

Since 1747 owners and managers of British vessels had been obliged to keep muster rolls, an early form of crew agreements, and registration for decked vessels of over fifteen tons burthen was required by British law from 1786. The increase in shipping and trade during the first half of the nineteenth century, and efforts by the British government to develop a structured framework for its operation, led to the passing of the 1854 Merchant Shipping Act, which consolidated and updated previous legislation and instituted an official numbering system for all newly-registered vessels, thus bringing the entire industry under stricter government control. The Customs Houses in London and Edinburgh maintained register books of all British-registered vessels, which up until 1940 included British North American vessels. These registers, known as transcripts, differ slightly in format from the original certificates maintained by the Customs Officer in the port where they were issued but contain essentially the same information. Microfilm copies of the three series which make up the Certificates of Registry, Transcripts and Transactions (BT 107/108, 1812-1889, and BT 110, 1890-1820) are held at the MHA for all British colonial ports and the port of Liverpool, which was the most significant port in terms of transfers of British North American-built vessels. Copies of the "port registers" for Canadian ports are also included in the archive's holdings.

The Crew Agreements and Official Logbooks from 1863 onwards are the largest and most significant collection in the archive. These documents provide a wealth of information on the vessels, their crews and their voyages. British and British North American vessels traded all over the world—to the West Indies, China, Japan, South America, Australia and Africa. Their crews were comprised of people of many nations, with the maritime provinces of Canada providing their fair share. The Crew Agreements provide unique opportunities for research, and are extensively used by researchers from all over the world.

Since 1854 every British-registered vessel has been listed in an annual register, the *Mercantile Navy List*, published by the Registrar General of Shipping and Seamen. This *Register*, though less widely-recognized than *Lloyd's*, gives a much more complete listing for British shipping, and through the inclusion of the official numbers allows a direct link to the Crew Agreements. The MHA has a near complete run of the *Register* from 1857 to the 1950s. Shipping records of *Lloyd's* of London include both published and microfilmed material: *Lloyd's Registers*, 1764 to the present; *Lloyd's List*, 1827-1914 and 1985-86; *Lloyd's Captains' Registers*, 1851-1948; *Lloyd's Confidential Index*, 1967-1972; *Lloyd's Register of Yachts*, 1905-1978; *Lloyd's Register of American Yachts*, 1905-1978.

Over sixty businesses and private agencies involved in the Newfoundland fisheries are represented in the mercantile records collections, one of the most important being the archive of the Newfoundland Associated Fish Exporters Limited (NAFEL), the sole agency for the export and marketing of Newfoundland salt codfish from 1947 to 1970. Shareholders in this single marketing company were Newfoundland's most successful merchants and major exporters of salt codfish, the traditional product of Newfoundland since the sixteenth century and its staple export. It was still being produced in large quantities during the 1950s and 1960s, despite declining markets. This collection, which was used extensively in David Alexander's *The Decay of Trade* (St. John's, 1976), sheds light on the events leading to the collapse of this industry in the 1970s, a situation which left Newfoundland facing economic instability and persistent unemployment, particularly in the outports, and contributed to a change away from the traditional economy and way of life for its people. Business records of major Newfoundland merchants include the papers of Ryan Brothers, who operated successfully for almost a century in Trinity and Bonavista Bays. The collection covers the period from the firm's inception in 1857 through the late 1940s when it began to move out of the fish business to concentrate exclusively on the retail and wholesale trade. The collection provides researchers with insight into the complexities of the salt cod trade at the community level. These records offer an opportunity to explore the relationship between the merchant and his fishing clients in the production of salt cod and other fish products. Moreover, it provides an excellent illustration of the truck system, the principal organization of labour and medium of exchange in the outport economy of nineteenth and early twentieth century Newfoundland. Other large merchant collections include the records of Hodge Brothers, fish merchants of Fogo, who inherited the business established in the eighteenth century by Slade's of Poole; A.H. Murray; Baine, Johnston and Co.; Job Brothers; Grieve and Bremner; Robert Newman and Company; and many others, all major fish exporters during the eighteenth to twentieth centuries.

The archive also holds microfilm copies of business papers of shipowners and merchants from the Canadian Maritime provinces, collected during the life of the Atlantic Canada Shipping Project. Microfilm copies of business papers of eighteenth century New England fish merchants, some of whom carried on an active trade with Newfoundland, were acquired through a joint microfilming project with the Essex Institute.

In support of research into the early colonization and political development of Newfoundland, microfilm copies of certain British Library Additional Manuscripts were pur-

chased. Each of the manuscripts has been described separately and are indexed at the item level. Acquisitions include selections from the papers of Lord Liverpool (1727-1808), Hardwicke (1772-1770), Newcastle (1697-1768), Huskisson (1770-1830) and Lord Ripon (1827-1919), all of whom occupied important positions in British colonial administration. The manuscripts contain extensive references to the development of the Newfoundland fisheries and trade from the seventeenth to the nineteenth centuries. Much of the correspondence refers to foreign relations, particularly with Spain and Portugal. Further documents relating to the early modern period are contained in the Matthews Collection described below.

Dr. Keith Matthews, a founding member and former chair of the Maritime History Group, during his tenure at Memorial amassed and created a huge collection of documents and papers relating to the early fisheries and settlement of Newfoundland and the individuals who were involved in its economic and political life. The basis of the collection was data assembled during research for his doctoral thesis on the Newfoundland-West of England fisheries and later research projects. The collection has been organized into four main series reflecting each of the areas of Matthews' research.

For many years Matthews collected information on the overseas commerce of Devon and Dorset, whose ports were so dependent on the Newfoundland fishery. The data on the personnel involved in this trade became so large that a "Name Files" collection was formed, expanding from persons who participated in the fishery to include data on other trades and information about persons outside the West Country, especially in London, Bristol, Scotland, the Channel Islands and Ireland, who were connected with Newfoundland. The Name Files are a unique and invaluable source of information on Newfoundland settlement, containing information on 7300 surnames and occupying seventeen filing cabinets. These data were collected from a wide variety of sources and cover the years of early settlement to the mid-nineteenth century.

The second series in the Matthews Collection comprises over 1100 documents relating to early modern Newfoundland (1500-1800). The documents are almost all photocopies of manuscripts residing in British archives, although a few are transcripts of such originals. For the period to 1700, this unique collection is a fairly complete sample of the documents relating to Newfoundland in the repositories concerned, representing eighty percent of the relevant extant documents. Coverage for the eighteenth century is much less complete. In 1989 Peter Pope, a PhD candidate in the department of history, completed a systematic itemized description of this material and created a machine-readable

inventory and retrieval system for the collection, *Finding Information for Newfoundland Documents (FIND)*, which gives access to the collection through a number of fields and allows key word searches.

A collection of photocopies of single documents from a variety of sources which contain information on the Newfoundland fisheries and Newfoundland politics and government in the nineteenth and twentieth centuries make up the third series in this collection. The major sources are British government records, colonial records relating to Newfoundland and the papers of Newfoundland Governors and Prime Ministers.

The fourth series is research material collected for Matthews' doctoral thesis on the Newfoundland-West of England fisheries, consisting of annotated references, notes, extracts and transcripts from a wide variety of record series and subjects which have bearing on the development of Newfoundland, its trade, settlement and fisheries from the sixteenth to the nineteenth centuries. There are also many sub-series which refer directly to the West of England ports involved in the Newfoundland trade, including statistics from customs and other shipping records.

The study of Newfoundland settlement motivated the collection of copies of church records and registers from parishes in southwest England, particularly the counties of Devon, Dorset, Somerset and Hampshire. The collection focuses on those areas which supplied crews for the Newfoundland fishery, and the places of origin of Newfoundland settlers. Also in this collection are copies of original registers of Roman Catholic and Church of Ireland parishes in the Irish counties of Clare, Cork, Derry, Kerry, Kilkenny, Waterford and Wexford. The main concentration is from 1750 to 1880. There are also transcripts and photocopies of nineteenth-century Newfoundland parish records of all denominations. The majority are for parishes in Conception Bay.

Another valuable source for the study of maritime history at the MHA are the records of the Atlantic Canada Shipping Project. This was a major research project undertaken by the Maritime History Group over a six-year period from 1976 to 1982. Its objectives were to study, document and explain the rise and fall of Atlantic Canadian shipping in the nineteenth and twentieth centuries through the use of the official documents of the British Registrar General of Shipping and Seamen, focusing on the major ports in Atlantic Canada. The ports selected for study were St. John's, Newfoundland (the sole port of registry for the island); Charlottetown, Prince Edward Island (also the sole registry port for the province); Halifax, Yarmouth, Windsor and Pictou, Nova

Scotia; Sydney, Cape Breton; and Saint John, Richibucto and Miramichi, New Brunswick. The Board of Trade series, Certificates of Vessel Registry, were transcribed for each of the above ports and entered into a computer database. From this source indices were generated, which give access to the files for each port of registry by vessel name, official number, owner's name, etc. The vast wealth of data contained in the files can be searched and manipulated for individual research requirements. The Agreements and Accounts of Crew were sampled and entered onto a database, creating records on voyages, masters and crews. Printouts and computer files from these two databases are now part of the records of the project. In addition to these two major records series, data was also collected from a number of other sources to provide information on freight rates, shipowners and their investment patterns, legislation, world shipping, trade patterns and commodity flows, etc. A large data bank was assembled on what became known as the "landward side of operations," and included data on business and industry directly affected by shipbuilding and shipping throughout the Maritimes and Newfoundland (this material is still in the custody of its creator, Gerry Panting). The computer files created by this project are also on file at the National Archives of Canada.

The archive's newspaper collection consists of publications from Britain, the United States, Nova Scotia, Newfoundland and Ireland. There are over fifty titles in this collection, which include many of the major shipping trade newspapers, including the *New York Maritime Register*, the *Shipping and Mercantile Gazette*, *Liverpool Journal of Commerce*, *Fairplay*, and *Mitchell's Maritime Register*. Other publications are from the West of England, Ireland, and the Channel Islands for the late eighteenth and early nineteenth centuries, and the Maritimes, mostly covering the second half of the nineteenth century. There are also original copies of twentieth century Newfoundland newspapers, including the *Daily News*, from 1894 to 1969.

The manuscript files are primarily private papers and single manuscripts, and include diaries and journals, shipping narratives, bills of sale, wills and inventories of shipowners, charter parties, insurance papers, correspondence and business papers relating to maritime industries.

Three separate collections of student research papers are also housed in the archive. The papers, which number over three thousand, incorporate original research on different aspects of Newfoundland history and geography. The main research topics are community and family histories, fisheries, commerce, and economic and political development.

Over the years the archive has received numerous donations

of photographs of ships and other maritime subjects, which now comprise a sizeable collection. In 1988, Captain Harry Stone, former ship captain and harbour master at St. John's, presented the archive with his personal collection of three thousand identified photographs of ships and shipping of Newfoundland covering most of the twentieth century, an immensely valuable addition to the growing archive. Item descriptions of all the photographs are available and the photograph catalogue can be searched by subject, personal and corporate name, ship name and geographic location.

The Maritime History Archive provides the resources for research in a wide range of areas of maritime study. Its collections have been the cornerstone for studies in maritime economic history, seafaring labour, shipowning and shipbuilding, the entrepreneur and merchant in the traditional fishery and trade of Newfoundland, and the Newfoundland salt fish industry. The archive also focuses heavily on the early settlement and colonization of Newfoundland, its commercial and political development, and the material and social culture of the Newfoundland fisherman and planter. For genealogists, the Keith Matthews Name Files provide a wealth of information, which can be supplemented by indices to the ship captains and shipowners of Newfoundland, and an index to Births, Deaths and Marriages from Newfoundland newspapers, 1825-1885.

The archive continues to support the research interests of the national and international community and receives upwards of one thousand letters annually from researchers worldwide. We also encourage visiting scholars and in conjunction with academic departments host seminars and lecture series in maritime studies. The archive is used widely by students of maritime and Newfoundland history at both the graduate and undergraduate levels.

The archive is open to the public from Monday to Friday from 9 a.m. to 5 p.m. A research and photocopying service relating to shipping records is provided for written and telephone inquiries on a cost-recovery basis.

Inquiries should be addressed to The Archivist, Maritime History Archive, Memorial University of Newfoundland, St. John's, Newfoundland A1C 5S7. Phone: (709) 737-8428. FAX: (709) 737-4569.

### NORSE VESSEL REPLICAS

*By Olaf U. Janzen  
Corner Brook, Nfld.*

Next year will be the five hundredth anniversary of the discovery of the New World by Christopher Columbus, an

event which will inspire a flood of writings and commemorative events. Of course, Columbus was not the first European to visit these shores. The Norse had discovered North America approximately five hundred years earlier, though the precise year is unknown. Never mind. In what looks suspiciously like a "preemptive strike" of sorts, designed to steal a little of the thunder of the Columbus observations, 1991 has been chosen as the year in which the one thousandth anniversary of the Norse discovery of North America by Leif Eriksson will be observed. And as part of that celebration, a replica Norse vessel has begun its passage across the north Atlantic, retracing the ancient route of Norse expansion from Norway to Iceland to Greenland and ultimately North America. Named the *Gaia*, the vessel is a replica of the famous Gokstad longship, a ninth-century vessel excavated from a Norse royal tomb late in the last century. The governments of Iceland and Norway are promoting the project in collaboration with archaeological, exploration, and environmental experts.[1] The two governments are also providing some of the funding, but the lion's share of the total cost of \$3.5 million is being borne by Norwegian millionaire and shipping magnate Knut Kloster.

Those members of the CNRS who were able to attend the 1991 meeting in Ottawa will have received a promotional hand-out describing both the *Gaia* and her itinerary. She will stop at L'Anse aux Meadows at the tip of Newfoundland's Great Northern Peninsula. Here lie the remains of a Norse habitation which were discovered by the archaeological team of Helge and Anne Stine Ingstad during the 1960s. Their work was the first confirmed archaeological proof that the voyages to "Vinland," as the Norse called their discovery, were more than inventive stories. Where exactly Vinland was remains a mystery. Quite possibly it was no specific place, but may have referred to an entire region, perhaps the Gulf of St. Lawrence, since some of the finds made at L'Anse aux Meadows include butternuts which grow no further north than New Brunswick. Nevertheless, in recognition of the importance of the L'Anse aux Meadows site, it became the first historic site to be placed on UNESCO's World Heritage list of cultural and natural sites of outstanding value. Should you have the opportunity to visit Newfoundland this summer, you may want to make a point of trying to see the *Gaia*; she is scheduled to arrive at L'Anse aux Meadows (surely the most appropriate place to see her!) on 2 August for a three-day visit. St. John's will be her next destination, with a week-long call scheduled to begin on 9 August. From there she heads for Halifax where on 28 August she is supposed to be joined by two other replicas of Norse vessels--another longship patterned on and named after the famous Oseberg ship, and the *Saga Siglur*, a *knarr*. All will then work their way down to New York and eventually to Washington in time for Leif Eriksson Day (9 October, three days before

Columbus Day!).

Quite apart from the colour and the pageantry, the voyage must raise some questions about historical recreations and ship replicas. The image of the Norse longship is fixed firmly in the public mind—with massive square sail, warrior shields mounted along the gunwale, a bloodthirsty crew of horned-helmeted Vikings, and fierce dragon's head carved on the prow. It is an image which has been partly created and certainly was reinforced by cinematic epics like *The Longships* and *The Vikings*, not to mention newspaper creations like *Prince Valiant* and *Hagar the Horrible*. Inevitably, perhaps, the image was extended across the Atlantic; popular depictions of the Norse voyages to Vinland invariably include those same dragon-prowed longships and warrior-crews. Unfortunately, most of these images are also inaccurate. The dragonships manned by fierce berserkers did exist, but they were characteristic of Norsemen going "a-Viking," i.e., raiding in the coastal waters and rivers of Europe. With apologies to *Hagar the Horrible*, Viking helmets were hornless (can you imagine trying to fight with such a contraption on your head?). The dragon's prow may in fact have been a moveable fixture, a totem placed on the prow only at certain points of the voyage and not permanently fixed like the figureheads of more recent times. Most important, the longship was not characteristic of the kind of vessel used by the Norse on the high seas of the north Atlantic. This is not to deny that longships were capable of such a crossing: the *Gaia* will not be the first reconstructed Norse vessel to venture across the Atlantic to commemorate the Norse voyages. That distinction belongs to a Gokstad replica which was sailed by Captain Magnus Anderssen from Norway to Newfoundland in 1893 in just under a month. However, the Norse had several vessel types, and would have used something other than a longship for oceanic voyaging. An excellent discussion of Norse vessel technology generally and of the longship's design limitations in particular was recently provided by the late Roald Mørken.[2] He emphasized that the Gokstad and Oseberg ships, and others of the "Karve" class, were "an exceptional rather than a typical species" (p. 393), designed to be easily beached and even hauled across land from one body of water to another. They were built according to an approximate 9:2:1 ratio of length, beam and depth. Thus, they were shallow-draft, open vessels built for speed in sheltered waters, and lacking the cargo capacity and assured seaworthiness demanded for commercial purposes in the medieval north Atlantic.

