

ARGONAUTA

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ARGONAUTA EDITORIALS

(I)

"Nothing is inevitable," so the aphorism goes, "except death and taxes." It therefore seems an exercise in futility to complain about taxes, especially the infamous GST. Unfortunately, Your Editor has reached the point where some kind of complaint needs to be voiced in the forlorn hope that in so doing, someone somewhere will take heed and help remove one of the more idiotic and inconsistent taxes to materialize in recent years.

The problem is this. As most of you know, Your Editor also serves as book review editor for *The Northern Mariner*. The books that we review are provided free of charge by their publishers. They are passed on to our reviewers, who can keep the books they review. Note that money never changes hands; the books are free to the CNRS and to our reviewers. These books come from both Canadian publishers and foreign ones; some are of modest retail value, others are enormously expensive. But again, I repeat, we do not have to pay for these books. The federal government, however, in its infinite wisdom, decided to tax books when it first introduced the Goods and Services Tax (which, for our European members, this is Canada's answer to VAT; for our American members, it goes beyond explanation—just work with me on

this one!). Thus, and despite the fact that we do not pay for review copies, we still must pay GST on each book received, based on its *value*, not its cost to us (which was nil). As a registered non-profit organization, some of this tax is returned—but not all of it.

With me so far? O.K. Now, who collects this tax? The government, having no mechanism to monitor the traffic in books, conscripted the services of the Customs Department to monitor the pernicious traffic in review copies and to charge recipients whenever and wherever found. Of course, Canada Customs only deals with books that pass through its hands on their way *into* the country; books sent by a Canadian publisher were ignored, and not taxed. This is NOT because the government would not like to collect that GST, but because it is nearly impossible for them to keep track of books that do not pass through the watchful care of a federal agency (the Post Office does not count, since they move mail, without actually looking at what they are moving). The result is inconsistent behaviour at best, hypocrisy at worst. On books sent to us by Canadian publishers, we do not pay GST; on books sent to us by foreign publishers, we do.

It gets better. Not all books entering the country are charged GST, only those exceeding a certain threshold value (which appears to be about Cdn \$20). Even then, not every book exceeding that value gets taxed; the procedure for charging GST seems erratic. Books sent to us that by-pass the Halifax Customs Office (which seems especially energetic) seem to miss the attention of the GST most frequently. As a result, some foreign books (but not all!) get charged GST, while Canadian books escape altogether. Nor is that all (yes, Virginia, there's more!). Not content with charging GST on books, the government allows Canada Customs to slap an additional \$5 fee on top of the GST for collecting the tax! More often than not, this means that a \$2-\$3 tax costs us \$7-\$8, because the collection charge is almost always greater than the tax being collected! And unless I am mistaken, our GST rebate does not apply to the lion's share of the bill, namely this collection fee. Cute, isn't it? We're being charged a fee by the government to collect a tax we never asked for in the first place.

What does all this mean? It means that the entire concept of Free Trade, to which the present government has committed itself, is a complete sham. Books from the USA are taxed, books from Canada are not. In the long run, if the system of applying the tax becomes more consistent and rigorous, it will increasingly force journals like ours to stop reviewing books published outside this country because we cannot

afford to pay the GST and the collection fee. It means that we shall increasingly be unable to fulfil our mandate of promoting nautical research. It means that many, if not all, of our members will be denied the right to stay informed about new research in maritime and nautical studies, wherever it is produced or published.

Canada's book publishing industry has organized a campaign to expose the iniquities and inequities of the GST as it applies to books. You can find out more from your local bookstore owners. You can also write to your federal representatives to complain. You should complain. I readily concede that taxes are a necessary evil of our society; they allow governments to re-distribute the national wealth by paying for many of the services we enjoy in this country. But when a tax causes more harm than good, it should at the very least be changed, and in this particular case, I would argue, abolished.

(II)

Writing in a recent issue (April 1992) of the Newsletter of the Australian Association for Maritime History, Marten Syme, the Association's President, drew attention to the fact that while Australia's new National Maritime Museum was opening in Sydney to great public excitement and well-deserved critical acclaim, the Port of Melbourne Authority was disbanding its modest public museum, devoted to Melbourne's wharves, waterways and navigational aids. Located in a small corner of the World Trade Centre and offering a display of artifacts, photographs and texts free to the public, the museum suffered from its remoteness and lack of energetic support. The collection has been divided between various other museums where, Syme concedes, it may have greater visibility despite the fact that each of the receiving museums charges an admission fee. Syme also recognizes that the extinction of the PMA exhibition may have been the correct decision, since "larger purposeful groups should have a greater capacity for survival and respect of their collections." Nevertheless, the loss of a specific collection relating to the development of Australia's largest port is to be regretted. "It also provokes," says Syme, "some consideration about relative cultural values when a statutory authority is pressed to surrender its public history because of financial stringency, while a nationally and corporately funded, high profile and large-budget museum continues..." The implication, as true for Canada and any other country where efforts to celebrate a maritime heritage through museums as it is for Australia, "is that small museums have little future, unless they are either financially viable, gain public or corporate support, and can maintain a community interest." In short, the effort that goes into high-profile national or regional maritime museums can place smaller, local museums at risk, for there may not necessarily be enough

energy, financial resources, and human resources to go around. Look around you. The smaller institutions that we treat, all too often, with condescension when we don't simply take them for granted are as important in their own way as the larger museums. Don't neglect them.

PRESIDENT'S CORNER

With an enlightenment that seemed to herald a new awakening, promulgating as its topic "Mahan Is Not Enough: The Corbett-Richmond Conference," the Naval War College at Newport, Rhode Island recently (28 and 29 September) brought together a pride of historians dedicated to probing the writings and careers of Sir Julian Corbett and Admiral Sir Herbert Richmond. I have to report that heresy may be in the air, and the Mahan conference two years ago certainly cast doubts on his *bona fides* as a prophet of the only true faith, but Corbett and Richmond have by no means dethroned Mahan in Neptune's world.

Newport is the right place--or should I say an appropriate place--for such deliberations. Though Narragansett Bay shelters cruise ships (rather awful, as opposed to full of awe) more often than battleships these days, it is easy to let the imagination roam and to visualise the splendid display of might that used to grace those waters. In fact, the USN fleet based on that region today exceeds in size the entire Canadian Atlantic fleet, if that can be taken as a measure of strength, but today's navy tends to be less demonstrative than it was in the first quarter of this century, and the presence of naval force was barely noticeable.

What, then, was noticeable? The inimitable "class" of a naval establishment--no trace of bias here--hangs over the Naval War College like an aura. For anyone familiar with Greenwich, the aura is not quite so steeped in history (it is barely more than a century since Luce and Mahan established Newport's reputation), but it is no less evident. And the gathering itself had a kind of cohesion. Most of us were historians, which was a common denominator, but there were sailors present who were definitely not historians, and they fit into the group with consummate ease. We were from the United States (twenty-five), Britain (eighteen), Canada (eight), Australia (two), Argentina, France, and the Netherlands (one each). Our views were diverse, but our interests, in the writings and influence of two great naval historians, held us together.

The two best known modern interpreters of Corbett and Richmond are, of course, the Canadian historians Don Schurman and Barry Hunt. The unexpected sudden death of Barry only weeks before the event saddened us and deprived us of a vital ingredient in the examination of Richmond's

thoughts. Captain A.B. Sainsbury, RNR, who had helped Barry on some of his research, took on the painful task of reading his paper, and nobly did he do it. But there could have been no substitute for the absent historian, especially since he had been revising his assessment of Richmond continually, as he discovered further evidence from his continuing study of British naval thought and policy in the early part of this century.

Richmond, was also often wrong and not prepared to admit it. Barry Hunt had documented this in his book *Sailor-Scholar*, and others at the conference, notably that prolific and eclectic "defence analyst" and naval historian Eric Grove, also pointed out Richmond's reputation for being difficult. But as Arthur Marder said of Jackie Fisher, the more you undertake the more likely you are to make mistakes. Daniel Baugh, the elegant historian of naval administration in the age of Walpole, has, since at least 1983, taken on as a central concern the defence of a blue water interpretation of British strategy. He defended Richmond's theories of sea power with considerable passion if not always with total success. If Richmond was wrong on many things, especially modern technical developments (in spite of his evident grasp of technical matters), so was Mahan. Whether Richmond was, in the words of Admiral Dreyer (as quoted in Barry Hunt's paper) a "disloyal cad," depends on one's definition of loyalty and decent behaviour.

Corbett, it must be said, came out of the discussion less bruised than Richmond. This may have been at least in part because his apologist, Don Schurman, was there to be bearded by Corbett's detractors, if any. The most telling blow was by our French participant, the authority on the naval thought of Castex, Hervé Coutau-Bégarie. Pointing out that the measure of the classic was whether it had been translated, he observed that so far, neither Richmond nor Corbett had appeared in any language but English. In contrast, the Italian naval thinker di Gambierardino had been translated into seven languages. One wonders how many of those who shaped modern naval affairs read any of these translations; but the same question can of course be asked about Corbett and Richmond.

The influence of naval historians on naval education, and of naval history on naval policy, was the object of lively discussion. Like Mahan, Corbett lectured to naval officers at their war college, and Richmond commanded the Imperial Defence College. Commander James Goldrick (the young Australian sailor-scholar who published his first book at the age of 23 and was likely, so our banquet speaker Rear Admiral Sir Guy Liardet told us, to end up pretty soon as Prime Minister of Australia), pointed out that although naval officers at the turn of the century and for many years after

had no historical training and did not think in historical terms, they were very clever men who had to have agile minds in order to cope with the radical technological changes of their day. They did not always relish being told their business by historians, particularly a civilian like Corbett, and it is evident there was a gulf between historians and many practising sailors that inhibited the effect of historical thinking on policy and doctrine.

Clearly, sailors are as clever as ever, and clearly the gulf has by no means disappeared. Mention was made of the work of Corbett's son-in-law Brian Tunstall, and Tunstall's disapproval of Sir James Calendar, who wrote the textbook used by the cadets at the Royal Naval College in Dartmouth. For some of those present, this struck a nerve: history has at best a limited place in the British naval cadet's curriculum, and some British naval historians (of whom there were examples at Newport) have been hanging about on hedges for lack of employment in the naval educational system. I was reminded of a discussion I had with a distinguished British Admiral, after his brilliant performance in the Falklands. Well known for his mathematical skills, he had absolutely no use for history. All you needed was to maintain the element of surprise. Or, as another senior British officer suggested, get a bit of history in small doses to absorb the tradition thing, and the rest will come naturally as you gain experience in the naval service. He did admit to reading C.S. Forester.

On the other hand, and in spite of the pessimism of naval historians who had to prove themselves in anything but "naval" history in order to earn respect from their academic colleagues, yet who were not considered "sufficiently forward-looking" by their military and naval sponsors, some of those present could demonstrate success in influencing naval thinking, and even policy, by the use of history. Even more encouraging, the two officers who first sat down to draft the so-called "Maritime Strategy" (the first version that the public did not see until the politicians had taken hold of it), made no pretensions to historical training, but on looking back realised that they had been heavily influenced by years of general reading in naval history.

All in all, this was a stimulating two days that rejuvenated a lot of jaded people, and bade fair to the future health of naval history. What was not said, but what was crystal clear at the end of it all, was that the health of the discipline rests in the ability to write sound and readable books. Whether the naval historian has a direct influence on policy and doctrine is perhaps academic; there will be no influence at all if the naval historian forgets to stick to his or her last. After all, just as our military institutions are simply part of the national fabric, so naval history is simply part of a much larger whole. The subject is no less enjoyable for that.

ARGONAUTA MAILBAG

Sirs:

I am engaged in research towards an article on operations in the Adriatic Sea during World War I of submarines belonging to the Imperial and Royal Austro-Hungarian Navy, based on unpublished informal photos of these U-boats and their crews, and on the personal correspondence of the chief Austro-Hungarian Naval officer in charge of the Unterseeboot New Construction Division of the Imperial and Royal Ministry of War with the Imperial German Navy on construction and delivery of the German-built U-boats of the Austro-Hungarian Navy. I would very much appreciate hearing from any members having knowledge of the operations of Austro-Hungarian naval vessels, surface as well as submarines, between 1914 and 1918.

John D. Harbron
4 Elstree Rd.
Etobicoke, Ontario
M9A 3Z1

Sirs:

Readers may be interested in, and find useful, a project of the national Naval Officers Association of Canada. Two members have been compiling a list of the locations of *all* RCN ship models known to exist. These models range from a huge twenty-five-foot model of the aircraft carrier *Bona-venture* in the Canadian War Museum, to a ten-inch model of a Fairmile Motor Launch at *Bytown* mess in Ottawa. Locations vary, from marine and military museums, to town and Legion halls, commercial board rooms to private homes. They cover the pre-1914 cruisers, destroyers, frigates up through wartime corvettes and Bangor 'sweepers, naval tugs, submarines to the newest HMCS *Halifax*. No Royal Navy or USN ships have been included, nor merchantmen. So far, about 130 models have been identified, with the compilers still searching for models "hidden away" in remote town halls and private homes. Some are beautifully detailed models of particular ships in which the builders sailed; others are somewhat rougher, or more representational of a class of ship. The idea is to make available a list of such models and their locations, for use by researchers or those planning an exhibit, etc. The list contains the names of the ship, the model's size and quality, who built it if this is known, and its present location. Should anyone wish to see a particular model, it would be up to them to contact the owner. Queries concerning the names of ships listed thus far should be addressed to (Captain) R.A. Darlington, 1820 Merida Place, Victoria, BC, V8N 5C9 or to me. As this is a private and unfunded venture, the cost of postage, letters, and copying is

expected to be covered! We would also be grateful if the details, as above, of any known models by readers in unusual places could be forwarded for inclusion in the list. The main maritime museums have been covered, but there are no doubt many unknown models in private collections, in yacht or naval clubs, in town halls or in offices of companies who supplied material to build the original warships.

