

ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XIII, Number Two
April 1996

ARGONAUTA

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

EDITORS

Lewis R. **FISCHER**
Olaf U. **JANZEN**

MANAGING EDITOR

Margaret M. **GULLIVER**

HONORARY EDITOR

Gerald E. **PANTING**

ARGONAUTA EDITORIAL OFFICE

Maritime Studies Research Unit
Memorial University of Newfoundland
St. John's, NF A1C 5S7
Telephones: (709) 737-2602/(709) 737-8424
FAX: (709) 737-8427

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

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Annual Membership including four issues of *ARGONAUTA*
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Institutions, \$55.

P.O. Box 55035
240 Sparks Street
Ottawa, ON K1P 1A1

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EDITORIAL

(I)

As we have often reminded readers, the future of maritime and naval history rests squarely on our ability to encourage young researchers to enter the field. One way of doing this, of course, is by ensuring that we find ways to convey the sense of excitement that all of us find in marine research. Another is to extend a helping hand to neophytes. CNRS, and especially its individual members, have been successful at both, which we believe is one reason why the Society has enjoyed such rapid growth in recent years.

There is, however, another way of meet this goal as well. Through your generosity last year, CNRS sponsored a Young Scholar to present a paper at the International Congress of Maritime History in Montréal. Members will already have seen a tangible return on

this investment: the individual we supported, Peter Pope of Memorial University of Newfoundland, was the author of the lead article in the January issue of *The Northern Mariner/Le Marin du nord*. On your behalf, the Executive has now gone a step further by inaugurating a bursary to assist a young scholar to present a paper at our annual conferences. This year's recipient, Dan Conlin, a graduate student at St. Mary's University in Halifax, will speak next month in Kingston on "Nova Scotian Privateers in the Caribbean, 1793-1805."

We are proud that our members are willing in this way to help new entrants into the field. Indeed, the Young Scholar's Trust Fund, to which you were all invited to contribute when you last renewed your membership, has been by far the most important recipient of your generosity. We hope that CNRS members will always be so far-sighted, since such appeals represent the best way of guaranteeing that future gener-

ations will know about their magnificent maritime heritage.

ARGONAUTA MAILBAG

Sirs:

I have been looking for information on the *Enterprise*, a steam boat that was operating on the Mississippi River in 1814. The vessel was used to carry supplies to Andrew Jackson's army, which subsequently won the Battle of New Orleans early in 1815. At that time, the skipper of the steamer was Henry Miller Shreve.

I am looking for the vessel's specifications and its eventual fate. This research is part of a project in which I hope to show the usage of the name *Enterprise*; your members will probably be familiar with the two aircraft carriers by that name as well as the space shuttle. I would like to build models of all the craft named *Enterprise*, so I need help in obtaining photographs and/or model kits of vessels by that name.

As well, I am looking for the symbols used to depict the US Navy at various times when vessels bore the name *Enterprise*, including the War of 1812, World War II, and the modern navy. Any help in securing any of this information will be very much appreciated.

Lincoln H. Pennell
6720 Glen Erin Drive, Suite 303
Mississauga, Ontario
(tel.: 905-826-1681)

Sirs:

I am researching my family history and am seeking information on William B. Ford of Liverpool, Nova Scotia, and on two ships of Canadian registry, the *Boomer* (or *Bloomer*) and the *Mediator*. Ford was lost at sea in April 1863 when the ship *Boomer* (or *Bloomer*) was lost while sailing from Demarara to Madeira. According to a letter I have, the *Boomer/Bloomer* had been sold in April 1863 and made her departure from Demarara on 25 April, only to founder near the "Western Islands"

off the coast of Portugal.

Boomer and *Mediator* appear to have been freighters, sailing the eastern seaboard of the United States and Canada as well as Europe and South America. Any genealogical information on Ford or information on the two vessels would be very much appreciated. Thank you.

Arthur M. Kippen
12 Plum Street
Gloucester, Massachusetts
USA

ARGONAUTA ARTICLES

A CARGO OF LUCK

by Jacob Bart Hak

In the shadow of the battles at sea during World War II, thousands of merchant ships managed somehow to survive the struggle. One of these ships was the Dutch steamer *Ittersum*. This ship was built in 1938 by Doxford and Sons Ltd. in Sunderland, England for the Dutch company Stoomvaartmaatschappij Oostzee, whose head office was in Amsterdam. The managers Vinke & Co assigned the vessel (9435 dwt) to the South American route.

On 10 May 1940, the day German troops invaded Holland, *SS Ittersum* was berthed in Buenos Aires. Early in July the ship departed Montevideo for Belfast with a full cargo of grain. After arrival in the UK the ship was laid off for a while. During this time the steamer was furnished and fitted with defensive equipment, including a 4-inch L.A. gun, Hotchkiss machine guns, kite and equipment, a Schermuly Pistol and five rockets. All the officers and crew were trained in handling the weapons.

After a safe Atlantic crossing with stops in Baltimore and Halifax, *Ittersum* arrived in Swansea, Wales. A few days later the city was bombed. According to Captain Visser, "During the raid half the crew were on board, they managed to extinguish seven incendiary devices dropped on the ship. The crew

was instrumental in extinguishing thirty devices on the quay. The ship was not damaged due to the crew's quick response. The only loss was a damaged raincoat, which was in such a bad state that it was no longer useful."

On 26 January 1941 *Ittersum* left for Cardiff and then, by way of the Clyde, it headed for North America. On Monday 17 March thirty ships made sail for Halifax in convoy HX115. At this time the German battleships *Scharnhorst* and *Gneisenau* were at sea and the convoy was therefore escorted by HMS *King George V* and HMS *California*. Two days later these ships were ordered to join two others to cover the Iceland-Faroes Gap against an attempt by the German ships to return to Norway. A day later, the convoy was attacked by the German submarine U-48 under the command of Kapitän-Leutnant Herbert Schultze. He attacked three times on the morning of 29 March, the position of the first attack being about 61° 18' N, 22° 5' W.

Recalling the attack, Commodore Ramsay said: "At 0325 hours on 29 March, I was blown out of my bunk at the *SS Hylton*. I noticed strong fumes and then all the lights went out. The ship was hit by a torpedo in the engine room on starboard side and immediately took up heavy list of about thirty degrees to starboard and began to settle down by the stern, at approximately 0430 hours. When the stern was under water I decided to leave the ship, all the ships company were already in the only lifeboat left, i.e. forty-nine in a boat which normally should accommodate safely about twenty men. We were picked up at about 1130 hours by HMS *Dianella*."

"As far as the submarine was concerned it was absolutely money for jam! No sufficient escort and perfect conditions for a submarine night attack. At the same time I must give full marks for the cool courage and efficiency of the German submarine Captain, damn him! Finally we cannot lose the war by bombing or invasion, but we can quite easily lose it if we go on losing merchant ships at the rate we are

doing now." Hours later the *Hylton* was declared a loss and was sunk by HMS *Venomous*; Ramsay's only comment was that it was "the worst shooting I ever saw."

The *SS Germanic*, loaded with wheat, was torpedoed next; all but five of the crew were saved. The visible run of the torpedo was six seconds. When the Belgian ship *Limbourg*, loaded with phosphates and general cargo, was torpedoed, she blew up; there were no survivors. Not much later the steamer *Eastlea* was torpedoed. The German Decryption Service intercepted a distress signal from the British motortanker *Athelprince*, but this ship was not hit.

The ordeal was not yet over. En route from Belfast to Liverpool, *Ittersum* was in a small convoy with seven ships. A bomber escort frequently flew low over the convoy, lulling it into a false sense of security. When two enemy aircraft were sighted flying directly at the ships, the convoy assumed that it was the escort returning. Attacks were delivered separately but in quick succession; the first attack was from the starboard bow, the second from astern. Both were very low level and concentrated attacks on the British MV *Cape Verde*. The attacks were preceded by severe machine-gun fire. Three bombs were dropped in each attack; one from the second aircraft scores a hit on *Cape Verde*. The ship was forced to leave the convoy in order to proceed to Milford Haven for repairs.

On 7 April 1941 *Ittersum* went into drydock at Birkenhead near Liverpool with heavy weather damage. In July 1941 she was damaged again when she ran aground in Tampa, Florida. The next month the ship was in convoy HX142, which at one point consisted of ninety-eight ships. There was only one incident to report; two ships collided in a thick fog, though only their upperworks were damaged. In the months that followed *Ittersum* was in Scottish waters. At this time, the ship's armament was completed, and bridge protection was improved. The steamer then visited Freetown in November,

and on 24 December was in Port Said. A floating crane caused minor damage during rough weather.

While *Ittersum* was in Egypt, the Japanese attack on Southeast Asia was in full swing. As Allied defences crumbled before the Japanese, Australia decided to prepare for self defence, relying on American rather than Commonwealth links. The Sixth and Seventh Divisions were ordered home despite angry Churchillian objections. *Ittersum* became one of the ships involved in the transport of Australian troops. The ship carried 270 Australians on board and had six army trucks on each hatch. Australian Veteran John Kelso remembers the journey: "In February 1942 the Petrol Company drove out of Camp Hill 69 via the Sinai Desert for Egypt to await sea transport. On 16 February, drivers with trucks embarked on the steamer *Ittersum* bound for Batavia [*Singapore had been the intended destination but fell to the Japanese troops the day before. JBH*]. My truck was deck cargo, towards the stern, and in which I was to sleep for the next forty-nine nights. We steamed down the Suez Canal to Port Tewfik [*Bur Taufiq near Suez, JBH*], where the Dutch Captain refused to proceed until he was supplied sixteen empty 44-gallon petrol drums, two water-filled 44-gallon drums with bungs opposite each other on the sides, two lengths of hose and sufficient timber for the ship's carpenter to build two large rafts for the troops. There were only life-rafts for the crew, nothing for the troops. For armament the ship had a 4/6 inch gun on the stern, two Bofors on the hatch covering the hold at the stern and two Bofors on the hatch covering the hold to the fore of the ship".

"Whoever was in charge at Port Tewfik, maintained that, as the forward hold of the ship was filled with land mines and the ship was hit by a bomb or a torpedo, rafts would not be required. The Dutch captain was insistent and obstinate until after a week he got his way. We left Port Tewfik without escort or in convoy, all alone until we met up with a convoy of small ships fleeing from the Japanese on Java.

Again the Captain was the Master of his ship, as without orders he changed direction to join the convoy to Colombo. Had it not been for the delay of the week at Port Tewfik, we would have fallen captive to the Japanese on Java."

"At Colombo orders were given to proceed to Adelaide, South Australia. We had the corvette *Lismore* (against the Captain's wishes) as escort out of Colombo, together with an oil tanker en route to South Africa. After a few days we were on our own, steaming due south at eight knots to meet up with the Roaring Forties, which would increase our speed towards Australia. During this time at sea, it was quite spooky at night looking out and down at the inky darkness, knowing that somewhere down there was the ocean. All that could be seen or heard was the creak of the ship, the sound of the engine and the wake from the ship. All went well until we were off the southwest corner of West Australia". "When we were within range of its base, an aircraft would circle every day to keep in contact. On one such day a message was received, the ship was being pursued by a submarine. The following day the signaller was informed that the sub was gaining on us, which was not surprising as our maximum speed was eight knots and the sub would surface at night to gain speed and travel under water during the day. After another day or so a tanker passed astern heading for South Africa. The next message was heartening for us but not for the crew of the tanker, as the captain of the submarine had decided that the tanker was a better prize than the old tramp steamer. Our troops who had returned to Australia on the *Andes* and the *Strathallen* thought we were lost at sea or had been captured by the Japanese on Java. When we arrived in Adelaide we were treated as 'Prodigal Sons'."

From Adelaide the ship left for Melbourne and Fremantle. On 22 May *Ittersum* left Bunbury for Montevideo and Freetown, arriving in Belfast on 16 August. In November 1942 the Allied landing in North Africa – Operation Torch – took place. After the landings in Algeria and Morocco, great stocks

of supplies were needed to keep the fight going. *Ittersum* left Gourock, her deck cargo consisting of nine aircraft. In bad weather the steamer had great difficulty keeping up with the convoy. Shifting cargo caused a lot of problems. In one heavy gale vessel and cargo were both damaged. The captain decided to return to the UK. One week later the steamer departed for North Africa once again.

On 20 January 1943 the steamer was in convoy in the Mediterranean when enemy aircraft attacked. The attacks continued the next day. Captain Visser reported to Naval Authorities in Gibraltar: "Four aircraft were shot down that day. We claim to have shot down one of the airplanes. We were the last ship in our convoy. One plane attacked the *Ittersum* roughly fifteen degrees off the starboard stern. Other planes carried out attacks at the same time on the other side of the convoy. Gunlayer Midgley spotted the plane and after his warning we opened fire with everything we had: Oerlikon, FAMs, PACs, the works. All hell broke loose. The plane dropped bombs astern of our ship and immediately altered course away from the convoy and appeared to be diving steeply towards the sea." Six days later, on leaving the port of Algiers, the air raids continued. Captain Visser: "On 27 January two aircraft were shot down. During these raids bombs fell in close vicinity of the ship. A bomb fell between quay and ship, just one minute after we cast off."