The preferred vessel for oceanic voyages by the Norse was the *knarr*, a merchant vessel that was broader in beam and deeper in draft than the longship. Based on both documentary evidence and archaeological excavations at Bergen, Mørken described the *knarr* as being built on an 8:2:1 ratio.

Thus, a typical *knarr* might measure about thirty metres from the high stem post to the equally high stern post, nearly eight metres in the beam and about four metres in depth. Her planks were lashed to the frames clinker-style, which gave her resiliency in rough seas. She normally had a single mast and sail, though some sagas mention a topsail and even a foresail. The *knarr* could be decked and was more than capable of carrying people, livestock, and various cargoes great distances in relative safety. Apparently the soundness of her design came from the strength of her keel, stern and stem post, and mast-partner.[3] Even so, the *knarr* carried a limited payload, making her unsuited for the developing European bulk trades in grain, wool, and stockfish. Thomas McGovern suggests that the design of the *knarr* required such a high consumption of first-quality timber that it eventually undermined the ability of the Norse to sustain their expansion into the treeless north Atlantic. Iceland lost its last native-owned ocean-going ship as early as 1180, and its commerce with Europe shifted into foreign hands.

Thus, because *Gaia* is not a replica of a *knarr* but rather of a longship, her voyage across the north Atlantic will not be an authentic or historically accurate recreation of the voyages of a thousand years ago. Unfortunately, public fancy is captivated more by the sensational imagery of Vikings and longships, not the prosaic and somewhat tubby-looking *knarrs*. The first replica *knarr* to have been built and tested on a trans-Atlantic voyage has been almost forgotten today. She was twenty metres in length with a five metre beam and a one metre draft (making her shallower than normal for such a vessel) and given the name *Roald Amundsen* when she was built in 1932.[4] Instead of following the medieval Norse route across the north Atlantic, she followed one of the routes used by Columbus. Her skipper, Captain Folgar, did return to Norway by way of Newfoundland. Unlike Folgar, *Gaia's* crew will follow the route used by their medieval forerunners, though the other two vessels which will meet her in Halifax are being shipped. Nevertheless, it is to be regretted that *Gaia* is not the same sort of vessel used by Leif Eriksson a thousand years ago.

#### Notes

1. The *Gaia* is named after the Greek goddess of the earth, apparently to call attention to the state of the earth's environment. As worthy as such a concern may be, I cannot help but feel that a name out of the Norse pantheon would have served this vessel better.

2. Roald Mørken, "Longships, Knarrs and Cogs," *Mariner's Mirror*, LXXIV (November 1988), 391-400; the article was prepared for posthumous publication by Conrad Dixon.

3. Thomas McGovern, "The Vinland Adventure: A North Atlantic Perspective," *North American Archaeologist*, II, No. 4 (1980-81), 285-308.

4. Mowat provides an excellent discussion of Norse vessel technology in his book *Westviking* (Toronto, 1965), Appendix E: "Norse Sea-Going Ships."

## ARGONAUTA COLUMNS

### MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie  
East LaHave, Nova Scotia

#### S.S. *Trusty*

#### Specifications:

Official Number:	107118
Builder:	Boehner Brothers, West LaHave, N.S.
Date Built:	1898
Gross Tonnage:	58
Overall Length:	77. feet
Breadth:	17.4 feet
Draught:	7.8 feet
Engine Builder:	Unknown
Engine Description:	Screw, 2 cylinder developing 110 h.p.



Figure 1: S.S. *Trusty*

Source: Courtesy of the Author

#### History:

The LaHave Steamship Company was organised by G.A. Boehner of Boehner Bros., a large custom milling enterprise at West LaHave, and A.F. Davison of E.D. Davison & Sons Ltd., owners of several large lumber mills on the LaHave above Bridgewater. It would appear that the *Trusty*, a wooden screw-steamer, was built to insure the availability of a towing service on the river during the open season for the

considerable number of sailing vessels picking up cargoes from the wharves of both companies.

The vessel was licensed to carry forty passengers, a limit often exceeded, and provided freight and passenger service on Mondays, Wednesdays and Saturdays between Bridgewater and Riverport with stops at all of the small communities along the way. By 1909, traffic had increased to the point where *Trusty* was running daily except Sunday, with two trips on Mondays and Thursdays. She was also available for picnics and excursions.

## LaHAVE STEAMSHIP CO. LIMITED.

### S. S. "TRUSTY," - - Capt. A. D. Oakes,

Will sail as follows, commencing **SATURDAY,**  
**MAY 10th, 1903:**

#### MONDAYS AND SATURDAYS:

Leave Ritcey's Cove for Bridgewater.....at 6.30 a. m.  
Leave Bridgewater for Ritcey's Cove.....on Arrival of Train from Middleton

#### WEDNESDAYS:

Leave Bridgewater for Ritcey's Cove.....at 7.30 a. m.  
" Ritcey's Cove for Bridgewater.....at 10.00 a. m.  
" Bridgewater for Ritcey's Cove .....at 6.30 p. m.  
" Ritcey's Cove for Bridgewater .....at 8.00 p. m.

Steamer calls at intermediate points on all regular trips. Open for picnics, excursions, etc., on Tuesdays, Thursdays and Fridays.

A. F. DAVISON,  
President.

G. A. BOEHNER,  
Sec. and Treas.

Figure 2: S.S. *Trusty*'s Schedule, 1903

Source: *McAlpine's Maritime and Newfoundland Gazetteer* (Halifax, 1904).

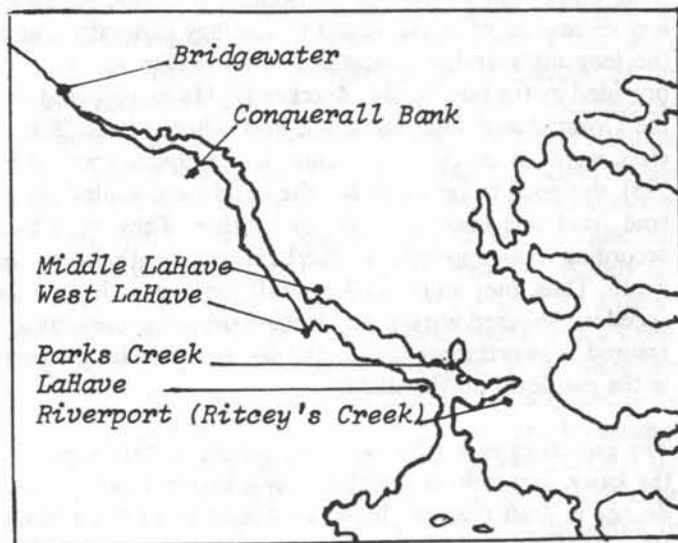


Figure 3: S.S. *Trusty*'s Ports of Call along the LaHave River

The service continued until both sides of the river became accessible by road and *Trusty* was sold to the Hendry Tow and Waterboat Co. Ltd. She was last traced in 1937, under the ownership of Donald Paterson of Dartmouth, owner of the Dartmouth Gravel Co.

*Sources:*

*Belcher's Farmers Almanac*. Halifax, 1900-1930.

*McAlpine's Gazetteer and Guide to the Maritime Provinces and Newfoundland*. Halifax and Saint John, 1904.

Mills, John M. *Canadian Coastal and Inland Steam Vessels 1809-1930*. Providence, R.I., 1979.

*SWING THE LAMPS:  
REMINISCENCES OF A CANADIAN  
MIDSHIPMAN IN THE ROYAL NAVY*

By C.B. Koester  
Kingston, Ontario

*Introduction*

I set the tales that will appear in this column down in the first place largely for my own amusement, but also with the hope that eventually they might amuse others as well. As the collection has grown, it has taken on characteristics of its own. In a personal sense, it offers a comment on the impact of an almost totally foreign environment on a young lad brought up on the Canadian prairies in the 1930s. In another sense, it offers something of a social comment on the life of junior and subordinate officers in the Royal Navy of the 1940s as seen through the eyes of one who was not "to the manor born." That navy, it now appears to me, was very much an Edwardian institution in its social structure and values, and consequently I suspect that we midshipmen had more in common with our predecessors, even those of an earlier century, than with our successors in this one. Still, that is a thesis which remains to be explored, and if these anecdotes contribute anything to such an exploration, so much the better.

The collection also offers a glimpse at those assumptions which were to guide our conduct and shape our character, and which were common to every Gunroom in the fleet and every fleet in the navy. There were certain things a young officer must learn, and whether they concerned practical, professional matters such as signalling or boat-handling, or whether they had to do with instilling standards of conduct or personal relationships, they could best be learned in a practical way. Courses in etiquette or inter-personal relation-

ships were not for us. We were not taught; we simply learned that some things "were just not done," while those things that were done were always to be done in a "seaman-like manner."

It should also be said at the outset that the stories to be printed in this column are true. With one exception, they recount events that actually happened to me or my shipmates. That they have been refined through whatever art this storyteller possesses goes without saying, but they have not been embellished.

*Are you Quite Finished, McIlwraith?*

One of the extra-curricular ordeals we had to endure as cadets at the Royal Canadian Naval College was Sunday luncheon with the Captain.[1] It was his custom to invite two of us to his house each Sunday after church where, with his wife and daughter and attended by his steward, we were served a glass of sherry, a very good luncheon and wine with the meal. We looked forward to our turns at this with some trepidation, but the Captain was a good host and genuinely wanted to learn to know his cadets as individuals. He certainly knew all he needed to know about the gargantuan appetites of sixteen-year-old boys.

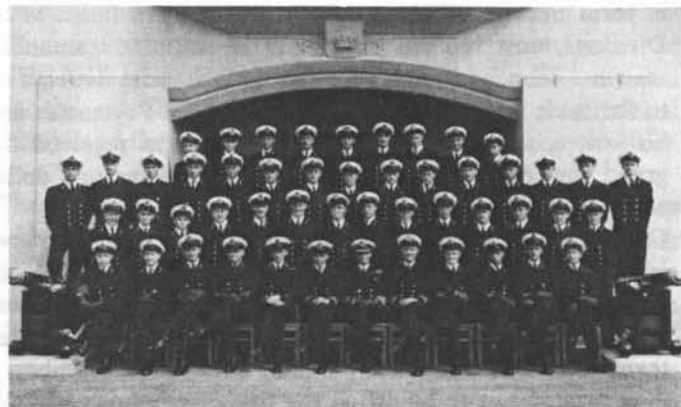


Figure 1: Senior Term, Royal Canadian Naval College, June 1944. Captain J.M. Grant, RCB, is seated in the centre of the front row; Chief Yeoman of Signals Smith is fifth from the left in the front row; the author, wearing the gold lace of a cadet captain, is seated fourth from the right in the front row.

Source: Courtesy of the author.

I attended one of these luncheons with a term-mate named McIlwraith.[2] The conversation was perhaps a little stilted, given the circumstances, but we seemed to have gotten along

splendidly with the sherry, and the wine gave an additional edge to our appetites, so that in no time at all we had eaten every scrap of food on our plates. McIlwraith then committed the unpardonable sin of crossing his knife and fork over the centre of his plate. Although it was clear that everyone had finished the course, the steward stood mute and immobile behind the Captain's chair. The conversation flagged, then failed, until finally the Captain broke the silence.

"Are you quite finished, McIlwraith," he asked?

"Yes, Sir," said McIlwraith, staring bemusedly first at the Captain and then at his empty plate.

"Then put your knife and fork fore-and-aft and amidships or the steward will have no way of knowing."

It was a hard lesson to learn in those circumstances, but once learned, it was never forgotten.

### *So Many, So Little*

Cadets at the Royal Canadian Naval College in the early 1940s were "paid" every Saturday morning during the brief interval which occurred after classes and before lunch, but the pipe "Cadets to muster for payment!" meant much more in form than in substance. Both Terms were fallen in by Divisions, mustered and reported in the accepted seamanlike manner. Then, as names were called, each cadet doubled up to the table which had been set out for the Paymaster and his writer, and with the appropriate salutes received the grand sum of seventy-five cents, cadet captains one dollar and twenty-five cents.

One day the Paymaster[3] was late. Indeed he was so very late that the cadets were allowed to stand-easy. The longer they stood, the more restless they became, for this delay was chipping away at their cherished free time. The football teams would be called away shortly after lunch; the liberty-men would want to be off on the first liberty boat; and the rest were simply hungry.

Just at the moment when the Paymaster finally made his appearance, the voice of the Duty Chief Petty Officer,[4] a man noted for his laconic sense of humour, was heard over the growing hum of discontent:

"Never in the history of the Royal Canadian Navy," he said, "have so many waited so long for so little."

The nattering ceased, payment proceeded and the Paymaster was to my knowledge never late again.



Figure 2: Saskatchewan Cadets at the Royal Naval College meet Rear-Admiral V.S. Brodeur, CBE, RCN, September 1943. Left to Right: R.W. Irwin; A.K. Cameron; G.M. de Rosenroll; D.A. Crump; the author; Rear-Admiral Brodeur.

Source: Courtesy of the author

### *Notes*

[1] Captain J.M. Grant, RCN (Temporary). He had entered the Royal Navy College of Canada as a cadet in 1911.

[2] The name has been changed to avoid any embarrassment to a term-mate.

[3] Acting Paymaster Lieutenant-Commander J.P. Loosemore, RCNVR. He had entered the Royal Naval College of Canada as a cadet in 1919.

[4] Chief Yeoman of Signals Smith.

### **1991 ANNUAL GENERAL MEETING REPORT**

The Canadian Nautical Research Society held its Annual General Meeting and Conference in Ottawa, 30 May-1 June 1991. The following section of *ARGONAUTA* contains complete details for those members unable to attend. It includes minutes of the AGM, a financial statement, and news on the Matthews Awards.

### *MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE NATIONAL GALLERY OF CANADA, OTTAWA, ONTARIO, 1 JUNE 1991*

Present: W.A.B. Douglas, President; Niels Jannasch, Honourary President; Eric W. Sager, Vice-President; Eileen

R. Marcil, Vice-President; M. Stephen Salmon, Councillor; Garth S. Wilson, Councillor; Fraser M. McKee, Councillor; G. Edward Reed, Treasurer; Lewis R. Fischer, Secretary; Louis Audette; David Beatty; Jan Drent; Robert S. Elliot; David Flemming; Leonard Forrest; David Fry; Daniel Harris; Olaf U. Janzen; Kenneth S. Mackenzie; David J. McDougall; Marc Milner; Michael Moir; Marven Moore; George Schuthe; Maurice D. Smith; John Summers; Joan Thornley.

Call to Order: The meeting was called to order at 1115 by Dr. W.A.B. Douglas, President of CNRS. He expressed special thanks to Victor Suthren of the Canadian War Museum for arranging the facilities for the meeting.

### 1. Agenda

AGREED (1991/01) to approve the agenda as circulated (McKee, Audette).

### 2. Minutes of the 1990 AGM

AGREED (1991/02) to adopt the minutes as circulated and printed in the July 1990 issue of *ARGONAUTA* (Reed, Salmon).

### 3. Business Arising

None.

### 4. President's Report

The President reported that 1990-91 had been an exceptional year for the Society. He noted with particular pleasure that the new journal, *The Northern Mariner/Le Marin du nord*, had appeared twice, and expressed his appreciation to members who had laid the foundation for this milestone, especially to Ken Mackenzie and Dan Harris. He also thanked Memorial University of Newfoundland and its Maritime Studies Research Unit for providing the facilities and thanked Margaret Gulliver, the Editorial Assistant for the journal, and the editors for their efforts. He concluded by singling out Dr. Leslie Harris, the former President of Memorial, for his particularly key role in the genesis of *The Northern Mariner*.

AGREED (1991/03) that to recognize Dr. Harris' assistance, he be made an Honourary Life Member of the Society (Janzen, Salmon).

The President then indicated that there were some amendments to the by-laws which were in his view required.

AGREED (1991/04) to accept a notice-of-motion to revise article 24 of the By-Laws to read: The management of the Society shall be vested in a Council consisting of the President, First Vice-President, the Second Vice-President, the Secretary, the Treasurer, the Past President and Four Councillors elected at the Annual meeting... (Sager, McKee).

AGREED (1991/05) to accept a notice-of-motion to revise Article 29 of the By-Laws to provide that members may vote for officers of the Society by ballots mailed to the Secretary prior to the Annual Meeting (Marcil, Mackenzie).

AGREED (1991/06) to accept a notice-of-motion to revise Article 29 of the By-Laws by inserting the words "not later than the 20th day of April" (Sager, Milner).

AGREED (1991/07) to accept a notice-of-motion to revise Article 32 of the By-Laws to change the Society's fiscal year to 1 January-31 December (Reed, Wilson).

The President reported that membership currently stood at 206, with an additional 46 paid through 1990. He thanked the Secretary and Margaret Gulliver for handling the billing for membership renewals.

The President then reported on the Maritime Awards Society of Canada, which has recently become an affiliate of CNRS.

AGREED (1991/08) that Eric Sager will collect information on the possibility of CNRS becoming an institutional member of the Maritime Awards Society (Salmon, McKee).

The President next reported on a proposal for a relationship with the proposed Maritime Institute of Canada. After much discussion, a consensus emerged that we should show caution in entering into such a relationship, but that we would in the first instance agree to an exchange of publications.