Fraser M. McKee
Box 3
Markdale, Ontario
N0C 1H0

Sirs:

I am working on early nineteenth century piracy/privateering and keep getting references to vessels described as "hermaphrodite brigs" flying the flags of France and of South American republics (Rio de la Plata and Colombia, mainly) raiding shipping in the Atlantic. Can anyone explain to me what a hermaphrodite brig is, and how it differs from an ordinary brig? Why would it have been favoured by pirates and privateers? Finally, I would like to know where the ships came from. Were they products of the collapse of the Spanish navy following the independence of South America, or were they furnished by North American entrepreneurs? Most "Colombian" and "Buenos Aires" privateers operating in the Straits of Gibraltar were crewed almost entirely by English-speakers, if Spanish and Gibraltar accounts are to be believed.

Dr. Richard Pennell
Department of History
National University of Singapore
Singapore 0511

Sirs:

I have in my possession an interesting and significant naval portrait for sale which may be of interest to one of your individual or institutional members. The painting depicts Admiral Sir John Ross, the Arctic explorer. It is unsigned, but is probably by Benjamin Rowlandson Faulkner; it is in oils on canvas, size 30"x25", within a very handsome period giltwood frame measuring 44"x39". The subject is shown in three-quarter length pose standing against rocky cliffs. To the right fly five seagulls, with an ocean in right rear. He has a healthy complexion, blue eyes, sandy hair. He is dressed in a black stock, white shirt and dark blue naval uniform, gold epaulette, gold buttons, red and gilt sword belt, gold stripe trousers. Off his shoulders is draped a heavy black buffalo robe sometimes known as "Arctic Sleeves," right hand on hip, left rests on rocks.

This painting appears to be very much by the hand of Faulkner, and is very similar to the painting owned by the Scottish NPG (listed as a half-length version in the "Iconography" under Ross [314] Nat.Port.Gall. "Early Victorian Painters," HMSO 1973, Vol. I, p. 403). It has been suggested that my portrait may be the "other painting" that Faulkner exhibited in the RA 1829 (see last line of paragraph 1--Ross. Iconography). The painting has apparently been in the possession of Ross family members since painted, until I acquired it. However, the time has now come when it should be placed in a suitable institution; perhaps a member of the CNRS may know of a suitable home for this fine work. Should you require further details, I shall be pleased to oblige. I look forward to hearing from you.

Darrell G. Leeson, FRGS
P.O. Box 422, Station R
Toronto, Ontario
M4G 4C3
Tel: (416) 885-9853
FAX: (416) 885-0578

Sirs:

I am researching the history of the tug *Thundercape*, ex-*Empire Paul*. She was owned by Misener Offshore Services. Any help in determining her present whereabouts, condition and fate would be much appreciated.

Captain H.G. Hall
Shipsearch (Marine)
RR 3, Box 9020
Yarmouth, Nova Scotia
B5A 4A7

Sirs:

Does anybody still study the Juan de la Cosa map of 1500 and the ancient debate on Giovanni Caboto's landfall? I would like to know what the latest opinion is on the represented coast of Juan de La Cosa between *y verde* and *mer descuberto por inglese*. Is this still accepted as being a primitive representation of Newfoundland and Cape Breton? And what is the general assumption concerning the *illa de la trenidat*? Do most historians regard this as being the islands of St. Pierre and Miquelon? According to W.F. Ganong, Cabot applied this name to those islands because of some supposed view of the islands from Fortune Bay that gave the impression of three summits. I firmly believe that this is not possible. There is no angle from which the three islands can be mistaken for one. On the other hand, any coasting down the west side of Miquelon, with its many jagged cliffs, would give the observer successive views of three major rocky

formations with high elevations joined by sand dunes. I believe that this may be the *illa de la trenidat* found on the Juan de la Cosa map of 1500. All this is based on cartographical projections from recent French topological maps. Is any of this information relevant to the debate concerning the Juan de la Cosa map, and the exploration of the "new world" by John Cabot?

I would also like to know if any new maps have surfaced in the last two decades for this crucial period (1497-1520). I have catalogued about 170 maps (out of about four hundred) that refer to the islands of St. Pierre and Miquelon, also known on the maps as *Terra England*, *Onze Myll Virgines*, *XI Vogines*, *Barbados In*, *Ille Verde*, and usually placed between Cape Race and Cape Breton (*Capo rasso*, *raxo*, *ratz...* and *cape Briton*, *terra de los Bretomes* etc...) The maps I catalogued are over the period of 1500-1800, but I am especially interested in the 1497-1520 period.

Marc Cormier
77 St. Clair Avenue East, Apt. 1006
Toronto, Ontario
M4T 1M5

Sirs:

I am currently engaged in researching lightships on a world wide basis. My purpose is to assemble, under one roof, as much information as possible about the world's lightships. Very few manned lightships are still in service, and I think it is important to collect what information is available, not only on those still in service, but perhaps more importantly, on those that preceded them. Ultimately I hope to be able to publish the result of this project.

The purpose of this letter, then, is to ask for your readers' assistance in providing any information they may have on Canadian lightships. Of particular help would be details of the vessels themselves (their dates, builders, dimensions, etc.), station details (year established, discontinued, etc.), and a cross reference of vessels to stations with dates. Any illustrations or postcards they may have would also be most welcome.

Very many thanks for any information at all that can be passed on to me.

Keith Hall
The White Cottage
Three Gates, Leigh
Sherborne, Dorset DT9 6JQ
England

ARGONAUTA ARTICLES

SHIP LOCATING SYSTEM FACES TOUGH SELL

By Robert Williamson

[Ed. note: this article first appeared in the *Globe and Mail* on 8 September, 1992; it appears here with permission of the *Globe and Mail*].

The *Exxon Valdez* supertanker, loaded with Alaskan crude, slides across an electronic chart of Prince William Sound displayed on the big computer monitor in one of the warren of offices of *Offshore Systems International Ltd.* As the ship plows on and fails to make a planned turn on its projected course, an alarm flashes and sounds. A second alarm is triggered as the gap widens between the planned and the actual courses. Precious seconds pass. A third alarm sounds as the ship pushes into shallower water. Finally, a fourth alarm warns that the ship is bearing down on Bligh Reef.

The reality, of course, is that the crew on the bridge of the *Exxon Valdez* heard no alarms. The tanker, built in 1986, was not equipped with a Canadian-made, industry-leading \$100,000 electronic chart system that pinpoints a vessel's location twice every second and that might have helped avert a billion-dollar ecological disaster. Instead, a crew member still had to take a pencil and plot a position on a paper chart every few minutes, just as navigators have been doing since the days of sail. Such traditional plotting doesn't tell skippers where they are; it tells them where they were. In the minute it can take to fix a position on paper, a supertanker can travel almost half a kilometre.

Offshore Systems, which Canadian and US experts acknowledge may have the most advanced electronic chart system in the world, impresses visitors with its simulations of the *Exxon Valdez* disaster. But it's been an easy wow and a tough sell for the North Vancouver-based maritime technology pioneer. After more than a decade of research and development that had its origins in guiding oil drilling ships and icebreakers through the shallow waters of the Beaufort Sea--and largely ignored by shipping operators in Canada--OSL is belatedly moving into aggressive selling in international markets. As other Canadian companies have learned, however, the best technology can finish out of the money in the bruising stampede to market a hot product.

"The OSL system is one of the best, if not the best, most sophisticated system available in the world right now," says Neil Anderson, director of planning and development with the Canadian Hydrographic Service, the federal agency responsible for mapping Canadian waters. OSL digitizes its charts and installs proprietary cards in a Motorola computer to display and process input from a range of location-fixing sensors--including corrected satellite positioning signals from

the US Global Positioning System--to continuously locate a ship within five metres of its true position. The latest system also incorporates a matching overlay from a ship's radar to combine collision and grounding protection.

The human navigational error that saw the *Exxon Valdez* ripped open on Bligh Reef three years ago set off a regulatory rush that has agencies of several major maritime nations, including Canada, co-operating to develop specifications for a proposed world standard for electronic chart and display information system technology (ECDIS), expected from the International Maritime Organization by 1995. While navigation safety is its greatest appeal, shipowners also see ECDIS as the ticket to cheaper, one-person bridges. In July, ISL won a \$1.6 million contract with Canadian Hydrographic Service to install six of its fifth generation Electronic Chart-based Precise Integrated Navigation Systems on twelve Canadian ships. It was the biggest single sale of its flagship product in what will be the world's largest pilot project to evaluate the technology. It has also supplied two systems to the US Coast Guard for its work on world standards. Earlier-generation OSL units have drawn praise for helping Canadian Coast Guard icebreakers operate round-the-clock in the St. Lawrence Seaway and as a foul-weather aid to the Marine Atlantic Ferry Corp. vessels running into Port aux Basques, Newfoundland. "We get all sorts of R&D funds, which keeps us in the forefront of the technology," says OSL founder and president Helmut Lanziner. "But the hurdle we have to get over is product sales."

While supporting the move to international standards with \$9.2 million in federal funding for electronic charting development, Canada is keeping a wary eye on US and European rivals for signs that one country or another might be inclined to settle for a *de facto* standard that could favour an alternative domestic technology. "We can have the best Beta, but VHS will still win," Mr. Anderson said, in an analogy to the videocassette recorder format war of the 1980s. "As is often the case in Canada, we can be technically advanced and innovative. But taking it into the marketplace and developing an industry out of it, we're not always so good at it."

Hailed by some as the greatest advance since radar, electronic charting will be the future of marine navigation. Radar gave ships the means to avoid collisions; electronic charting can help them avoid groundings. Some research has suggested that 50 per cent of vessel losses come from groundings; only 20 per cent come from collisions. "The mind-boggling part is that in this day and age, you manually have to go around collecting navigation information and then go over to a paper chart and plot your position with a pencil exactly the same way as it's been done for hundreds of

years," Mr. Lanziner said. "The public thinks all these graphic displays they see on *Star Wars* are already on ships. But the marine industry is pretty archaic. People say, I haven't used electronic charts for the past fifty years, why do I need them now? Some of them have only just quit fighting radar. The whole way ships operate will change as a result of this new, electronic charting technology. There will be a lot of money made, just as there was when radar-based collision avoidance systems came in."

The big question is: how much of it will find its way into OSL's pockets? It's been a tough slog so far. Mr. Lanziner recognizes that OSL must move now to capitalize on its industry leadership if it is to cash in on its research and development, which has been funded to the tune of about \$5 million by the Canadian government over the past seven years. The company, founded in 1977 and listed on the Vancouver Stock Exchange in 1990, broke into the black last year and reported pretax earnings of \$118,000 on sales of \$1.8 million. Earnings for the first six months of this year were \$229,800 on sales of \$1.3 million.

Mr. Lanziner figures he has about a one-year lead over his closest competition, a Norwegian supplier. He said the gloves are coming off for the Ship Machinery and Technology Conference opening in Hamburg, Germany on 28 September. OSL will be demonstrating its latest Electronic Chart-based Precise Integrated Navigation Systems unit at the leading maritime marketplace, which will also be show-and-tell time for OSL's competitors. Mr. Lanziner said he will be seeking deals to supply large, original equipment manufacturers, including makers of radar systems, with the Canadian technology.

Mortimer Rogoff, who is heading the electronic chart work of the US Radio Technical Commission for Maritime Services, says the OSL unit is compatible with the draft world standard, and that only about two other systems come close to it. "It's hard to know who will win this race, whether it will be the radar companies or a company like OSL. But you can see the race forming. The radar companies already occupy real estate on the bridge and it's up to them to enhance their designs to include charting information."

OSL has established a US subsidiary and will open an office in Seattle this fall to get around a buy-American mind-set in what is a conservative industry. International sales may also help sales at home. OSL has been rebuffed for years by the provincial government's BC Ferries Corp., which operates one of the largest fleets in the world. "The harder we tried to sell them, the more they dug in their heels," Mr. Lanziner said. "In the past, they've waited until these things are available elsewhere, and then buy from another country. It's

typical of the Canadian market, which asks: Can it really be that good if it's Canadian?"

GOLDEN MEMORIES OF FIVE BEAUTIFUL "LADIES"

By R.F. Latimer
Dartmouth, Nova Scotia

[Ed. note: a version of this article first appeared in the Halifax Chronicle Herald on 4 May, 1992; it appears here with the kind permission and cooperation of Mr. Latimer and the newspaper. Mr. Latimer is an ex-radio officer of the Canadian Merchant Marine, now retired.]

Almost sixty-four years ago, in 1928, the Canadian National Steamships' liner *Lady Nelson* sailed from Halifax on her maiden voyage to the Caribbean to inaugurate a passenger-cargo liner service between Canadian and United States east coast ports, and the Spanish Main. It was a service destined to become a high point of Canada's merchant marine history. It also marked the establishment of an inter-island service never before undertaken.

The *Lady Nelson* was soon followed by an additional four elegant ladies, the *Lady Rodney*, *Lady Hawkins*, *Lady Somers* and *Lady Drake*. They were staunch classy white-hulled ships, named after British naval admirals of a long bygone era and crewed by Canadian and West Indian seamen. Familiarly known as the "Lady Boats," they were unsung ambassadors for Canada and their names are legend.

All were built by Cammell-Laird in Birkenhead, England. They had an overall length of 438 feet, beam of 59 feet, deadweight tonnage of 7,969 with a loaded draft of 24 feet. Propulsion was by oil-fired twin turbines with a shaft horsepower of 7,400 and a cruising speed of 15 knots. Unique in their design, the lady boats were fitted with extra-length cargo booms, or derricks, for additional outreach, which were stowed vertically and secured against the masts when the ships were at sea. Other main features were their relatively shallow draft for entering small island harbours and oversize rudders for improved manoeuvrability, coupled with extra strengthening forward for operating in field-ice conditions.

Under the capable management of their Crown-owned company, Canadian National Steamships Limited, the five distinguished "ladies" were enjoying a dominant position of influence in their careers when World War II was declared. Within the short span of two and a half years, three of their number--*Hawkins*, *Drake* and *Somers*--had been lost to enemy action with a heavy loss of life.