After six weeks in the UK *Ittersum* crossed the Atlantic three times with stops in Halifax, Philadelphia and New York. One of the crew wrote: "*Ittersum* was a lucky ship. During the time I was on board no harm was done to crew or ship. Of course, the journeys to and from the UK were risky. The dark nights in convoy were nerve racking. On the other hand, our time off in New York was like spending a holiday in the old-fashioned way." The ship then left for Egypt, arriving in Port Said on 12 December 1943. One month later the steamer headed for Colombo via Aden. In February *Ittersum* was in the Gulf of Bengal. From

Calcutta, she proceeded to Colombo and from there on to Durban, South Africa. Captain reports: "The steamer sailed from Colombo on 15 March 1944 at 1800 hours for Durban following the route provided by Naval Control Officer at Colombo. Vessel was zig-zagging day and night according to diagram No.18. The speed was about twelve knots. On 18 March at 0100 hours just after the moon had risen the officer on watch believed he saw a dark object surrounded by white on the starboard beam at about two miles distance. Because the object resembled a submarine he called for the attention of lookouts and gun crew but none could see anything in the direction pointed out by him. One hour later two shots were fired in quick succession on the starboard beam at a distance of about two miles. The second shell was a near miss as she was heard whining over the ship very close. Course was altered and zig-zagging discontinued. Nothing could be observed except the flashes and detonating of the gun fire, and this spot was brought right astern. Alarm was raised and radio silence broken in order to send an SOS message. This signal was transmitted at 2035 GMT and acknowledgement was given by Colombo Radio. At 0215 hours two shots were again fired at the ship, this time from astern and estimated from a distance of about three miles. One of the shells fell near the ship."

"We were now proceeding full speed about 12½ knots and kept the spot from where the firing came right astern. We presumed that the vessel was an enemy submarine and that she was following us but nothing could be seen. At 0430 hours some heavy rain squalls were developing in the east and course was altered to run into the squalls. Shortly after 0500 hours the vessel ran into heavy rain, but the rain gradually ceased and at 0630 hours it was clear again." *Ittersum* arrived safe and sound in Durban.

The Director of the Anti-U-Boat-Division (DAUD) was pleased with Captain Visser's performance; "DAUD considers the Master of SS *Ittersum* acted with considerable skill and termination

in escaping from the U-boat and his action merits commendation." The submarine was in fact the Japanese I-162 under the command of Lt.Cdr. Y. Doi. At the end of March 1944 this Kaigun class sub of Sixth Squadron returned to the naval base at Penang, Malaysia.

On VE Day *Ittersum* was moored in Crotone, Italy. Before sailing to Holland the ship visited Lagos and Accra in West Africa. Then she was homeward bound. On 24 June 1945 *Ittersum* arrived in the port of Rotterdam. Seventeen ships in all enter a devastated port called Jobshaven. For one of the crew this day was even more special. At last he was able to see his five-year-old son for the very first time; the boy had been born on 12 May 1940. It was the end of a long journey.

Ittersum was sold in 1958 and renamed *Triton Maris*. In 1971 she was broken up in Italy.

AN OHIO FARM BOY GOES TO SEA Part 1

By Paul Russ Ainsworth

[Ed. note: Russell Ainsworth is a wire editor on the national/international news desk at the St. Louis Post-Dispatch, St. Louis, Missouri. He mostly compiles news stories from incoming news services, but he occasionally writes. About four years ago, Paul Stuber, a neighbour, shared an autobiography he had worked up for his grandchildren. Last August, Ainsworth asked to see those accounts again, especially of Stuber's seafaring days, and worked up this article using Stuber's report, further interviews with Stuber and some outside reading. Accompanying the article are photos and documents taken by or issued to Paul Stuber.]

The Ohio farm boy stepped out on the after deck and saw nothing but the open sea. For twenty years, Paul Stuber had awakened to the smell and sounds of holsteins and leghorns, to the view of barns, trees, roads and fields ready for ploughing, seeding and discing — not water in all directions. But this was the morning of 8 March 1935, and Stuber was in the Gulf of Mexico, a night's sail out of New Orleans. He was like Ishmael in Herman Melville's

Moby Dick: "having little or no money in my purse...I thought I would sail about a little and see the watery part of the world."¹ Stuber was also keen to see Europe.



Fig. 1: Paul Stuber in 1938.

He was aboard the SS *West Cobalt*, a typical freighter built at the end of World War I, on a scheduled run to the British Isles. The ship was owned by the Lykes Bros.-Ripley Steamship Co., and was "a neat looking ship with a black hull and white superstructure. The stack was black with a large white letter L (Lykes) in the middle of a blue diamond on a white background." *West Cobalt* measured 410 feet in length, fifty-six feet in width, had about 400,000 cubic feet of cargo space, and was powered by a 2,500-horsepower steam turbine, ploughing through the Gulf and the Atlantic at 10½ knots with the throttle wide open "full steam ahead," twenty-four hours a day. "Our top speed was 2,000 miles per week." This compares with the top speed of twelve knots of the famous Yankee clipper *Sea Witch*, and the fifteen knots of the China clippers, according to Basil Lubbock in *The China Clippers*.²

In *Steamships and their Story*, E. Keble Chatterton writes about the experience of being at sea on a White Star liner built in 1903: "The beautiful motion of the *Cedric*...in a winter's Atlantic gale,

Cat. No. 1436

**SEAMAN'S PROTECTION
CERTIFICATE**

DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION
R. X. 4888—U. S. C. TITLE 46, SEC. 685

No. 24213

I, M. L. Le Blanc, actg., Collector of the Customs for the District of New Orleans, do hereby certify that Paul John Stuber, an AMERICAN SEAMAN, aged 20 years, or thereabouts, of the height of 5 feet, 0 inches, brn hair, reddy complexion, blue eyes, and a native of Ottawa, Ohio, has this day produced to me proof, in the manner directed by law; and I do hereby certify that the said Paul John Stuber is a
CITIZEN OF THE UNITED STATES OF AMERICA

In witness whereof, I have hereunto set my hand and Seal of Office this 4th day of March, 1935

M. L. Le Blanc, actg., Collector of Customs.

LEFT THUMB PRINT

PHOTOGRAPH

Paul J. Stuber

Fig. 2: Paul Stuber had to carry a seaman's passport on voyages overseas. It restricted him to the port of call.

rolling and pitching in a manner to show that she is a living ship...pursuing her way with boldness and dignity, caring little for the great waves mounting up astern, is a delight that lives long in one's memory."³ But Stuber had signed on to the *West Cobalt* as an apprentice in the engine room, and he was assigned to help the wiper, who himself was rather like a day labourer; Stuber therefore remembers mostly being deep

in the *West Cobalt* pursuing defective paint and rust spots with chipping hammers, paint scrapers and wire brushes, and "soogeeing," or scrubbing and shining the "bright work" or handrails and copper piping.

Making up the engine room crew were the chief engineer, three assistant engineers, three firemen, three oilers, the wiper and Stuber. He would go on to

become a St. Louisan and eventually a senior engineering specialist at Monsanto. But for now, he was not at the bottom of the totem pole—he was twenty feet below the water line. The boiler room, just forward of the engine room, had three Scotch marine boilers—the *Titanic* had twenty-nine "double-ended" Scotch marine boilers—fired with oil. Each boiler was about fifteen feet in diameter and height. The voyage would be a series of firsts, starting with the first assistant engineer, who was addressed simply as "First." Then there was the first crossing of the Gulf of Mexico, the first North Atlantic crossing, when the

clocks were advanced about twenty minutes each morning. The watches were from 8 to 12, 12 to 4 and 4 to 8, four hours on and eight hours off. The bell was sounded in the engine room only at the end of the watch, eight bells struck rapidly two at a time. Stuber also learned that a ship had no floor, no walls, no halls, no front, no rear, no left side, no right side, and no anchor. Instead the *West Cobalt* had

decks, bulkheads, passageways, a bow, a stern, a port, starboard, and a hook: "We always dropped the hook."

A ship has six different motions: roll, pitch, yaw (fishtail), heave (lift), surge and sway. East of Newfoundland on that first crossing, "the going really got rough" and Stuber's stomach did all of the above for about two days. The stern of the ship — where the engine room crew's quarters were — would pitch thirty to forty feet several times a minute. But Stuber would have no further bouts, no matter how rough "a blow," or how high the waves. His living area was the firemen's foc'sle, forecabin or room, with six bunks arranged two high, six lockers, and one or two chairs. Each man also had a 2½-gallon galvanized pail — a man's wash basin, bath tub and laundry tub. To take a bath, he drew a bucket of water, heated it by injecting low-pressure steam, soaped and scrubbed and dumped the bucket over for a rinse. Because of the heat of the boiler room and engine room, everyone bathed daily. Stuber also learned on that first voyage not to put a new white undershirt in the wash with a new pair of blue denim dungarees.

He ate in the messroom at one of two tables, each seating ten men, and each table bolted to the floor, as were the benches. The messboy was always addressed as "Mess." But the food was good and ample. "For breakfast, we had two eggs, toast, coffee, oatmeal or dry cereal. One night each week, we had steak, and Friday night, fried fish, a favourite." Saturday evening, always pork chops. Sunday noon, roast pork, and Friday noon, salted cod or curry.

It was in the messroom that Stuber got his first real taste of the Great Depression. For in Glasgow, when Stuber and the other men got up from lunch, one of the out-of-work Scots lined up in the passageway promptly took the crewman's place, eating whatever was left over in the serving pans. "I remember my shock...at finding a man had taken my place and was using my dirty plate and silverware the instant I got up from the table.... They were just local people

who were hungry." This feeding of the hungry was fairly common in England, Scotland and Ireland — particularly at noontime — but not in Germany or the United States.

Stuber's first glimpse of Europe had been a lighthouse on the northern coast of Ireland. The next morning *West Cobalt* steamed up the Firth of the Clyde to Glasgow, past the *Queen Mary*, which had been launched but was still being fitted out. There was some time in port to sightsee, but first the lowest man on the totem pole had to clean the three boilers, both the fire side and the water side. "In a few days, I knew about such things as blow down lines, superheaters, uptakes, soot

But the return westbound was down to the Azores and across to the Bahamas, and then close to the Florida Keys in a Gulf Stream back eddy.

As a member of the engine room crew, Stuber never expected to go up on the bridge. But one Sunday afternoon, the second mate allowed him to have a look around and even a turn at the wheel. "All I had to do was to turn the wheel from time to time to maintain a specific reading on the ship's compass. I turned it the wrong way the first time....Thousands of tons of ship under my direction — a great day for me!" The first voyage ended at Pensacola, Florida, for a regularly scheduled drydock for maintenance and painting



Fig. 3: The 5,527-ton *West Hobomac* tied up at Galveston, Texas.

blowers, retarders, staybolts and man-holes." But he did get off to explore Glasgow, and later Belfast — where he saw a variety show, — Dublin, and Avonmouth, England. *West Cobalt* had carried cotton bales to Glasgow, Dublin and Belfast, and lumber to Avonmouth, "a dreary seaport town and not much more." Then the ship returned — empty, because each nation was protecting its merchant fleet at the time — to the United States, pumping seawater into the No. 5 hold to keep the propeller submerged. The voyage eastbound had followed the Gulf Stream up the eastern seaboard to Newfoundland and over — jetliners flying from Atlanta to Europe use much the same route today.

of the hull below the water line. "The bottom was perfectly flat, but had rounded corners where it joined the vertical part of the hull. On the corners were anti-rolling chocks, or fins, the length of the ship. The wheel (propeller) had four blades bolted to a massive hub, and was at least fourteen feet in diameter. The rudder was directly behind the propeller and was mounted on a large shaft that came down from the steering engine in the stern...I now felt like I knew the ship inside and out."

Stuber made six more Atlantic crossings on the *West Cobalt* and similar freighters, the *Duquesne* and the *West Hobomac*, five to Liverpool and Man-

Form 719

DEPARTMENT OF COMMERCE		BUREAU OF NAVIGATION AND STEAMBOAT INSPECTION SHIPPING SERVICE	
Nº 688898			
CERTIFICATE OF DISCHARGE			
Ship's name: WEST COBALT	Official number: 217341	Seaman's name: Paul J. Stuber	
Port of registry: GALVESTON	Net tons: 3552	I CERTIFY that the particulars herein stated are correct, and that the above-named seaman was discharged accordingly.	
Description of voyage: Foreign		Dated at Lake Charles	
Seaman's birthplace: Ohio	Age: 20	this 1 day of July , 1935	
Character: U.S.	Ability: U.S.	Given to the above-named seaman in my presence, this 1 day of July , 1935	
Capacity: Eng. Apr.		Paul J. Stuber Master	
Date of entry: 8/1/35	Date of discharge: JUL 1 1935	W. J. Smith U.S. Shipping Commissioner	
Place of discharge: Lake Charles			

Fig. 4: Paul Stuber's certificate of discharge after his first Atlantic crossing on the *West Cobalt*. He scored "very good" in seamanship as a wiper's assistant.

chester, England, and one to Bremen and Hamburg, Germany. In the latter two ports, in the summer of 1936, he saw lots of soldiers in Nazi uniform. The ships carried such "romantic" cargoes as cotton, lumber, sulphur and lampblack, loaded at such ports as Houston, Galveston, Beaumont, Corpus Christi and Brownsville, Texas; and Port Sulfur, south of New Orleans, and Lake Charles, Louisiana. On his three voyages on the *West Cobalt*, he was a regular "gofer," helping the wiper. While in Manchester, they painted the engine room from top to bottom a glistening white. But a soot-laden fog before sailing immediately turned that paint into a dirty grey.