### 5. Treasurer's Report

Ed Reed went through the financial reports and the 1991-92 budget. [These are printed in a separate section following the minutes].

AGREED (1991/09) to accept the report and adopt the proposed budget (Audette, Milner).

### 6. Secretary's Report

The Secretary reported briefly on events in the International Commission for Maritime History, of which he is Secretary-General. He reminded members that CNRS is to act as the

host commission for the 1995 ICMH Conference in Montréal. [Additional information on this conference is included elsewhere in *ARGONAUTA*.] The Secretary also reported that a new membership brochure, focusing specifically on *The Northern Mariner* and *ARGONAUTA* was being designed and would be available later in the year.

#### 7. Report of the Liaison Committee

Fraser McKee reported that terms of reference for the committee had been approved by the Executive. He expressed his hope that the committee would function particularly to help promote CNRS.

#### 8. Report of the Editorial Board

Steve Salmon reported on the composition of the Board and indicated that it would be pleased to receive manuscripts, suggestions and complaints. He indicated that the Board had adopted a policy of cooperation with *FreshWater* and other maritime history journals. He concluded with the announcement that beginning in July 1991, *The Northern Mariner* would begin carrying the "Canadian Maritime Bibliography" and that in January 1992 the journal would be expanded to one hundred pages per issue.

#### 9. Report of the Nominating Committee

Eileen Marcil reported that in accordance with the By-Laws, the nominating list was closed on the 20th day of April. The Nominating Committee proposed the following slate of officers for 1991-92:

Honourary President:	Niels Jannasch
Past President:	Barry M. Gough
President:	W.A.B. Douglas
First Vice-President:	Eric W. Sager
Second Vice-President:	Eileen R. Marcil
Secretary:	Lewis R. Fischer
Treasurer:	G. Edward Reed
Councillors:	Thomas Beasley
	Fraser M. McKee
	M. Stephen Salmon
	Garth S. Wilson

AGREED (1991/10) to adopt the report of the committee (Marcil, Harris).

#### 10. Any Other Business

The President expressed his gratitude to this year's Programme Committee. He thanked Garth Wilson for chairing the committee; Steve Salmon for input; and Ed Reed for

help on finances.

The Secretary then tendered an invitation from Memorial University of Newfoundland to hold the 1992 Conference and Annual General Meeting in St. John's in late June.

AGREED (1991/11) that the 1992 AGM will be held in St. John's (Fischer, Salmon).

Fraser McKee then rose to thank the Executive for its hard work over the past year; the editors of *The Northern Mariner/Le Marin du nord* for their efforts; and especially Elsie Roberts for her continuing work to keep the Society on an even keel. This was agreed to by the audience.

#### 11. Adjournment

AGREED (1991/12) to adjourn (Sager, Jannasch).

The meeting was adjourned formally at 1230.

Respectfully submitted  
Lewis R. Fischer  
Secretary

### CNRS FINANCIAL STATEMENTS

#### CNRS Statement of Operations for the Year Ended 31 March 1991

#### REVENUE

Membership (including some prior year)	\$3799
Interest	393
Exchange	14
Donations	35
Sale of individual copies of CNRS publications	<u>40</u>
	4281

#### EXPENDITURES

ARGONAUTA	\$1913
<i>The Northern Mariner</i>	940
1990 Conference	216
Administrative Expenses	517
Audit	100
Bank Charges	<u>67</u>

	2753
Excess of Revenue over Expenditures	528

*CNRS Budget for the Fiscal Year  
Ended 31 March 1992*

**REVENUE**

Dues--Individual	\$4500
Dues--Institutional	1350
Donations	100
1991 Conference	3350
Bank Interest	325
Exchange	<u>30</u>
Total Revenue	9655

**EXPENDITURES**

ARGONAUTA	820
<i>The Northern Mariner</i>	4760
1991 Conference	3350
Keith Matthews Awards	125
International Commission for Maritime History	100
Administrative Expenses	<u>325</u>
Total Expenditures	9480
Projected Surplus	175

**KEITH MATTHEWS AWARDS**

The winners of the Keith Matthews Book and Article Awards, presented annually for the best book and article on a Canadian maritime subject or by a Canadian, were announced at the Conference Banquet on Friday, 31 May. In the book category, the award went to Eric W. Sager (University of Victoria) and Gerald E. Panting (Memorial University of Newfoundland) for their book, *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914* (McGill-Queen's University Press). Honourable mention in this category was awarded to Jean-François Brière (State University of New York at Albany), *La Pêche française en Amérique du Nord au XVIII<sup>e</sup> siècle* (Editions Fides). In the article division, the award was presented to Sean Cadigan (Memorial University of Newfoundland) for his "Battle Harbour in Transition: Merchants, Fishermen, and the State in the Struggle for Relief in a Labrador Community during the 1930s," *Labour/Le Travail*, XXVI (Autumn 1990), 125-150. Honourable mention went to Robert V. Kubicek (University of British Columbia) for "The Colonial Steamer and the Occupation of West Africa by the Victorian State, 1840-1900," *Journal of Imperial and Commonwealth History*, XVIII (1990), 9-32. The awards were adjudicated by a committee comprising Lewis R. Fischer (Chair), Olaf U.

Janzen, M. Stephen Salmon and Garth S. Wilson.

**ARGONAUTA NEWS****FREDERICK A. ALDRICH DIES**

As this issue of *ARGONAUTA* went to press, we received word that Dr. Fred Aldrich, former Dean of Graduate Studies at Memorial University of Newfoundland, and the chair of the University's Ocean Studies Task Force, had passed away. Dr. Aldrich was also a contributor to *ARGONAUTA*; see his essay "The Intellectual Ferment: A Critical Factor in Effective Ocean-Related Studies," *ARGONAUTA*, VII, No. 1 (January 1990), 8-10. A tireless worker in the promotion of ocean studies in Canada, Dr. Aldrich will be missed.

A full eulogy will appear in the October issue of *ARGONAUTA*.

**JOHN LYMAN BOOK AWARDS**

The North American Society for Oceanic History (NASOH) has announced the winners of its annual John Lyman Book Awards in North American maritime history. The awards, which were adjudicated by a panel under the chairmanship of Professor B.C. Busch of Colgate University, were announced on 31 May 1991 during the Society's annual conference at the State University of New York Maritime College at Fort Schuyler, New York.

In the category "American Maritime History," the Lyman Award went to Timothy C. Lloyd and Patrick B. Mullen for *Lake Erie Fishermen: Work, Tradition, and Identity* (University of Illinois Press). Honourable mention was awarded to John McPhee for *Looking for a Ship* (Farrar, Straus and Giroux). In the category "Documents and Reference Works," the prize was given to Herbert K. Beals (ed.), *Juan Perez on the Northwest Coast: Six Documents of His Expedition in 1774* (Oregon Historical Society Press). In "Canadian Maritime History," the Lyman Award was presented to Eric W. Sager with Gerald E. Panting, *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914* (McGill-Queen's University Press). In the "American Naval History" category, the award went to Theodore C. Mason, *"We Will Stand by You": Serving in the Pawnee, 1942-1945* (University of South Carolina Press). Honourable mention in this category was awarded to Kenneth J. Hagen for *This People's Navy: The Making of American Sea Power* (Free Press/Macmillan). Finally, the K. Jack Bauer Special Award for long and meritorious service to maritime history was presented to L. Byrne Waterman.

### AMERICAN NEPTUNE

In our last issue we reported that CNRS member Professor B.C. (Tony) Busch had become the book review editor of *American Neptune*. Tony would like both NASOH and CNRS members to send books for review to him at the Department of History, Colgate University, Hamilton, New York 13346 or c/o *American Neptune*, Peabody Museum of Salem, East India Square, Salem, Massachusetts 01970. He is also interested in enlarging the roster of reviews and invites CNRS members interested in reviewing for the *Neptune* to send him their name, address, list of publications, and special interests. He may be contacted at either address above.

We wish Tony every success in his new assignment and have no doubt that he will succeed admirably. Readers of *ARGONAUTA* might be interested to know that we have a long-standing policy of cooperating with book review editors of other journals. In pursuit of this policy, Olaf Janzen is liaising with Tony and will be sharing information on both books and potential reviewers. This policy was inaugurated in the belief that such cooperation would be of benefit to maritime history in general.

### MANUEL QUIMPER BICENTENNIAL

While we try to stay on top of historical news, we sometimes slip up a bit. One example of this is our failure last year to note the two hundredth anniversary of the arrival of the Spanish explorer Manuel Quimper, the first to explore the Strait of Juan de Fuca from its entrance to the San Juan Islands. Thanks to CNRS member Freeman Tovell, who participated in the celebrations in Sooke, B.C., we can now make at least partial amends.

Freeman served as the official historian for the events in late June. The bicentennial was marked by lectures and other events, including a re-enactment of Quimper's arrival. A local vessel, the *Sylvia*, was used to portray his original craft, the *Princesa Real*, and Freeman even got to play the role of Quimper's pilot, Gonzalo Lopez de Haro, during the event. Freeman reports that this important historical event aroused great interest along the B.C. coast. To ensure that we do not miss the tricentennial, we have marked June 2090 on our calendars!

### GREAT LAKES HISTORY PRIZE

The Department of History at Cleveland State University, in association with the university's French-American Endowed Library Fund, announces the establishment of an annual prize in Great Lakes history. The purpose of the award is to

encourage and reward scholarly research and publication in the field of Great Lakes maritime history and/or early Franco-American relations. Articles or monographs may be unpublished or published within the previous year. Possible topics include--but are not limited to--early French exploration and development of the Great Lakes region; the period of British dominance of the lakes; the discovery of natural resources in the region; the development of commerce; famous sailing vessels and steamboats; regional entrepreneurs and industrial leaders; the environmental history of the Great Lakes basin; and the music, culture and lore of the lakes.

The first prize winner will receive an award of \$200 and the second place winner \$100. Inquiries and submissions should be directed to Dr. Timothy Runyan, Chair, Great Lakes History Prize Committee, Department of History, Cleveland State University, Cleveland, Ohio 44115.

### U.S. NAVY PRIZE

The Navy Historical Center invites submissions for the seventh annual U.S. Navy Prize in Naval History, to be awarded to the author of the best scholarly article published in 1990 on the history of the United States Navy. The prize consists of a \$500 cash award and is jointly-sponsored by the Naval Historical Center and the Naval Historical Foundation to encourage excellence in the research and writing of American naval history. Nominations should be accompanied by a copy of the article and should be sent to the Director of Naval History, Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374-0571 as soon as possible. The 1989 award was presented to Anthony Nicolosi, the Director of the Naval War College Museum in Newport, Rhode Island, for his essay "The Founding of the Newport Naval Training Station, 1878-1883: An Exercise in Naval Politics," which appeared in *American Neptune*.

### JAPANESE NAVAL HISTORY ASSOCIATION

The Japanese Naval History Association, an organization established under the auspices of the Japanese Defence Agency to promote research on the history of the pre-World War II navy, is in the process of collecting historical material for two series of books. A comprehensive history covering the one hundred years from the mid-nineteenth century to the end of World War II will begin publication in Japanese beginning in 1992. Major topics to be covered include the founding of the Japanese navy; the Sino-Japanese and Russo-Japanese Wars, 1895-1905; the expansion of the Japanese fleet, 1906-1921; arms limitations, 1922-1936; and World War II, 1937-1945. A second series will cover reference materials; service records of Japanese naval officers; a

bibliography; statistical tables; and a survey of related topics, including medicine, uniforms, and technology. Any CNRS member interested in the work of this organization is invited to write to the Japanese Naval History Association, c/o Suikôkai, 1-5-3 Jingûmac, Shibuya-ku, Tokyo 150, Japan.

#### PROPOSED NEW FEDERAL LAW ON ARCHAEOLOGY

CNRS readers--and especially our underwater archaeologists--will be interested to know that the Ministry of Communications has produced a draft of a proposed new federal law on archaeology. Among other things, the proposed new statute provides for Crown ownership of lost shipwrecks and provides explicitly for control over the unlawful removal of artifacts. The government is interested in eliciting feedback. Members interested in obtaining a copy of the draft law free of charge may do so by writing to the Minister of Communications, Information Services, 300 Slater Street, Ottawa, Ontario K1A 0C8 (tel.: 613-990-4900).

#### HISTORIC BOAT FOR SALE

The Maritime Museum of the Great Lakes is offering for sale the fourteen-foot, double-ended pleasure launch *Victoria & Albert*. The hull is likely from a nineteenth-century Ottawa River steamboat and is powered by a two-cylinder, two-cycle, direct-reversing eight horsepower gasoline engine manufactured by the St. Lawrence Engine Company of Brockville sometime between 1908 and 1920. The engine is in working order. For further information, contact Maurice D. Smith, Director, Maritime Museum of the Great Lakes, 55 Ontario Street, Kingston, Ontario K7L 2Y2 (tel.: 613-542-2261).

#### CANADIAN-NORWEGIAN FISHERIES RESEARCH

Readers interested in research into the fisheries that is placed in a comparative perspective may be interested in a new volume published by the Oceans Institute of Canada. Entitled *Social Research and Public Policy Formation in the Fisheries: Norwegian and Canadian Experiences*, this collected has been edited by Daniel MacInnes, Svein Jentoft and Anthony Davis. Canadian contributions to the volume include Douglas House, "Canadian Fisheries Policy and Troubled Newfoundland Communities;" Daniel MacInnes, "Economic Strategies or Political Solutions: Lining Up with the Vested Interests;" Yvan Breton, "Nationalism and State Intervention in Quebec Fisheries: The Precedence of Ideology and Political Will over Economic Growth;" Anthony Davis and Victor Thiessen, "Public Policy and Social Control in the Atlantic Fisheries;" Gail Pool, "Salmon in Southern New Brunswick: Commercial Fishing on the Bay of Fundy;" Peter Sinclair, "Coping with Scarcity: A Critical Analysis of Fisheries Management in the North Atlantic;" John Kearney,

"State Intervention and the Labour Process in the Southwest Nova Scotia Lobster Fishery;" Victor Thiessen and Anthony Davis, "Recruitment to Small Boat Fishing and Public Policy in the Atlantic Canadian Fisheries;" Susan Ilcan, "Independent Commodity Production in the Nova Scotia Fishery;" Martha MacDonald and M. Patricia Connelly, "Workers, Households, Community: A Case Study of Restructuring in the Nova Scotia Fishery;" Gilles Theriault and Rick Williams, "Bend and Be Strong: An Analysis of Ten Years of Experience in Building an Inshore Fishermen's Organisation in the Maritime Provinces;" Wallace Clement, "The Limits of Cooperation: Strategies for Fisheries Development;" Barbara Neis and Susan Williams, "The Political Economy of Health and Safety in the Newfoundland Trawler Fishery;" and R.L. Mazany, L.G. Barrett and R.A. Apostle, "Market Segmentation: Nova Scotia Fish Processing and the United States Market." The volume (ISBN 0-7703-2350-2) is available from the Oceans Institute of Canada, 1236 Henry Street, Fifth Floor, Halifax, N.S. B3H 3J5. The price is \$19.95.

#### CALLS FOR PAPERS

##### CANADIAN NAUTICAL RESEARCH SOCIETY

The Canadian Nautical Research Society issues a call for papers for its 1992 Conference, to be held in St. John's, Nfld., 25-27 June 1992. The theme of the conference will be "Ships, Shipping and Seamen." Individuals interested in presenting a paper should submit a brief one-page proposal no later than 30 November 1991 to Professor Lewis R. Fischer, Secretary, CNRS, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7. Further details may be found on the inside back cover of this issue of *ARGONAUTA*.

##### SAVE ONTARIO SHIPWRECKS 1991 CONFERENCE

As part of the S.O.S. tenth anniversary celebrations, this year's forum will be held in conjunction with "Scuba Celebration 1991" at the Palais de Congres in Hull, October 25-27, 1991. The S.O.S. Forum will comprise one of three seminar streams planned for the programme and will take place on October 26. Anyone interested in contributing to the seminars, presenting a paper or mounting a display should contact David Keenlyside, Box 1928, Kemptville, Ontario K0G 1J0, or Fred Gregory, 6065 Forestglen Crescent, Orleans, Ontario K1C 5N6, as soon as possible.

##### ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

The programme committee for the annual conference of the Association for Great Lakes Maritime History, to be held

this year in Tobermory, Ontario, 12-14 September, announce a call for papers. Suggestions of topics for sessions and papers--and especially papers dealing with Canadian topics, should be sent as soon as possible to Stan McClellan, P.O. Box 145, Tobermory, Ontario N0H 2R0 or to Robert Graham, Institute for Great Lakes Research, 12765 Levis Parkway, Perrysburg, Ohio 43551.

#### *INTERNATIONAL MARITIME ECONOMIC HISTORY ASSOCIATION*

The International Maritime Economic History Association issues a call for papers for a B session at the 11th International Congress of Economic History to be held in Milan, Italy in August/September 1994. The session, on "Management, Finance and Industrial Relations in Maritime Sessions," will be organized jointly by Dr. Simon P. Ville of Australian National University and David M. Williams of the University of Leicester. It is intended that the session should be broadly-based; there is no fixed chronological period. The papers will be presented first at a seminar to be held in Glasgow, Scotland, in the summer of 1993, and it is expected that authors of papers accepted will make a commitment to attend the sessions in both Glasgow and Milan.