In 1942, the *Lady Nelson* was also torpedoed while lying at dockside in Castries, St. Lucia by a U-boat which had boldly

penetrated into the harbour; sixteen men lost their lives. Raised from the bottom at Castries, the *Lady Nelson* was towed to Mobile, Alabama, where she was refitted and converted to Canada's first hospital ship. Equipped with beds for 518 patients and a medical staff of seventy, in addition to her crew, *Lady Nelson*, flagship of the Lady fleet, in her gleaming white splendour, her lighted red cross insignia and hospital-ship identification well displayed, commenced her missions of mercy to and from the North Atlantic and Mediterranean war zones in May 1943. In this capacity she steamed more than 190,000 miles and cared for some 21,000 sick and wounded service personnel. She was, indeed, a wartime lady of mercy.

Meanwhile, *Lady Rodney*, which had been outfitted to carry 500 troops, had taken up duties carrying military personnel to and from east coast Canadian, Newfoundland and northern military bases, logging over 160,000 miles. It is interesting to note that, of the five lady boats in service at the outbreak of the war, *Lady Rodney* was the only one to survive unscathed.

In 1946, both *Nelson* and *Rodney* were transferred to repatriation service, in what became humorously known as the "diaper special," ferrying war brides and their children to their new homes in Canada. Following refit after war service, the ladies, in trim, yacht-like appearance, reverted to their peacetime role as commercial passenger liners but, for economic reasons, they were withdrawn from the West Indies run and, in 1952, sold to Egyptian interests.

In 1953, under Egyptian registry, they were renamed *Gumhuryat Misr (Nelson)* and *Mecca (Rodney)* respectively, and served chiefly as passenger ships plying Mediterranean ports between Alexandria and Marseilles, as well as in the pilgrim trade between Jeddah and North African east coast ports. In 1960 their names were changed again, *Nelson/Gumhuryat Misr* to *Alwadi* and *Rodney/Mecca* to *Komati*. During the 1967 Egyptian-Israeli six-day war, the ex-*Lady Rodney*, now *Komati*, was scuttled in the Suez Canal and it was not until 1974 that divers cut her into manageable pieces which were lifted onto the canal bank and reduced to scrap. On 18 December, 1965 the ex-*Lady Nelson*, now *Alwadi*, was docked at Alexandria in a damaged condition and in 1968 sold for demolition, which would suggest that she never sailed again.

Reading almost like a New Year's honours list are the names of the many officers and men who manned this graceful quintet and who were decorated for gallantry at sea during the Second World War. Ships and men are, indeed, a tribute to Canada's contribution as a seafaring nation.

ARGONAUTA COLUMNS

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

By C.B. Koester
Kingston, Ontario

The Times; The Manners

I may have known enough about table manners to get through a luncheon with the Captain of the Naval College without rebuke, but there were many subtleties of wardroom relationships in the Royal Navy of the 1940s which could only be learned, not taught.

There was the occasion in the HMS *Devonshire*, for example, when, for reasons I have now forgotten, the Gunroom Mess was closed and we midshipmen took our meals in the Wardroom. I went to breakfast one morning to find the table occupied by the Commander (E) and the Paymaster Commander, both ensconced behind newspapers propped on mahogany racks specially built for that purpose. I knew enough not to say "Good Morning," for the junior officer does not speak unless spoken to, so I simply sat at the foot of the table where I was served by the Royal Marine Wardroom Attendant.

Everything proceeded in silence until I wanted the marmalade which was in front of the Commander (E).

"Would you be good enough to pass the marmalade, please, Sir," said I, in what I considered to be a very respectful tone of voice.

Imagine my surprise when this simple request was greeted by two pairs of eyes glaring in astonishment over their newspapers and two apoplectic voices growling in shock and dismay. The Wardroom Attendant hastened to fetch the marmalade pot; I continued with my breakfast; and the two senior officers recovered enough of their composure to resume the perusal of their newspapers. I didn't lose any sleep over the incident, putting it down simply to the stuffiness of wardroom officers, and trusting, please God, that I would never become as crusty as that.

I had almost forgotten the episode when, many years later, on reading *A Sailor's Odyssey*, the autobiography of Admiral of the Fleet Lord Cunningham of Hyndhope, I learned to my delight that as a sub-lieutenant prior to the First World War, one of his shipmates had committed a similar gaffe. At lunch one day when he asked the Executive Officer to pass the

salt, this unfortunate young gentleman was the recipient not only of growls and glares as I had been in similar circumstances, but of the rough edge of the senior officer's tongue:

"What do you think the bloody servants are for, boy?"

O tempora, O mores.

Tell the Mate of the Upper Deck...¹

After my disastrous experience as Captain's Doggie, it was some time before I was assigned similar responsibilities again. I was more senior and much wiser in the ways of RN officers, men and ships when my turn came six months later to act as Commander's Doggie. The Commander of a capital ship is the Executive Officer, responsible to the Captain for the administration of the ship's routine and the welfare of the ship's company both at sea and in harbour. It is his duty to ensure that all evolutions, particularly on the upper deck, are performed in a "seamanlike manner." The job is not easy at the best of times, and at the worst, with a fire-breathing Captain looking over his shoulder, it could bring out the least admirable characteristics in any one. Consequently, the Commander to whom I was attached had a deserved, but perhaps misunderstood reputation for short temper and irascibility.



Figure 1: "On the bridge of HMS Devonshire." Left to right: Lieutenant-Commander (N) G.W.W.H. Paine, RN, who was the Navigating Officer and the "Snotties' Nurse;" Lieutenant-Commander Norman Kennedy, RNVR, the Mate of the Upper Deck or the "Gaffer;" and Captain G.M.B. Langley, OBE, RN, who had succeeded Captain D.K. Baine, DSO, RN, in command.

Source: Courtesy of H.J. Wade.

My first test came rather sooner than expected. We had entered the wind-swept fleet anchorage at Scapa Flow one stormy winter's day in 1945. Everything was going well on the upper deck; boats, booms and ladders were being prepared for lowering at the exact moment the anchor was let go. However, an alteration of course to run up to our anchorage brought the wind around to the port beam making it almost impossible to turn the port cutter outboard on its davits for lowering. The few hands available struggled manfully under the direction of the Mate of the Upper Deck, an RNVR lieutenant-commander, but to no avail. The boat itself, a pleasure to handle under either oars or sails, was a brute of a thing when out of water, and simply offered too much resistance to a beam wind.

The Commander, watching it all from the after end of the flag deck, became more and more agitated. Finally he turned to me.

"Snotty," he snarled, using the traditional form of address we all detested, "Tell the Mate of the Upper Deck that if he doesn't have that cutter outboard in three minutes, I'll have his balls slung outboard in five."

Away I went at full speed. Down one ladder to the gun deck. Down another to the Upper Deck. Then a dash aft to the cutter's davits where the struggle against the elements was still going on. All the time I was turning the Commander's message over in my mind.

"Commander's compliments, Sir," I said to the Mate of the Upper Deck after giving my best salute. "He would be grateful if you could have the cutter ready for lowering as quickly as possible."

The Gaffer, as we midshipmen would call him only in our private conversation, was a bluff Scotsman, a man at peace with himself and confident in his own abilities as a seaman. He spoke quietly.

"Laddie, go back and tell the Commander that if he doesn't like the way I'm doing this, he can bloody well come down here and do it himself, and I'll have the good Lord cut this gale down to half force for him."

Back I went, safely out of one snare and fervently hoping to avoid another.

"Mate of Upper Deck's respects, Sir," I reported when I had regained the flag deck and was standing at attention in front of the Commander.² "He would appreciate your advice on how he might complete the evolution any more quickly and safely in this beam wind."

Falsehoods? Distortions? Not really! This was simply a midshipman's exercise in diplomacy, and both officers knew it. They knew, too, that the only practical solution to the problem of the cutter was to have it lowered as a separate evolution once the ship had come to her anchor. Above all, they knew, as I was only beginning to sense, that the whole episode was simply another good experience for young officers.

Notes

1. I should acknowledge a debt to an old shipmate, Richard H. Leir, for it was upon reading his article, "Big Ship Time: The Formative Years of the RCN Officers Serving in RN Capital Ships," which appeared in James A. Boutilier's *The RCN in Retrospect, 1910-1968*, that I was inspired to begin with "Tell the Mate of the Upper Deck..." If my account of the "midshipman as messenger boy" sounds similar to his, it is due not to plagiarism but to a set of assumptions common to every gunroom in the fleet and every fleet in the navy. There were certain things that 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 relationships 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 "seamanlike manner."

2. The senior officer sends his "compliments," the junior officer, his "respects."

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

S.S. La Tour

Specifications:

Official Number:	90884
Builder:	G.W. Johnson, Yarmouth, N.S.
Date Built:	1888
Gross Tonnage:	154.43
Overall length:	97.3 feet
Breadth:	20.7 feet
Draught:	7.8 feet
Engine Builder:	Burrell Johnson Co., Yarmouth, N.S.
Engine type:	Steam, 30 h.p.
Propulsion:	single screw

History:

The *La Tour* was built in 1888 for Captain William H. Cook's Yarmouth and Shelburne Steamship Company, when the growing traffic in fish and lobsters for the New England market became more than his little sixty-two ton *Arcadia* could accommodate. *Arcadia* was sold to Duncan Carter of Parrsboro, N.S. for Minas Basin service when the *La Tour* was delivered. The new vessel proved to be well-suited for the run, leaving Yarmouth on Tuesdays and Fridays for Shelburne, calling at Pubnico, Woods Harbour, Clark's Harbour and Barrington along the way and returning via the same route on Wednesdays and Saturdays. On Tuesdays the trip was extended to include Port Clyde, Port La Tour and North East Harbour.

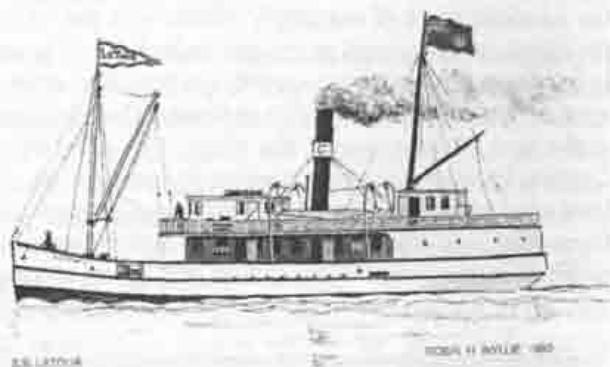


Figure 1: The S.S. La Tour in Cann Company colours from a photograph by the late Walter Guy Buckley of Guysborough (from the author's collection).

Competition from the much larger paddle steamer *City of Saint John*, placed on the South Shore run by the Yarmouth Steamship Company that same year, 1888, no doubt had some effect on Captain Cook's revenues from Shelburne and Barrington, but *La Tour* remained on the run until the opening of the Coast Railway from Yarmouth to Barrington Passage in 1899.

In 1900, the vessel was purchased by Hugh Cann & Sons Ltd. for their Passamaquoddy Bay service. There she ran four times weekly between Grand Manan, Campobello and Eastport, Maine and once weekly between Grand Manan, St. Stephen, St. Andrews and Saint John. She remained on this and other Cann Company routes, including the Mulgrave-Guysborough run during World War I, until 1929 when she and the other vessels in the Cann fleet came under the management of the Eastern Canada Coastal Steamship Company consortium. Records show that she was retired in 1939, but her ultimate fate is unknown. In any event, her fifty-one years of service must come close to a longevity record for a wooden coastal steamer.



Figure 2: The Hugh Cann Company's vessels might have been small, but they offered the passenger as many of the facilities of a larger vessel as possible, right down to company dinnerware from Ridgeways of England, decorated with the blue and white company house flag (copied from a nine-inch plate in the author's collection).

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ARGONAUTA NEWS

IN MEMORIAM: DR. BARRY HUNT 1937 - 1992

[Ed. note: We were much saddened to learn that Dr. Barry Hunt, one of Canada's most gifted naval historians, passed away last month. Through his writing, conference activities, and, perhaps most importantly, his teaching, Barry made substantial contributions to the discipline. As a past member of CNRS and a regular reviewer in our journal, Barry was familiar to many of our members. This overview of his career is a slightly amended copy of one prepared by the History Department at The Royal Military College]

Dr. Barry Hunt, professor of History at The Royal Military College in Kingston, Ontario and a long-time member of the CNRS, died very suddenly on Friday, 4 September, 1992.

Barry was Dean of Arts at RMC, a position he had held for two years. However, his ties with the College began when he came to RMC as a cadet from Royal Roads. This experience allowed him to understand and sympathize with the plight of

all cadets. It also taught him both the strengths of military training and the foibles of pomposity and bureaucracy.

Barry graduated from RMC in 1960 with an Honours degree in History and joined the Royal Canadian Regiment. He served for a couple of years with the 7th of Foot, The Royal Fusiliers. Those were happy days in England and Germany; in addition to serving with the British Army and leading patrols, he went in for bird dogs, fast cars and hock. On his return to Canada, Barry was awarded, in 1967, the first master's degree in History granted by RMC. Five years later he completed his doctorate at Queen's, under Dr. Don Schurman, and returned to RMC to begin his second and main career as a member and soon leader of the History Department.

Barry was a gifted teacher. He did not suffer foolish people, print or typescript gladly. On the other hand, it would have been hard for a glimmer of promise to have escaped his attention. He took endless pains with the work of students at all levels, and he had the sense to know when a person should take on personal responsibility for their own work.

Barry was also a fine historian. His life of Admiral Sir Herbert Richmond, *Sailor Scholar* (Sir Wilfred Laurier University Press, 1982), is a very sensitive examination of a very complex man. Barry was recognized as one of the leading scholars in naval history, and subsequent articles, numerous invitations to present papers at various conferences and a second book that was well-advanced when he died, are all evidence of the ability of this "soldier-scholar" and his commitment to his craft.

Barry's service as an administrator reflected his love for The Royal Military College. He was fully committed to the Arts Division. To Barry, RMC was not "just another engineering school." Rather, as first a student of the College and later as a member of faculty, he believed that the academic work done there was, especially in the Arts, superior to much that went on in civilian universities and military-academic places in other countries. And as a member of the History Department and as Dean of Arts, he was committed to making sure that that distinction continued.