On the *Duquesne* he became an oiler and fireman. As an oiler he periodically checked the oil flows, temperatures and boiler water levels. Each of the three boilers had two gauge glasses. In heavy weather, with each roll of the ship, "if the water went over the top of one glass and out the bottom of the other, we assumed the level was close to where it should be." As a fireman, he cleaned three of the nine burners on the boilers at the beginning of each watch. Steam pressure was held at 210 pounds per square inch by regulating fuel and pressure to the burners. Stuber had to monitor the nine burners, and once lost all the fires, due to water in the oil. He sounded an emergency bell, but had the problems pretty well solved

before "Second" arrived from the machine shop. Yet Stuber had lost twenty to thirty pounds of steam.



Fig. 5: The *Duquesne*, another Lykes Bros.-Ripley Steamship Co. freighter, in drydock in New Orleans.

There was adventure on each crossing. On the voyage to Germany on the *West Hobomac*, the freighter lost one of its four propeller blades. "Struck an unknown object," the captain reported. Replacement at sea was impossible with the ship fully loaded and riding deep in

the water, so the *West Hobomac* putted along, humbled when an old sailing ship passed it in the English Channel. On one return from Britain, the *West Cobalt* was approaching the Bahamas shortly before Labour Day 1935. "Sparks," the radio operator, got word of a major hurricane crossing Florida, and the captain immediately stopped the ship to let the hurricane pass. Good thing. The Great Labour Day Hurricane of 1935 — a Category 5, or most severe, storm — swept the central Florida Keys bare and killed 408 people. The *West Cobalt*, when it resumed steaming, passed two grounded ships. There were diversions on the crossings — passengers in a few rooms mid-ship. A Polish deportee, brought to the ship under heavy guard, told of arriving in the United States knowing only one word in English for food — "oatmeal" — and living on oatmeal for several weeks before he expanded his vocabulary. Crew members persuaded a more gullible passenger to write letters that would be dropped at the "mail buoy" anchored in the middle of the Atlantic, and picked up by a westbound ship.

In *Two Years Before the Mast*, Richard Henry Dana Jr. observed that "An overstrained sense of manliness is the characteristic of seafaring men, or rather, of life on board ship. This often gives the appearance of want of feeling, or even of cruelty. From this, if a man comes within an ace of breaking his neck, and escapes, it is made a joke of, and no notice must be taken of a bruise or a cut, and any expression of pity, or any show of attention, would look sisterly, and unbecoming a man who has to face the rough and tumble of such a life." Stuber faced up to his "rough and tumble" in Beaumont, Texas, where he was about to clean

one of the boilers on the *Duquesne*. Fortunately the weather was cool, so he had tugged on his heavy, blue denim jacket and work gloves. The task was to wrench off the two-inch drain plug from underneath the boiler, crawling into an eighteen-inch space on his side and letting go fourteen feet of water. The first few gallons would necessarily come down on him before he could squirm out. He had done this many times before, and the boiler felt cool. But the water was scalding. "Screaming in pain, I scrambled for the crawl hole in the boiler foundation. A crew member who had been standing by quickly helped pull me through. I was out and alive." An ambulance took him to a hospital, where he was found to have extensive burns on his legs, and some splashes, but superficial, on his face. The jacket and gloves had protected most of him. Crew members brought him all his personal belongings, and the next morning, from his hospital room, he saw the *Duquesne* pull away. "My home and workplace had left. Suddenly I felt sad and lonely." Twelve days later he was discharged, recuperated and within months returned to the sea aboard the *West Hobomac*, ready for more adventure — this time, a voyage to Germany, another to Britain and then a seamen's strike he didn't quite understand. So he headed back to Ohio, his seagoing adventures over — but not his sailing days. (To be concluded.)

Sources:

1. Herman Melville, *Moby Dick, or The Whale* (NY: Rinehart & Co., 1952), 1
2. Basil Lubbock, *The China Clippers* (Glasgow: J. Brown, 1914), 47, 89.
3. E. Keble Chatterton, *Steamships and Their Story, with 153 illustrations* (NY: Carrell and Co., 1918), 179.
4. Edward W. Levis, Robert O'Brien, and the Editors of *Life, Ships* (NY: Time-Life Books, 1965), 35.
5. Richard Henry Dana Jr., *Two Years Before the Mast, a personal narrative* (Boston: Houghton Mifflin, 1911), 63.

ARGONAUTA COLUMNS

ULCC TANKERS: WORLD'S LARGEST SHIPS, WORLD'S HEAVIEST CARGOES

by R.F. Latimer
Dartmouth, Nova Scotia

The deep-water seaport of Antifer, twelve miles north of LeHavre, with its wide-water feature allowing for manoeuvrability of large ships and a unique berthing facility, was purposely constructed as an oil-receiving terminal in 1977 to accommodate the more-than-a-half-million-deadweight-ton-capacity ULCC tankers that were then being built in yards in France, Japan and elsewhere world-wide. To that point, the oil-receiving port of Point Tupper, Nova Scotia was reportedly the only facility in the Western Hemisphere that could accommodate vessels of this size. The idea of commissioning half-million-ton-capacity crude oil carriers was born in the early 1970s when an oil shortage and the need for vast storage sites became apparent, after the closure of the Suez Canal, coupled with the long and costly sea voyage from the Middle East and around Africa to western destinations.

The first ULCC tankers commissioned by French owners and committed to the new Antifer terminal, were known as the 'Antifer Quartet' and included two Shell France vessels, the *Batillus* (550,000 dwt) and the *Bellamy* (554,000 dwt), together with two Navigation Nationale vessels, the *Pierre Guillaumat* (555,000 dwt) and the *Prairial* (555,000 dwt). These waterborne giants were built at Saint Nazaire and their fully-laden draught was ninety-three feet. However, by 1983 a huge over-capacity of crude was held in western storage tanks and the end of 'tanker megalomania' was rapidly reaching its somewhat short lifespan. Consequently, the two Shell France tankers were delivered to breakers' yards in 1985 where they were scrapped — this after trading for only seven years, or about one-third of a tanker's useful life. The third of the 'Antifer Quartet,' *Pierre Guillaumat*,

was scrapped in South Korea only six years after making her maiden voyage. The *Prairial* was less than three years old when it was judged economically unsuitable for further employment and was laid up in Brest. Later it was towed to Vestnes, Norway where it remained until 1986. Then it commenced trading again under Greek ownership under the name *Hellas Fos*, though this ULCC tanker did not return to the port it was designed to service for twelve years, discharging a full cargo of Persian Gulf crude at Antifer in December 1994.

Shortly thereafter, on 13 January 1995, the Norwegian registered steam-tanker *Jahre Viking* entered the port of Antifer and discharged 564,000 tons of light and heavy crude. Not only was *Jahre Viking* the world's largest ship, but this delivery was also the world's heaviest cargo ever transported by sea. *Jahre Viking* had been built in 1975 at Opama, Japan, only to remain there for economic reasons, unnamed and undelivered. In 1979 the tanker was named *Seawise Giant*, then modified in 1980 with the insertion of an enlarged cargo section. This modification made the tanker the world's largest ship, at 564,739 dwt., length 1,492 feet, beam 224 feet, draught (fully laden) 83 feet, propulsion 50,000 shaft-horsepower, speed 13 knots. It was at this point that the tanker was re-named *Jahre Viking* under Norwegian ownership.

In 1981 *Jahre Viking* was laid up and utilized as storage, first at Aruba, then Trinidad and finally at an oil terminal in Mexico. In October 1986 the tanker arrived at Hormuz during the Iran/Iraq war and was severely damaged in an Iraqi bombing-raid in 1988. Towed to Ulsan, Korea in 1989, then to Brunei Bay, Borneo in 1990, it was finally repaired at Singapore in 1991 at a cost of sixty-two million dollars. Since then, *Jahre Viking* completed only four laden voyages, mostly in mid-east ports. The arrival at Antifer marked the ship's first call at a European oil port.

In addition to the 'Antifer Quartet' and *Jahre Viking*, only two other ULCC tankers surpassed the half-million-ton

mark: the *Esso Atlantic* and *Esso Pacific*, at 516,000 dwt each. By way of comparison, the modern container vessels which frequent Halifax under the Maersk, Zim and ACL banners are approximately 750 feet in length with a beam of about ninety feet and a carrying capacity of around 60,000 dwt. While *Jahre Viking* has dimensional values that are twice these container ships, its volume and carrying capacity is about nine times greater.

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

P.S. STATE OF MAINE

Specifications:

Official Number:	115856
Built:	New England Steamship Company, Bath, Maine Mahone Bay, Nova Scotia
Date Built:	1882
Gross Tonnage:	1,409.0
Overall length:	241.0 feet
Breadth:	37.1 feet
Draught:	14.6 feet
Engine:	Vertical (walking) beam
Propulsion:	Paddles

History:

The International Steamship Company was organized in 1860 by Portland businessmen Capt. John B. Coyle and T.C. Henry. The company was, in effect, a consolidation of the various interests of Calais, Eastport and Saint John merchants then operating vessels from Saint John, Eastport and Calais to Portland and Boston. New vessels were purchased and the company quickly gained a reputation for superior service and reliability on its route from Boston to Saint John, via Portland, Lubec and Eastport on Passamaquoddy Bay. At the last named port, connections were made with local island steamers and larger vessels running to St. Andrews, Calais and other St. Croix River ports.

By 1882, traffic on the International Route had increased to the extent that it

was decided to replace the twenty-year-old P.S. *New Brunswick* with a larger vessel. The new steamer, appropriately named *State of Maine*, was not only larger by almost 500 tons than her predecessor, but incorporated every modern comfort in her luxurious, first-class passenger accommodations. She was a beautiful, well-proportioned example of her class and must have presented a fine sight as she sped up the Maine and New Brunswick coasts, with her long white hull, churning paddles and belching smokestacks.

While the bread-and-butter of the International Line was the transportation of Bay of Fundy and Maine fish products to Fulton Market in Boston, after the Civil War a new and lucrative passenger traffic had opened up. This consisted of upper-class American families fleeing the summer miasma of the great eastern cities for the sanctuary of exclusive coastal resorts such as Bar Harbour, Campobello and St. Andrews. The first class passenger accommodations and services offered on the *State of Maine* and her running mate the P.S. *Cumberland*, launched four years later, were ideally suited to meet the require-

ments of the most demanding of this new class of "American aristocrats." The International Line soon gained a monopoly of this seasonal traffic and, such was the line's popularity that, even after through railroad service had been opened to Eastport, gentlemen, such as F.D.R.'s father James Roosevelt, still insisted on his family making the journey by sea.

For thirty-one years, the International Steamship Co. Ltd. provided reliable and remarkably safe transportation in some of the most treacherous waters in North America. In fact, in all this time, in spite of the *New England* having been declared a total loss after running aground on The Wolves in dense fog on 22 July 1872, the company never lost a passenger.

Over the years, the Company had tried out a number of new routes, including calls across the Bay of Fundy in Nova Scotia, at Annapolis Royal, where rail connections could be made for Halifax. A Boston-to-Saint John direct service was also considered and the screw steamer *St. Croix*, which had been added to the fleet in 1895, was

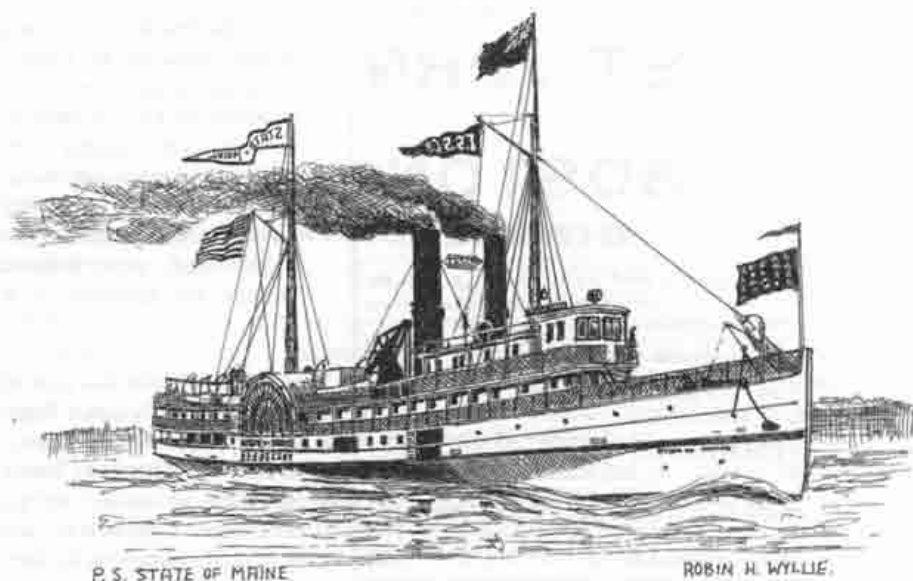


Fig. 6: P.S. *State of Maine*. From an illustration in the 1899 International Steamship Co. Ltd. timetable and photographs in the New Brunswick Provincial Archives.