Individuals interested in presenting a paper are asked to provide a one-two page proposal, including an indication of the topic to be discussed, sources and methodologies employed, and relationship to current knowledge. A one-page *curriculum vitae* should also be supplied. Since a maximum of twelve papers can be accepted, proposals should be sent to the organizers as soon as possible but **no later than 15 January 1992**. These should be addressed to Dr. Simon P. Ville, Department of Economic History, Australian National University, GPO Box 4, Canberra, ACT 2601, Australia. Successful applicants can expect to be informed of a decision early in 1992.

#### *NEW DIRECTIONS IN MARITIME HISTORY*

The International Commission for Maritime History and the Australian Association for Maritime History will hold a international conference on "New Directions in Maritime History" in Fremantle, Australia, 6-10 December 1993. Its major purpose is to provide a critical overview of the "state of the art" in maritime history around the world and to discuss an agenda for future research. At the same time, the conference will act as a forum for the exchange of views and ideas among maritime historians. The programme will include sessions organized thematically (dealing with subjects such as naval history, shipping, seafaring, maritime trade unionism, ports and port cities, fisheries, maritime communities, and maritime art and literature), regionally, and

historiographically. In addition, there will be sessions dealing with particular elements and aspects of communication between maritime history and the community at large (e.g., through maritime museums, heritage programmes, maritime archaeology, educational programmes, etc.). The conference will also coincide with the 1993 Executive Council meeting of the International Commission for Maritime History.

It is intended that a selection of the papers presented will be published. All papers should be in the hands of the Organising Committee no later than 1 September 1993. A brochure on the conference will be available in due course. Requests to be placed on the mailing list and proposals for papers should be sent as soon as possible to the Organising Committee, "New Directions in Maritime History," Department of History, University of Western Australia, Nedlands, W.A. 6009.

#### *INTERNATIONAL COMMISSION FOR MARITIME HISTORY*

The International Commission for Maritime History will hold its quinquennial international conference in Montréal, Québec, in August 1995 as part of the International Congress of Historical Sciences. The theme of the conference is "Ports, Port Cities and Maritime Communities." The Canadian Nautical Research Society is the host of this conference.

Papers are normally proposed through National Commissions. Canadians interested in presenting a paper should submit a brief one-page proposal, specifying the topic to be examined, sources and methodology employed, major conclusions (if possible), and a brief resume, as soon as possible but no later than 1 August 1992 to Professor Lewis R. Fischer, Secretary, Canadian Nautical Research Society, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7. American readers may submit proposals to Professor Barry M. Gough, President, North American Society for Oceanic History, Department of History, Wilfrid Laurier University, Waterloo, Ontario N2L 3C5. Readers in other nations should contact their own national commission for details. Finally, readers in nations without national commissions should send proposals to Professor Fischer in his role as Chair of the Programme Committee.

#### *GREAT LAKES MARITIME HISTORY, ECONOMICS AND CULTURE*

The University of Michigan Press is soliciting scholarly essays which have not been published elsewhere for consideration as part of a collection of essays on Great Lakes maritime history, economics, and culture. Possible subjects

include (but are not limited to): shipping history; labour history; port and harbour development; the fishing industry; Great Lakes maritime literature; Native American maritime culture; Great Lakes maritime folksong, folklore and material culture; the fur trade; and Great Lakes maritime art. Manuscripts should be in the range of twenty to thirty pages, double-spaced, and are due no later than 10 January 1992. Essays and queries about the volume should be directed to the editor, Jay C. Martin, 1608 Clough Street, No. 3, Bowling Green, Ohio 43402 (tel.: 419-352-3250).

#### NORTHERN U.S.S.R. MARITIME HISTORY

The Archangel branch of the Geographical Society of the USSR Academy of Sciences is planning to publish in 1993 three collections of papers on the following subjects:

- 1) "The Maritime Culture of the White Sea Area and Its Links with Western Europe" (devoted to traditions of seafaring and shipbuilding);
- 2) "Historical and Cultural Links of the Russian North and Western Europe in the XVI-XIX Centuries" (commemorating the 440th anniversary of the Richard Chancellor expedition to Russia); and
- 3) "Seafaring and Shipbuilding in the Russian North in the XVI-XIX Centuries" (devoted to sail shipbuilding and seafaring, peasant and merchant wharves, and northern shipbuilders).

Members of CNRS are invited to participate in this project. Two copies of papers (illustrated, if the author wishes) in the range of twelve to twenty-four pages in length must be submitted prior to 31 December 1991 to the Geographical Society (Archangel Branch), P.O. Box 27, 163061 Archangel, USSR (tel.: 4-06-42).

#### AROUND THE MARITIME JOURNALS

##### INTERNATIONAL JOURNAL OF MARITIME HISTORY (III, NO. 1, JUNE 1991)

- Frank Broeze, "Albert Ballin, The Hamburg-Bremen Rivalry and the Dynamics of the Conference System"
- Jesús M. Valdaliso, "Growth and Modernization of the Spanish Merchant Marine, 1860-1935"
- Hugh Laracy, "Marists as Mariners: The Solomon Islands Story"
- John McDonald and Ralph Shlomowitz, "Fares Charged for Transporting Indian Indentured Labour to Mauritius and the West Indies, 1850-1873"
- David M. Williams, "Mid-Victorian Attitudes to Seamen and Maritime Reform: The Society for Improving the Condition of Merchant Seamen, 1867"

Chesley W. Sanger, "Saw Several Finners but No Whales': The Greenland Right Whale (Bowhead)--An Assessment of the Biological Basis of the Northern Whale Fishery during the Seventeenth, Eighteenth and Nineteenth Centuries"

Christopher J. French, "The Longevity of Ships in Colonial Trade: Some Further Evidence"

Bjørn L. Basberg, "Whaling or Shipping? Conflicts over the Use of the Norwegian Whaling Fleet during World War II"

Alain Cabantous, "On the Writing of the Religious History of Seafarers"

#### MARINER'S MIRROR

(LXXVII, NO. 1, FEBRUARY 1991)

Brian Dietz, "The Royal Bounty and English Shipping in the Sixteenth and Seventeenth Centuries"

Richard Middleton, "The Visitation of the Royal Dockyards, 1749"

M.A.J. Palmer, "Sir John's Victory: The Battle of Cape St. Vincent Reconsidered"

Dennis A. Wheeler, "The Influence of the Weather during the Camperdown Campaign of 1797"

John Armstrong, "Conferences in British Nineteenth-Century Coastal Shipping"

Margaret Hammond, "The Mediterranean Fleet in the Eastern Crisis of 1876-78: The Letters of Admiral Sir Edward Bridges Rice"

#### MARITIME ANTHROPOLOGICAL STUDIES

(IV, NO. 1, 1991)

Yvan Breton, "Economic Anthropology and Interdisciplinarity in Costa Rica Fishing: The Pitfalls of Problem Formulation"

Anthony Davis, "Insidious Rationalities: The Institutionalisation of Small Boat Fishing and the Rise of the Rapacious Fisher"

Thomas R. McGuire, "Science and the Destruction of the Shrimp Fleet"

Craig T. Palmer, "The Life and Death of a Small-Scale Fishery: Surf Clam Dredging in Southern Maine"

Peter Knutson, "Measuring Ourselves: Adaptation and Anxiety aboard a Fishing Vessel"

#### NAUTICAL RESEARCH JOURNAL

(XXXVI, NO. 1, MARCH 1991)

William Bruce Hoff, Jr., "A Critical View of 'Museum Quality' Ship Models"

John H. Harland, "The Tiller Rope Slackness Problem"

Lloyd E. Frisbee, "A Model of 32-Gun Continental Frigate"

*Hancock, Part One*

- William F. Wiseman, "Myrtle Corey--1898 Memphis Riverboat: Research and Model Construction, Part Two"  
 Ken Ries, "Ruth: A Model of a Danish Herring Boat"

**RESOLUTION**  
 (NO. 22, SPRING 1991)

- Liz Webster, "Tallship Pays a Visit"  
 John MacFarlane, "The Thermopylae"  
 Jack Manore, "Privateering"  
 John MacFarlane, "North to Alaska in Glorious Luxury"

**SEAWAYS**  
 (II, NO. 4, JULY-AUGUST 1991)

- Kevin Crisman, "The Lake Brigs Jefferson and Eagle"  
 Bob Malcolmson, "The Royal Navy Lives on at Penetangishene"  
 Bill Durham, "Five Trips on a C-2"  
 John S. Blank III, "Fantail Froth"  
 Steve Hopkins, "Red Jacket 1853"  
 N. Roger Cole, "Benjamin W. Latham, Part 3"  
 Gordon P. Boutwell, "USS Mississippi of 1841"  
 James S. Wiser, "The Connecticut Marine Model Society"

**STEAMBOAT BILL**  
 (XLVIII, NO. 1, SPRING 1991)

- William A. Fox, "Galileo Galilei: The Graceful Flagship"  
 William A. Schell, "World War II Greek Merchant Losses: The Conclusion"  
 Rodney H. Mills, "A Ferry Holiday in Greece"

**ARGONAUTA DIARY****1991**

- January 1-October 15 "Grant Macdonald: The Artist, The Protagonist and the War at Sea" Exhibition, Marine Museum of the Great Lakes at Kingston
- February 14-November 16 "Northern Mystery: Spain's Maritime Exploration of the Northwest Coast of America" Exhibition, Oregon Historical Society Museum, Portland, Oregon
- May 1-Sept. 1 Exhibition on "Henry VIII at Greenwich" National Maritime Museum, Greenwich, England
- May 4-July 7 "Enlightened Voyages: Malaspina and

Galiano on the Northwest Coast, 1791-1792," Exhibition, Washington State Historical Museum, Tacoma, Washington

- May 16-Jan. 2 1992 "Empress to the Orient" Exhibition, Vancouver Maritime Museum, Vancouver, B.C. (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel.: 604-737-2211])
- May 17-Sept. 29 "Capitaine, ou tout ce que vous avez toujours voulu savoir sur les capitaines sans jamais aser le demander," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, P.Q. (Information: Sonia Chassé, Musée Maritime Bernier, 55 rue des Pionniers Est, L'Islet-sur-Mer, P.Q. G0R 2B0 [tel: 418-247-5001])
- May 28-Sept. 1 "Liverpool Liners," Exhibition, Merseyside Maritime Museum, Liverpool, England (Information: Michael K. Stammers, Merseyside Maritime Museum, Albert Dock, Liverpool L4 3AA, England)
- 18 June-29 Sept. "Bienvenue à bord, histoire de la navigation à vapeur sur le Saint-Laurent," Exhibit, Musée Maritime Bernier, L'Islet-sur-Mer, P.Q. (Information: Sonia Chassé, Musée Maritime Bernier, 55 rue des Pionniers Est, L'Islet-sur-Mer, P.Q. G0R 2B0 [tel: 418-247-5001])
- June 19-Sept. 10 Second Annual Art Show, Marine Museum of Upper Canada, Toronto, Ontario
- July 1-Sept. 22 "Ship Models of Collingwood" Exhibition, Collingwood Museum, Collingwood, Ontario (Information: Tracy March, Director, Collingwood Museum, P.O. Box 556, Collingwood, Ontario L9Y 4B2 [tel.: 705-445-4811])
- July 1-Nov. 30 Exhibition on the One Hundredth Anniversary of the Royal Naval Hospital, Pacific Station, CFB Esquimalt Naval Museum, Esquimalt, B.C. (Information: E.W. Colwell, Director, CFB Esquimalt Naval Museum, FMO Victoria, B.C., V0S 1B0 [tel.: 604-363-4395])
- July 11-Sept. 4 Wake of the Explorers Expedition, British Columbia (Information: Gregory Foster, Executive Director, Discovery Reenactment

- Society, Whaler Bay, Galiano Island, B.C. V0N 1P0 [tel.: 604-539-2923])
- July 12-21 "The Great Rendezvous: The Fur Trade in the Canadian Northwest, 1650-1835," Old Fort William, Thunder Bay, Ontario (Information: Marty Mascarin, Information Officer, Old Fort William, Thunder Bay, Ontario P7E 2G9 [tel.: 807-577-8461])
- July 19-21 Annual Great Lakes Fish Exhibition, Port Dover, Ontario (Information: Doug Mummery, 208 Patrick Street, Port Dover, Ontario [tel.: 519-583-2820])
- July 20 Canadian War Museum Small Boat Voyaging Project, Voyage from Kingston to Prescott, Ontario (Information: Victor J.H. Suthren, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0M8)
- July 21-23 Annual Meeting of the Steamship Historical Society of America, Marine Museum of the Great Lakes, Kingston, Ontario (Information: Maurice D. Smith, Director, Marine Museum of the Great Lakes, 55 Ontario Street, Kingston, Ontario K7L 2Y2 [tel.: 613-542-2261])
- July 22-Sept.22 "Enlightened Voyages: Malaspina and Galiano on the Northwest Coast, 1791-1792," Exhibition, Canadian Museum of Civilization, Ottawa, Ontario
- August 10-11 S.O.S. Marine Archaeological Techniques Seminar, Thunder Bay, Ontario (Information: Karen Della-Mattia [tel.: 807-623-6550])
- August 11-13 Conference on the Making of the Atlantic Charter, Memorial University of Newfoundland, St. John's, Nfld. (Information: Dr. D. Facey-Crowther, Department of History, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 [tel.: 709-737-8437])
- August 23-25 Fourth Conference of the North Sea Society, Esbjerg, Denmark (Information: Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg, Denmark)
- August 24-25 "Songs of Sail," Marine Heritage Festival, Historic Naval and Military Establishments, Penetanguishene, Ontario (Information: Shirley Whittington, Information Officer, Historic Naval and Military Establishments, Box 1800, Penetanguishene, Ontario L0K 1P0 [tel.: 705-549-8064])
- August 26-29 "Society and Expansion: Exploration and Domination of Geographical Spaces," Colloquium to Celebrate the Fifth Centenary of the Discovery of America, University of Lima, Peru (Information: Colloquio Internacional Sociedad y Expansion, Apartado Postal No. 27-0181, Lima 27, Peru [FAX: 51-14-356552])
- August 29-31 Conference of the International Congress of Maritime Museums, South Street Seaport Museum, New York (Information: Peter Neill, South Street Seaport Museum, 207 Front Street, New York, New York 10038)
- August 29-31 Fourth International Symposium on Ship Construction in Antiquity, Athens, Greece (Information: Harry Tzalas, SKRA 94, Kallithea, 17673 Athens, Greece)
- August Annual Classic and Heritage Boat Show, Westport, Ontario
- Sept. 2-4 Sixth International Symposium on Boat and Ship Archaeology, Roskilde, Denmark (Information: Secretariat, Sixth International Symposium on Boat and Ship Archaeology, Viking Ship Museum, DK-4000 Roskilde, Denmark)
- Sept. 11-13 Tenth Annual Naval History Symposium, United States Naval Academy, Annapolis, Maryland (Information: Dr. Jack Sweetman, Department of History, United States Naval Academy, Annapolis, Maryland 21402-5044)
- Sept. 12-14 Annual Meeting of the Great Lakes Historical Society, Fathom Five National Marine Park, Tobermory, Ontario (Organizer: Stan McClellan, P.O. Box 145, Tobermory, Ontario N0H 2R0 [tel.: 519-596-2495])
- Sept. 13 1991-Jan. 2 1992 "Siberia: Northern Discovery and Survival" Exhibition, Ontario Science Centre, Don Mills, Ontario (Information: Ontario Science Centre, 770 Don Mills Road, Don