Barry was a wonderful colleague and friend, always willing to listen to concerns, commiserate with frustrations, rejoice when all went well and provide wholehearted support to the endeavours of those around him. He was a good shot and liked the Canadian bush in the fall in the company of friends. He was a good host and a witty companion, evoking healthy laughter and wry comments.

Gifted teacher, staunch friend, historian, ex-cadet, adminis-

trator, husband and family man, these are all words. They are not, unfortunately, enough to describe Barry Hunt adequately. Memory is most useful as an individual activity; sometimes, however, common memories do emerge. Those who knew Barry will remember him in different ways. But we shall also remember that, on the personal level, he was most effective, both in support of his causes and in support of his friends. Although a very practical man, he seems to have had that "courage of the morning." None of us was ready to lose him--least of all his wife Betty and their three children.

the History Department
The Royal Military College
Kingston, Ontario

CALL FOR PAPERS: CANADIAN NAUTICAL RESEARCH SOCIETY ANNUAL GENERAL MEETING

The 1993 Annual General Meeting of the Canadian Nautical Research Society will be held 27-29 May in Toronto, Ontario. The host institution is the Marine Museum of Upper Canada, and John Summers, who is Assistant Curator there, will chair the Programme Committee. Other members of the committee are Michael Moir of the Toronto Harbour Commission Archives, and Commander Bob Willson and Ms. Carla Morse who are Director and Curator respectively of the HMCS *Haida* Museum. The overall theme of the 1993 meeting is "Working Waterfronts: Challenges, Conflict, and Change." Abstracts of proposals, together with brief resumés, are invited upon (but not necessarily restricted to) the following specific themes: waterfront industries; boat-building; shipbuilding; tourism; museums; waterfront recreation; regeneration and re-development; heritage vessels; heritage and policy issues; de-industrialization; harbour defences; naval bases. For additional information or to submit proposals, contact John Summers, Asst. Curator, Marine Museum of Upper Canada, Exhibition Place, Toronto M6K 3C3 (tel: 416-392-6827; FAX: 416-392-6834).

INDEX TO FORMER NAMES OF SHIPS LISTED IN THE 1941-42 LLOYD'S REGISTER OF SHIPS

Shipsearch (Marine) is pleased to announce the completion of an important marine research tool, an *Index of Former Names of Ships Listed in the 1941-42 Lloyd's Register of Ships*; it has been produced under copyright license from Lloyds of London. Section One, "Steamers and Motorships Over 300 Gross Tons," is now ready; two more sections, on "Steamers Under 300 Tons" and "Sailing Ships," will be ready early in 1993. The Index consists of ninety pages of *former names only* and comes with an Introduction and two appendices. It is printed on quality paper suitable for punching and

storing for use in binders. Each page is double-columned and arranged alphabetically by ship's name, including an abbreviated coding indicating type of ship and year built. A list of abbreviations used by Shipsearch to designate ship types is supplied. The price of Section One is \$50, payable in Canadian funds by cheque or money order (no credit cards); postage and packing are included in the price. Order from Captain H.G. Hall, Shipsearch (Marine), RR 3, Box 9020, Yarmouth, Nova Scotia B5A 4A7.

UNIVERSITY NAVAL TRAINING DIVISION REUNION

The UNTD Association of Upper Canada, in conjunction with a number of ex-UNTDs from Halifax, is organizing a Halifax Reunion in honour of the fiftieth anniversary of the founding of the University Naval Training Division. The reunion will take place 2-4 July, 1993. All ex-UNTDs are welcome. For further information, contact David Fry, Secretary, 106A Pembroke Street, Toronto, Ontario M5A 2N8 (tel: 416-927-8526; FAX: 416-927-1673).

FIRST DIRECTOR APPOINTED TO OFFSHORE SURVIVAL CENTRE IN NEWFOUNDLAND

Capt. Mark Turner has been appointed the first director of the Offshore Survival Centre of the Marine Institute at Memorial University of Newfoundland. The facility, located in the community of Foxtrap, is considered one of the world's best equipped and most modern safety and survival training facilities. Capt. Turner has been a faculty member at the Marine Institute since 1988 and a lecturer in marine law and ship management. He holds a masters in admiralty law from the University of Wales.

CLEVELAND STATE UNIVERSITY ANNOUNCES GREAT LAKES HISTORY PRIZE FOR 1991

Every year, the Cleveland State University Department of History and the French/American History Endowed Library Fund award prizes to scholarly essays on Great Lakes history. Special areas of interest include French-American relations and the discovery, exploration, and development of America and the Great Lakes region. Suggested general topics include (but are not limited to): French discovery and exploration of the Great Lakes region; French explorers and settlers; the history of shipping on the Great Lakes (military and commercial); the industrial development of the region by the iron and steel industry; industrialists and entrepreneurs; sailing ships and steamboats; literature, legends and folklore of the Great Lakes region; environmental history of the region. The prizes for the best submissions of 1991 were recently announced. First prize went to Larry Lankton for his book *Cradle to Grave: Life, Work and Death at the Lake*

Superior Copper Mines (Oxford University Press, 1991). Second prize went to Mark L. Thompson for *Steamboats and Sailors of the Great Lakes* (Wayne State University Press, 1991). Submissions for the 1992 prize are now being solicited. Such submissions, and any inquiries, should be directed by 1 March, 1993 to Dr. Timothy Runyan, Department of History, Cleveland State University, Euclid Avenue and East 24th Street, Cleveland, OH 44115, USA. Winners will be announced on 1 May, 1993.

FEDERAL GRANT ENHANCES MARITIME HISTORY COLLECTION AT MEMORIAL UNIVERSITY

Michael Lonardo, the Social Sciences Librarian at Memorial University's Queen Elizabeth II Library, has been awarded an SSHRC grant (Social Sciences and Humanities Research Council of Canada) of \$30,000 for maritime history. This is the fourth maritime history SSHRC grant in the last eight years, totalling \$135,000. The funds awarded will be used to purchase manuscript census schedules for the maritime provinces, South Shields and Southampton in England, and Maine, Massachusetts and New Hampshire, as well as nineteenth century holdings of the *Shields Gazette*.

NORTH SEA HISTORY CONFERENCE, AUGUST 1993

A conference of the North Sea Society will be held in Aberdeen, Scotland from 27-29 August on "The North Sea--Resource and Responses." Under this heading four themes will be examined--oil, fishing, shipbuilding, and seaway. For information, contact John Edwards, Aberdeen Maritime Museum, Schoolhill, Aberdeen AB9 1FQ, Scotland (tel: 0224-646333; FAX: 0224-632133).

SHIP PLANS AVAILABLE FOR MODELLERS

David MacGregor, CNRS member and well-known author of *Merchant Sailing Ships 1775-1815: Their Design and Construction* (Watford, UK: Model and Allied Publications, 1980), offers an invaluable service to model-builders around the world. He has collected and offers for sale authentic scale plans of ships from the age of sail to the twentieth century. David prepared many of the plans of sailing ships and vessels himself: sailing barges, fishing boats, fore-and-aft rigged vessels, brigs, brigantines, schooners, and of course square-rigged ships, both mercantile and naval. Most of the ships and vessels were either British or American. Also for sale are plans of twentieth century American, German and British warships, steamships, and powered fishing boats, including everything from battleships and destroyers to corvettes, submarines, torpedo boats. These plans were drawn by the finest marine modellers, including the late Norman Ough as well as E.N. Wilson, John Lambert, and

A.C. Stephens. Note that these are plans only. A catalogue for 1991-92 is available, complete with additional details concerning prices and how to order. For information, write David MacGregor Plans, 99 Lonsdale Road, London SW13 9DA, England (tel: 01-748-7467).

MARINE GEOTECHNICAL CONFERENCE, JUNE 1993

The fourth Canadian Marine Geotechnical Conference will take place in St. John's, Newfoundland on 27-30 June, 1993. The conference is co-sponsored by Memorial University of Newfoundland's Centre for Cold Oceans Resources Engineering (C-CORE) and the Canadian Geotechnical Society. It will provide a forum for presentation of the latest developments in offshore geotechnology. Topics to be discussed include: foundation analysis, ice/seabed interaction, soil properties, centrifuge applications, instrumentation and environmental geotechnics, among several others. For further information, contact Mike Paulin, conference secretary (tel: 709-737-8352/8354; FAX: 709-737-4706).

MASTER OF SHIPPING MANAGEMENT PROGRAMME ANNOUNCED IN NORWAY

Beginning January 1993, a new two-year part-time Master of Shipping Management Programme will be run jointly by four cooperating Norwegian institutions. Programme Directors are Helge Nordvik of the Norwegian School of Management, and Tor Vergeland of the Norwegian School of Economics and Business Administration. For information, contact H.W. Nordvik, the Norwegian School of Management, Box 580, N-1301 Sandvika, Norway.

NEW TRIREME REPLICA IS PROPOSED

An English group is planning to reconstruct another replica of a Greek trireme, the ancient ship-of-war with three levels of oarsmen. The Trireme Trust has settled on a design for the new vessel, based on a larger and recently authenticated measure of the cubit of 0.490 metres and incorporating modifications arising from the trials in *Olympias*, the only existing trireme replica. *Olympias*, operated by the Hellenic Navy, is widely believed to have been built to the wrong cubit measure. This caused difficulties for the oarsmen in their efforts to operate the vessel at the speeds and handling of the ancient Greeks. Construction of the new trireme could be the first shipbuilding project of a proposed centre at Milford Haven for the building and operation of traditional and historical ships and oared craft. The current schedule for fundraising and building might produce the ship by 1994 or 1995. For information, contact: Trireme Trust, Pyrton Halt House, Watlington, Oxford OX9 5AN.

MARITIME TRUST TARGETS CUTTY SARK FOR NEXT "SAVE OUR SHIP" APPEAL

The Maritime Trust, Great Britain's independent ship preservation charity, was represented last July at the International Festival of Sail at Brest, France. Two of its historic traditional vessels were also at the Festival: the 110-year old Cornish crabber *Ellen* and the Brixham sailing trawler *Provident*. The *Ellen* has just recently been restored to sailing conditions by the Cornish Friends of the Maritime Trust, while *Provident* recently underwent a £300,000- major refit to ensure her preservation. The Trust's most famous ship, the tea clipper *Cutty Sark* at Greenwich, was the focus of a display at Brest designed to draw attention to the current SOS "Save Our Ship" appeal for £2 million; these funds are needed to carry out essential repairs and restoration needed after thirty-five years of the ship being on show to the public. Over twelve million people have visited the ship since her arrival at Greenwich in the 1950s, and an estimated 400,000 visit her now every year. The foremast needs to be renewed and extensive bow repairs are required as part of the first phase of a ten year programme. This will include re-rigging the main and mizzen masts, relaying of the poop and main decks, major structural repairs to the keel and bows, and refurbishment of the "Nannie" (the figurehead).

The Maritime Trust is an independent charity and receives no government subsidy. It was founded in 1969 to "restore and put on display ships and equipment of interest and importance in the technical, commercial and military history" of Great Britain; thus far, it has preserved twenty vessels of historical interest. For information on how you can help, contact the Maritime Trust at 2 Greenwich Church St., London SE10 9BG (tel: 081-858 2698).

SYMPOSIUM ON "MARINE STEWARDSHIP IN THE NORTHWEST ATLANTIC"

The Centre for Marine Environmental Initiatives (C-MERITS) at the Marine Institute of Memorial University of Newfoundland will sponsor a major working symposium 25-27 November on the theme "Marine Stewardship in the Northwest Atlantic." Issues relating to marine litter, waste, oil, and dangerous goods will be explored at the three-day event. Special speakers, workshops and plenary sessions will be organized at the Hotel Newfoundland; these will enable participants to examine those issues from the perspectives of environment, economics, regulations, technology, and spatial planning. For more information, contact Joanne Harris, Conference Coordinator, Marine Institute, Memorial University of Newfoundland, St. John's, Newfoundland (tel: 709-778-0660; e-mail jharris@gill.ifmt.nf.ca).

CALL FOR PAPERS: FRENCH COLONIAL HISTORICAL SOCIETY

The French Colonial Historical Society will hold its nineteenth annual meeting May 19-23, 1993 at the John Carter Brown Library, Providence, RI. The organizers invite panels or individual papers on *any* aspect of the French colonial experience (e.g., the Americas, Polynesia, Madagascar, Africa, Indo-China, the Near East). Special themes for this conference are the literature of the encounter, francophones in New England, the revolutions at St. Domingue, the Huguenot diaspora. Resumes of proposals and a brief *curriculum vitae* should be sent before October 15, 1992 to Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA.

CONCERN OVER LOOTING OF UNDERWATER HISTORICAL SITES IN NIAGARA AREA

According to an item in a recent issue of *Divers Free Press* written by David Gilchrist, a diver and underwater photographer well-known in the Niagara Peninsula, there is growing concern over looting of underwater historic sites in the Niagara River. This has been a popular location for divers in recent years, and most of them are responsible in their activities and attitudes to the area's rich maritime heritage. Unfortunately, some are engaged in diving for artifacts related to the War of 1812 and other periods, particularly in the vicinity of Fort George and Fort Mississauga in Niagara-on-the-Lake at the mouth of the Niagara River. At one site divers equipped with metal detectors and other equipment have been excavating large pits and searching for artifacts. Authorities representing the Niagara Parks Commission, the Canadian Parks Service and the Ministry of Culture and Communications, as well as concerned local residents, have tried to arouse public awareness and to take action against such illegal activities. Last February a seminar was held at Navy Hall in Niagara-on-the-Lake; experts in underwater archaeology described the importance of underwater sites and the positive role that local divers can play in studying and protecting such sites. Nevertheless, the problem of looting persists and will continue to attract the counter-efforts of the authorities and local diving organizations for some time to come.