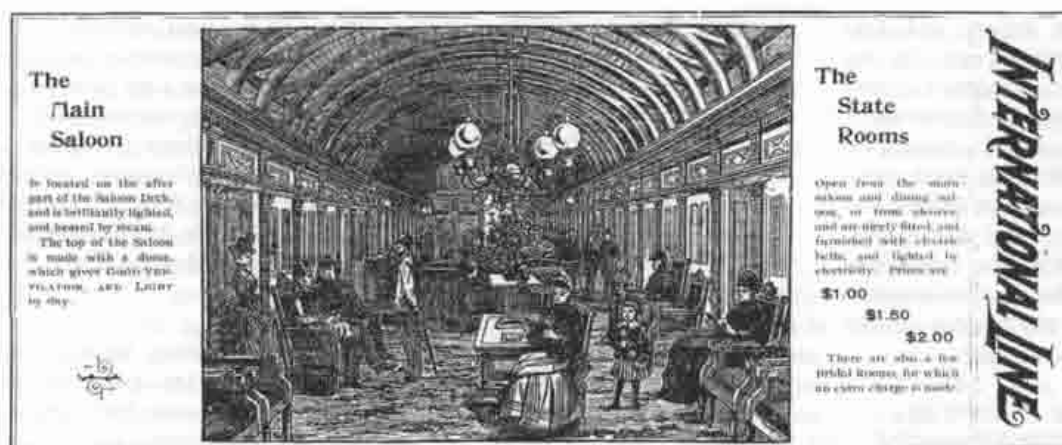


Fig. 7: The main saloon of one of the International Steamship Company's big paddle steamers as illustrated in the company's 1899 timetable.

SUMMER TIME TABLE	
July 3rd to Oct. 1st, 1899.	
The Time Tables as given are for the convenience of the public, and it is the intention of the Company to carry out the same, yet they reserve the right to change without notice.	
Leave ST. JOHN.	EASTPORT, LUREC, PORTLAND and BOSTON.
Monday, 7.30 a. m., for	EASTPORT and BOSTON.
Wednesday, 7.30 a. m., for	BOSTON Direct.
Friday, 7.30 a. m., for	same as Monday.
Saturday, 5.30 p. m., for	BOSTON Direct.
Leave Commercial Wharf, BOSTON.	
Monday, 8.15 a. m., for	PORTLAND, LUREC, EASTPORT and ST. JOHN.
Tuesday, 9.00 a. m., for	ST. JOHN Direct.
Wednesday, 8.15 a. m., for	EASTPORT and ST. JOHN.
Thursday, 5.00 p. m., for	ST. JOHN Direct.
Friday, 8.15 a. m., for	same as Monday.
ST. JOHN TO BOSTON DIRECT.	
Wednesday and Saturday at 5.30 p. m.	
The resumption of the "International" direct service, gives the patrons of this Company the advantage of leaving ST. JOHN at 5.30 p. m., and reaching BOSTON in time for dinner (1 p. m.) next day. The favorite steamship ST. CROIX, 2000 tons, will perform this service.	
LEAVE	
Boston, Tuesday at 9.00 a. m.	
Thursday at 5.00 p. m.	
NOTE CAREFULLY.	
That the 7.30 a. m. trips from ST. JOHN (on same day from BOSTON at 5.15 a. m.) on MONDAYS and FRIDAYS, are made via Eastport, Lurec and Portland, skirting the coast, and performed by the favorite sea-going steamers "Cumberland" and "State of Maine." The Wednesday steamers in both directions do not call at Portland.	

Fig. 8: "Summer Time Table" from the 1899 International Steamship Co. Ltd. timetable.

The State Rooms

Open from the main saloon and dining saloon, or from staterooms, and are nicely fitted and furnished with chairs, tables, and lighted by electricity. Prices are

\$1.00
\$1.50
\$2.00

There are also a few private rooms, for which an extra charge is made.

INTERNATIONAL LINE

Cape May, survived until 24 September 1925, when she was burned for the recovery of scrap metal — a sad and ignominious end for any vessel.

Sources:

Cram, W. Bartlett, *Picture History of New England Passenger Vessels*. Hampden Highlands, Maine, 1980.

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

Sweetster, M.F., *The Maritime Provinces: A Handbook for Travelers*. Cambridge, Massachusetts, 1892.

Down East: A Guide to Travel in the Maritime Provinces. Saint John: H. Chubb & Co., 1872.

The Eastport Sentinel, Eastport, Maine. Various issues 1885-1897.

Selected almanacs and gazetteers.

Selected Shipping Registers to 1902.

ARGONAUTA NEWS

WRECK DIVING OPPORTUNITIES FOR CNRS CONFERENCE-GOERS IN KINGSTON

Those who plan to attend the CNRS annual meeting in Kingston this year may be interested in diving on some of the many wrecks that can be found in abundance in the Kingston area. We owe CNRS member Bill Schleihauf our thanks for suggesting the idea in a question posed recently on MARHIST-L. As he pointed out, the conference programme ends early in the afternoon of Saturday, 25 May, leaving lots of time free for some wreck diving. As

assigned to the run. Unfortunately, this direct service appears to have drawn business away from the International Steamship Company's traditional coastal route. Added to new railroad competition for the lucrative Passamaquoddy Bay fisheries traffic, this appears to have resulted in some financial instability which left the company ripe for a takeover by Charles Wyman Morse's Eastern Steamship Lines conglomerate in 1901.

With the International Line's incorporation into the Eastern organization, in the interest of economy and profit margins, schedules were changed, fleets reorganized and vessels reassigned. As a result, the two big paddlers, *State of Maine* and *Cumberland*, were declared surplus and disposed of in 1902.

Both went to the Joy Line of Philadelphia. Renamed *Edgemont* and *Larchmont* respectively, the steamers were assigned to routes on the Delaware. *Cumberland* was lost in a collision on 11 February 1907, but *State of Maine*, after undergoing yet another change of name to

Bill said, "I'd hate to be in Kingston for several days and not get any diving in..." Bill's idea promptly received a response from Gary Thibault (getgary@limestone.kosone.com), the President of "Preserve Our Wrecks" in Kingston, who indicated that he would be pleased to try and arrange a dive with members of CNRS. His boat will be in the water by then, he hopes, so it should be possible to organize something among those who are interested. Thibault pointed out that the Garden Island project is partly a POW-sponsored deal, and that POW has secured funding to photograph a number of the historic wrecks in the Kingston area before the Zebra Mussels cover them over. Several historic wrecks, including the *Comet*, *George A. Marsh*, *Cornwall*, and others are all within easy reach of the Marine Museum. Anyone coming to the Kingston area is invited to read Thibault's web page on diving in the Kingston area. It gives a history on some of the wrecks, gives information on the Kingston area, tells about "Preserve Our Wrecks Kingston," and gives a short history on the City of Kingston itself.

The address is:

<http://www.monitor.ca/kingston/people/gary/page1.html>

If enough conference-goers show interest in a dive, it may be possible to charter a larger boat by then.

JOHN H. DUNNING BOOK PRIZE

We congratulate Dr. Daniel Vickers, a Professor of History at Memorial University of Newfoundland, whose book *Farmers and Fishermen: Two Centuries of Work in Essex County, Massachusetts, 1630-1850* has won the prestigious 1995 John H. Dunning Prize for outstanding historical writing in United States history. The award was given at the annual meeting of the American Historical Association in January. Dr. Vickers' book, published in 1994 by the University of North Carolina Press, chronicles how the world of work changed for New Englanders — from their arrival from England until the dawn of industrialization in the mid-

nineteenth century. Last year *Farmers and Fishermen* won the 1994-95 Gottschalk Prize given by the American Society for Eighteenth-Century Studies.

WORLD WAR II RECORDS TRANSFERRED

The following World War II collections are being transferred from the Operational Archives of the Naval Historical Center, Washington DC, to the National Archives:

- Action and operational reports
- War diaries
- Plans, orders and related documents
- Locational charts and maps for Allied and Axis naval units
- Immediate office files of the CNO
- Tenth Fleet/convoy and routing/ASW measures division
- Strategic plans/War plans division
- Selected reference materials from the WWII command file

These records have been closed to researchers and no further reference requests have been accepted for them by NHC's Operational Archives Branch since 31 March 1996. The record transfer should be completed by 30 June 1996. For information regarding accessibility of these records after this date, contact the National Archives' textual reference staff in College Park MD.

SHIPPING INDUSTRY ARCHIVES

The Modern Records Centre at Warwick has just announced two accessions of interest to historians of the shipping industry.

MSS 367, "Records deposited by the Chamber of Shipping," includes the archives of the Chamber itself, which was founded in 1877 to pursue commercial interests, as well as the Shipping Federation (later the British Shipping Federation) which pursued sea-going personnel matters. The Chamber combined with the BSF in 1975 to form the General Council of British Shipping (name changed to Chamber of Shipping in 1991). The records mainly consist of

minutes of various boards and committees going back to the 1870s. The BSF was a member of the National Maritime Board (NMB), which was created in 1917. This was a voluntary body of shipowners and seamen to consider disputes. The deposit includes NMB minutes (full board and panels) for 1920-87.

MSS 360, "Records of the National Amalgamated Stevedores & Dockers Society, 1896-1974," are the papers of an organization created in 1871 as the Labour Protection League.

For more information, see the home page of the Modern Records Centre at Warwick at:

<http://www.warwick.ac.uk/WWW/services/library/mrc/mrc.html>

HMCS CALGARY HELICOPTER CREW RECEIVES NATIONAL RECOGNITION

HMCS *Calgary*'s Sea King helicopter detachment has won international recognition for the rescue of thirty people from an iron ore carrier sinking in the North Atlantic late last year. Helicopter International Association selected the detachment, from 443 Squadron at Patricia Bay, British Columbia, as its helicopter crew of the year. The award was presented 24 February during the association's annual convention in Dallas, Texas.

HARD WINTER FOR HISTORIC CANAL

The historic Chesapeake & Ohio Canal, administered by the US National Park Service, has been severely damaged by this year's unusually harsh winter. The great blizzard that struck the mid-Atlantic region this past January, followed by the serious flooding that occurred during the ensuing melt, caused an immense amount of damage to the entire canal system. In the Washington, DC area, the canal walls were broken and washed out in a number of places, and the towpath washed away in many more. The main lower canal intake at Little Falls has been so severely dam-

aged that it is unable to supply water to the lower canal, which in any case is in no condition to hold it. The canal boats, normally operate from spring through fall, will definitely not be in operation during 1996; a depth of five feet is required to operate them – as a result of the storm, only two feet at most is possible in the best remaining portions. The entire canal had been closed until late in the winter; portions of the bike paths are now open, but it is not possible to walk for any great distance without coming to a closed section. Major damage was also done to several locks, as well as Great Falls Park, situated around the canal. Estimates to repair the entire canal and parks run above \$100 million; there is talk of not restoring all of it, and fund-raisers are already accepting donations.

Similar damage occurred during the summer of 1972, when rains from Hurricane Agnes washed out much of the canal. The restoration from that disaster took nearly a decade; it was viewed that the canal during the last fifteen or so years was in better condition than at any other time in its existence, and, indeed, a number of enhancements, both to the canal and the parkland around it, had been made. The current damage is estimated to be worse, overall, than 1972.

An excellent article on the canal's situation ran in the 14 March edition of the *Washington Post*.

DATABASE ON MARINE CASUALTIES NORTH OF 40°

David N. Barron informs us that he is a researcher of maritime history specializing in marine casualties. As such, he has created an off-line database detailing more than 50,000 records of marine casualties mainly in the area north of the 40th degree latitude (both coasts and inland waters). To receive a copy of his brochure detailing this research or to learn more about the Northern Shipwreck Database, please contact: David N. Barron, Northern Maritime Research, Box 48047, Bedford, N.S. B4A 3Z2 (e-mail: ad514@ccn.cs.dal.ca). There is also a www

(FAQ) site at:

<http://www.ccn.cs.dal.ca/~ad514/Profile.html>

CLASSIFICATION SOCIETY ADDRESSES

The editors must get a couple dozen requests a year for classification society addresses. For that reason we offer the following list of IACS Members and Associate Members below.

IACS MEMBER SOCIETIES

ABS

American Bureau of Shipping
Two World Trade Centre
106TH Floor
New York N.Y. 10048
U.S.A.
Tel: +1-212-839-5000
Fax: +1-212-839-5211
Tlx: 232099 ABNY UR

BV

Bureau Veritas
17 bis, Place des Reflets
La Defense 2
92400 Courbevoie
France
(Postal address: Cedex 44-92077
Paris-La-Defense, France)
Tel: +33-1-42 91 52 91
Fax: +33-1-42 91 52 93
Tlx: 615368F BVSMS

CCS

China Classification Society
40, Dong Huang Cheng Gen Nan Jie
Beijn 10006
China
Tel: +86-1-513-6633
Fax: +86-1-513-0188
Tlx: 210407 ZCBJ CN

DNV

Det Norske Veritas
Veritasveien 1
P.O. Box 300
N-1322 Hovik
Norway
Tel: +47-67 57 99 00
Fax: +47-67 57 99 11
Tlx: 76 192 VERIT N

GL

Germanischer Lloyd
Vorsetzen 32 20459 Hamburg 11
(P.O. Box 11 1606
20416 Hamburg 11)
Germany
Tel: +49-40 36 14 90
Fax: +49-40 36 14 9200
Tlx: 212828 GLHH D

KR

Korean Register of Shipping
Yusung
P O Box 29
Taejon
Korea
Tel: +82-42-862-6001
Fax: +82-42-862-6011
Tlx: KRSNO K45501

LR

Lloyd's Register of Shipping
100 Leadenhall Street
London
EC 3A 3BP
England
Tel: +44-71-709-9166
Fax: +44-71-488-4796
Tlx: 888379 LR LON G

NK

Nippon Kaiji Kyokai
4-7 Kioi-Cho, Chiyoda-Ku
Tokyo 102
Japan
Tel: +81-3-3230-1201
Fax: +81-3-3230-3524
Tlx: J22975 CLASSNK

PRS

Polski Rejestr Statkow
al. Gen. J. Hallera 126
Gdansk, Poland
(Postal address: Skrz. Poczt. 445
80-958 Gdansk 50, Poland)
Tel: +48-58 461-700
Fax: +48-58 460-392 and 460-394
Tlx: 512373, 512952 PRS PL

RINA

Registro Italiano Navale
Via Corsica 12, Genova, Italy
(Postal address: Casella Postale 1195)
D-
16100 Genova, Italy
Tel: +39-10 53 851
Fax: +39-10 59 1877
Tlx: 270022 RINAV I

RS

Maritime Register of Shipping
191065 St. Petersburg
8, Dvortsovaya Nab.
Russian Federation
Tel: +7-312-88-78
Fax: +7-812-314-1087
Tlx: 121525 RSSU SU

ASSOCIATE MEMBERS

CRS

Hrvatski Registar Brodova
(Croatian Register of Shipping)
Marasoviceva 67
Split 58000
Croatia
Tel: +38-58-48-955
Fax: +38-58-585-746
Tlx: 26129 HR CROREG

IRS

Indian Register of Shipping
52 A, Adi Shankaracharya Marg,
Opp. Powai Lake, Powai
Bombay 400 072
India
Tel: +91-22-579-3627
Fax: +91-22-579-3611

International Association of Classification Societies

5, Old Queen Street
London SW1H 9JA
United Kingdom

tel: +44 (0)171 976 0660
fax: +44 (0)171 976 0440
email: IACS@dial.pipex.com

SAILING THE INTERNET

ARCHAEOLOGY WEBSITES

The Pan-American Institute for Marine Archaeology is now on the web at:

<http://www.wbm.ca/users/nfisher/>

Another website pertaining to nautical archaeology, shipwreck archives and research is maintained by the Department of Archaeology, University of Southampton at:

<http://avebury.arch.soton.ac.uk/>

When logging into this site, click on

"syllabus," then "MA or MSc in Maritime Archaeology," and from there, various projects under "Fieldwork."