- Mills, Ontario M3C 1T3 [tel.: 416-429-4100])
- Sept. 23-29 "Research and Management of Maritime Archaeology Sites," Tenth Conference of the Australian Institute for Maritime Archaeology, Adelaide, South Australia (Information: Bill Jeffery, Department of Environment and Planning, GPO Box 667, Adelaide, South Australia 5001 [tel.: 08-216-7731])
- Sept. 24-28 Eleventh International Conference on Port and Ocean Engineering under Arctic Conditions (POAC), Memorial University of Newfoundland, St. John's, Nfld. (Information: Dr. Derek Muggeridge, Department of Engineering, Memorial University of Newfoundland, St. John's, Nfld. A1B 3X5 [tel.: 709-737-8805])
- Sept. 25-29 Sixth North American Fur Trade Conference, Mackinac, Michigan (Information: Mackinac State Historic Parks, P.O. Box 370, Mackinac Island, Michigan 49757)
- September European Traditional Craft Symposium, Nederlands Scheepvaart Museum, Amsterdam (Information: Dr. Willem Mörzer-Bruyns, Nederlands Scheepvaart Museum, Kattengurgerplein 1, NL-1018 KK Amsterdam, Netherlands)
- October 6-9 Annual Meeting of the Historic Naval Ships Association of North America, Patriots Point Museum, Charleston, South Carolina (Information: James Cheevers, Executive Secretary, HINAS, c/o U.S. Naval Academy Museum, Annapolis, Maryland 21402-5034)
- October 10-12 "Make No Small Plans," Ninth International Conference on Urban Waterfront Planning, Washington, D.C. (Information: Secretariat, Ninth International Conference on Urban Waterfront Planning, Waterfront Centre, 1536 44th Street, Washington, D.C. 20007 [tel.: 202-337-0356])
- October 12 "Casks, Containers and Barrels," Conference of the Merseyside Maritime Museum and Nautical Archaeology Society, Merseyside Maritime Museum, Liverpool, England (Information: Michael K. Stammers, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA)
- October 16-20 45th National Preservation and Trade Show, San Francisco, California (Information: National Trust for Historic Preservation, 1785 Massachusetts Avenue N.W., Washington, D.C. [tel.: 1-800-YES-NTHP])
- October 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Robert Greenhill (City of London Polytechnic), "British Steam Shipping in the Caribbean 1850-1914" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel.: 44-533-522582])
- October 18-20 Sixteenth Annual Whaling History Symposium, Kendall Whaling Museum, Sharon, Massachusetts (Information: Dr. Stuart M. Frank, Director, Kendall Whaling Museum, 27 Everett Street, P.O. Box 297, Sharon, Massachusetts 02067, U.S.A. [tel.: 617-784-5642])
- October 18-20 Canadian Science and Technology Historical Conference, Ottawa, Ontario (Programme Chair: Philip C. Enros, 280 Albert Street, Ottawa, Ontario)
- October 25-27 "Scuba Celebration 1991," Palais de Congress, Hull, Québec (Information: David Keenlyside, Box 1928, Kemptville, Ontario K0G 1J0 [tel.: 613-258-4250, home; or 819-994-6117, work])
- October 26 S.O.S. Forum 1991, Palais de Congress, Hull, Québec (Information: David Keenlyside, Box 1928, Kemptville, Ontario K0G 1J0 [tel.: 613-259-4250, home; or 819-994-6117, work])
- October 26-27 Company of Master Mariners of Canada, Annual General Meeting, St. John's, Nfld. (Information: Captain Janice Kenefick, National Secretary, CMMC, 50 North Dunlevy Avenue, Vancouver, B.C. V6A 3R1)
- November 1-3 Symposium on "Contest for the Old North-

west: The United States, Canada and the Ohio Country Indian Wars," Defiance, Ohio (Information: Conference Secretariat, c/o Fort Meigs State Memorial, P.O. Box 3, Perrysburg, Ohio 43552)

November 9 Colloquium on "The Crisis of Naval War, 1941-1942," Sponsored by the Society for Nautical Research, National Maritime Museum, Greenwich, England (Information: Jean Hollis, 21 Union Street, Woodstock OX7 1JS, England)

November 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Neil Pilfold (Imperial War Museum), "The British Naval Film Record in the Second World War: Resource and Limitations" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

November 21 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Richard W. Unger (University of British Columbia), "The Total Tonnage of Europe's Merchant Fleets 1300-1800" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

November Executive Meeting of the Association for the History of the Northern Seas, Göteborg, Sweden (Information: Dr. Michael North, Secretary, AHNS, Elblöcken 5c, D-2000 Hamburg, Germany)

Nov. 1991-March 1992 "Grant Macdonald: The Artist, The Protagonist, and the War at Sea," Exhibition, Marine Museum of Upper Canada, Toronto (Information: Marine Museum of Upper Canada, Exhibition Place, Toronto, Ontario M6K 3C3 [tel.: 416-392-6827])

Dec. 2-14 Exhibition on "The Jason Project: Voyage III to the Galapagos Islands," Ontario Science Centre, Don Mills, Ontario (Infor-

mation: Ontario Science Centre, 770 Don Mills Road, Don Mills, Ontario M3C 1T3 [tel.: 416-429-4100])

December 5 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Stephen Fisher (University of Exeter), "Naval and Mercantile Transformation in Devon since 1780" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

December 12 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: David V. Proctor, "Music and the Sea: The Social and Cultural Dimension" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

Dec. 16-20 Second International Symposium on Maritime Studies, Pondicherry University, Pondicherry, India (Information: Prof. K.S. Mathew, Department of History, Pondicherry University, Pondicherry 605 014, India [tel.: 85-405, Ext. 0413])

## 1992

January 16 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Valerie C. Burton (Memorial University of Newfoundland), "The Myth of Bachelor Jack: British Merchant Seafarers in the Victorian and Edwardian Age" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

January 30 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Raymond Sibbald (Royal Military Academy, Sand-

- hurst), "The Galley Fleet of Peter the Great" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- February 13 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Rob Robinson (Hull College of Further Education), "British Fishing--The Spread of Trawling across the North Sea Grounds 1800-1890" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- February 27 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. P. Crimin (Royal Holloway and Bedford New College), "Forests and Seapower: The Navy's Search for Timber in Adriatic and Russian Waters, 1802-15" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- March 8 "Mariners' Sunday," Moore Museum, Mooretown, Ontario (Information: Laurie Fournie, Curator, Moore Museum, Mooretown, Ontario N0N 1M0 [tel.: 519-867-2020])
- March 12 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Nicholas A. Lambert (National Maritime Museum), "The Strategic Theory of John Fisher 1904-10: Submarines and Battlecruisers" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- April 17-19 Vancouver Conference on Exploration and Discovery, Vancouver, B.C. (Information: Dr. Hugh Johnston, Department of History, Simon Fraser University, Burnaby, B.C. V5A 1S6)
- April 28-May 1 Colloquium on "La piraterie dans tout ses états," Rochefort, France (Information: Gérard A. Jaeger, 29 bis route de France, 06800 Cagnes-sur-Mer, France)
- April Annual Conference of the North American Society for Oceanic History, Naval Historical Center, Washington, D.C. (Information: William Dudley, Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374-0571)
- April Fourth Anglo-French Naval Historians Conference, Portsmouth, England (Information: D.J. Lyon, National Maritime Museum, Greenwich SE10 9NF, England)
- April-Sept. "Captain George Vancouver--Navigator and Surveyor," Exhibit, Vancouver Maritime Museum, Vancouver, B.C.
- May 5-7 Colloquium on "Dans le sillage de Colomb: l'Europe du Ponant et la découverte du Nouveau Monde, 1450-1650," Rennes, France (Information: Professeur André Lespagnol, Université de Rennes II, 6 avenue Gaston Berger, 34043 Rennes Cedex, France)
- May 21-23 Atlantic Canada Studies Conference, Memorial University of Newfoundland, St. John's, Nfld. (Organizers: Dr. Rosemary E. Ommer and Dr. James K. Hiller, Department of History, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- June 4-6 "By Sea and By Air: Five Centuries of Interaction between the Low Countries and the Americas," Leiden, Netherlands (Information: Mrs. S. Tabeling, Department of History, University of Leiden, P.O. Box 9515, 2300 RA Leiden, Netherlands)
- June 25-27 Annual Meeting of the Canadian Nautical Research Society, St. John's, Nfld. (Information: Prof. L.R. Fischer, Secretary, CNRS, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 [tel.: 709-737-8424; FAX: 709-737-4569])

- June 25-28 Annual Meeting of the Naval Officers Association of Canada, St. John's, Nfld. (Information: Dr. Ed Williams, Department of Mathematics and Statistics, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 [tel.: 709-737-4454; FAX: 709-737-3010])
- June International Whaling History Symposium, Sandefjord, Norway (Information: Dr. Bjørn Basberg, Department of History, University of Trondheim, N-7055 Trondheim, Norway)
- June Tenth International Harbour Congress, Antwerp, Belgium (Information: Ms. Rita Peys, Tenth International Harbour Congress, Ingenieurshuis, Desguinlei 214, B-2018, Antwerp, Belgium)
- July 3 "Provincial Marine" 1792 Voyage, Toronto to Niagara-on-the-Lake, Ontario (Information: Victor J.H. Suthren, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0MB)
- August 4-6 "People of the Sea," Triennial Conference of the Association for the History of the Northern Seas (Co-Sponsored by the International Commission for Maritime History), Kotka, Finland (Organizer: Dr. Yrjö Kaukiainen, President, Association for the History of the Northern Seas, Department of Economic and Social History, University of Helsinki, Aleksanterinkatu 7, 00100 Helsinki, Finland; Paper proposals to Dr. Kaukiainen by 1 September 1991)
- August 15-19 First International Congress of Maritime History, Liverpool, England (Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 [tel.: 709-737-8424; FAX: 709-737-4569])
- Nov. 12-14 B.C. Studies Conference, University of Victoria, Victoria, B.C. (Organizer: Dr. Eric W. Sager, Department of History, University of Victoria, P.O. Box 3045, Victoria, B.C. V8W 3P4 [tel.: 604-721-7400; FAX: 604-721-8772])
- April 23-25 Fathoms '93 Conference, Sponsored by the Underwater Archaeological of British Columbia (Information: U.A.S.B.C., c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)
- August Conference of the North Sea Society, Aberdeen, Scotland (Organizer: John Edwards, Aberdeen Maritime Museum, Schoolhill, Aberdeen AB9 1FQ, Scotland)
- August Pre-Conference of the IMEHA Session on "Management, Finance and Industrial Relations in Maritime Industries," University of Glasgow, Glasgow, Scotland
- Autumn Triennial Conference of the International Congress of Maritime Museums, Barcelona, Spain (Information: Dr. Boye Meyer-Friese, Secretary-General, ICM, Altonauer Museum, Museumstrasse 23, D-2000 Hamburg, Germany)
- December 6-10 "New Directions in Maritime History," Conference Sponsored by the Australian Association for Maritime History, University of Western Australia, Nedlands, Australia (Organizer: Dr. F.J.A. Broeze, Department of History, University of Western Australia, Nedlands, W.A. 6109)

## 1994

- May Commonwealth Maritime History Conference, Victoria, British Columbia
- Aug./Sept. "Management, Finance and Industrial Relations in Maritime Industries," Session of the Eleventh International Congress of Economic History (Sponsored by the International Maritime Economic History Association), Milan, Italy (Organizers: David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England; and Dr. Simon Ville, Department of Economic History, Australian National University, GPO Box 4, Canberra, ACT 2601, Australia)

## 1995

- August International Congress of Historical

Sciences, Montréal, P.Q., including the Congress of the International Commission for Maritime History (ICMH Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7 [tel.: 709-737-8424; FAX: 709-737-4569])

### PERSONAL NEWS

CHRISTON I. ARCHER presented a paper entitled "*Omnia mecum porto: European Explorers' (Mis)Perceptions of North Pacific Peoples*" at the "Travel Discourse and the Pacific Rim" symposium at the University of British Columbia in March. In April, he read a paper on "The Political and Military Context of the Spanish Advance into the Pacific Northwest" at the Malaspina Symposium co-hosted by the University of British Columbia and the Vancouver Maritime Museum.....LOUIS C. AUDETTE tells us of a new book on the huge French submarine, *Surcouf*, which was published by James Rusbridger in England last month. Louis writes that he is "confident that it will be more serious than other publications dealing with the subject." The name of the volume is *Who Sank Surcouf?* We expect to have more complete information in our new "Books Received" column which will debut in October.....G.T. JOHN BARRETT is working on a model of the *Sir Isaac Brock*.....RENÉ BEAU-CHAMP is the author of the 1991 edition of *Seaway Ships/Navires de la Voie Maritime*, which is available from him for \$8.50 (9041 Bellerive, Montréal, P.Q. H1L 3S5. René will be travelling in the Maritimes this summer--and promises to travel on as many ferries as possible! He also passes on the news that two shipping lines, ACL Canada and Hapag-Lloyd, have left Halifax and relocated their Canadian termini in Montréal.....FRANK BROEZE is the author of "Maritime History in Australia," *Australian Historical Association Bulletin*, Nos. 64-65 (1990), 43-53. He is currently working on a history of Western Australian merchant shipping, 1829-1914, and the role of the Western Australian Shipping Association, a unique organization of importers which acted as a London-based shipping and loading broker.....S. MATHWIN DAVIS presented a paper on "The Defence Supply Naval Shipbuilding Panel, 1955-65" at the CNRS Conference in Ottawa last month. He is currently working on a study of RCN technical requirements, 1955-65, and in his "spare time" is re-writing "Emergency Procedures Manual" for Kingston General Hospital.....W.A.B. DOUGLAS is the author of "The Honour of the Flag had not Suffered: Robert Heriot Barclay and the Battle of Lake Erie," in W. Jeffrey Walsh (ed.), *War on the Great Lakes: Essays Commemorating the 175th Anniversary of the Battle of Lake Erie* (Kent, Ohio, 1971); and "Grant Macdonald's Navy," *FreshWater* (1991), forthcoming. In June Alec visited

the Soviet Union as part of a delegation of Canadian military historians.....PETER B. EDWARDS has been appointed Hon. Historian at the Royal Canadian Yacht Club.....ROBERT S. ELLIOT has been appointed Head of the Humanities Division at the New Brunswick Museum. His most recent publication is "New Acquisition at the New Brunswick Museum," *Material History Bulletin*, XXXII (Fall 1990), 71-72.....LEWIS R. FISCHER's most recent publication is "Norwegian *Matrosen*: Wages and Labour Markets for Seafaring Labour, 1850-1914," *Scandinavian-Canadian Studies*, IV (1991), 77-96 (with Helge W. Nordvik).....GERALD B. FORRETTE is adding to his collection of maritime volumes on the Second World War.....ALASTAIR FOX recently participated in oral interviews about the Saint John harbour salmon skiff and the fishery for the Museum of Science and Technology and the Provincial Archives of New Brunswick. He is currently planning to photograph and measure several early skiffs which were used on the Saint John River.....CHARLES DANA GIBSON is working on a two-volume history of U.S. Army marine transportation and its amphibious operations from 1775 to 1952. The first volume, covering the period 1775-1866, will be ready for publication in 1992.....BARRY M. GOUGH has been re-elected President of the North American Society for Oceanic History.....JOHN H. HARLAND has published "The Tiller Rope Slackness Problem," *Nautical Research Journal*, XXXVI, No. 1 (March 1991).....DANIEL G. HARRIS is the author of a section on F.H. Chapman's frigates in *World Warships 1990*, which has recently been published jointly by Conway Maritime Press and the United States Naval Institute. He is currently writing a section on Sweden's cruisers for the 1991 edition.....NORMAN HURST has written some short introductory articles on suggested reading for subscribers to *U Boat War!* (see the story in the April issue of *ARGONAUTA*) and *The Acapulco Broadside*, the voice of the recently-formed Anson Society.....TOM IRVINE will be ice master on the Arctic cruise vessel M/V *Frontier Spirit* this summer. The vessel plans to sail west to east through the Northwest Passage from the Aleutians to Greenland during August and September. Tom is the author of "Research and Development in the Coast Guard," which appeared in the June 1991 issue of *Canadian Coast Guard News* and is preparing another essay for a future edition of the same publication on "Coast Guard Clients in the Shipping Industry and Other Government Agencies".....FAYE KERT recently attended a conference on "Privateering and Piracy" in the Netherlands. She is currently on leave from her job with the federal government to work on a PhD at the University of Leiden under Professor Jaap Bruijn. Her tentative topic is prizemaking in the War of 1812, including vessels taken both by privateers and naval craft.....CAPTAIN W.G.D. LUND has become Director of the Centre for National Security Studies, effective 15 July 1991.....LEN