COURSE AT UNIVERSITY OF VICTORIA ON "PRESERVING MARITIME HERITAGE"

The Cultural Resources Management Programme at the University of Victoria, British Columbia offered several courses this fall, some of which could be taken for university credit or for non-credit, including a course entitled "Preserving Maritime Heritage." Persons enrolled in this course were

given a comprehensive look at the nature of maritime heritage, the contexts in which it is preserved, and the practical problems and opportunities that exist as efforts are made to preserve and interpret it effectively. Topics included: the growth and nature of maritime collections; philosophical and ethical considerations; current professional networks and resources; approaches to preservation and conservation; curatorial concerns and issues; collections and information management systems; preserving, maintaining and using floating vessels; preserving and interpreting underwater archaeological sites; approaches and resources for research and interpretation. The collections of the Maritime Museum of British Columbia provided a focus for this course. Students also explored a variety of maritime historic sites through field work and practical exercises. The instructors, both members of CNRS, were Garth Williams, Curator of Marine Transportation, the Canadian Museum of Science and Technology; and John Summers, Assistant Curator of the Marine Museum of Upper Canada. If you missed the course this year, consider calling the University of Victoria to learn whether a similar course will be offered again in 1993 or later. Direct inquiries to the Cultural Resource Management Programme, Division of University Extension, University of Victoria, Victoria BC V8W 3N6 (tel: 604-721-8462; FAX: 604-721-8774).

1993 SUMMER INSTITUTE ON "EARLY MODERN MARITIME HISTORY"

Recognizing a national need for academic support of maritime history and the maritime humanities in general, the John Carter Brown Library in Providence, Rhode Island announces a four-week National Endowment for the Humanities Summer Institute on "Early Modern Maritime History," from 26 July through 20 August, 1993. It is open to college and university faculty in all humanities disciplines and curators of cultural/historical teaching organizations with significant maritime collections who have substantial teaching responsibilities. The Summer Institute will focus on sea history, maritime trade, and naval rivalry in the seventeenth and eighteenth centuries, although it is intended to illuminate the full scope of literary and cultural issues related to nautical and oceanic affairs from the fifteenth century to the end of the age of sail in the nineteenth century. It is the goal of the Institute to better prepare scholars for teaching the maritime humanities regardless of period of interest or specialization. Because maritime history cuts across standard disciplinary boundaries, the Institute will draw together participants and faculty who approach the subject from a number of different vantage points, embracing technology, economics, sociology, art and literature, politics, ideas, cartography, etc. The Institute will draw on the rich collection of the John Carter Brown Library related to the con-

quest of the Atlantic Ocean and the establishment of New World colonial empires, and on the resources of Brown University and of a half-dozen or more nearby maritime institutions. The institute will be limited to twenty participants, who will receive funds for round-trip travel to the Institute and a stipend of \$1,000 in addition to room and board for the four weeks. For further information and application forms for the 1993 Institute, please write to: Maritime Institute, John Carter Brown Library, Box 1894, Providence, RI 02912, USA. Application deadline is 1 March, 1993.

SUCCESSFUL RE-ENACTMENT OF 1792 PROVINCIAL MARINE SQUADRON

The "1792 Provincial Marine Squadron," organized by the Canadian War Museum and consisting of the brigantines *Pathfinder*, *Playfair*, *Blackjack* (flagship), *Joseph I Tarte*, schooners *Bee* and *Anitra*, and ketch *Wandrian II*, successfully transited Lake Ontario on 4 July and landed Lt. Gov. and Mrs. "John Graves Simcoe" at Niagara-on-the-Lake before three hundred military enactors and a large audience. The squadron hove to in mid-passage and laid wreaths to the crews of USS *Hamilton* and *Scourge* and all others lost on the Great Lakes. The squadron manoeuvred well and even fired a fifteen-gun salute on arrival.

ANOTHER WRECK FOUND OF A DUTCH EAST INDIAMAN

A team of West Australian maritime archaeologists conducting a maritime archaeology training programme in Sri Lanka have found an early seventeenth century wreck in six metres of water on the southern coast of Sri Lanka. While conducting survey dives on wreck sites in Galle Harbour, the team found a heavily-encrusted bronze bell bearing the inscription "Anno 1625." Almost certainly from a Dutch East India Company ship, subsequent research in Dutch national archives uncovered a map that suggested the ship was the *Hercules*. The find was exciting, not only for its unexpected nature but because most Dutch East India Company wrecks date from a later period; there are only three or four known wrecks that date to the early to mid-seventeenth century. Further research will be needed to establish the circumstances in which the ship was lost. Twenty large iron cannon have since been found on the wreck site, and future surveys are expected to reveal more ship structure and material in the sand on the seabed. The training programme that led to the discovery of the wreck is funded by the Centre for Indian Ocean Regional Studies (now the Indian Ocean Centre for Peace Studies), the Department of Foreign Affairs and the Australian Research Council. It is aimed at assisting the Sri Lankan authorities to conserve their extensive maritime archaeology relics.

OTTAWA FUNDS UNDERWATER ARCHAEOLOGY

In 1992, twenty-nine archaeological projects were funded under the federal government's "Access to Archaeology" Programme, according to an announcement last February by Communications Minister Perrin Beatty. Several projects involve marine or underwater archaeology. These include an investigation by the Underwater Archaeological Society of British Columbia of submerged prehistoric deposits at Montague Harbour, Galiano Island, a project of the Vancouver Maritime Museum on "Underwater Archaeology in British Columbia," designed to help the public learn more about British Columbia shipwrecks and the history surrounding them, completion of a Shipwreck Inventory and Database by the Nova Scotia Museum to make it available within the Canadian Heritage Information Network (CHIN), and finally the Ontario Underwater Council Marine Heritage Access Programme of the Ontario Underwater Council, Hope Island, which will enable physically challenged persons to participate in a mainstream heritage programme in marine archaeology (the project will identify the special needs of the physically disabled and will produce training materials and other resources that could be used for future ventures of this nature).

FIRST SYMPOSIUM OF THE GERMAN COMMISSION OF THE ICMH

Earlier this year, the German Commission of the International Commission for Maritime History held a symposium in Rostock, its first in what was formerly East Germany. The meeting took place in March on the freighter *Frieden*, which is now used as a museum. Jürgen Rabbel, a specialist in Rostock's sailing fleet, had proposed to discuss various aspects of changes in the construction of small coasters and traditional watercraft during the period from 1870 to 1930. The inaugural address, by Paul Heinsius, focused on boat-building in Ireland. This was followed the next day by six papers, ranging from the source material relating to the building of small wooden watercraft in Schulau, a small village near Hamburg, to small watercraft construction on tributaries of the Elbe, to shipyard owners on the Lower Elbe who became engaged in coastal shipping; other papers examined the influence of Groningen schooners on traditional small craft shipping of northern Germany, early diesel engines and their Danish variants used in fishing vessels, and hullforms and riggings of German schooners and their development under the influence of industrial shipbuilding and the introduction of steam and diesel engines in shipping. All participants in the symposium agreed with Jürgen Bracker, the president of the German Commission, that the research in coastal and river navigation and in the construction of small watercraft in these trades needs to be pursued

more intensively. The German Commission, after doubling its membership in recent years, now comprises about forty maritime historians of various academic and professional backgrounds.

FOURTH ICELANDIC FISHERIES EXHIBITION 1993

The fourth in a regular series of Icelandic Fisheries Exhibitions is scheduled for 15-19 September in Reykjavik. These exhibitions attract visitors and buyers from all over the world to appraise the showing of marine, fisheries and fish processing machinery and equipment, including fishing vessels and propulsion machinery, fishfinding equipment, navigational and communications equipment, catching gear, processing and preserving machinery, computerized factory management systems and quality control equipment, packaging machinery and supplies, cold storage machinery, etc. For further exhibitor and visitor information, contact Patricia Foster, Exhibition Director, Icelandic Fisheries Exhibition, Reed Exhibition Companies, Oriel House, 26 The Quadrant, Richmond-on-Thames, Surrey TW9 1DL, England (tel: +44 81 948-9800; FAX +44 81 948-9870).

AROUND THE MARITIME JOURNALS

AMERICAN NEPTUNE (LII, NO. 2, SPRING 1992)

- Dana M. Wegner, "An Apple and an Orange: Warships--Two Constellations at Gosport, 1853-1855," 77-93
- E. Randolph, "Fouled Anchors"--Book About the Oldest Sailing Warship by Dana Wegner: *Foul Blow*," 94-101
- R.H. Collin, "The Caribbean Theater Transformed: Britain, France, Germany and the United States, 1900-1906," 102-112
- J.H. Pryor, "The Crusade of Frederick II, 1220-29, Holy Roman Emperor: The Implications of the Maritime Evidence," 113-133

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- Kevin Fewster, "Down to the Sea in Monorails: Urban Renewal and Recent Maritime Museum Developments," 75-81
- Gavin Fry, "Saving the Present for Tomorrow: Contemporary Collecting and the Australian National Maritime Museum," 82-84
- John J. Bradley, "Yanyuwa Bark Canoes. A brief survey of their use by the Yanyuwa people of the south western Gulf of Carpentaria," 85-96
- Jeffrey Mellefont, "Between Tradition and Change: An Indonesia *Perahu* in an Australian collection," 97-110
- Lindsey Shaw, "Gunning for Whales: A brief outline of the

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Mark Staniforth, "Deficiency Disorder: Evidence of the occurrence of scurvy on convict and emigrant ships to Australia 1837 to 1839," 119-132

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Alexander Meakin, "October 20, 1888: The Capsizing of the Schooner, *Reed Case's Yawl* [= extract from *Annual Reports of the Operations of the United States Life-Saving Service*]," 113-116

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Gela Gamkrelidze, "Hydroarchaeology in the Georgian Republic (the Colchian littoral)," 101-109

Avner Raban, "Sebastos: the royal harbour at Caesarea Maritima--a short-lived giant," 111-124

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Michael Flecker, "Excavation of an Oriental Vessel of c. 1690 Off Con-Dao, Vietnam," 221-244

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Alessandra Nibbi, "A Group of Stone Anchors from Mirgissa on the Upper Nile," 259-267

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Frank Fox, "The English Naval Shipbuilding Programme of 1664," 277-292

David Marley, "Havana Surprised: Prelude to the British Invasion, 1762," 293-305

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- A.E. Chircop, "The Mediterranean Sea and the Quest for Sustainable Development," 17-30
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- Colan Ratcliff, "Fouled Anchors: The Constellation Question Answered, Part 4," 12-17
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- E. Armitage McCann, "Santa Maria from the Home Workshop Manual" [reprint of an article first published in 1936], 52-61
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- Norman E. Ponder, Jr., "Model Shop: Brass Etching--You Can Do It!" 66-69

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ARGONAUTA DIARY

1992

- April 1992 - June 1993 Exhibition on "Currents of Change" (marine transportation and maritime technology in Canada) at the National Museum of Science and Technology, Ottawa, Ontario
 April 2 for one year Exhibition on "Task Force South: The Falklands Campaign of 1982," Imperial War Museum, London
 April 22 until year's end Exhibition on "Vancouver's Mariners: The Charting of the Northwest Coast, 1792-1795" at the Vancouver Maritime Museum, Vancouver, British Columbia (Information: Rasa Draugelis Dawson [tel. 604-737-2211])
 May-Sept. 1993 "Explorers & Natives," a British Columbia Historical Geography Project and University of British Columbia Museum of Anthropology Travelling Exhibit. Maps, photographs, drawings, and charts describe events on the Pacific northwest coast in 1792.

- May 3-Jan. 31, 1993 Exhibition on "New Worlds: North Atlantic Seafaring in the Era of Discovery," Maine Maritime Museum, Bath, Maine (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])
 May 21-Apr. 12 1993 Exhibition on "Docklands," London Transport Museum, London
 May 31-30 Jan. 1993 "Hitting Home," an exhibition about a Japanese mini-sub attack on Sydney during World War II, at the Australian National Maritime Museum, Sydney, Australia
 July 31-Oct. Exhibition: a retrospective view of the work of 20th Century marine painter John B. Leavitt, in the Peterson Gallery, Maine Maritime Museum, Bath, Maine
 Aug. 7-Oct. 18 On exhibit: Porcelain of the East India Company, at the Newfoundland Museum, 285 Duckworth Street, St. John's, Newfoundland
 Aug. 15-Nov. 22 "Official Photographers," an exhibition by the City of Toronto Archives of the work of Arthur Goss, Alfred Pearson, Arthur Beales; at the Market Gallery, 2nd Floor, South St. Lawrence Market, 95 Front Street East (at Jarvis Street), Toronto (tel: 416-392-7604)
 Sept. 9-Nov. 1 Exhibit on "Sable Island: A Story of Survival" at the Nova Scotia Museum, Halifax, NS (tel: 902-424-7353)
 Sept. 24-Oct. 4 "Whale of a Sail," Cruise on the *Maple Leaf* through Discovery Passage, Sponsored by the Vancouver Maritime Museum (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: (604) 644-4343])
 Sept. 26-Jan. 17 1993 "Die Schiffe des Columbus und seiner Nachfolger in Bildern und Modellen der letzten 100 Jahre," an exhibition at the Deutsches Schiffahrtsmuseum, Van-Ronzelen Strasse, Bremerhaven, Germany
 October Opening of exhibit at the Vancouver Maritime Museum entitled "Southern Cross," a series of woodcuts by Canadian artist Law-

rence Hyde depicting US Naval nuclear tests at Bikini Atoll and published in 1950 (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: (604) 644-4343])

October Opening of exhibit entitled "Tribute to the Master" on the occasion of the 75th birthday of the heritage tug at the Vancouver Maritime Museum (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: (604) 644-4343])

October 3-4 Annual Conference of the Atlantic Association of Historians, University of New Brunswick at Saint John (Information: F.K. Donnelly, Head, Department of History, University of New Brunswick at Saint John, Saint John, N.B. E2L 4L5)

October 11 Opening of an exhibit devoted to "The Dauntless St. Roch" at the Vancouver Maritime Museum (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: (604) 644-4343])

October 13 "Morse Dinghy Night" at the Maritime Museum of the Atlantic, Halifax, 7:30 pm. Meet boatbuilders, Morse dinghy sailors, and the man who restored the museum's Morse Dinghy (tel: 902-424-7490)

Oct. 14-Mar.31 1993 "Unconventional Views: Toronto's Waterfront in Photographs," the Marine Museum, Toronto, Ontario (Information: Linda Quick, Toronto Historical Board, Exhibition Place, Toronto, Ontario M6K 3C3 [tel: 416-392-6827; FAX: 416-392-6834])

October 15 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Rear-Admiral R.O. Morris (Chairman, SNR), "Hydrographic Surveying--Charting and Imperial Expansion in the 19th Century" (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 15-17 "Waterfront Conference: Cities Reclaim

Their Edge," Washington, DC (Information: Waterfront Center, 1536 44th Street N.W., Washington, DC 20007 [tel: 202-337-0356])

October 15-18 "Cincinnati Tall Stacks 1992," a gathering of steam-powered sternwheelers and smaller boats, Cincinnati, Ohio (Information: Rick Greiwe, P.O. Box 1256, Cincinnati, OH 45201 USA)

October 15-18 Joint conference of the Canadian Society for Eighteenth-Century Studies and the Atlantic Society for Eighteenth-Century Studies on the theme "New Worlds vs. Old: Discovery, Discourse & Rediscovery in the 18th Century," Memorial University of Newfoundland, St. John's, Newfoundland (Information: Don Nichol, Conference President, Department of English, Memorial University, St. John's, Newfoundland A1C 5S7 [tel: 709-737-8064; FAX 709-737-4000; e-mail: dnichol@kean.ucs.mun.ca]). NB: the deadline for proposals has passed.