INDIA OFFICE RECORDS WEBSITE

You are invited to visit the new (and developing) WWW pages for India Office Records, at this URL:

<http://portico.bl.uk/oic/records/overview.html>

The site includes reference and finding aids such as notes on the history and scope of the India Office Records, brief descriptions of India Office Records classes, a reading list, notes on sources for family history, and the first batch in a suite of pages of summary lists of Records series designed specifically for Internet use by prospective visitors. In time, summary lists of series in other India Office Records classes will be added as they become available in this form. These pages will also become available in paper form to preface the Records lists in their Reading Room, and eventually also as handout leaflets for readers.

Please send any comments or suggestions for improvement to: oioc-enquiries@bl.uk with 'FEEDBACK' as the first word in your subject line, or direct to: Dr. A.S. Cook, India Office Records, The British Library, 197 Blackfriars Road, London SE1 8NG (tel.: +44 171 412 7828; fax: +44 171 412 7858; e-mail: Andrew.Cook@bl.uk).

LIST OF UK NAVAL AND MARITIME MUSEUMS

Dr. Martin H. Evans of the University of Cambridge recently announced that the list of UK Naval and Maritime Museums, last revised in September 1995, has been replaced by an updated list, which now also includes some museums in the Republic of Ireland (Eire), to try and encompass all museums devoted to the maritime heritage of the archipelago. It lists 193 museums or museum-ships, plus 228 historic vessels (mostly small craft in the collections of these museums). Dr.

Glen Segell of Kings College London has placed this list among his history-sources files at mailbase. The list is a long one; about 110 KB of ascii text in about 3080 lines, intended primarily to be retrieved as a single file by anonymous ftp.

Would those who maintain Internet links to web sites please note that mailbase have recently changed their URL addresses slightly. To retrieve the list by anonymous ftp:

- ftp ftp.mailbase.ac.uk (note change from old address)
- Name: anonymous
- Password: your_e-mail_address (Macintosh users may need to set file type binary)
- ftp> cd /pub/lists-f-j/history-sources/files
- ftp> get maritime-museums
- ftp> quit

To read the more than 150 screen pages on the WWW, or retrieve the entire file, use one or other of these URLs to locate the file "maritime-museums":

<http://www.mailbase.ac.uk/lists-f-j/history-sources/files>

or:

[gopher://nisp.ncl.ac.uk/11/lists-f-j/history-sources/files](http://nisp.ncl.ac.uk/11/lists-f-j/history-sources/files)

The latter URL may be withdrawn sometime, according to mailbase. If you have problems with the former URL, call the first part:

<http://www.mailbase.ac.uk/>
and then step manually through:

- Mailbase Lists F - J
- history-sources
- other files.

Please note that this list is not hypertext. It is a single large flat file. There is a complementing file of UK military museums in the same directory, for those who may be interested (updated December 1995).

These two lists of maritime museums and military museums are in the public domain and may be freely used copied and distributed for non-commercial purposes. Please report any errors or

omissions found.

NEW LIST TO DISCUSS PORTUGUESE DISCOVERIES

VASCO is a list for discussion and exchange of information on all aspects of the study of the Portuguese Discoveries of the fifteenth and sixteenth centuries, organised by the Centre for the Study of the Portuguese Discoveries, Linacre College Oxford.

Details are on:

[http://www.mailbase.ac.uk/
lists-f-j/history-vasco/](http://www.mailbase.ac.uk/lists-f-j/history-vasco/)

MINISTRY OF DEFENCE RELEASES ON-LINE

Those on the list interested in the RN and RM may like to know that Ministry of Defence Press releases are available online at:

[http://www.coi.gov.uk/coi/depts/
GMD/GMD.html](http://www.coi.gov.uk/coi/depts/GMD/GMD.html)

Naturally, most is 'new news' (commissioning of frigates, etc), but there are some items of historical interest as well (future of RN College, Greenwich or Admiralty Arch).

LIGHTHOUSE HOME PAGE

The Great Lakes Lighthouse Keepers Association have established a very useful home page at:

www.ais.org/%7elsa/grtlakes.html

CONFERENCES AND CALLS FOR PAPERS

MILITARY HISTORY COLLOQUIUM

The Laurier Centre for Military Strategic and Disarmament Studies at Wilfrid Laurier University in Waterloo, Ontario, Canada is holding its seventh colloquium, a two-day conference on Canadian military history, in the South Lecture Hall (Rm 1002) of the new Science Building, Wilfrid Laurier University on Friday, May 10 and Saturday, May 11, 1996.

The primary focus will be on all periods of Canadian military history – pre-1914, World War I, World War II, the Korean War and post-1945 developments including peacekeeping. Proposals for papers advancing new and innovative perspectives have received first consideration. Papers examining other issues in military and strategic history have also been considered. Proposals were welcome from all scholars, but graduate students and recent PhDs are especially encouraged to submit. The deadline for submissions was 1 March 1996.

Interested parties should contact: Mike Bechthold, Dept. of History, Wilfrid Laurier University, Waterloo, Ont., N2L 3C5 (tel: 519-884-1970, ext. 2594; FAX: 519-886-5057; e-mail: mbechtho@mach1.wlu.ca).

"MULTINATIONAL NAVAL COOPERATION IN A CHANGING WORLD

In December 1991 a two-day conference on "Multinational Naval Cooperation in a Changing World" was held at the Royal Naval College in Greenwich, England. Since then much has changed, not only with regard to "second generation peacekeeping" but also in international naval cooperation which is becoming increasingly favoured by states as a means of furthering foreign policy objectives through the use of seapower. To examine and debate these changes, Dalhousie University and the Supreme Allied Commander Atlantic will co-sponsor a Maritime Symposium on "Multinational Naval Cooperation and Foreign Policy into the 21st Century" (MNCO 21) in Halifax, Nova Scotia from 21 to 23 May 1996. The symposium will examine the security, foreign policy, and economic implications of regional multinational naval cooperation around the globe with the intent of broadening general understanding of the employment and cost of maritime power in managing policy differences, issues, disputes and conflict into the twenty-first century. The forum will help to focus the global maritime voice and address important issues facing the multinational maritime community.

The Symposium will take place on Wednesday and Thursday, 22 and 23 May 1996 and will be preceded on Tuesday 21 May by eight regional workshops comprised of invited naval, military and foreign service officers as well as strategic analysts and academics. The summaries of their discussions will be tabled and debated by panels of experts at the symposium over the following two days. The symposium will consist of distinguished keynote and principal speakers who will address relevant themes including trends in collective security at sea; strategic implications of emerging technologies; navies and foreign policy; global trade routes and the importance of shipping; and international law and the oceans. In addition to the "working level" regional workshops on the preliminary day, invitations are being sent to a wide range of high level policy makers including political leaders, chiefs of naval staff and fleet commanders, ambassadors, senior civil servants, business and industry leaders and academics.

For additional information and registration, contact: Centre for Foreign Policy Studies, Dalhousie University, Halifax, Nova Scotia B3H 4H6 (tel.: 902-494-6628; FAX: 902-494-3825; e-mail: gwitol@is.dal.ca).

CONFERENCE ON MODERN SHIP ARCHITECTURE

The National Maritime Museum in Greenwich, London has just announced a conference on Modern Ship Architecture on 5 October 1996 and is calling for papers. The conference will discuss a broad range of contemporary vessels in the context of twentieth-century architecture and design, tracing the claims of functions and appearance. The conference coincides with the publication of a major new work, *Building on the Sea: Design and Function in Modern Ship Architecture* by Dr. Peter Quartermaine and will further explore the role of shipping in contemporary architectural debate.

Subjects for discussion at the conference will include:

- Designing for speed (and appearance of speed)
- Merchant ships – the ship as a functional unit
- Passenger ships – interior design
- Tugs, fishing craft – basic forms and functions
- Planning and building short sea and coastal craft
- Ship design and display – past, present & future

The organiser, Dr. Margaret Lincoln, is calling for twenty-minute papers. Contact her by e-mail at: exa01ml@gold.ac.uk.

SOCIETY OF MODEL SHIPSWRIGHTS EXHIBITION

The Society of Model Shipwrights is holding its Biennial Exhibition on 5 October, 1996 at the New Village Hall, Orpington High Street, Kent. There will be an open competitive class for all kinds of model vessels, maritime vignettes & ships' fitting; and maritimes paintings. Also the Jean Boudriot Prize for the best evidence of original historical research from primary sources. Enquiries and booking form requests should be directed to: Peter Rogers, 5 Lodge Crescent, Orpington, Kent BR6 0QE, United Kingdom.

FIFTH ANNUAL NEW RESEARCHERS IN MARITIME HISTORY CONFERENCE

The New Researchers Conference, supported by the International Commission for Maritime History, British Commission, and the Society for Nautical Research, is now a well-established annual event. Its purpose is to provide a forum for the work of scholars comparatively new to the discipline, and particularly for those who have encountered difficulty in funding an outlet for their work. It should be emphasized that the title is "New Researchers," not "Young Researchers," and proposals are welcome from intending contributors of any age. There are no constraints on the subject area: any field of maritime history in any period is eligible.

Proposals are now invited for papers to be presented at the Fifth Conference, to be held on Saturday, 15 March 1997 in Liverpool, and should include the following:

- A brief statement of the proposer's experience in the field of maritime history.
- A summary of about 300 words of the content of the proposed paper.
- A brief statement of the principal historical sources and methods to be employed.

As in previous years, a small Programme Committee will be formed to select the papers, convened by the representative of the host institution. This body will meet in mid-December 1996 and proposers will be notified of the outcome by Christmas. Proposals should be sent no later than 30 November, 1996 to: Adrian Jarvis, Co-Director, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ. The Centre for Port and Maritime History is a joint initiative of National Museums & Galleries on Merseyside and the University of Liverpool.

SYMPOSIUM ON BOAT AND SHIP ARCHAEOLOGY

The Eighth meeting of the International Symposium on Boat and Ship Archaeology will be held in Gdańsk, Poland on 24-27 September, 1997. Sessions will take place at the Polish Maritime Museum (Centralne Muzeum Morskie) in Gdańsk.

The Symposium coincides with the celebrations of the millennium of Gdańsk's first written records about the town. The Symposium will therefore focus on subjects related to the interaction between river and coastal navigation, from prehistory to pre-industrial times, in archaeological, historical, ethnographical and technical aspects, with the following main topics:

- archaeological evidence for the interrelationship between ship and

society

- local boat construction as reflected in historical wrecks and living traditions
- technical studies in ship archaeology
- museological aspects of wrecks and replicas
- progress reports (there will be a possibility to present short reports on recent excavations and developments in boat and ship archaeology, even outside the main theme of the meeting).

Those wishing to take part in the Symposium were requested to apply before 1 April 1996 to the Symposium address. For information about the symposium, including fees, excursions, and local arrangements, contact: Dr. Jerzy Litwin, Secretariat ISBSA 8, Centralne Muzeum Morskie, ul. Szeroka 67168, 80-835 Gdańsk, Poland (fax: +48 58 31-84-53).