MCCANN presented a paper on "Empress to the Orient: C.P.'s Luxury Liners, 1891-1941" in June to the Sixth Annual Underwater Archaeological Symposium sponsored by the Underwater Archaeological Society of British Columbia.....DAVID J. MCDUGALL recently completed an essay on "The Gaspé Bay Crews of the Customs Preventive Cruisers *Constance*, *Christine* and *Laurentian*, 1892-1913" for publication in the Gaspé English-language newspaper, *SPEC*. He also presented a paper on "Gaspé-Built Square-Riggers" at the XXVIe Congrès Annuel de la Fédération des Sociétés d'Histoire in June. He is continuing his research on the Customs Preventive cruisers.....BRUCE A. MCFARLANE has recently returned from Porto, Portugal, where he gave eight seminars over a five-week span on "Science and Technology in International Affairs" at the Instituto Superior de Ciências de Informação e da Empresa. He also served as a discussant at two sessions of the Canadian Sociology and Anthropology Association at the Learned Societies Conferences at Queen's University in June and chaired a session at the Canadian Association for the Study of International Development conference.....JOHN MCKAY is the author of *The 24-Gun Pandora*, which is forthcoming in the "Anatomy of the Ship" series from Conway Maritime Press. He is currently studying the Canadian Flower Class corvettes.....FRASER M. MCKEE is presently writing a book entitled *The New Breed: A History of HMCS Swansea*. His other projects include a history of depth charges and a study of mine countermeasure requirements for Canada.....DOUGLAS MCLEAN is working on an MA thesis Royal Military College on RCN support groups during the winter of 1944/45.....ARTHUR W. MEARS has recently published articles on ships and shipping in two philately journals, *Watercraft Philately* and *The Canadian Connection*. He is presently studying figureheads, especially those of the RN and RCN. Art also tells us that the Charlotte County (N.B.) Museum will reopen in June. Exhibits will include photographs and artifacts of the Short Brothers shipyard, 1860-1868.....CHRIS MILLS has written an essay on the Gannet Rock lighthouse (where he is presently working), which will appear in the summer 1991 issue of the *Northern Lighthouse Journal*.....CHARLES MOORE is the author of *Documenting Shipwrecks: The British Columbia Archaeological Site Inventory Shipwreck Recording Guide and Forms* (Victoria, 1991, forthcoming) and "Towage in the Classical Period," in *Proceedings of the Third Annual Conference on Shipbuilding in Antiquity* (Athens, 1991, forthcoming with Hector Williams). His continuing research focuses on early inshore fishing boats used by west coast salmon fishermen. Charles will be one of the organizers of the Society of Historical Archaeology/Council of Underwater Archaeology Annual Conference to be held at Simon Fraser University in 1994 (this will be only the second time that this conference has been held in this country).....HARRY C. MURDOCH

is writing an article on the barquentine *Raymond*, the last Canadian-built sailing vessel to remain on British registry.....MICHAEL PARIS, who is the current President of the Underwater Archaeological Society of British Columbia, is currently heading a two-year project, funded by the B.C. Heritage Trust, to survey the shipwrecks in Howe Sound and Burrard Inlet. Michael also tells us that the UASBC's recent "Shipwrecks '91" conference was a huge success.....JOSEPH POULTON is planning to establish a computer data base of current and out-of-print maritime publications.....FRED ROGERS is writing monthly articles on shipwrecks for the Underwater Archaeological Society of British Columbia's newsletter, *The Foghorn*. He continues to work on west coast shipwrecks, as well as collecting ship photos, shipping histories and photos of tugs and men. He is presently studying the history of hardhat diving in B.C., early diving and salvage companies, and transitional changes in diving.....ERIC J. RUFF continues to sing with the "Yarmouth Shantymen," formerly known far and wide as "Eric and the Rough Edges." We'll let him describe what the group is about: "We try to sing sea shanties in an authentic style, i.e., with poor voices and lots of mistakes! Also, in true sailor fashion, we spend any money we make on parties".....JANE SAMSON has just returned from ten weeks in New Zealand, Australia and Fiji where she was conducting research for her PhD thesis on British naval intervention in the southwest Pacific in the early nineteenth century.....ROGER SARTY is the author of "Canadian Anti-Submarine Forces and Operations during the First World War," in *Les marines de guerre du dreadnought au nucléaire. Actes du colloque international Paris, ex-École Polytechnique, les 23, 24 et 25 novembre 1988* (Paris, 1990), 85-96.....DONALD SCHURMAN's most recent publication is "The Third Battle of Ypres, 1917," in David Chandler (ed.), *Great Battles of the British Army as Commemorated in the Sandhurst Companies* (Arms and Armour Press, 1991). Don is currently working on a study of imperial and colonial defence to 1914.....MAURICE D. SMITH has been appointed to the Council of the International Congress of Maritime Museums.....CARL E. SWANSON has been named as a finalist for the Robert L. Jones Teaching Excellence Award at East Carolina University.....FRANK SWITZER, the Executive Director of Project H.M.S. *Detroit*, continues to research the history of the vessel.....SHAWN THOMPSON is working on his third book on the St. Lawrence and the Thousand Islands, to follow *River Rats: The People of the Thousand Islands* (1989) and *River Edge* (1991). He is also the author of "Sewer Rats on Patrol," *Reader's Digest*, Canadian Edition (May 1991).....FREEMAN M. TOVELL is the author of *Bodega y Quadra Returns to the Americas* (Vancouver, 1990); and "The Malaspina Expedition," *The Resolution* (Winter 1991). In March, he gave a lecture entitled "Bodega y Quadra: A Too Little Known Figure in British Columbia's History" in a series on

"Spain and the North Pacific Coast," sponsored by the Centre for Continuing Education at the University of British Columbia, while in April he gave a paper on "The Career of Bodega y Quadra: A Summation of the Spanish Contribution to the Heritage of the Northwest Coast" at the symposium on "Spain and the North Pacific Coast" co-hosted by the Vancouver Maritime Museum and the University of British Columbia; the proceedings will be published later this year. Freeman's translation of Captain Bodega y Quadra's three surviving journals is continuing.....MICHAEL WHITBY is the author of "In Defence of Home Waters: RCN Training and Doctrine during the 1930s," *Mariner's Mirror*, LXXVII, No. 2 (May 1991). He is currently writing a history of the RCN's Tribal and Fleet destroyers, 1941-1965.

#### AROUND CANADA'S MARITIME MUSEUMS

##### KENDALL WHALING MUSEUM (SHARON, MASSACHUSETTS)

The museum reports that Sarah Hays has been appointed Assistant Curator effective 1 May 1991. As well, Art Jonkers of the University of Leiden has been appointed Intern for the period June-December 1991. New publications include Joshua Basseches and Stuart M. Frank, *Edward Burdett (1805-1833), America's First Master Scrimshaw Artist*, which appeared in May, and Stuart M. Frank, *Dictionary of Scrimshaw Artists*. The latter volume, to be published in August, contains 501 biographies of sailor-artists from North America, Europe, and the Pacific, 1618-1930, and is well-illustrated and indexed.

Recent renovations to the museum are now complete and gallery reinstallation is underway. Thus, the museum is now open again after a three-month hiatus--and looking better than ever! The research library is also open again for appointments--contact Assistant Curator Sarah Hays. Finally, the museum will be hosting the Sixteenth Annual Whaling Symposium, 18-20 October 1991. Papers will include topics such as whales and whaling, notably in Arctic and Antarctic waters. Additional information may be found in the "ARGONAUTA Diary."

##### MARINE MUSEUM OF THE GREAT LAKES (KINGSTON, ONTARIO)

The museum is planning a special theme edition of its journal, *FreshWater*. Volume VI, No. 1 will contain contributions from Dr. W.A.B. Douglas, the head of the Directorate of History at National Defence Headquarters, on "Grant Macdonald's Navy," and Francis Smith, Curator Emeritus of the Agnes Etherington Art Centre, on "Grant Macdonald: The Artist, the Protagonist and the War at Sea." Both papers will

be well-illustrated through the corporate support of ALCAN.

The major exhibition "Grant Macdonald's Navy" continues through Thanksgiving. The exhibit features sixty of his works along with a seventeen-foot Halifax dockyard model of HMCS *Athabaskan*. Following its display in Kingston, the exhibit will then move to Toronto to the Marine Museum of Upper Canada and the Royal Canadian Yacht Club; support for this is being provided by the Ontario Ministry of Culture and Communications. The Royal Canadian Navy has also expressed interest in having the display in Halifax and Victoria. The drawings by Mr. Macdonald are believed to be the most integrated and complete collection of Canadian Navy wartime service personnel in Canada. A curatorial objective is to document as many of the subjects as possible, men and women who in most cases "joined up to do their bit" and then got out as soon as possible--in short, a "citizen navy."

Registrar Earl Whitehead has been in charge of a major project over the past few months to prepare finding aids for some of the more important collections. This project is part of a plan to introduce the museum archives to faculty and students of Queen's University during the 1991/92 academic year.

##### MARITIME MUSEUM OF BRITISH COLUMBIA (VICTORIA, B.C.)

The museum has recently published the first three titles in its "Museum Notes" series: John MacFarlane, *British Columbia Vintage Vessel Registry 1990* (Museum Notes No. 1); John MacFarlane, Guy Mathias and Stephanie Crosbie, *Marine Models in the Museum's Collection* (Museum Notes No. 2); and Guy Mathias (ed.), *Manuscript and Records Groups of the Maritime Museum of British Columbia* (comp. Amanda Hartby, Museum Notes No. 3). John MacFarlane also tells us that the scope of the Vintage Vessel Registry is being expanded. This is because the interest from owners of vessels which currently do not meet the existing criteria has been such that other categories of membership are being developed. We will let you know about the updated policies in the fall when they have been approved. In the interim, readers who would like to refresh their memories about the registry can consult John's excellent article in *ARGONAUTA*, VIII, No. 1 (January 1991).

The museum has also been the recipient of a large collection of ship plans and drawings--more than thirty thousand sheets in a rolled-up state were acquired in April. These are now being flattened and cataloguing will commence late this summer.

A programme for carrying education programmes to audiences in the Gulf islands and other coastal communities by boat has been successfully inaugurated. The programmes held on the old Western Island Arctic Eskimo trading schooner, *North Star of Herschel Island*, attracted much attention and will be continued next winter.

The Victoria City Council and the Provincial Capital Commission have submitted their Victoria Harbour Waterfront Plan, which indicates that the new museum facility will be the prime focus of the development. The City Council later passed a resolution confirming the use of the property by the new fifty thousand-square foot museum building. A capital fundraising programme is now underway to raise the estimated \$18 million required to complete the whole project, which when finished will have totalled \$34 million in costs and investment. The initial design report from the project architects has been completed and submitted to the Society. Ground-breaking for the new building is still slated for September 1991, so that the overall completion and ribbon-cutting ceremonies can be held in May 1994, in time for the Commonwealth Games being held in Victoria that year.

Finally, on the staff front, a new Collections Technician, Cindy Van Volsem, has been appointed to assist in the computerization of the collection records and to continue the professionalization of the collections holdings. Cindy comes from the Royal British Columbia Museum after working in institutions in Calgary and Vancouver.

#### NEW BRUNSWICK MUSEUM (SAINT JOHN)

Robert S. Elliot was appointed Head of the Humanities Division on 1 March 1991. While assuming additional administrative duties, Bob will still function as the curator of the institution's technology collections, specializing in maritime history. Among new acquisitions is an important portrait of the schooner *Mola*. Work continues on the museum's future maritime history gallery. Due to funding arrangements, this exhibition focusing upon New Brunswick's maritime heritage will be developed over a five-year time span, with phase one construction scheduled to commence in November 1991. Meanwhile, museum staff are working with a contract designer to finalize gallery content and layout. A temporary marine display will remain in place until construction begins in November.

#### VANCOUVER MARITIME MUSEUM (VANCOUVER)

Until 2 January 1992, the museum is mounting an exhibition entitled "Empress to the Orient." This is the first major exhibit on the Pacific Empresses, the fastest, finest liners to

ply the waters of the Pacific. From 1891 to 1941, Canadian Pacific's Empress ships offered a standard of service that has never been equalled.

"Empress to the Orient" takes a nostalgic look at the luxury and romance of this bygone era of travel. A highlight is the recreation of the Grand Saloon of the *Empress of India* from the 1890s. Another reconstruction of the dining room from the second *Empress of Japan* depicts a ball, with figures dressed in period costume. A section features the typical interior of the living quarters of Chinese immigrants who the vessels to travel to the Canadian west coast.

The exhibit also includes models of the first *Empress of Japan* and the *Empress of Asia*, along with mementoes, photographs and posters of the era. Among the featured relics is the original figurehead from the first *Empress of Japan*, carefully restored at the museum over the past few years. "The Last Spike" is also on display for the first time since its return to Canada.

#### YARMOUTH COUNTY MUSEUM (YARMOUTH)

The museum continues to collect artifacts and paintings relating to Yarmouth's marine heritage; the staff would be interested in hearing from anyone with knowledge of such materials. In the archives, archivist Laura Bradley is now working full-time.

#### AROUND CANADA'S MARITIME ORGANIZATIONS

##### ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

In conjunction with East Carolina University, the Association is sponsoring an archaeological investigation of a shipwreck buried in the sand on the north shore of Lake Michigan. The vessel is believed to be the *Forester* of the 1820s. If this identification proves correct, this will be one of the earliest known shipwrecks on the Upper Lakes. The Association has received a grant of \$1200 from the U.S. National Trust for Historic Preservation for the project, which is scheduled to be undertaken in September.

The Association has also decided to sponsor the publication of a "Divers' Manual" to guide divers in collecting historically significant information from shipwrecks on the Great Lakes. Finally, the Association's annual meeting will be held 12-14 September 1991 at the Fathom Five National Marine Park in Tobermory, Ontario. The Association is particularly interested in paper proposals on Canadian topics. Proposals may be sent to Stan McClellan, Fathom Five Marine Park, P.O. Box 145, Tobermory, Ontario N0H 2R0 (tel.: 519-596-

2495). Further information on the conference may also be obtained by contacting Mr. McClellan.

#### CANADIAN MERCHANT NAVY ASSOCIATION

The Canadian Merchant Navy Association is comprised of former seamen in the merchant navy. Its purpose is to serve as a forum for those who served in the merchant service, especially (but not exclusively) during World War II. It is also lobbies government on issues relevant to its membership. Members receive the organization's newsletter three times a year and are invited to the Annual Reunion/General Meeting. Further information and membership forms may be obtained from Mr. Roy Spry, Membership and Supply Chairman, 316 Tweed Street, Coburg, Ontario K9A 2R9.

#### COMPANY OF MASTER MARINERS OF CANADA

The CMMC has recently compiled a membership book, which among other things enables the organization (and the rest of us) to get an accurate picture of the composition of the membership. The largest group (19.6%) is comprised of corporate managers in the marine industry; 17.5% are retired; 17.3% are active officers or captains; 9.8% are employed in government; 5.4% are surveyors; 3.6% are pilots; 3.4% are marine consultants; and 2.4% teach at marine colleges or institutions. A further 2.5% are in non-marine occupations, including one historian, while 18.4% of the membership declined to provide employment information. We commend the CMMC on this project and hope that other maritime organizations will follow suit.

#### PROJECT H.M.S. DETROIT

Project H.M.S. *Detroit* is an incorporated non-profit organization established in 1983 to construct a replica of the H.M.S. *Detroit* which will be presented to the visiting public on the site of her original launching in Amherstburg, Ontario. The Gordon House, a historically significant 1798 structure, will be used as a media/administration centre. The mission of the project is to create and sustain a vivid appreciation and an accurate understanding of the significance of Amherstburg, the King's Navy Yard and especially H.M.S. *Detroit* in a war that was decisive in the development of two great nations, Canada and the United States.

Individuals and organizations in agreement with these objectives are invited to become members. Annual dues are \$10 for individuals; \$20 for institutions; and \$30 for companies. In return, members are kept abreast of developments through a quarterly newsletter. To join, or for more information, CNRS members may write to Project H.M.S. *Detroit*, P.O. Box 1812, Amherstburg, Ontario N9V 2Z2.

#### CANADIAN MARITIME MUSEUM DIRECTORY

(Introduction: Canada contains some of the world's most important maritime artifacts and material culture. The repositories for most of these treasures are in the countries maritime museums. To assist our readers in better utilizing these magnificent resources, we print below our first Canadian Maritime Museum Directory. With the cooperation of the museum community we have tried to collect information on the most important features of each. All maritime museums we could locate within Canada's borders were contacted; below we print the entries for those that agreed to participate. While we are disappointed that not every museum chose to answer our questionnaires, we thank the staffs of those that did for their time and effort. We hope that the information presented below will assist readers of *ARGONAUTA* in better utilizing Canada's maritime museum facilities.)

##### Name: ARCHELAUS SMITH MUSEUM

Address: P.O. Box 190, Clark's Harbour, N.S. B0W 1P0  
(The museum is located at Centreville, Cape Sable Island)

Phone: 902-745-2411

Director: Margaret E. Messenger

Attractions: Models of Cape Island boats, early navigational equipment (sextants, quadrants, compasses), artifacts from shipwrecks, paintings of ships (including a very large painting of the shipwreck of the *Hungarian*), a "wreckwood chair" made from pieces of wood from local shipwrecks, and gear used by lobster fishermen.

Special Activities: None

Archives: There is a small amount of archival material. It includes two journals of former sea captains, biographical information on Cape Sable Island captains (probably written in the 1930s) by a retired captain, and extensive genealogical information on area families.

New Exhibits: None

Schedule: 9:30 am-5:30 pm, daily, 15 June-end of September.

Admission: Free, but donations accepted

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##### Name: BROWN'S BAY WRECK ON-SITE EXHIBIT

Address: St. Lawrence Islands National Park, Box 469, RR 3, Mallorytown, Ontario K0E 1R0

Phone: 613-923-5261

FAX: 613-923-2229

Director: Dave Warner, Superintendent

Attractions: Remains of British Gunboat from the Period 1812-1814, preserved and displayed in at exhibit building at the St. Lawrence Islands National Park. An eight-minute film on the excavation and raising of the wreck, made by Parks Canada in 1969, is also available for viewing.

Special Activities: None

Archives: Some material in park library.

New Exhibits: New 1991 exhibit in Interpretation Centre

Schedule: Victoria Day-Thanksgiving Day; may be viewed all year by contacting Park Superintendent)

Admission: Vehicle parking fee of \$4.25 per passenger car

#### Name: CANADIAN WAR MUSEUM

Address: 330 Sussex Drive, Ottawa, Ontario K1A 0M8

Phone: 613-996-1420

FAX: 613-954-1016

Director: Victor Suthren

Attractions: Chronological exhibits of Canada's war and war-related history in permanent galleries. Yearly rotating exhibitions on special topics.

Special Activities: *Royal George* Re-enactment Group (recreating the Provincial marine and Royal Navy in Canada, 1776-1815); Small Boat Voyaging Project (sponsors open boat sail and oar retracing of historic routes on Great Lakes and coastal Atlantic/Pacific)

Archives: Artifact-related documents and correspondence; technical manuals; charts and maps; some ship plans (in copy only)

New Exhibits: "The U-Boat War," 1994

Schedule: 9:30 am-5 pm, daily.