October 20 "The Bay of Fundy Shad Boat," Maritime Museum of the Atlantic, Halifax, 7:30 pm. A talk and discussion by Bob Cooper, builder and owner of the *Jerusha*, a replica Bay of Fundy shad boat. (tel: 902-424-7490)

October 23-25 Nineteenth New England Medieval Conference on the theme "Columbus and the Medieval Maritime Tradition: European and Islamic Perspectives," Peabody Museum, Salem (Information: Conference organizer Dr. Timothy Runyan, Department of History, Cleveland State University, Euclid Avenue and East 24th Street, Cleveland, OH 44115, USA)

October 24-25 Annual Dartington Hall Maritime History Conference, Dartington, England (Information: Dr. H.E.S. Fisher, Department of Economic History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ, England)

October 29 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Freda Harcourt (Queen Mary and Westfield College), "P&O and the Opium Trade"

(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])

- Oct. 31-Nov. 1 "The Archaeology of Ships of War from Antiquity to Modern Times," Greenwich; to be organized by Oxford University M.A.R.E., the World Ship Trust, the National Maritime Museum and the Nautical Archaeological Society to celebrate International Maritime Heritage Year (Information: Tim Dingemans and Mensun Bound, O.U.M.A.R.E., 1st Floor Flat, 58 Fairholme Road, London W14 9JY)
- November 5 Vancouver Maritime Museum lecture. Speaker: James Delgado, "Kō-Gata: Japanese Midget Submarines at Pearl Harbor," 7:30 pm (Information: [tel: 604-737-2212])
- November 7 Ontario Marine Heritage Committee hosts an Ontario Historical Society workshop on the theme "Our Disappearing Marine Heritage: Adverse Effects Caused by Man, Pollutants & Biological Forces" (Information: Ron Beaupre [tel: 519] 832-9286; David Gilchrist [tel: 416-468-2730]; or Ontario Historical Society, 5151 Yonge Street, Willowdale, Ontario [tel: 416-226-9011])
- November 10 Public lecture on "Grassy Island: A Frontier Outpost" by Rob Ferguson, Project Archaeologist, Canadian Parks Service at 7:30 pm, the Maritime Museum of the Atlantic, Halifax. (tel: 902-424-7490)
- November 12 Vancouver Maritime Museum lecture. Speaker: Donald Graham, "Shore Attack! The Shelling of Estevan Point Lighthouse," 7:30 pm (Information: [tel: 604-737-2212])
- November 12 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. David Hilling (Royal Holloway & Bedford New College), "Tiger Bay, Cardiff 1820-1980: The Rise, Decline and Re-Development of a Maritime Quarter" (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 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, BC V8W 3P4)
- November 12-15 Meeting on the theme "Christophe Colomb et son époque," Université de Montréal (Information: Denise Angers, Département d'histoire, Université de Montréal)
- Nov. 13-18 Eleventh Australian Institute for Maritime Archaeology annual conference on the theme "Shipwrecks and Community: Accessing Underwater Cultural Heritage," to be held in the ANZ Theatre, Australian National Maritime Museum, Sydney, Australia (Information: Mark Staniforth, Curator of Maritime Archaeology, Australian National Maritime Museum, GPO Box 5131, Sydney NSW Australia 2001 [tel: 02-552-7714; FAX: 02-660-0729])
- November 17 Illustrated talk on "Cholera: The SS *England* Disaster" by Dr. Ian Cameron of the Dalhousie Medical School at the Maritime Museum of the Atlantic, Halifax, 7:30 pm (tel: 902-424-7490)
- November 19 Vancouver Maritime Museum lecture. Speaker: Adm. Richard Lear, "We're Hit! The Loss of *Repulse* and *Prince of Wales*," 7:30 pm (Information: [tel: 604-737-2212])
- Nov. 19-20 Symposium on "Man and the Barents Sea Ecosystem," Arctic Centre, University of Groningen (Information: Symposium Committee, Arctic Centre, University of Groningen, P.O. Box 716, 9700 AS Groningen, Netherlands)
- Nov. 25-27 "Marine Stewardship in the Northwest Atlantic," a working symposium at the Hotel Newfoundland, sponsored by the Marine Institute, Memorial University of Newfoundland, St. John's (Information: Joanne Harris, Conference Coordinator, Marine Institute, Memorial University of Newfoundland, St. John's, Newfoundland [tel: 709-778-0660; e-mail jharris@gill.ifmt.

nf.ca]

1993

- November 26 Vancouver Maritime Museum lecture. Speaker: Capt. J.E. "Ted" Wilson: "Days of Infamy: South Seas Experiences from Pearl Harbor Onward--A Merchant Mariner's Perspective;" 7:30 pm (Information: [tel: 604-737-2212])
- November 26 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Lt-Cdr. W.J.R. Gardner, "The Battle of the Atlantic, 1941: The First Turning Point?" (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 3-6 "75th Anniversary of the Halifax Explosion" conference, Halifax, Nova Scotia (Information: Alan Ruffman, Program Co-chair, The 1917 Explosion, Gorsebrook Research Institute, Saint Mary's University, Halifax, Nova Scotia B3H 3C3 [tel: 902-420-5668; FAX: 902-420-5561])
- December 4 Conference on "The Meeting of Two Worlds: Europe and the Americas, 1492-1650," British Academy, London, England (Information: Ms. Rosemary Lambeth, British Academy, 2021 Cornwall Terrace, London NW1 4QP)
- December 8 "Treason and Piracy in Civil War Halifax," a lecture by Frank Jones sponsored by the Royal Nova Scotia Historical Society at the Maritime Museum of the Atlantic, 7:30 pm
- December 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor Lewis R. Fischer (Memorial University of Newfoundland, Secretary-General, ICMH), "The Shipbroker in History" (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 27-30 Annual meeting of the American Historical Association, Washington, DC
- January 21 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor Sean McGrail (Institute of Archaeology, University of Oxford), "Prehistoric Seafaring in the Channel" (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 4 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Patrick Louvier (Sorbonne, Paris), "Advances in Communications in the Mediterranean 1856-80: Naval, Military and Imperial Aspects" (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 18 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Peter le Fevre (History of Parliament), "There Seems not to Have Been Much Mischief Done': Sir George Rooke, Gibraltar and the Battle of Velez Malaga, 1704" (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 Conference on "Submerged Settlements and Shipwrecks: The Present State and Future Prospects of Archaeology Underwater," London, England (Information: Ms. W.E. Phillips, Asst. Secretary, Royal Archaeological Institute, Burlington House, London W1V 0HS)
- March 4 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor John Armstrong (Polytechnic of West London), "Coastal Shipping: The Neglected Sector of 19th Century British Transport History"

- (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 18 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Tony Gutridge (Highbury College of Technology), "Prizes and Prize Agency in the French Wars, 1790-1815" (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 20 "New Researchers in Maritime History" Conference, National Maritime Museum, Greenwich (Information: Dr. Roger Knight, National Maritime Museum, Greenwich SE10 9NF, England or Dr. David Williams, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, England)
- Spring Annual Conference of the North American Society for Oceanic History, Bermuda Maritime Museum, in conjunction with CAMM, the Council of American Maritime Museums (Information: Dr. Edward Harris, Director, Bermuda Maritime Museum)
- April 15-18 Annual meeting of the Organization of American Historians, Anaheim, California
- April 23-25 Fathoms '93 Conference, sponsored by the Underwater Archaeological of British Columbia (Information: Fathoms '93, #2104-2020 Bellevue Avenue West, Vancouver, BC V7V 1B8 [tel: 604-737-2211] or U.A.S.B.C., c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)
- April 29 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Els van Eyck van Heslinga (Nederlands Scheepvaart Museum, Amsterdam), "Approaches to Maritime History" (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])
- May 21st Annual Maritime History Symposium, Maine Maritime Museum, Bath, Maine (Information: the Museum, 243 Washington Street, Bath, Maine 04530)
- May 13 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Evan Davies (Britannia Royal Naval College, Dartmouth), "Admiral Fisher, Naval Officer Education and the Origins of the Selborne Scheme" (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])
- May 15-Sept. 30 Exhibition on "Transport par Mer," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.
- May 19-23 19th Annual Meeting of the French Colonial Historical Society, John Carter Brown Library, Providence, RI (Information: Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA)
- May 20-24 Annual Meeting of the Society for Military History on the theme "Allies & Alliances," Royal Military College, Kingston, Ontario (Information: Dr. W.A.B. Douglas, Director of History, National Defence Headquarters, Ottawa, Ontario K1A 0K2)
- May 26-28 50th Anniversary of the Battle of the Atlantic, Liverpool, England
- May 27-29 Annual General Meeting of the Canadian Nautical Research Society, on the theme "Working Waterfronts: Challenges, Conflict, and Change," Marine Museum of Upper Canada, Toronto (Information: John Summers, Asst. Curator, Marine Museum of Upper Canada, Exhibition Place, Toronto, Ont. M6K 3C3 [tel: 416-392-6827; FAX 416-392-6834])

- June 3-4 Multidisciplinary conference on the theme "World War II: A Fifty Year Perspective," Siena College, Loudonville, New York (Information: Thomas O. Kelly II, Department of History, Siena College, 515 Loudon Road, Loudonville, NY 12211-1462) Deadline for submissions: Dec. 1, 1992.
- June 17-20 Conference on "The Status of Naval and Maritime History Today," co-hosted by the International Security Program, Yale University, New Haven, CT and the Center for Naval Warfare Studies, Naval War College, Newport, RI (Information: John B. Hattendorf, Dept. of Maritime History, Naval War College, Newport, RI or Mark Russell Shulman, Dept. of History, Yale University, New Haven, CT [tel: 203-432-6246; FAX: 203-432-6250])
- June 21-25 XV International Conference on the History of Cartography, Chicago and Milwaukee (Information: the Herman Dunlop Center for the History of Cartography, The Newberry Library, 60 West Walton Street, Chicago, IL 60610)
- June 27-30 Fourth Canadian Marine Geotechnical Conference, co-sponsored by Memorial University of Newfoundland's Centre for Cold Oceans Resources Engineering (C-CORE) and the Canadian Geotechnical Society; St. John's, Newfoundland (Information, Mike Paulin, conference secretary [tel: 709-737-8352/8354; FAX: 709-737-4706])
- Summer The American Sail Training Association/Canadian Sail Training Association "Tall Ship" Rally, Toronto to Erie, Pennsylvania (Information: Richard Birchall, Toronto Brigantine, Inc., 283 Queens Quay West, Toronto, Ontario M5B 1A2)
- August 23-25 Pre-Conference of the IMEHA Session on "Management, Finance and Industrial Relations in Maritime Industries," University of Glasgow, Glasgow, Scotland (Proposals for papers by 1 March, 1992 to David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- August 27-29 Conference of the North Sea Society on "The North Sea--Resource and Responses," Aberdeen, Scotland (Organizer: John Edwards, Aberdeen Maritime Museum, Schoolhill, Aberdeen AB9 1FQ, Scotland [tel: 0224-646333; FAX: 0224-632133])
- Sept. 3-4 Third British-Dutch Maritime Seminar, Glasgow (Information: Dr. Gordon Jackson, Department of History, University of Strathclyde, 16 Richmond Street, Glasgow G1 1XQ, Scotland)
- Sept. 6-10 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)
- Sept. 15-18 Icelandic Fisheries Exhibition, Reykjavik, Iceland (Information: Patricia Foster, Exhibition Director, Icelandic Fisheries Exhibition, Reed Exhibition Companies, Oriel House, 26 The Quadrant, Richmond-on-Thames, Surrey TW9 1DL, England [tel: +44 81 948-9800; FAX +44 81 948-9870])
- October 1-3 "Family and Community in Planter Nova Scotia," Third Planter Conference, Acadia University, Wolfville, Nova Scotia (Information: Planter Studies Committee, Acadia University, Wolfville, Nova Scotia B0P 1X0 [tel: 902-542-2201; FAX: 902-542-4727])
- December 6-10 "New Directions in Maritime History," Conference to be held in Perth/Fremantle and 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. 6009)
- 1994
- April 14-17 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- May Commonwealth Maritime History Conference, Victoria, British Columbia
- May Joint Canadian Nautical Research Society-

North American Society for Oceanic Research Conference, Vancouver & Victoria, British Columbia

History, Amsterdam

PERSONAL NEWS

May Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, New Brunswick

May 20th Annual Meeting of the French Colonial Historical Society, Cleveland, Ohio

June "Canada's Pacific Maritime Interests," Naval Officers Association of Canada conference, Vancouver, BC

August "Trade and Fishing in Northern Waters," Seventh Conference of the Association for the History of the Northern Seas, University of Northern Iceland, Akureyri, Iceland (Information: Jón Th. Thor, Njardargata 31, 101 Reykjavik, Iceland)