MARITIME BOOKS AND JOURNALS

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, *Modern Asian Studies* 29, Part 4 (October 1995), pp. 705-40 carried an article by Vincent C. Loth entitled "Armed Incidents and Unpaid Bills: Anglo-Dutch Rivalry in the Banda Islands in the Seventeenth Century." The article explores the nature and consequences of the rivalry between the English East India Company and the Dutch Vereenigde Oost-indische Compagnie (United East India Company). An article by Malcolm Wanklyn on "The impact of water transport facilities on English river ports, c.1660-c.1760" appeared in the *Economic History Review* 49, No. 1 (February 1996), pp. 20-34. In *The Map Collector* No. 70 (Spring 1995), pp. 26-30, Richard Casten and Thomas Suarez offer "A revised chronology for the mapping of America in the late sixteenth century: Hogenberg, Mazza, Ortelius." Rodney W. Shirley examines "The maritime maps and atlases of Seller, Thornton, and Mount & Page" in *The Map Collector* No. 73 (Winter 1995), pp. 2-9. Also in that same issue

of *The Map Collector*, pp. 13-18 is an article by Bill Warren, entitled "A Most Curious Map," about an early eighteenth-century map of the North Pacific. Notwithstanding the re-issue of a new edition by Yale University Press of its book on the Vinland Map, supported by fresh scientific evidence, many scholars remain sceptical about the authenticity of this controversial map. For an argument by an historian against the map's authenticity, see Kirsten A. Seaver, "The 'Vinland Map': who made it, and why? New light on an old controversy," *The Map Collector* No. 70 (Spring 1995), pp. 32-40. James Farley is the author of "The Ill-Fated Voyage of the *Providence*: Richard Vaux, Loyalist Merchant, and the Trans-Atlantic Mercantile World in the Late Eighteenth Century," *Pennsylvania History* 62, No. 3 (Summer 1995), pp. 364-75. Farley bases the article on the diary of a merchant still trading actively between Pennsylvania and Great Britain during the closing years of the War of the American Revolution. An article entitled "Legitimate Authority in Revolution and War: The French Navy in the West Indies, 1789-1793" by William S. Cormack appeared in the *International History Review* 18, No. 1 (February 1996), pp. 1-27. James K. Hiller contributed an essay to the *Journal of Imperial and Commonwealth History* 24, No. 1 (January 1996), pp. 1-23 which examines "The Newfoundland Fisheries Issue in Anglo-French Treaties, 1713-1904." In "Gentility afloat: gentilewomen's diaries and the voyage to Australia, 1830-80," *Australian Historical Studies* 26, No. 105 (October 1995), pp. 634-52, Emma Curtin argues that the voyage from England to Australia provided the first environment in which a reworking of gentility into a culture appropriate to colonial conditions could take place. The decision to station the screw and sailing corvette *Satellite* at the entrance of the Fraser River in 1858 figures prominently in "Twisting the Lion's Tail: The 1858 Fort Victoria Riot" by Lindsay E. Smyth in *British Columbia Historical News* 29, No. 2 (Spring 1996), pp. 5-10. William J. Williams is the author of "Josephus Daniels and the

U.S. Navy's Shipbuilding Program During World War I" which appeared in *The Journal of Military History* 60, No. 1 (January 1996), pp. 7-38. Williams uses an examination of the shift in emphasis from battleships and battlecruisers to destroyers to study the US Navy Department's war-time mobilization program and the central role played by Secretary to the Navy Daniels. David Syrett examined "Communications Intelligence and the Battle of the Atlantic, 1943-1945" in *Archives: the Journal of the British Records Association* 22, No. 93 (April 1995), pp. 45-59. Michel Lagrée explores the role that religious values and temperaments may have played among three nineteenth-century French inventors who each proposed different technologies of steamboat propulsion in the 1840s; his conclusions appear in "Religion and Technological Innovation: The Steamboat in 1840s France" appeared in *History and Technology* 12, No. 4 (1995), pp. 327-59.

In "Big Business in Sweden: The Golden Age of the Great Swedish Shipyards, 1945-1974," *Scandinavian Economic History Review* 43, No. 3 ((1995), pp. 310-38, Kent Olsson sets out to explain the successes achieved by Swedish shipbuilding in the postwar period. Jim Phillips examines "The Postwar Political Consensus and Industrial Unrest in the Docks, 1945-55" in *Twentieth Century British History* 6, No. 3 (1995), pp. 302-19. The importance of fishing to the regional economy, including the depletion of cod reserves in the Bering and Okhotsk Seas, is touched upon in "Russia's Gateway to Pacific Asia" by Peter Kirkow, and article on the Russian far eastern region of Primorye which appeared in *Sibirica* 1, No. 2 (1994/95), pp. 51-59.

In "Sizing Up the Catch: Native-Newcomer Resource Competition and the Early Years of Saskatchewan's Northern Commercial Fishery," *Saskatchewan History* 47, No. 2 (Fall 1995), pp. 3-11, Anthony G. Gulig looks at the introduction and impact of commercial fishing on native culture.

DALHOUSIE REVIEW
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Special Issue:
"Living With the Oceans"

- Peter G. Wells, "Introduction: Living With the Oceans," 294-7
Anthony S. Laughton, "The Oceans: Discovering their Global Roles," 298-309
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Usha Varanasi, "Our Threatened Oceans," 339-53

**DRASSANA: REVISTA
DEL MUSEU MARITIM**
(NO. 2, 1995)

- Carles Siches i Cuadra, "Els pescadors de Tossa de Mar: entre les constriccions naturals i la supeditació econòmica," 6-17
Eloy Martín Corrales, "L'activitat dels corallers catalans en el litoral africà al segle XIX: Algèria, Marroc i Cap Verd," 18-23
Eduardo José Rodríguez Martínez and Francesc Xavier Teruelo de Luis, "La barca de panescalm de Jaune Pertegàs: Un estudi de construcció naval," 26-33 [14th and 15th centuries]
Josep Maria Delgado i Ribas, "La indústria de la construcció naval catalana (1750-1850): Una visió a llarg termini," 34-39
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Antoni Falcón i Vernis, "Les platges de Barcelona: una descoberta recent," 9-13
Arcadi Abelló Riley, "Les condicions portuàries de Tàrraco," 16-25
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Carles Manera i Erbina, "Mercats i mercaderies en el comerç exterior mallorquí del segle XVIII," 33-38

Joan Alemany Llovera, "La transformació del port de Barcelona en una etapa decisiva" del projecte Rafo (1859) a la primera Guerra Mundial (1914), 39-45

*DRASSANA: REVISTA
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*INTERNATIONAL JOURNAL OF
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ging, Fishing gear, and Trials," 205-21

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Joseph M. Stanford, "'So You Want To Be a Deckhand?'," 16-18 [tug-boating today]

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Edward Mueller, "Revisiting the *Great Eastern*," 202-13

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straf volgens het Britse zeerecht," 123-36 ["The 'Baralong-incident,' 19 August 1915. Crime and Punishment according to British maritime law"]

C.P.P. van Romburgh, "Opkomst en ondergang van de Nederlandsche Scheepsbouw Maatschappij (1894-1984). Een bedrijfsgeschiedenis in zwart/wit," 137-53 ["Development and downfall of the Dutch Shipbuilding Company (1894-1984). A business history in black and white"]

ARGONAUTA DIARY

1996

To April 14

"Samuel Chamberlain (1895-1975): American Artist in Europe between the Wars," Exhibit, Peabody Essex Museum, Salem, MA (Information: Peabody Essex Museum, East India Square, Salem, MA 01970-3783 [tel.: +1 508-745-1876; FAX: +1 508-744-6776; e-mail: salem@star.net])

To April 30

"Transport par Mer," Exhibit, Marine Museum of the Great Lakes, Kingston, ON (Information: Marine Museum of the Great Lakes, 55 Ontario St., Kingston, K7L 2Y2 [tel.: +1 613-542-2261; FAX: +1 613-542-0043; e-mail: Mmuseum@qucdn.queensu.ca])

To April 30

"Collingwood Skiffs and Side Launches," Exhibit, Marine Museum of the Great Lakes, Kingston, ON (Information: Marine Museum of the Great Lakes, 55 Ontario St., Kingston, ON K7L 2Y2 [tel.: +1 613-542-2261; FAX: +1 613-542-0043; e-mail: Mmuseum@qucdn.queensu.ca])

To April 30

"Across the Western Ocean: American Ships by Liverpool Artists," Exhibit, Peabody Essex Museum, Salem, MA (Information: Peabody Essex Museum, East India Square, Salem, MA 01970-3783 [tel.: +1 508-745-1876; FAX: +1 508-744-6776; e-mail: salem@star.net])

To June 22

"Work on the Sea: Celebrating Traditions of Sail and Steam, Selected Works of Scott Kennedy," Exhibit, Astoria Maritime Museum, Astoria, OR

To June 25

"The Sailing Circle," Exhibit, Cold Spring Harbor Whaling Museum, Cold Spring Harbor, NY (Information: Ms. Ann Gill, Cold Spring Harbor Whaling Museum, Main St., Cold Spring Harbor, NY 11724 [tel.: +1 516-367-3418])

To June 30

"Blood, Sea and Ice: Three English Explorers," Exhibit, National Maritime Museum, Greenwich, UK (Information: National Maritime Museum, Greenwich SE10 9NF [tel.: +44 181-858-4422 or +44 181-293-9618])

To June 30

"Christopher Newbert and Birgitte Wilms: In a Sea of Dreams," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

To September 2

"Carriers, Codes, and Silent Ships: WWII and the New Navy," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

To September 2

"Hampton Roads at War: The Hampton Roads Port of Embarkation," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

To January 31, 1997

"Michigan's Remarkable Lighthouses," Exhibit, Michigan Maritime Museum, South Haven, MI (Information: Michigan Maritime Museum, PO Box 534, South Haven, MI [tel.: +1 616-637-8078; FAX: +1 616-637-1594])

To June 1997

"Old Ironsides and the US Navy: 200 Years in Scale Models," Exhibition, USS Constitution Museum, Boston, MA (Information: USS Constitution Museum, PO Box 1812, Boston, MA 02129 [tel.: +1 617-426-1812])

April 1-3

Tsunami 1996, Conference, University of Hawaii-Hilo (Information: Tsunami Society, PO Box 25218, Honolulu, HI 96825 [e-mail: itic@ptwc.noaa.gov])

April 2

Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Gilbert van Ryckervorsel: "Canadian Wilderness Rivers" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-6442; FAX: +1 902-424-0612])

April 9

Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Ralph Tomlinson: "Building an Ecosystem from Ground Zero with HMCS Saguenay" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-6442; FAX: +1 902-424-0612])

April 10-12

"INEC '96: Warship Design - What is So Different?" Conference, Den Helder, Netherlands (Information: Institute of Marine Engineers, 76 Mark Lane, London EC3R 7JN, UK [tel.: +44 171-481-8493])

April 11

"Navigational Instruments and Horology," Hidden Collections Day

Course, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

April 11-13

American International Shipbuilding Exposition, New Orleans, LA (Information: McNabb Expositions, PO Box 418, Rockport, ME 04856 [tel.: +1 207-236-6196; FAX: +1 207-236-0369])

April 12-13

"Multidisciplinary Conference on World War I," For Hays State University, Hays, KS (Information: Dr. Steven Trout, Dept. of English, Fort Hays State University, 600 Park St., Hays, KS 67601-4099)

April 13

"Politics, Management and Conflict in the Canadian Fisheries," Forum sponsored by the Maritime Awards Society of Canada, University of Victoria, Victoria, BC (Information: MASC Forum, PO Box 5328, Station B, Victoria, BC V8R 6S4)

April 16

Séminaire, Comité de documentation historique de la Marine, Musée de la Marine, Paris; Speaker: M. Mounier-Kühn, "Systèmes d'armes navales et informatique en France jusqu'au plan Calcul, 1947-1970" (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

April 16

Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Dr. Paul Robb: "Coastal Kayaking" (Information: Maritime Museum of the Atlantic, 1675 Lower Water St., Halifax, Nova Scotia B3J 1S3 [tel.: +1 902-424-6442; FAX: +1 902-424-0612])

April 16-September 8

"Antonio Jacobsen's Painted Ships on Painted Oceans," Exhibit,

National Museum of American History, Washington, DC (Information: tel.: +1 202-357-2700 or +1 202-357-1729)

April 18

Canadian Maritime Law Association, Seminar, St. John's, NF (Information: Canadian Maritime Law Association, c/o John L. Joy, White, Ottenheimer and Baker, 6th Floor, Baine Johnston Centre, 10 Fort William Place, St. John's, NF A1C 5W4 [tel.: +1 709-722-7584; FAX: +1 709-722-9210])

April 18

Liverpool Nautical Research Society, Lecture, Merseyside Maritime Museum, Liverpool, UK; Speaker: Tony Lane (University of Liverpool), "Flag of Convenience Ships" (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

April 18-20

"Ship Models from the Great Age of Sail, 1600-1850," International Conference, National Maritime Museum, Greenwich, UK (Information: Brian Lavery, National Maritime Museum, Greenwich, SE10 9NF, UK [tel.: +44 181-858-4422])

April 18-20

Tugboat Enthusiasts Society of the Americas Annual Conference, New Orleans, LA (Information: Tugboat Enthusiasts Society, 308 Quince St., Mt. Pleasant, SC 29464)

April 19-21

12th Danish Maritime History Conference, Ebeltoft, Denmark (Information: Jan Rose, Fogdens Plads 14, DK-2791 Deagør, Denmark)

April 22-25

"PLANS '96: Position Location and Navigation Symposium," Atlanta, GA (Information: PLANS '96, PO Box 424, Marietta, GA 30061 [tel.: +1 201-393-2055])

April 24

Winter Lecture Series, National Maritime Museum, Greenwich, UK; Speaker: Dr. Raphael Samuel (Ruskin College, Oxford), "Public History: The Media, Public Consciousness and Museums" (Information: Ms. Suzanne Testa, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

April 25

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Dr. Atle Thowsen (Bergen Maritime Museum), "Business Goes to War: Anglo-Norse Shipping Relations in World War II" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