Admission: Adults, \$2.25; Seniors and Students, \$1.00; Family Groups, \$5.00; Veterans and School Groups, Free

#### Name: CARTIER-BRÉBEUF NATIONAL HISTORIC SITE

Address: 175, de l'Espinay Street, P.O. Box 2474, Québec City, P.Q. G1K 7R3

Phone: 418-648-4038

FAX: 418-648-4825

Director: Eve Bardou

Attractions: Life-size reproduction of *La Grande Herminé*, Jacques Cartier's flagship; Life-size reproduction of a typical sixteenth-century Iroquois longhouse; Interpretation Centre containing documents illustrating Cartier's second voyage, the mingling of European and Amerindian cultures in the sixteenth century, and the initial settlement of the Jesuits in New France.

Special Activities: Guided tours; interpretation activities; audio-visual presentation on *La Grande Herminé*; school programmes.

Archives: None

New Exhibits: None

Schedule: 10 am-5 pm, daily, 7 July-1 September; shorter hours the remainder of the year.

Admission: Free

#### Name: CFB ESQUIMALT NAVAL MUSEUM

Address: FMO Victoria, B.C. V0S 1B0

Phone: 604-363-4395

FAX: None

Director: Ernie Colwell

Attractions: Four exhibit rooms, archives and a library.

Special Activities: None

Archives: Collection of photographs, maps, manuscripts, plans and the like of the naval base at Esquimalt.

New Exhibits: Hundredth anniversary of the Royal Naval Hospital, Pacific Station, 1 July-30 November 1991

Schedule: 10 am-4 pm, Monday-Friday (closed holidays)

Admission: Donations

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Name: **COLLINGWOOD MUSEUM**

Address: St. Paul Street, Memorial Park, P.O. Box 556,  
Collingwood, Ontario L9Y 4B2

Phone: 705-445-4811

FAX: 705-445-2448

Director: Tracy Marsh

Attractions: Permanent exhibits illustrating the pre-history, history, growth and development of the town of Collingwood and outlying rural areas. The exhibits include one on local shipbuilding. Museum is housed in the old Collingwood railway station.

Special Activities: "To Market, To Market," Victorian era gift show every December; "Power of the Past," steam show in the third weekend of June each year; July 1, annual Canada Day celebration

Archives: None

New Exhibits: New Temporary Exhibits: 1 July-22 September, "Ship Models of Collingwood"

Schedule: 10 am-5 pm, Monday-Saturday, Noon-4 pm, Sunday, Victoria Day to Thanksgiving; Noon-5 pm, Wednesday-Saturday, noon-4 pm, Sunday, remainder of the year

Admission: Adults: \$1.25; Family, \$3.25; Children/Seniors, 75 cents (all prices plus GST)

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Name: **DAVID M. STEWART MUSEUM**

Address: P.O. Box 12000, Station A, Montréal, P.Q. H3C 3P3

Phone: 514-861-6701

FAX: 514-284-0123

Director: Bruce D. Bolton

Attractions: Museum of Discoveries traces Canada's history through an extensive cartography section and a navigation and scientific collection. The maritime collection includes ship models from the period, especially the *Jupiter*, a seventy-gun ship from the mid-eighteenth century.

Special Activities: La Compagnie Franche de la Marine and the 78th Fraser Highlanders perform eighteenth-century military parades during the summer months.

Archives: None

New Exhibits: "Welcome Aboard: The First Steamboats on the St. Lawrence River" continues as a travelling exhibition.

Schedule: 10 am-5 pm, daily except Tuesdays; 10 am-6 pm, summer only.

Admission: Adults, \$4.00; Students, \$2.50; Seniors and children under six, free.

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Name: **FISHERIES MUSEUM OF THE ATLANTIC**

Address: P.O. Box 1363, Lunenburg, N.S. B0J 2C0

Phone: 902-634-4797

FAX: None

Director: James A. Tupper, General Manager

Attractions: Three floating fishing vessels, including the last salt bank schooner, the *Theresa E. Connor* to operate from the port of Lunenburg. The building complex includes three floors of exhibits with thirty exhibit sections. The Parks Canada exhibit, "Banks Fishery--Age of Sail," is a permanent installation. Also includes a theatre, an aquarium and a Hall of Inshore Fisheries, with examples of inshore fishing craft from the Atlantic region.

Special Activities: The mandate of the Fisheries Museum of the Atlantic is to focus on aspects of the fisheries of the entire Atlantic coast of Canada. Many activities and hands-on demonstrations are conducted on site.

Archives: Small, but expanding, archival collection. Also a non-circulating library (700+ volumes), archival collection of photographs (7000--approximately 5000 vessel photographs), and an expanding oral history collection.

New Exhibits: None

Schedule: 15 May-15 October, 9:30 am-5:30 pm, daily. Research facilities available all year.

Admission: Adults, \$2.25; Children (Ages 6-16), 75 cents; Family, \$5.50; 10 or more, \$1.60; Season Pass: Adults, \$5.50; Family, \$13.00

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**Name: FISHERMEN'S MUSEUM**

Address: 4 Marine Drive, Musgrave Harbour, Nfld. A0G 3J0

Phone: 709-655-2119/709-655-2162 (Curator)

FAX: None

Director: Roland W. Abbott, Curator

Attractions: Antiques; parts of schooners; fishing gear; models; equipment; photographs; account books. These items are housed in an old building constructed in 1910 for the F.P.U. by voluntary labour from fishermen. It was used originally to house the supplies for the fishermen, but was closed down and later purchased by a small museum committee. The museum opened in August 1974.

Special Activities: None.

Archives: Contained within the collection.

New Exhibits: Fishermen's Exhibition mounted by the Newfoundland Museum Association expected during the summer of 1991 (dates not yet confirmed).

Schedule: July-Labour Day

Admission: 25 cents; donations welcomed.

**Name: HAMILTON-SCOURGE PROJECT**

Address: City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Phone: 416-546-4601

FAX: 416-546-2058

Director: Emily Cain, Research and Coordinating Officer

Attractions: This is a working project which holds an open house at the office. There is also an interpretation centre open during July and August.

Special Activities: Underwater archaeology project, currently in feasibility stage.

Archives: Visual materials files are open to the public under supervision.

New Exhibits: On-going, as work progresses.

Schedule: 9 am-5 pm, daily (phone first); Interpretation

Centre, July and August only (please phone ahead)

Admission: Free

**Name: HANTSPORT MEMORIAL MARINE ROOM AND MUSEUM**

Address: P.O. Box 525, Hantsport, N.S. B0P 1P0

Phone: 902-684-3216/902-684-3327

FAX: None

Director: Olive Clark, Secretary

Attractions: The museum is part of the restored Churchill House, former home of Senator Churchill, a shipbuilder of the late nineteenth century. The Marine Room contains a collection of marine memorabilia of the late 1800s, including shipping records, models, nautical equipment and shipbuilding tools and photos. The room commemorates shipping and shipbuilding in the Hantsport area, 1850-1920.

Special Activities: None

Archives: The Historical Society has an archival room in the Churchill House and is presently compiling a genealogical index for Hantsport and area.

New Exhibits: None

Schedule: 9 am-Noon and 1 pm-5 pm, July and August only.

Admission: Free, but donations accepted.

**Name: HISTORIC NAVAL AND MILITARY ESTABLISHMENTS**

Address: Box 1800, Church Street, Penetanguishene, Ontario L0K 1P0

Phone: 705-549-8064

FAX: 705-549-4858

Director: John Barrett-Hamilton

Attractions: Reconstructed nineteenth-century British naval dockyard on the shores of Georgian Bay; two working replicas of nineteenth-century schooners; costumed historical interpreters; demonstrations of nineteenth-century shipbuilding and maintenance; sail training on replica schooner *Bee*; rowing (pulling) activities in replica gigs; historic stone

military officers' quarters; professional summer theatre presented by Stage Company; gift shop; restaurant

Special Activities: Canada Day fireworks on the water, 1 July; "Songs of Sail," marine heritage festival, 24-25 August

Archives: Extensive research files on nineteenth-century naval and military activities in Upper Canada, including maps and muster lists (In Huronia Historical Parks Resource Centre [tel.: 705-526-7838])

New Exhibits: None

Schedule: 10 am-5 pm, 18 May-14 October, daily; special evening hours until 8 pm in July and August

Admission: Adults, \$5.50; Youths, \$3.25; Seniors, \$3.00; Children under six, free.

Name: **HMCS HAIDA**

Address: 955 Lakeshore Blvd. West, Toronto, Ontario M6K 3B9

Phone: 416-965-6331

FAX: 416-598-0056

Director: Commander Bob Willson

Attractions: HMCS *Haida* is a Tribal class destroyer, one of twenty-seven built between 1937 and 1944. Sixteen were built for the Royal Navy, eight for the Royal Canadian Navy, and three for the Royal Australian Navy. Thirteen, including one Canadian, were sunk during World War II. The remainder were scrapped between 1945 and 1965. *Haida* is the only one which still exists. The main attraction is the ship itself. It retains most of its original fixtures, including torpedo tubes, gun mounts, guns, technical equipment, etc., and has a collection which includes original uniforms and naval paraphernalia.

Special Activities: The *Haida* provides the guns for the 1812 Overture performed annually by the Toronto Symphony Orchestra at the Ontario Place Forum. There are weekend sea cadet training sessions held on board throughout the summer which allows the cadets to live on board and to carry out ship's duties.

Archives: There is a large collection of archival documents but as yet they have not been organized into a working archive. There are, however, plans for one in the future.

New Exhibits: None

Schedule: 16 May-2 September 1991

Admission: \$1.00

Name: **HMCS SACKVILLE, CANADA'S NAVAL MEMORIAL**

Address: FMO Halifax, Halifax, N.S. B3K 2X0

Phone: 902-429-5600

Director: Lt-Cdr. Max Corckum, RCNR (Ret'd), Commanding Officer

Attractions: The only surviving WW II RCN corvette has been designated as "Canada's Naval Memorial."

Special Activities: Private tours of HMCS *Sackville* can be arranged by contacting the Commanding Officer.

Archives: None

New Exhibits: The new Interpretation Centre constructed on the waterfront adjacent to HMCS *Sackville* was opened to the public in June 1991. The Centre houses a small theatre in which visitors may view a multi-media presentation.

Schedule: 18 May-late September, HMCS *Sackville*; 15 June-late September, Interpretation Centre

Admission: Voluntary donations

Name: **LA HAVE ISLANDS MARINE MUSEUM**

Address: Bell's Island, R.R. 1, La Have, Lunenburg Co., N.S. B0R 1C0

Phone: 902-688-2973

FAX: None

Director: Eric Hirtle, Society Director

Attractions: Museum is housed in a former United Church of Canada building. It opened in 1978 and displays items pertaining to the inshore fishery going back to the nineteenth century. The main focus is to depict the life of an island fisherman. Exhibits display the types of articles used in the fishery, the curing process, and the like. Along with a former Anglican church and a church hall, the museum complex are a sample of a rural fishing village at the turn of the century.

Special Activities: Museum society runs regular lobster and

fish chowder dinners during the summer to maintain the museum.

New Exhibits: None

Archives: None

Schedule: 24 June-2 September

Admission: Free

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Name: **L'ANSE AUX MEADOWS NATIONAL HISTORIC PARK**

Address: L'Anse aux Meadows, Nfld.

Phone: 709-623-2608

FAX: 709-623-2028

Director: R.B. Bradbury, Park Superintendent

Attractions: Site of only authenticated Norse presence in North America. Remains of original archaeological site, replica sod building and original artifacts highlight the park. A Visitor Reception Centre with exhibits and a film are available to visitors.

Special Activities: Viking replica Gokstad ship *Gaia* will arrive on 2 August 1991 for a four-day visit.

Archives: None

New Exhibits: A new exhibit case containing twelve Norse artifacts from Norwegian archaeological sites went on display 1 July 1991.

Schedule: 15 June-Labour Day, 9 am-8 pm, daily.

Admission: Free

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Name: **MANITOBA MUSEUM OF MAN AND NATURE**

Address: 190 Rupert Avenue, Winnipeg, Manitoba R3B 0N2

Phone: 204-956-2830

FAX: 204-942-3679

Director: Joanne DiCosimo, Executive Director

Attractions: The *Nonsuch* Gallery is the main maritime attraction. Visitors move along the waterfront of the seven-

teenth-century Thames port of Deptford, England, where the *Nonsuch*, a fifteen-metre ketch, lies awaiting high tide, the morning light, and a voyage into history. In 1688, the original *Nonsuch* ketch sailed from England into Hudson Bay in search of furs. The venture was successful, and Britain, through the Hudson's Bay Company, ruled northern and western Canada for the next two hundred years. The full-size *Nonsuch* ketch--considered one of the finest replicas in the world--was built in England to celebrate the tercentenary of the Hudson's Bay Company in 1970. She sailed some fourteen thousand kilometres of fresh and salt water before anchoring at the museum.

Special Activities: None

Archives: None

New Exhibits: None

Schedule: 10 am-6 pm, Victoria Day-Labour Day; 10 am-4 pm, Tuesday-Friday, 10 am-5 pm, Saturday, Sunday and Holidays, all year.

Admission: Adults, \$3.50; Students, \$2.50; Seniors and Children (4-12), \$2.25; Children (3 and under), free.

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Name: **MARINE MUSEUM OF MANITOBA**

Address: Queen and Eveline Streets, Box 7, Selkirk, Manitoba R1A 2B1

Phone: 204-482-7761

FAX: None

Director: Ted Francis

Attractions: Five historic ships, including the S.S. *Kenora* (built in 1897), which carried passengers and freight, and the C.G.V. *Bradbury* (1915), an icebreaker. There also is an authentic lighthouse from Black Bear Lake (1898). Selkirk is Canada's only true "inland" port. All the ships are full of marine artifacts.

Special Activities: Pickerel dinner in August; Appreciation Day in August (for former river and lake people)

Archives: Small archives including pictures and records.

New Exhibits: Simulated underwater diver display to open this year.

Schedule: 9 am-6 pm, May-September, daily

Admission: Adults, \$3.00; All others, \$2.00

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Name: **MARINE MUSEUM OF UPPER CANADA**

Address: Exhibition Place, Toronto, Ontario M6K 3C3

Phone: 416-392-6827

FAX: 416-392-6834

Director: Carl Benn, Curator; John Summers, Assistant Curator

Attractions: Restored 1932 steam tug *Ned Hanlan* drydocked outside museum; ship models, marine art and artifacts; permanent exhibits; two changing exhibitions per year; audio-visual theatre with two visitor-actuated programmes.

Special Activities: Educational programmes for schools and other groups; two changing exhibitions per year, opening in June and November; historic walking tours and other special events throughout the year (phone for information).

Archives: Some archival material in collection, accessible through written research request only; small reference library available by appointment

New Exhibits: "The Ships and Boats of Toronto Harbour," new permanent exhibit open June 1991; "Toronto's Historic Harbour," juried art show and sale, 19 June-10 September 1991; "Grant Macdonald: The Artist, The Protagonist, and the War at Sea," November 1991-March 1992.

Schedule: 9:30 am-5 pm, Monday-Saturday; Noon-5 pm, Sundays and holidays, all year. Tug *Ned Hanlan* open 21 May-1 October, tours on request during museum opening hours. Museum closed Christmas, New Year's Day, Good Friday and Easter each year.

Admission: Adults, \$2.50; Children (12 and under), \$1.75; Youth (13-18), \$2.00.

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Name: **MARITIME COMMAND MUSEUM**

Address: Admiralty House, CFB Halifax, Halifax, N.S. B3K 2X0

Phone: 902-427-8250

FAX: None

Director: Marilyn Gurney

Attractions: Naval artifacts, including models, uniforms, medals, badges, weapons, etc.

Special Activities: None

Archives: Naval and Military archives and library.

New Exhibits: None

Schedule: 9:30 am-8:30 pm, Monday-Friday; 1 pm-5 pm, Saturday and Sunday, July and August. 9:30 am-3:30 pm, daily, September-June.

Admission: Free

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Name: **MOORE MUSEUM**

Address: 94 William Street, Mooretown, Ontario N0N 1M0

Phone: 519-867-2020

FAX: None

Curator: Laurie Fournie

Attractions: A community museum featuring the social and agricultural life of the area. Its marine component includes a marine room and a range light. The marine room houses photographs, liferings, models, and general marine artifacts. The light is the Corunna rear-range light, built in 1890 and moved to the museum site in 1982, when it was replaced by a steel tower.

Special Activities: "Mariners' Sunday," held on the second Sunday of March each year, features displays and presentations on marine history topics.

Archives: Yes, but not specifically maritime.

New Exhibits: None

Schedule: 1 March-31 October, 11 am-5 pm, Wednesday through Sunday; Victoria Day to Labour Day, 11 am-5 pm, daily; 1 November-15 December, 9 am-4 pm, weekdays

Admission: Adults, \$2.00; Seniors and Secondary School Students, \$1.50; Elementary School Children, 75 cents; Preschoolers, free; Family, \$5.00 (all prices include GST)

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Name: **MUSÉE MARITIME BERNIER**

Address: 55, rue des Pionniers Est, L'Islet-sur-Mer, P.Q. G0R 2B0

Admission: Adults, \$3.00; All others, \$2.00

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Archives: Some archival material in collection, accessible through written research request only; small reference library available by appointment

New Exhibits: "The Ships and Boats of Toronto Harbour," new permanent exhibit open June 1991; "Toronto's Historic Harbour," juried art show and sale, 19 June-10 September 1991; "Grant Macdonald: The Artist, The Protagonist, and the War at Sea," November 1991-March 1992.