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

March 30 - April 2 Annual meeting of the Organization of American Historians, Atlanta, Georgia

May World Fishing Exhibition

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)

1996

June Second International Congress of Maritime

CHRISTON ARCHER was at the Vancouver Conference on Exploration and Discovery last April. The conference brought together many of the world's leading Vancouver scholars as well as other specialists in marine history from Europe, New Zealand, and Australia as well as Canada and the United States. Chris read a paper, "Seduction Before Sovereignty: Spanish Efforts to Manipulate the Natives in their Claims to the Northwest Coast," which, together with some of the other conference papers, is being published. His review article on "The Voyages of the *Columbia* to the Northwest Coast, 1787-1790 and 1790-1793" appeared in *BC Studies* XCIII (Spring 1992), 70-81. LOUIS AUDETTE is working on a revised and updated version of his "Naval Recollections." DAVID BEATTY has completed an article on the World War I career of Petty Officer First Class E. Leslie Goodwin of the Royal Naval Canadian Volunteers. A native of Baie Verte, New Brunswick, Mr. Goodwin is still living and going strong at age 93, living now in Cape Cod, Massachusetts. David's article will appear in *The Northern Mariner* in 1993. MICHAEL BERNKOPF is one of our newest members; he is a mathematics professor with a lifetime interest in the sailing ship. Michael has generously offered to provide, subject to the limitations of the time available, mathematics assistance to any CNRS member who needs it for nautical research. In late October, LOUIS BLANCHETTE was at the 27th Salon du Livre in Rimouski, promoting his book on *La tradition maritime de Matane* (look for a review in *The Northern Mariner* in 1993). This was the first book fair in Québec ever to reserve part of its space to the promotion of maritime books. Louis will be at another book fair, the Salon du Livre de la Gaspésie et des Îles in New Richmond, in late November. FRANK BROEZE is recovering from a recent bout of illness. Nevertheless, he was able to contribute an essay on "Merchants from Sail to Steam: The West Australian Shipping Association and the Evolution of the Conference System, 1884-1910" to *From Wheel House to Counting House: Essays in Maritime Business History* (St. John's, 1992), a *festschrift* in honour of Peter N. Davies. Another essay, "The External Dynamics of Port City Morphology: Bombay 1815-1914" appeared in *Ports, Port Cities and Hinterlands* (New Delhi, 1992), edited by Indu Banga. Frank also provided a position paper entitled "Naval History in Universities" to the Naval History Workshop held in Sydney, Australia, 12-13 June, 1992. FRANK A. CLAPP's article on "The Peace River's Last Sternwheeler" appears in the Spring 1992 issue of *Steamboat Bill*. JAMES DELGADO has an article entitled "Taking the Initiative. Six Years of Gains in the Cause of Maritime Preservation" in the Winter 1991/92 issue of *Sea History* as well as one entitled "Recov-

ering the Past of USS *Arizona*: Symbolism, Myth and Reality" in the journal *Historical Archaeology* XXVI, 4(1992). His book, *The Dauntless St. Roch: The Mounties' Arctic Schooner*, was published by Horsdal & Schubert in time for the fiftieth anniversary of the vessel's arrival in Halifax after her first successful transit of the Northwest Passage. Jim was elected to the Board of Trustees of the Council of American Maritime Museums (CAMP) at its 1992 annual meeting in Astoria, Oregon. He was also appointed to the ICOMOS International Committee on the Underwater Heritage and will attend the first meeting in Sydney, Australia. Jim has resigned from the Board of Directors of the (US) National Maritime Alliance. Meanwhile, he continues work on midge submarines of the Imperial Japanese Navy. He also recently completed work in the Hudson's Bay Company Archives on the *Beaver* and on the HBC brig *Isabella*. Both vessels are the subject of historical and archaeological research. Jim used this opportunity to examine the records for HBC shipwrecks on the Pacific coast. W.A.B. DOUGLAS chaired a session at the recent "Corbett-Richmond Conference" at the Naval War College in Newport, Rhode Island. SERGE DURFLINGER will present a paper next June entitled "Finally to Battle: Canada and the Invasion of Sicily" at a conference on "World War II: A Fifty Year Perspective" at Siena College in Loudonville, New York. MORETON ENSOR has been ill and his activities have accordingly been limited. LEWIS "SKIP" FISCHER co-edited, with Poul Holm, Harald Hamre and Jaap Bruijn, *The North Sea: Twelve Essays on Social History of Maritime Labour* (Stavanger, 1992), and contributed one of the essays as well; it is entitled "Around the Rim: Seamen's Wages in North Sea Ports, 1863-1900." The collection is available from the Stavanger Maritime Museum (Musegt. 16, N-4005 Stavanger, Norway). Skip also contributed an essay, co-written with A.M. Fon, on "The Making of a Maritime Firm: The Rise of Fearnley and Eger, 1869-1917," to another collection that he edited, *From Wheel House to Counting House: Essays in Maritime Business History in Honour of Professor Peter Neville Davies* (St. John's, 1992); it can be purchased from the International Maritime Economic History Association or the MSRU at Memorial University of Newfoundland, St. John's for \$15. Skip, together with Walter Minchinton, will edit *People of the Sea*, a selection of papers presented last August in Kotka, Finland at a conference of the Association for the History of the Northern Seas (AHNS). This will be the third volume in a series devoted to *Research in Maritime History* and published by the IMEHA. It will include a paper written by Skip and Helge Nordvik on "Shipbroking in the Inter-War Years: Fearnley and Eger as a Case Study, 1919-1939." Skip was principal organizer of the First International Congress of Maritime History held in Liverpool last August. GREGORY FOSTER's article, "Northwest Maritime Revival: Celebrating the Role of Small Craft in the Age of Explora-

tion and Encounter," appeared in the Spring 1992 issue of *SEA HISTORY*. TONY GERMAN is serving as historical consultant on a film entitled "Lifeline," a fictional drama set in the Battle of the Atlantic in 1941. The film is produced by Primedia Productions of Toronto and Andrew Cockran Associates of Halifax. Shooting should begin in November in Halifax; the restored corvette HMCS *Sackville* plays a starring role. Look for the film on the First Choice and Global television networks, probably in early May. Tony has also published a new book entitled *A Character of Its Own: Ashbury College 1891-1991* (Ottawa: Creative Bound, 1992). Though it lacks a maritime focus, Tony tells us that the school's founding headmaster, G.P. Woolcombe, was a strong supporter of the Royal Canadian Navy in its earliest days, and encouraged many of his boys to join as cadets. Also, he was a survivor of RMS *Athenia*, torpedoed on 4 September. Woolcombe, 72 years of age at the time, took his turn at the oars in the lifeboat and led his fellow survivors in prayer. When rescued by SS *City of Flint*, he vigorously tended the wounded. CHARLES DANA GIBSON has completed his latest book. Co-authored by E. Kay Gibson, it is entitled *Marine Transportation in War: The U.S. Army Experience, 1775-1860* and will be published in November by Ensign Press. It is the first of three volumes of a new series on "The Army's Navy" that will examine Army Marine transportation through to 1950. In addition to this main theme, the first volume includes ship lists for each period of conflict (i.e., the American Revolution, Seminole Wars, the war with Mexico, the period of westward expansion). BARRY GOUGH is back from his leave in England and has resumed his activities in the Department of History at Wilfrid Laurier University in Waterloo, Ontario. His book, *The Northwest Coast: British Navigation, Trade, and Discoveries to 1812*, has been released by the University of British Columbia Press; it will be reviewed in *The Northern Mariner* in 1993. Meanwhile, Barry pursues research for a new book on *Britannia in American Waters*. ROBERT GRENIER will attend the first meeting of the ICOMOS International Committee on the Underwater Heritage in Sydney, Australia in his capacity as a member of that committee. CAPTAIN HUBERT G. HALL is pleased to announce that the first section ("Steamers and Motorships over 300 Gross Tons") of his *Index of Former Names of Ships Listed in the 1941-42 Lloyds Register of Ships* has been completed at last and is available for purchase (see "Argonauta News" in this issue). Captain Hall is now preparing Section Two of the Index, on steamers under 300 tons (including trawlers and tugs); he hopes to have it and a third section on sailing ships ready in early 1993. Captain Hall took time from this work to visit western Newfoundland this summer, visiting wreck sites on the Northern Peninsula as well as the southern Labrador coast as far as Red Bay. JOHN HARBON is negotiating for a Spanish-language edition of his *Trafalgar and the Spanish Navy* (Conway

collect photos and data on figureheads. **CHRIS MILLS** is pleased to announce that his book, *Vanishing Lights: A Lightkeeper's Fascination with a Disappearing Way of Life*, has been published by Lancelot Press. The official launching took place in August at the Grand Manan Museum in New Brunswick. Chris is now beginning a series of interviews with retired lightkeepers, with a view to writing another book. The main thrust and title of this next book is yet to be determined. **HELGE NORDVIK** contributed an essay entitled "Entrepreneurship and Risk-Taking in the Norwegian Shipping Industry in the Early Part of the Twentieth Century: The Case of Lauritz Kloster, Stavanger" to *From Wheel House to Counting House: Essays in Maritime Business History in Honour of Professor Peter Neville Davies* (St. John's, 1992). Helge is one of two Programme Directors of a new two-year part-time Master of Shipping Management Programme that will be run jointly by four Norwegian institutions, beginning January 1993 (see the "News" portion of this issue for additional information). **ROSEMARY OMMER** was awarded the certificate of merit in regional history for the Atlantic region by the Canadian Historical Association for her book, *From Outpost to Outport: A Structural Analysis of the Jersey-Gaspé Cod Fishery, 1767-1886* (McGill-Queen's University Press, 1991). **GREG PRITCHARD** is pleased to announce that Lancelot Press has accepted his book, *Sinking of the Flora Albert*, for publication. The launch date is planned for 21 April, 1993—the fiftieth anniversary of the incident. The *Flora Albert* was a Lunenburg fishing schooner that sank with heavy loss of life following a collision with the Belfast-registered cargo ship *Fanad Head*. **JAMES PRITCHARD** is taking over the editorship of the *Proceedings* of the French Colonial Historical Society, an organization comprised of scholars and lay associates who study the French colonial experience from a historical perspective. **DAVID K. RAMAN** is engaged in research into RCN "Flower" Class corvettes, especially those constructed on the Great Lakes. **TIMOTHY RUNYAN** continues to serve as Editor of *The American Neptune*. He is also organizer for the Nineteenth New England Medieval Conference which met in October at the Peabody Museum. This year, the conference theme was "Columbus and the Medieval Maritime Tradition: European and Islamic Perspectives." Tim contributed an article on "The Relationship of Northern and Southern Seafaring Traditions in Late Medieval Europe" to *Medieval Ships and the Birth of Technological Societies*, Vol. II, which was published last year by the Foundation for International Studies at the University of Malta. Tim also chaired the Great Lakes Prize Committee of Cleveland State University. **CHESLEY SANGER** and **Anthony Dickinson** have written a study of "Newfoundland Involvement in Twentieth-century Shore-station Whaling in British Columbia" which appeared in *Newfoundland Studies* VII: 2 (Fall 1991): 97-123. **ROGER SARTY** examined "The

Naval Side of Canadian Sovereignty 1909-1923" in a paper presented at the joint CNRS-NOAC conference in St. John's, Newfoundland last June. **LARS U. SCHOLL** contributed an article on "The Harriman-Hamburg-American Line Agreement of June 1920: The Foremost German Shipping Company's Return to the Sea" to the *festschrift* in honour of P.N. Davies, *From Wheel House to Counting House*, edited by Skip Fischer. In September, **DONALD SCHURMAN** presented a paper entitled "Educating a Navy: Corbett" at the "Corbett-Richmond Conference" in Newport, Rhode Island. **MAURICE D. SMITH** contributed an article on "The Evolution of the Great Lakes Ship" to the *Nautical Research Journal*, XXVII, 2 (June 1992). **JOHN STANTON**'s autobiography, *My Past Is Now*, has been completed and submitted to an eastern Canadian publisher. Another book that John has just completed has also been submitted for publication; it offers a critical re-examination of Canadian federal internment policies during World War II. Our congratulations to **RICHARD SUMMERS** upon his promotion to the rank of Commander; Richard has moved to Agincourt to attend the Canadian Forces Command and Staff College in Toronto. **VICTOR SUTHREN** is the envy of us all; he spent the month of May serving as seaman in the topsail schooner *Pacific Swift* on a voyage from Baltimore, Maryland to Halifax. Fans of Victor's "Edward Mainwaring" novels will be delighted to learn that another adventure in the series, entitled *Captain Monsoon*, will be published in December simultaneously by Hodder & Stoughton (UK) and St. Martin's Press (NY). Sadly, Victor says that this fourth appearance will be Edward Mainwaring's last. **SHAWN THOMPSON** informs us that his second book, *River's Edge*, has sold out only eight months after its release; it will go to a second printing. After riding overnight on HMCS *Halifax*, the first of Canada's new patrol frigates, as she came up the St. Lawrence River, Shawn is working on a magazine story about the ship and her crew. Congratulations to **RICHARD WELLS** on the recent publication of his new book, *The Vancouver Voyages of the Barque Pamir*. Sono Nis Press of Victoria released the book in August. It will be reviewed in *The Northern Mariner* sometime in 1993. **DAVID WILLIAMS** was another of our members at Kotka this summer to present a paper to the AHNS; entitled "Shipowners and Iron Sailing Ships: The First Twenty Years, 1838-1857," it will appear in Fischer and Minchinton (eds.), *People of the Sea*.

NEWS FROM MARITIME ARCHIVES AND MUSEUMS

DEUTSCHES SCHIFFAHRFTSMUSEUM (Bremerhaven, Germany)

Maria Möring has published *Die Geschichte der deutschen Seemannsschule Hamburg* (a history of the German seaman's school in Hamburg). An exhibition has been mounted at the

museum entitled "Die Schiffe des Columbus und seiner Nachfolger in Bildern und Modellen der letzten 100 Jahre." It examines how the ships of Columbus and his successors have been portrayed over the past century in pictures and models. The exhibition opened in September and continues until 17 January, 1993.