April 25

Friends of the Merseyside Maritime Museum, Lecture Series, Merseyside Maritime Museum, Liverpool, UK; "Jason 7: Adapting to a Changing Sea" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

April 25

Lecture, Kendall Whaling Museum, Sharon, MA; Speaker: Michael McManus (University of Miami), "My Life with Scrimshaw: The Personal Reminiscence of a Sometime Scholar, and Adventures with the Kendall Whaling Museum Collection" (Information: Kendall Whaling Museum, 27 Everett St., PO Box 297, Sharon, MA 02067 [tel.: +1 617-784-5642; FAX: +1 617-684-0451])

April 25-27

Annual Conference of the Economic and Business Historical Society, Savanna, GA (Information: Dr. Charles Dellheim, Director of Interdisciplinary Studies, Arizona State

University, Tempe, Arizona 85287-0302)

April 26-27

"Environmental Cultures: Historic Perspectives," Conference, University of Victoria, Victoria, BC (Information: Dr. Lorne Hammond, Dept. of History, University of Victoria, PO Box 3045, Victoria, BC V8W 3P4 [tel.: +1 604-721-7389; FAX: +1 604-721-8772; e-mail: lhammond@sol.uvic.ca])

April 26-28

Fifth International Scrimshaw Collectors' Weekend, Kendall Whaling Museum, Sharon, MA (Information: Kendall Whaling Museum, PO Box 297, Sharon, MA 02067 [tel.: +1 617-784-5642; FAX: +1 617-684-0451])

April 27

"Customs of the Port," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

April 27

"Seafaring Textiles," Conference, National Maritime Museum, Greenwich, UK (Information: Lisa Monnas, Medieval Dress and Textile Society, 16 Aubrey Walk, London W8 9JG)

April 29-30

"Maritime Operations: The Human Element," Conference, Washington, DC (Information: Jane Poterala, *Marine Log*, 345 Hudson Street, New York, NY 10014 [tel.: +1 212-620-7209; FAX: +1 212-633-1165])

April 30

Lecture Series, Maritime Museum of the Atlantic, Halifax, NS; Speaker: Capt. Angus MacDonald: "A Trip Back in Time: A Voyage on the Liberty Ship *John W. Brown*" (Information: Maritime Museum of the

Atlantic, 1675 Lower Water St., Halifax, NS B3J 1S3 [tel.: +1 902-424-6442; FAX: +1 902-424-0612])

May 3-4

"Colloque sur le juriste Valin," Faculty of Law, Université de La Rochelle, France (Information: Mlle. Solange Segala, Université de La Rochelle, Faculté de Droit, 45 rue de Vaux de Foletier, 17924 La Rochelle Cedex 01, France [tel.: +33 4-645-8520; FAX: +33 4-645-8533])

May 3-5

24th Annual Maritime History Conference, Maine Maritime Museum, Bath, Maine (Information: Nathan Lipfert, Maine Maritime Museum, 963 Washington Street, Bath, ME 04530 [tel.: +1 207-443-1316; FAX: +1 207-443-1665])

May 4

"Women at Sea," National Maritime Museum/Goldsmiths' College Day School, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

May 7

Lecture, Kendall Whaling Museum, Sharon, MA; Speaker: Michel Zilberstein (Kendall Whaling Museum), "Escaping the New England Winter: A Week of Summer in Antarctica" (Information: Kendall Whaling Museum, 27 Everett St., PO Box 297, Sharon, MA 02067 [tel.: +1 617-784-5642; FAX: +1 617-684-0451])

May 8-11

Council of American Maritime Museums Spring Meeting, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

May 8-11

Second Conference of the North Atlantic Fisheries Project, Tórshavn, Iceland (Information: Dr. Jon Th. Thór, Icelandic Centre for Fisheries History Research, Hafrannsóknarstofnun, Skulagötu 4, PO Box 1390, IS-121 Reykjavík, Iceland)

May 9-11

Duisburg Colloquium on Marine/Ocean Technology, Duisburg, Germany

May 10-11

Seventh Colloquium on Canadian Military History, Centre for Military Strategic and Disarmament Studies, Wilfrid Laurier University, Waterloo, ON (Information: Mike Bechtold, Dept. of History, Wilfrid Laurier University, Waterloo, ON N2L 3C5 [tel.: +1 519-884-1970, ext. 2594; FAX: +1 519-886-5057; e-mail: mbechtold@mach1.wlu.ca])

May 10-16

"War and Diplomacy in Asia, 1914-1975," 22nd Colloquium of the International Commission of Military History, Canberra, ACT (Information: Dr. Serge Bernier, Director General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: +1 613-998-7064; FAX: +1 613-990-8579])

May 16

British Commission for Maritime History, Seminar, Norfolk Building, King's College, Surrey St., London WC2, UK; Speaker: Captain G.A.S.C. Wilson, "Nikolai Klado and His Impact on Russian Naval Strategy" (Information: David M. Williams, British Commission for Maritime History, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

May 16

Liverpool Nautical Research Society, Annual General Meeting, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime

Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

May 18

Lake Michigan Conference of the Great Lakes Lighthouse Keepers Association, Gulliver, MI (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101 [tel.: +1 414-731-5305])

May 18

"Ferries from the Mersey," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Mr. Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA, UK [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

May 18

"Seaborne Invaders of Britain," National Maritime Museum/Goldsmiths' College Day School, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

May 18-23

Sixth International Symposium on Society and Resource Management, Pennsylvania State University, University Park, PA (Information: Dr. A.E. Luloff, Dept. of Agricultural Economics and Rural Sociology, Pennsylvania State University, University Park, PA 16802)

May 20-26

Australian Institute for Maritime Archaeology Conference, Western Australian Maritime Museum, Fremantle, WA (Information: Western Australian Maritime Museum, Cliff St., Fremantle, WA 6160 [tel.: +61 9-431-8444; FAX: +61 9-430-5120; e-mail: wrecks@mm.wa.gov.au])

May 20-September 22

"Across the Western Ocean: Ameri-

can Ships by Liverpool Artists," Exhibit, South Street Seaport Museum, New York, NY (Information: South Street Seaport Museum, 207 Front St., New York, NY 10038 [tel.: +1 212-748-8678; FAX: +1 212-748-8623; e-mail: 76551.3552@compuserve.com])

May 21

Séminaire, Comité de documentation historique de la Marine, Musée de la Marine, Paris; Speaker: Michel Depeyre, "La pensée navale française au XVIII^e siècle" (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

May 21-23

"Multinational Naval Cooperation and Foreign Policy in the 21st Century," Conference Sponsored by NATO and the Centre for Foreign Policy Studies, Dalhousie University, Halifax, NS (Information: Rear-Admiral F.W. Crickard, Conference Coordinator, Centre for Foreign Policy Studies, Dalhousie University, Halifax, NS B3H 4H6 [tel.: +1 902-494-6628; FAX: +1 902-494-3825; e-mail: gwitol@is.dal.ca])

May 21-23

Diesel Electric Propulsion '96, Ålesund, Norway (Information: Lisa Olaussen, Conference Secretariat, NIF, Dronning Maudsgt. 15, PO Box 2312 Solli, N-0201 Oslo, Norway [tel.: +47 22-94-75-00; FAX: +47 22-94-75-02])

May 23-25

"Commerce and War," Annual Conference of the Canadian Nautical Research Society, Kingston, ON (Information: Lt-Cdr. William Glover, Director General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: +1 613-998-7048; FAX: +1 613-990-8579])

May 24

"Historic Ships: Design, Restoration

and Maintenance," Conference Sponsored by the Royal Institution of Naval Architects, Bristol, UK (Information: Royal Institute of Naval Architects, 10 Upper Belgrave St., London SW 1 [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

May 24-27

"International Festival of the Sea — Bristol '96," Bristol, UK (Information: Charles Payton, Director, International Festival of the Sea, PO Box 496, 59 Prince St., Bristol BS1 4QH, UK [tel.: +44 117-922-1996; FAX: +44 117-922-1497])

May 26-31

Sixth International Offshore and Polar Engineering Conference, Los Angeles, CA (Information: ISOPE Technical Program Committee, PO Box 1107, Golden, CO 80402-1107 [tel.: +1 303-273-3673; FAX: +1 303-420-3760])

May 27-September 2

"SS *United States*: From Dream to Reality," Exhibit, Central Railroad of New Jersey Terminal, Liberty State Park, NJ

May 30

3rd Annual Peter N. Davies Lecture in Maritime Business History, Sponsored by the International Maritime Economic History Association in association with the Friends of the Merseyside Maritime Museum, Liverpool, UK; Speaker: Dr. Frank J.A. Broeze (Univ. of Western Australia), "The Container Revolution, 1960s to the 1990s" (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

May 31

"The Battle of Jutland," Hidden Collections Day Course, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

May 31

Fourth One-Day Conference on British Port History, University of Leeds, Leeds, UK (Information: Dr. Wendy Childs, School of History, University of Leeds, Leeds LS2 9JT, UK [tel.: +44-113-233-3588; FAX: +44 113-234-2759])

May-June

"300th Anniversary of the Creation of the Russian Fleet by Peter the Great," Conference, State Marine Technical University, St. Petersburg, Russia (Information: Prof. D.M. Rostovsev, State Marine Technical University, Lotsmanskaya str. 3, St. Petersburg 190008, Russia)

May-November

"Exposition de Amiral Pâris (1806-1893)," Exhibit, Musée de la Marine, Paris (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

June 1

"The Battle of Jutland Reconsidered," Conference, University of Hull, Hull, UK (Information: Mr. E. Garcia, Centre for Security Studies, University of Hull, Hull HU6 7RX)

June 1

"The Royal Dockyards from Pepys to Brunel," National Maritime Museum/Goldsmiths' College Day School, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

June 4-6

"The West of France and the Colonies," French Colonial Historical Society, Poitiers, France (Information: Cornelius Jaenen, 9 rue Elma, Gloucester, ON K1T 3W8 [fax: 613 564-9599] or Jean Tarrade, Institut d' Études Acadiennes et québécoises, 8 rue René Descartes, 86022 Poitiers CEDEX, France [fax: +33 49-41-84-31])

June 4-6

International Symposium on Community-Based Whaling, University of California, Berkeley, CA (Information: Dr. Milton Freeman, Canadian Circumpolar Institute, University of Alberta, Edmonton, AB T6G 2E2 [tel.: +1 403-492-4682; FAX: +1 403-492-5273; e-mail: Ccinst@gpu.srv.ualberta.ca])

June 5-8

Second International Congress of Maritime History, Amsterdam (Information: Mrs. Drs. C. Reinders Folmer, PO Box 102, NL-2350 AC Leiderdorp, Netherlands [tel.: +31 71895382] or David M. Williams, IMEHA Organizer, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

June 5-9

"The St. Lawrence, Gateway to the Continent and Birthplace of Shipbuilding in North America," Naval Officers Association of Canada, Annual Conference, Québec City, PQ (Information: Naval Officers Association of Canada, PO Box 26083, Nepean, ON K2H 9R6 [tel.: +1 613-832-3045; FAX: +1 613-832-3917; e-mail: 102222.457@compuserve.com])

June 7-9

"Music of the Sea," Symposium, Mystic Seaport Museum, Mystic, CT (Information: Sea Music Symposium, Mystic Seaport Museum, 75 Greenmanville Ave., PO Box 6000, Mystic, CT 06355-0990 [tel.: +1 860-572-0711, ext. 5037])

June 8

International Maritime Economic History Association, General Meeting, Amsterdam, Netherlands (Information: Dr. Olaf U. Janzen, Secretary, IMEHA, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709-637-6282; FAX: +1 709-639-8125; e-mail: Olaf@kean.ucs.mun.ca])

June 8

International Commission for Maritime History, Executive Council Meeting, Amsterdam, Netherlands (Information: Adrian Jarvis, Acting Assistant Secretary General, ICMH, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ [tel.: +44 151-478-4094; FAX: +44 151-474-4098])

June 11-September 3

"Transport par mer," Exhibit, National Museum of Science and Technology, Ottawa, ON (Information: Garth S. Wilson, Curator of Maritime History, National Museum of Science and Technology, PO Box 9724, "Ottawa Terminal," Ottawa, ON K1G 5A3 [tel.: +1 613-991-3087; FAX: +1 613-990-3636; e-mail: Wilson@fox.nstn.ca])

June 12-13

"Warship '96 - Naval Submarines 5," Conference, Royal Institute of Naval Architects, London, UK (Information: Conference Department, RINA, 10 Upper Belgrave St., London SW1X 8BQ, UK [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

June 14

"Room Service: Aspects of Life Aboard the Ocean Liner," Day School of the National Museums and Galleries on Merseyside/University of Liverpool, Merseyside Maritime Museum, Liverpool, UK (Information: Paul Rees, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 151-247-0001; FAX: +44 151-709-3003])

June 14-15

"Paddle-Steamers: Their Rise and Demise," Workshop, National Maritime Museum, Greenwich, UK (Information: Ms. Suzanne Testa, Course Administrator, Open Museum, National Maritime Museum, London SE10 9NF [tel.: +44 181-312-6747])

June 17-21

11th International Harbour Cong-

ress, Antwerp, Belgium (Information: Rita Peys, c/o Ingenieurshuis, Desguinlei 214, B-2018 Antwerp, Belgium [tel.: +32 3-216-0996; FAX: +32 3-216-0689])