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Address: Admiralty House, CFB Halifax, Halifax, N.S. B3K 2X0

Phone: 902-427-8250

FAX: None

Director: Marilyn Gurney

Attractions: Naval artifacts, including models, uniforms, medals, badges, weapons, etc.

Special Activities: None

Archives: Naval and Military archives and library.

New Exhibits: None

Schedule: 9:30 am-8:30 pm, Monday-Friday; 1 pm-5 pm, Saturday and Sunday, July and August. 9:30 am-3:30 pm, daily, September-June.

Admission: Free

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Name: **MOORE MUSEUM**

Address: 94 William Street, Mooretown, Ontario N0N 1M0

Phone: 519-867-2020

FAX: None

Curator: Laurie Fournie

Attractions: A community museum featuring the social and agricultural life of the area. Its marine component includes a marine room and a range light. The marine room houses photographs, liferings, models, and general marine artifacts. The light is the Corunna rear-range light, built in 1890 and moved to the museum site in 1982, when it was replaced by a steel tower.

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Archives: Yes, but not specifically maritime.

New Exhibits: None

Schedule: 1 March-31 October, 11 am-5 pm, Wednesday through Sunday; Victoria Day to Labour Day, 11 am-5 pm, daily; 1 November-15 December, 9 am-4 pm, weekdays

Admission: Adults, \$2.00; Seniors and Secondary School Students, \$1.50; Elementary School Children, 75 cents; Preschoolers, free; Family, \$5.00 (all prices include GST)

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Name: **MUSÉE MARITIME BERNIER**

Address: 55, rue des Pionniers Est, L'Islet-sur-Mer, P.Q. G0R 2B0

Phone: 418-247-5001

FAX: 418-247-5002

Director: Sonia Chassé

Attractions: Tout d'abord, il est possible de visiter trois étages à l'intérieur du musée, La premier la navigation à voile et à vapeur, de la fin du XIXe siècle au début au XXe siècle. Le second s'intitulant "Bienvenue à bord," et le dernier et "Capitaine, ou tout ce que vous avez toujours voulu savoir sur les capitaines sans jamais aser le demander." Il est également possible de visiter le buse-glace *Ernest Lapointe* en entiere. Il est à notre que des visites guides sont disponibles sur réservation et à heures fixes durant la journée.

Special Activities: Animation scientifique.

Archives: Centre de documentation sur le domaine maritime

New Exhibits: "Capitaine, ou tout ce que vous avez toujours voulu savoir sur les capitaines sans jamais aser le demander," 17 mai-29 septembre 1991; "Bienvenue à bord, histoire de la navigation à vapeur sur le Saint-Laurent," 18 juin-29 septembre 1991 (produite par le Musée David M. Stewart de Montréal)

Schedule: 9 am-6 pm, tous les jours, 20 mai-29 septembre; 9 am-12 pm, 1:30 pm-5 pm, mardi-vendredi, 30 septembre-19 mai.

Admission: Membres, gratuit; Enfants (6-16 ans), \$1.50; Adultes, \$3.25; Famille, \$7.50; Groupe (15 adultes et plus), \$2.50; Groupe scolaire accompagne d'un professeur, \$1.25

Name: **NEWFOUNDLAND MUSEUM AT THE MURRAY PREMISES**

Address: Beck's Cove, St. John's, Nfld.

Phone: 709-576-5044

FAX: 709-576-2179

Director: David Mills

Attractions: The third floor of this branch museum deals with the mercantile history of Newfoundland and Labrador. The title of the maritime exhibit is "Ships and Shipping in Newfoundland and Labrador, 1500 to the Present."

Special Activities: None

Archives: None

New Exhibits: None

Schedule: 9 am-4:45 pm, Monday-Friday; 10 am-5:45 pm, Saturdays and Sundays, all year

Admission: Free

Name: **OLD FORT WILLIAM**

Address: Vickers Heights P.O., Thunder Bay, Ontario P7E 2G9

Phone: 807-577-8461

FAX: 807-475-8037

Director: Armin Weber, General Manager

Attractions: Living history activities, dramas, craft demonstrations, canoe arrivals and cannon demonstrations are highlighted. Old Fort William is a reconstruction of the original inland headquarters of the North West Company. The site has forty-two buildings with costumed staff. The fur trade era depicted deals with the years 1803-1821. Historic crafts such as blacksmithing, coopering and carpentry are featured, together with a working farm. There are also mini-dramas occurring throughout the day.

Special Activities: The Great Rendezvous (11-21 July) is a major summer event. Great Hall Chamber Concerts and Great Hall Feasts are evening events held on Tuesdays and Thursdays during July and August, by reservation only. "In Praise of Hands" (10-11 August) celebrates the work of craftspeople, historic and modern. The Native Festival (24-25 August) pays tribute to the contributions of the Ojibway. Guided walking tours, wagon rides and educational programmes are offered daily, with cannon and canoe arrivals during July and August.

Archives: The fort has its own resource centre for research, with some original documents and many books on the fur trade during the period depicted.

New Exhibits: A new visitor centre is currently under construction, with opening set for 1992. This installation will feature high-tech exhibits, a restaurant and other facilities.

Schedule: 18-May-30 June, 10 am-5 pm, daily; 1 July-1 September, 10 am-9 pm, daily

Admission: Spring (April-29 June): Adults, \$3.00; Students and Seniors, \$2.00; Children (under six), free. Summer (30

June-2 September): Adults, \$6.50; Students and Seniors, \$3.25; Children (under six), free. Group rates are also available.

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Name: **ONTARIO SCIENCE CENTRE**

Address: 770 Don Mills Road, Don Mills, Ontario M3C 1T3

Phone: 416-429-4100

FAX: 416-429-5961

Director: Brian Shannon

Attractions: The Science Centre is a vast playground of science with over six hundred hands-on exhibits in over ten exhibition halls. Many of the displays are maritime-oriented.

Special Activities: "Mindworks," a special exhibition on the science of human nature (until 2 February 1992)

Archives: None

New Exhibits: "Siberia," an exhibit on northern discovery and survival, 13 September 1991-5 January 1992; "The Jason Project: Voyage III to the Galapagos Islands," 2-14 December 1991

Schedule: 10 am-6 pm, daily; Fridays until 9 pm; open every day of the year except Christmas Day

Admission: Family, \$14.00; Adult, \$5.50; Youth, \$4.50; Child, \$2.00; Seniors, Free. All prices are plus GST.

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Name: **PORT DOVER HARBOUR MUSEUM**

Address: Box 1298, 44 Harbour Street, Port Dover, Ontario N0A 1N0

Phone: 519-583-2660

FAX: None

Director: Sylvia Crossland

Attractions: Museum is a restored net shanty featuring artifacts and the history of inland seas' commercial fishing and schooner trades.

Special Activities: Annual Heritage Parade and 1812 Mock Battle (May 24th weekend); Great Lakes Fishermen's Exposition Bi-Annual (mid-July); Canada Day celebrations (parade and tug parade)

Archives: Information on Great Lakes fish tugs (names, captains, owners, history), shipbuilders, and Lake Erie shipwrecks.

New Exhibits: Additions to existing shanty is currently awaiting funding from province; federal funding is already in place. Ship wheelhouse will adjoin new building.

Schedule: 10 am-6 pm, May-Labour Day, daily

Admission: Free

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Name: **QUEENS COUNTY MUSEUM**

Address: P.O. Box 1078, Liverpool, N.S. B0T 1K0

Phone: 902-354-4058

FAX: None

Director: Gary Hartlen

Attractions: The Hector MacLeod Collection, donated by Bowater Mersey to the museum, contains documents, pictures, half models and tools relating to shipbuilding. The collection is open to the public.

Special Activities: The museum holds an annual fundraiser, the Simeon Perkins Tea, on the lawn at the site.

Archives: The Thomas Raddall Research Centre has extensive holdings of microfilmed copies of the vital statistics of Queens County (\$2.00 per day research fee).

Special Exhibits: None

Schedule: 15 May-15 October, 9:30 am-5:30 pm, daily; 1 pm-5:30 pm, Sundays. 15 October-15 May, 1 pm-5 pm, Tuesday; 9 am-5 pm, Saturday; closed Sundays and Mondays.

Admission: Voluntary donation

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Name: **ST. CATHERINES MUSEUM**

Address: P.O. Box 3012, 1932 Canal Road, St. Catharines, Ontario L2R 7C2

Phone: 416-984-8880

FAX: 416-984-6910

Director: Virginia Hatch Stewart, Chief Museum Officer

Attractions: Welland Canals Gallery, which focuses the

Welland Canal and when and how it was built. It also portrays the operations of locks, communication and navigation, ship cargo, bridges, etc. The community heritage section displays material on St. Catherines manufacturing, military, and sports heritage.

Special Activities: In development stage.

Archives: Mainly St. Catherines-related; some material relates to Welland Canal.

New Exhibits: Museum officially opened 18 May 1991. Five-year plan in development.

Schedule: 9 am-9 pm, May-September; 9 am-5 pm, October-May

Admission: Family (two adults and up to four children), \$7.00; Adult, \$3.00; Seniors, \$2.00; Students (High School), \$2.00; Children (Primary School), \$1.00.

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Name: **SAMSON V MARITIME MUSEUM**

Address: 810 Quayside Drive, New Westminster, B.C. V3M 6B9

Phone: 604-521-7656/604-522-6894

FAX: 604-6094

Director: Archie Miller, Curator

Attractions: Docked at the New Westminster waterfront is a piece of local history that will bring back those long-past days of steam. It is the S.S. *Samson V*, a steam-driven paddlewheeler which the City of New Westminster and the Royal Agricultural and Industrial Association of B.C. have converted into a maritime museum. Built in 1937, the *Samson V* served as a work boat for the Department of Public Works for forty-three years clearing debris and servicing the needs of navigators. She was decommissioned in 1980 and was officially turned over by the federal government to the City of New Westminster. The vessel is a fond reminder of the life and activity on the Fraser River, with displays on her background, captains, predecessors (*Samsons I* through *IV*) and other paddlewheelers, plus remembrances of the goldrush, shipbuilding, fishing and forestry.

Special Activities: None

Archives: Available at Irving House, 302 Royal Avenue, New Westminster, B.C. V3L 3A1

New Exhibits: Sound and new panels, 1992

Schedule: Noon-5 pm, September-May, daily; Noon-5 pm, Wednesday-Sunday and holidays, June-August

Admission: Donations

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Name: **SOUTHERN NEWFOUNDLAND SEAMAN'S MUSEUM**

Address: Grand Bank, Nfld. A0E 1W0

Phone: 709-832-1484

FAX: None

Director: David Mills

Attractions: The exhibits at this branch of the Newfoundland Museum portray the maritime history of the southern Newfoundland region, with an emphasis on local fishing technology.

Special Activities: None

Archives: None

New Exhibits: Within the next two years the museum will be undergoing major renovations and new exhibits will be installed. At this time it is believed that the exhibits will focus on the Newfoundland fishery in general.

Schedule: 9 am-5 pm, daily, all year.

Admission: Free

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Name: **VANCOUVER MARITIME MUSEUM**

Address: 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3

Phone: 604-737-2211 (museum administration, gift shop, group bookings)/604-666-3201 (*St. Roch*, group bookings)

FAX: 604-737-2621

Director: James P. Delgado

Attractions: The museum presents Canada's Pacific heritage. Call the museum for current exhibit information. Also contains a "heritage harbour," home to restored vessels and temporary port to visiting "tall ships." The *St. Roch*, a restored RCMP Arctic patrol and supply vessel that was the first ship to circumnavigate the North American continent is

also on display. It is operated as a National Historic Site by the Canadian Parks Service with regular guided tours.

**Special Activities:** Call the museum for information on current special events and in-gallery activities.

**Archives:** Extensive archives on site.

**New Exhibits:** "Empress to the Orient" (16 May 1991-2 January 1992), marking the centenary of the CPR Empress steamship service. A nostalgic look at the luxury and romance of a bygone era of travel.

**Schedule:** 10 am-5 pm, daily; 10 am-9 pm, Wednesdays, all year.

**Admission:** Members and children under five, free; Adults, \$4.00; Children, students and seniors, \$2.50; Family, \$8.00

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**Name:** VIEUX-PORT-DE-QUÉBEC

**Address:** 100, rue Saint-André, C.P. 2474, Terminus Postal, Québec, P.Q. G1K 7R3

**Phone:** 418-648-3300

**FAX:** None

**Director:** Eve Bardou

**Attractions:** Interpretation Centre about the port of Québec in the nineteenth century. Main focus is on the timber trade and shipbuilding.

**Special Activities:** Summer programme for children on the life of the port of Québec in the nineteenth century (2 July-16 August)

**Archives:** None

**New Exhibits:** None

**Schedule:** 8 July-1 September, 10 am-5 pm, daily; shorter hours the rest of the year

**Admission:** Free

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**Name:** WEST COAST MARITIME MUSEUM

**Address:** 411 Campbell Street, Tofino, B.C. V0R 2Z0

**Phone:** 604-725-2132

**FAX:** None

**Director:** Richard Beaupied

**Attractions:** West Coast native artifacts; historical photos of Tofino area and people; whaling artifacts (bones, whale oil, etc.); shipwreck artifacts from various vessels

**Special Activities:** Gray Whale Festival (March)

**Archives:** Small archive on old vessels and photos of Tofino over the past hundred years.

**New Exhibits:** Currently developing a marine creatures exhibit to open in 1992.

**Schedule:** All year

**Admission:** Donation

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**Name:** YARMOUTH COUNTY MUSEUM

**Address:** 22 Collins Street, Yarmouth, N.S. B5A 3G5

**Phone:** 902-742-5539

**FAX:** None

**Director:** Eric J. Ruff

**Attractions:** The Yarmouth County Museum contains one of the country's major collections of ship portraits, almost all of which have Yarmouth connections. The museum's collection includes as well ship models, shipbuilding tools, navigational instruments, shipboard china and silverware, various items from shipwrecks and other miscellaneous marine items. The general history aspect of the museum includes collections of souvenirs brought to Yarmouth by its sea captains.

**Special Activities:** Monthly historical society talks as well as lectures on special occasions.

**Archives:** Contain information on Yarmouth history in general and Yarmouth shipping in particular--photos, log-books, letterbooks, diaries, charter parties, masters' certificates, etc.

**New Exhibits:** None

**Schedule:** June-mid-October, 9 am-5 pm, Monday-Saturday, 1 pm-5 pm, Sunday. mid-October-late May, 2 pm-5 pm, Tuesday-Saturday

**Admission:** Adults, \$1.00; students, 50 cents; children, 25 cents; family, \$2.50.

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**CANADIAN NAUTICAL RESEARCH SOCIETY  
ANNUAL CONFERENCE AND GENERAL MEETING**

**MEMORIAL UNIVERSITY OF NEWFOUNDLAND  
ST. JOHN'S, NEWFOUNDLAND  
25-27 JUNE 1992**

**"SHIPS, SHIPPING AND SEAFARERS"**

**CALL FOR PAPERS:**

**THE ORGANIZING COMMITTEE FOR THE 1992 CNRS CONFERENCE INVITES PROPOSALS FOR PAPERS. PROPOSALS FOR INDIVIDUAL PAPERS OR COMPLETE SESSIONS ON ANY TOPIC IN MARITIME HISTORY WILL BE WELCOMED, BUT THE ORGANIZERS ARE ESPECIALLY INTERESTED IN PROPOSALS DEALING WITH THE PERIOD OF THE SECOND WORLD WAR. IT IS EXPECTED THAT THERE WILL BE AT LEAST ONE JOINT SESSION WITH THE NAVAL OFFICERS ASSOCIATION OF CANADA ON NAVAL POLICY DURING THE SECOND WORLD WAR AND VARIOUS ASPECTS OF THE BATTLE OF THE ATLANTIC.**

**MEMBERS INTERESTED IN PRESENTING A PAPER SHOULD SEND A BRIEF 1-2 PAGE PROPOSAL AS SOON AS POSSIBLE BUT NO LATER THAN 30 NOVEMBER 1991 TO:**

**PROFESSOR LEWIS R. FISCHER  
SECRETARY  
CNRS  
MARITIME STUDIES RESEARCH UNIT  
MEMORIAL UNIVERSITY OF NEWFOUNDLAND  
ST. JOHN'S, NFLD. A1C 5S7**

**CNRS MEMBERS ATTENDING THE CONFERENCE ARE ALSO INVITED TO ATTEND THE NOAC MEETINGS, WHICH WILL BE HELD IN ST. JOHN'S 25-28 JUNE 1992.**

**MORE COMPLETE DETAILS ON THE CONFERENCE WILL BE PUBLISHED IN SUBSEQUENT ISSUES OF ARGONAUTA.**