FISHERIES MUSEUM OF THE ATLANTIC (Lunenburg, Nova Scotia)

As part of its interpretive programme, the museum offers regular demonstrations of various skills related to the fishing industry. On Thursdays and Fridays (1 to 4 pm) Rosie Tanner demonstrates fish filleting. On Tuesdays and Wednesdays (2 to 3 pm) there are demonstrations of the constant challenge of net mending. The museum also has a fine collection of small marine engines once used in the fishing industry. An Acadia Stationary engine, used as a pile driver on wharves, demonstrates its power daily (10:45 am) by hoisting a tub of water out of the harbour. Also on a daily basis, at 3:30 pm, visitors can participate in a guided tour of the museum's "Whales and Whaling" exhibit. Please note that during the off-season, (mid-October to 1 June), the indoor museum exhibits will be open to visitors by appointment on weekdays. A short movie can be shown in the theatre to visiting groups. Special classes are also available. For more information, call (902) 634-4794.

HUDSON'S BAY COMPANY ARCHIVES (Winnipeg, Manitoba)

The archives recently received a copy of the private journal of Captain John C. Mallet, Master of the Company's Labrador vessel, *Marten*, in 1843. The journal has much of interest about Mallet's attempts (usually unsuccessful) to honour the Sabbath, and about his wife who seems to have done a great deal of domestic work unremunerated by the Company. This interesting source of research for "gender and seafaring" remains copyright to the family until the year 2000.

MARINE MUSEUM OF UPPER CANADA (Toronto, Ontario)

"Unconventional Views" is the name given to an exhibit of photographs by Gil Alkin that will be on display in the museum from mid-October to the end of March. Alkin's images of ships, cranes, ladders, cargo and other marine objects will force the viewer to re-examine Toronto's port through the eyes of the artist. The exhibit offers a new perspective on Toronto's waterfront, from the Western Gap over to Leslie Street, emphasizing monumental structures and revealing the grace and beauty that can be found in the most prosaic of objects. The exhibit is free with regular

admission to the Marine Museum: adults \$3.25; Seniors/Youth \$2.50; Children \$2.25. For information call the Toronto Historical Board at (416) 392-6827 or fax 392-6834.

MARITIME HISTORY ARCHIVES (Memorial University of Newfoundland, St. John's)

The MHA has recently added the journals and ledgers of Hodge Brothers to its already extensive holdings of business records. Hodge Brothers operated a fishery supply store at Joe Batts Arm in Newfoundland. The MHA has also published a new updated version of the 1863-1912 index to Crew Agreements and Official Log Books that are held by the Archives. The new index is about 1,600 pages long.

MARITIME MUSEUM OF THE ATLANTIC (Halifax, Nova Scotia)

In 1984 the museum acquired the Morse Dinghy *Pop Over* from Dr. Dorothy Barnard. The design of this type of sailing craft was based on a dinghy designed by J. Wilton Morse of Toronto in 1897 for use on the Great Lakes. Introduced to Nova Scotia in the 1940s, it grew in popularity in the '50s and '60s until there were sixty or seventy in the province; many people first learned to sail in a Morse. In 1991 the museum began restoring *Pop Over* to its original condition. In a series of workshops, five members of the public, under the direction of the museum's boatbuilder Eamonn Doorly, undertook much of the restoration work. The rigging was renewed and the deck, some planking and the transom were replaced. Appropriately, since 1992 was the "Year of Wood" in Nova Scotia, the restored dinghy was launched last June. Since then, it has appeared at the Mahone Bay Wooden Boat Show in August, and can be viewed in the Small Craft Gallery at the museum.

The museum hosts several public lectures this fall, always at 7:30 pm on a Tuesday. The first will be on the Morse Dinghy, followed by talks on shad boats and fishery of the Bay of Fundy, Grassy Island near Canso, which is one of the oldest European sites on the Atlantic Coast and Canada's newest National Historic Park, the nineteenth century tragedy of cholera, and the threat to which Halifax was exposed when the SS *England* arrived and anchored off Hangman's Beach in 1866 with 160 recorded cases of the disease, and a lecture about the capture of the Union steamer *Chesapeake* by a group of Confederate privateers, and the diplomatic crisis that ensued. This last talk is sponsored by the Royal Nova Scotia Historical Society. For further details, including dates, consult "Argonauta Diary." In observance of the seventy-fifth anniversary of the Halifax Explosion, the Neptune Theatre Advanced Youth Collective will present a play on 1 December based on survivors'

testimony about children's reactions to the disaster.

Several museum workshops in the fall and into the new year will allow participants to learn various aspects of sailor's ropework: how to make ditty bags, learn specific knots and their use in crafts today, make nautical Christmas decorations, and, in January, take a hands-on intensive woodworking workshop to restore parts of a 24-foot inshore utility sloop, the *Marila*. Because such workshops have been very popular in the past, participants must register in advance. For further information on when and how to register for specific workshops, call (902) 424-7490. Please note that this is NOT the number to be used for actual registration.

At 3 pm on 22 November, the museum will also host the launching of a book by Allan Easton entitled *Terror on the Coast: The Wreck of the Schooner Codseeker* (Nimbus Publishers). This is a true story of a shipwreck off Cape Sable Island in 1877 and a remarkable survival. Mr. Easton brings a mariner's insight to the tale, for he once commanded HMCS *Sackville*. On 13 December, 3:30 - 5 pm, the museum invites the public to spend an afternoon celebrating Christmas as a captain's family might have done on a Nova Scotian square-rigged ship. Make Victorian decorations, help trim the sailors' Christmas tree, sing sea shanties and carols with members of the Harbour Folk Society, hear tales of Christmas at sea, and snack on hot cider and oatmeal cookies.

MARITIME MUSEUM OF THE GREAT LAKES
AT KINGSTON
(Kingston, Ontario)

The Museum recently received a generous gift from John Harbron of approximately two hundred black-and-white photographs of Canadian and US ships that plied the Great Lakes and St. Lawrence Seaway in the 1940s, '50s and '60s, including canallers, canaller-tankers, upper lakers, train and car ferries, and passenger ships. There is also a small selection of so-called "salties" or foreign flag carriers (mainly dry cargo vessels): British (chiefly ships of the Manchester Line), Norwegian, Dutch, West German, Brazilian, and Cuban. The collection also includes a few unpublished panorama photos of wartime construction at Toronto and Montréal of corvettes and minesweepers for the RCN, 1943-44.

MICHIGAN MARITIME MUSEUM
(South Haven, Michigan)

In June the museum winched its US Coast Guard 36-foot motor life boat up the ways on an original launching cart and into the museum's boathouse. Undergoing restoration since 1989, the life boat joins a restored 26-foot motor surfboat in the boathouse. A 26-foot restored pulling surf-

boat will round out the exhibit. All three types were standard search and rescue boats in the Great Lakes Coast Guard stations during the middle of this century. This is the only known collection of these three types in any museum in the United States. The exhibit will show the boats in a setting much like that of the stations where they were used. Interpretation will include how they were built, dominant features of their design, how they were used and maintained.

The museum recently also received the tools and manuals of two prominent Great Lakes engineers from members of the family. The material spans a period of more than four decades, from the late 1920s to the 1960s, presenting a rare view of a maritime trade often neglected in Great Lakes collections. Harry and Clayton Cheeseman were father and son in St. Ignace, Michigan. Harry Cheeseman began his maritime career aboard Great Lakes tugs, later serving aboard the train ferry and icebreaker *Chief Wawatam* and then the *Sainte Marie*. His son Clayton began in the 1920s as a fireman, eventually serving on over thirty vessels of the Pickands-Mather Line and the Michigan State ferry system. Their legacy includes special hand tools, an engine room bell and gauge, ledgers, engine room journals, and engineering manuals. Together these materials provide a unique and valuable legacy of two generations of Michigan mariners.

Another recent acquisition is an extensive collection of photographs and other memorabilia of Great Lakes Captain Eli H. Guigue which was donated by sons Lewis and Edgar and their families. Born in 1888, Eli Guigue began his maritime career loading vessels before shipping aboard lake steamers shortly after the turn of the century. He passed his test for Third Mate papers at age twenty, and soon passed his test for Master and Pilot papers for all of the Great Lakes, St. Lawrence and St. Clair Rivers. During his career, he was a prolific photographer; his collection includes more than 130 views of schooners, steamers and their crews, ship loading and unloading, and harbour scenes (most of these date to the period 1910-1925). Associated materials include his box camera and tank developer, his seaman's papers, several early navigation manuals and other memorabilia.

NOVA SCOTIA MUSEUM
(Halifax, Nova Scotia)

An exhibit on "Sable Island: A Story of Survival" opened in September and continues until 1 November. Visitors are able to imagine themselves shipwrecked on Sable Island (located 250 km east of Halifax). They will learn which plants, animals, and people have survived despite the winds, waves, isolation, and surrounding stormy Atlantic Ocean. The exhibit has already completed a two-year tour of Canada and will continue to tour Nova Scotia after its stay in Halifax.

PEABODY MUSEUM
(Salem, Massachusetts)

The Peabody Museum, familiar to most of us as the publisher of *The American Neptune*, recently merged with the Essex Institute of Salem. The extensive library and manuscript collection of the Institute is well known to researchers delving into the colonial and early national history of the northeastern United States. Much of that collection focuses on Salem and the region. The seven historic buildings belonging to the Institute will nicely compliment the Peabody Museum, which was founded in 1799 by ship captains and contains an excellent maritime collection.

VANCOUVER MARITIME MUSEUM
(Vancouver, British Columbia)

Joan Thornley was promoted to a full-time position as Curator of Collections. Caroline Larsen will fill a one-year temporary position as Curatorial Technician. Other appointments include Randall Graham as Accountant and Administrative Officer and Susan Dorrington Everts as Programs Officer. Leonard McCann retired earlier this year after twenty-four years' service but remains as Curator Emeritus.

Two exhibits, "Vancouver's Mariners" and "Modelmania," continue until year's end. "Southern Cross," a series of woodcuts by Canadian artist Lawrence Hyde depicting US Naval nuclear tests at Bikini Atoll and published in 1950, opens in October along with a "Tribute to the Master" on the occasion of the 75th birthday of the heritage tug. Also in October, an exhibit on "The Dauntless St. Roch" will open.

In 1993 exhibitions are planned on "Titanic" and on "Maritime Labour: Men and Machines on the Waterfront." The museum is also in the midst of constructing a major new research library thanks to a donation from Drs. Wallace and Madeline Chung of Vancouver. The Library will open in January. Future plans call for a new entrance plaza and large artifact display in front of the museum, and a new shelter for the recently repatriated boiler of SS *Beaver*. The museum is experiencing (as are all other Lower Mainland museums) a decline in admissions and store revenues because of the economic climate. These difficult circumstances have put other plans on hold, and have resulted in an austere budget to ensure a balanced budget.

AROUND CANADA'S MARITIME ORGANIZATIONS

MARITIME AWARDS SOCIETY OF CANADA

H. Palmer has succeeded Captain Kirby as the Society's President. Retired Naval Commander Stan Parker, Editor of

the Naval Officers Association of Vancouver Island's *Lead & Line*, has offered to handle publicity for the Society until a Communications Officer has been appointed by the Board. Meanwhile, affiliation agreements have been signed between the Society and the Naval Officers Association of Canada, and with the Canadian Nautical Research Society. This latter agreement is particularly appropriate at this time, with the establishment of our second Grants Programme with Memorial University of Newfoundland, home to one of the most extensive libraries in the country on maritime shipping as well as the research facilities on Cold Water Ocean Sciences.

NAVAL OFFICERS ASSOCIATION OF CANADA
Conference Report: Ocean Policy in the 1990s—
An Atlantic Perspective
by

F.W. Crickard, Director, Maritime Affairs Division
Naval Officers Association of Canada

[Time and circumstances conspired to prevent this item from appearing in the July ARGONAUTA; we ask the NOAC to accept our apologies. The Eds.]

The general aim of the series of conferences on Oceans Policy in the 1990s, sponsored by the NOAC, is to present different perspectives on the uses of the sea with a view to encouraging more integrative approaches to the *protection and development* of Canada's maritime interests in its three oceans as well as the St. Lawrence and Great Lakes waterways.

The first conference (Toronto, June 1990) examined political, legal, economic, technological, environmental and security aspects of our maritime interests. That conference looked at three sectors of oceans "development" (the shipping industry, offshore petroleum development, and information technology) and three aspects of oceans "services" necessary for the orderly protection and preservation of those interests (Law of the Sea, protection of the marine environment and maritime security).

In the intervening two years, the LASMO Project—Canada's first offshore oil production facility—has come on stream on the Scotia shelf; the shipping industry has remained dead-in-the-water; and the marine environment continues to play second fiddle in public awareness to other global and national environmental issues. Both in terms of the Treaties and Agenda 21 agreed upon at the "Earth Summit" in Rio, and in the Canadian government's *Green Plan*, the oceans are given minor roles played by the chorus, not the leading actors. Population movements and the oceans are perhaps the "dark sea-horses" on which public awareness should now be rivetted.

CANADIAN NAUTICAL RESEARCH SOCIETY

CALL FOR PAPERS

1993 ANNUAL CONFERENCE AND GENERAL MEETING

**TORONTO, ONTARIO
27-29 MAY 1993**

On

**"WORKING WATERFRONTS: CHALLENGES,
CONFLICT AND CHANGE"**

**ABSTRACTS ARE INVITED UPON, BUT BY NO MEANS
RESTRICTED TO, THE FOLLOWING THEMES:**

**Waterfront Industries / Boatbuilding/ Shipbuilding
Tourism / Museums / Waterfront Recreation / Regeneration
and Re-development / Heritage Vessels / Heritage and Policy Issues /
De-industrialization / Harbour Defences / Naval Bases**

**Please send an abstract and a brief resumé as soon
as possible to:**

**John Summers, Assistant Curator
Marine Museum of Upper Canada
Exhibition Place
Toronto, Ontario
M6K 3C3**

**More complete details of the conference will be published in the January issue of
*ARGONAUTA***