June 17-July 26

"America and the Sea: Maritime History and Culture since 1776," National Endowment for the Humanities Summer Institute for College Faculty, Mystic Seaport Museum, Mystic, CT (Information: Munson Institute of American Maritime Studies, Mystic Seaport Museum, PO Box 6000, 75 Greenmanville Ave., Mystic, CT 06355-0990 [tel.: +1 860-572-5359; FAX: +1 860-572-5329; e-mail: munson@mystic.org])

June 18

Séminaire, Comité de documentation historique de la Marine, Musée de la Marine, Paris; Speaker: Etienne Taillemite, "Le voyage de Yacinte de Bougainville en Extrême-Orient et dans le Pacifique, 1824-1826" (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

June 18-21

"International Conference on Coastal Fortifications: Their History, Restoration and Utilisation," Mauritius (Information: Dr. Monique Koenig, Coastal Fortifications Conference, Friends of the Environment, 4 Labourdonnais St., Mauritius [tel.: +230 211-2989; FAX: +230 212-2524])

June 18-September 22

"Winslow Homer," Exhibit, Metropolitan Museum of Art, New York, NY (Information: Metropolitan Museum of Art, 1000 Fifth Avenue, New York, NY 10028-0198 [tel.: +1 212-535-7710])

June 19-21

Mari-Tech '96, Conference sponsored by the Canadian Institute of Marine Engineering, Québec, PQ (Information: Mari-Tech '96, 22

George D. Davie St., Lévis, PQ G6V 6N7)

June 19-21

52nd Annual Meeting of the Institute of Navigation, Casmbridge, MA (Information: Lisa Beaty, Institute of Navigation, 1800 Diagonal Rd., Suite 480, Alexandria, VA 22314 [tel.: +1 703-683-7101; FAX: +1 703-768-3771])

June 20-21

"Building European Shortsea Networks," Third European Research Roundtable Conference on Shortsea Shipping, Bergen, Norway (Information: Ms. Anne-Liv Scrase, Centre for International Economics and Shipping, Norwegian School of Economics and Business Administration, Helleveien 30, N-5035 Bergen-Sandviken, Norway [tel.: +47 55-959575; FAX: +47 55-952250])

June 20-23

Steamboat History Conference, Louisville, KY (Information: Steamboat Masters and Associates, Conference Committee, PO Box 3046, Louisville, KY 40201-3046 [tel.: +1 502-778-6784; FAX: +1 502-776-9006])

June 23-26

"Pan-Pacific Ports Conference," Vancouver, BC

June 24-28

International Whaling Commission Meetings, Aberdeen, UK (Information: IWC Secretariat, The Red House, Station Road, Histon, Cambridge CB4 4NP, UK [FAX: +44 1223-232876])

June 26-28

"Shipping, Ports and Logistics Services: Solutions for Global Issues," International Association of Maritime Economists Conference, Vancouver, BC (Information: Secretariat, International Association of Maritime Economists, c/o Venue Conference Services, 645-375 Water St., Vancouver, BC [tel.: +1 604-681-5226; FAX: +1 604-681-2503; e-mail: congress@venuewest.

com])

June-December

"The Collections of the Mariners' Museum," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

July 1-4

Second International Conference on the Geodetic Aspects of the Law of the Sea, Nusa Dua, Bali, Indonesia (Information: Convenor, Second International Conference on the Geodetic Aspects of the Law of the Sea, c/o Pusat Penelitian Kelautan ITB, Jl. Ganesha 10, Bandung 40132, Indonesia [tel./FAX: +62 22-250-6451])

July 2-4

"Anglo-French Naval/Maritime Cooperation through the Ages," Sixth Anglo-French Naval History Conference, University of Exeter, Exeter, UK (Information and Proposals: Dr. Michael Duffy, Centre for Maritime Historical Studies, University of Exeter, Queen's Building, Queen's Drive, Exeter EX4 4QH, UK)

July 9-12

"Forming Fair and Effective Partnerships," Wetlands '96, Washington, DC (Information: Association of Wetlands Managers, PO Box 269, Berne, NY 12023-9745 [tel.: +1 518-872-1804; FAX: +1 518-872-2171])

July 12-February 4, 1997

"Reaching Home: Pacific Salmon, Pacific People," Exhibit, Thomas Burke Memorial State Museum, Seattle, WA (Information: Thomas Burke Memorial State Museum, University of Washington, Seattle, WA 98195 [tel.: +1 206-543-5590])

July 13-September 21

"Newport News Centennial," Exhibit, Mariners' Museum, Newport News, VA (Information:

Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

July 14-17

Australian Historical Association, including half-day panel on maritime history sponsored by the Australian Association for Maritime History, University of Melbourne, Melbourne, Australia (Information: J.L. Anderson, School of Economics, La Trobe University, Bundoora, Victoria 3083 [tel.: +61 3-479-1111; FAX: +61 3-479-1654; e-mail: jl.anderson@latrobe.edu.au])

July 14-17

"Seeking Balance: Conflict, Resolution and Partnership," Fifteenth International Conference of the Coastal Society, Seattle, WA (Information: Megan D. Bailiff, Conference Chair, c/o Washington Sea Grant Program, 3716 Brooklyn Ave. NE, Seattle, WA 98105-6716 [tel.: +1 206-685-1108; FAX: +1 206-685-0380; e-mail: mbailiff@u.washington.edu])

July 15-17

"Women, Trade and Business: From the Medieval Period to the Present," Second Exeter International Gender History Conference, University of Exeter, Exeter, UK (Information and 250-word abstracts to: Moira Donald or Lyndan Warner, Dept. of History and Archaeology, Queen's Building, University of Exeter, Exeter EX4 4QH [tel.: +44 1392 264318; e-mail: T.L.Warner@exeter.ac.uk])

July 18-20

COBIA Days, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

July 21-26

"Hazards '96: Great Lakes Hazards," Sixth Annual Symposium on Natural and Man-Made Hazards, Toronto, ON (Information: Dr. S.

Venkatesh, Chair, Scientific Committee, Hazards '96, Environment Canada, 4905 Dufferin St., Downsview, ON M3H 5T4 [tel.: +1 416-739-4911; FAX: +1 416-739-4221; e-mail: Svenkatesh@old.aes.doe.ca])

July 28-August 2

Second World Fisheries Congress, Brisbane, Australia (Information: Congress Secretariat, PO Box 1280, Brisbane, QLD 4064 [tel.: +61 7-369-0477; FAX: +61 7-369-1512])

July 29-August 2

Pan-Pacific Hazards '96, University of British Columbia, Vancouver, BC (Information: Conference Secretariat, Disaster Preparedness Resource Centre, University of British Columbia, 2206 East Mall, 4th Floor, Vancouver, BC V6T 1Z3 [tel.: +1 604-822-5254; FAX: +1 604-822-6164; e-mail: dprc@unixg.ubc.ca])

August 3-4

20th Annual Model Ships and Boats Contest, Wisconsin Maritime Museum, Manitowoc, WI (Information: Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220-6843 [tel.: +1 414-743-5958; FAX: +1 414-684-0219])

August 6-8

"Albert Dock/150 Conference," Merseyside Maritime Museum, Liverpool, UK (Information: Adrian Jarvis, Co-Director, Centre for Port and Maritime History, Merseyside Maritime Museum, Liverpool L3 4AQ [tel.: +44 151-478-4094; FAX: +44 151-474-4098])

August 7-9

"Coastal Environment '96: Environmental Problems of Coastal Management," Conference, Federal University of Rio de Janeiro, Rio de Janeiro, Brazil (Information: Sue Owen, Wessex Institute of Technology, Ashurst Lodge, Southampton SO50 7AA [tel.: +44 1703-293223; FAX: +44 1703-292853; e-mail: cmi@ib.rl.ac.uk])

August 9-September 22

"Picture This: Toronto Harbour in Art," Open Juried Exhibit and Sale, Marine Museum of Upper Canada, Toronto, ON (Information: Jo Ann Pynn, Exhibit Co-ordinator, Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2 [tel.: +1 416-392-6827, ext. 233])

August 12-17

"Integrated Management and Sustainable Development in Coastal Zones," Coastal Zone Canada '96, Rimouski, PQ (Information: Dr. Mohammed El-Sabh, President, Conference Internationale ZCC '96, Groupe de recherche en environnement côtier, Université du Québec à Rimouski, 310 Allée des Ursulines, Rimouski, PQ G5L 3A1 [tel.: +1 418-724-1707; FAX: +1 418-724-1842; e-mail: mohammed_el_sabh@uqar.quebec.ca])

August 15-November 17

"Marine Art in the Age of Lithography," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

August 17

Lake Superior Conference of the Great Lakes Lighthouse Keepers Association, Two Harbors, MN (Information: Great Lakes Lighthouse Keepers Association, PO Box 580, Allen Park, MI 48101 [tel.: +1 414-731-5305])

August 19-23

Ninth International Navigation Simulator Lecturers' Conference, British Columbia Institute of Technology, Vancouver, BC (Information: Günther Zade, Chair, Papers Committee, INSLC 9, World Maritime University, PO Box 500, 201 24 Malmö, Sweden [tel.: +46 40-356367; FAX: +46 40-128442])

August 30-31

"Business and European Integration since 1800: Regional, National and

International Perspectives," First Conference of the European Business History Association, Gothenburg, Sweden (Information: Prof. Ulf Olsson, Dept. of Economic History, Gothenburg University, Skanstorget 18, S-411 22 Gothenburg, Sweden [tel.: +46 31-773-4744; FAX: +46 31-773-4739; e-mail: Ulf.Olsson@econhist.gu.se])

August

"Lighthouses," XIth Baltic Seminar, Provincial Museum of Kymenlaakso, Kotka, Finland (Information and Proposals: Ms. Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, SF-48100 Kotka, Finland [tel.: +358 52-274235; FAX: +358 52-274275])

September 1-8

9th General Assembly of the International Congress of Maritime Museums, National Maritime Museum, Greenwich; Merseyside Maritime Museum, Liverpool; and Royal Naval Museum, Portsmouth UK (Information: Mr. Adrian Jarvis, Co-Director, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ [tel.: +44 151-478-4094; FAX: +44 151-478-4098])

September 2-6

"Coastal Engineering Heritage," 25th International Conference on Coastal Engineering, Orlando, FL (Information: ICCE '96, c/o Conrad Blucher Institute, Texas A&M University, 6300 Ocean Dr., Corpus Christi, TX 78412 [tel.: +1 512-994-2376; FAX: +1 512-994-2715])

September 3-6

Baltexpo '96: 8th International Maritime Exhibition, Gdansk, Poland (Information: Agpol Promotions, ul. Sniadeckich 17, 00-654 Warsaw, Poland [tel./FAX: +482-628-7295])

September 4-6

International Conference on the Effects of Economic Globalization and Regional Integration on Small Countries, Nicosia, Cyprus (Infor-

mation: Permanent Secretary, International Conference, Planning Bureau, Apellis Str., Nicosia, Cyprus [tel.: +357 230-2649; FAX: +357 236-6810; e-mail: planning@cytanet.com.cy])

September 8-13

MARSIM '96: International Conference on Marine Simulation and Ship Manoeuvrability, Copenhagen, Denmark (Information: Jens U. Römeling, Danish Maritime Institute, Hjortekærvej 99, DK-2800 Lyngby, Denmark [tel.: +45 45-87-93-25; FAX: +45 45-87-93-33])

September 9-12

"Steam at Sea: The Application of Steam Power in the Maritime World," International Conference, University of Hull, UK (Information: Dr. David J. Starkey, University of Hull, Hull HU6 7RX [tel.: +44 1482-465624; +44 1482-466126; e-mail: D.J.Starkey@hist.hull.ac.uk])

September 9-13

Scientific Instrument Commission of the International Union for the History and Philosophy of Science, Conference, National Museum of Science and Technology, Ottawa, ON (Information and Proposals by April 30, 1996: Dr. Randall Brooks, Curator, Physical Sciences and Space, National Museum of Science and Technology, PO Box 9724, Terminal T, Ottawa, ON K1G 5A3 [tel.: +1 613-990-2804; FAX: +1 613-990-3636; e-mail: Brooks@fox.nstn.ca])

September 9-13

14th International Tug and Salvage Convention, Bell Harbour International Convention Centre, Seattle, WA (Information: ITS Secretariat, ABR Co. Ltd., 19 Bridge Rd., Hampton Court, East Molesey, Surrey KT8 9EU, UK [tel.: +44 181-941-7878; FAX: +44 181-941-8787; e-mail: tugsrus@abreed.demon.co.uk])

September 12-14

Association for Great Lakes Mari-

time History, Annual General Meeting, Bruce County Museum, Southampton, ON (Information: Robert Graham, Treasurer, Association for Great Lakes Maritime History, Institute for Great Lakes Research, 12764 Levis Pkwy., Perrysburg, OH 43551 [tel.: +1 419-874-3907; FAX: +1 419-874-4385; e-mail: Rgraham@bgnet.bgsu.edu])

September 16-19

Littoral '96: Partnership in Coastal Zone Management, Portsmouth, UK (Information: Christine Tonkin, Littoral '96, University of Portsmouth, Ravelin House, Museum Rd., Portsmouth PO1 2QQ, UK [tel.: +44 1705-843153; FAX: +44 1705-843612])

September 16-20

"Advanced Technology and Manning," Ninth International Maritime Lecturers' Association Conference on Maritime Education and Training, Kobe University of the Mercantile Marine, Kobe, Japan (Information: Günther Zade, Chair, Papers Committee, IMLA 9, World Maritime University, PO Box 500, 201 24 Malmö, Sweden [tel.: +46 40-356367; FAX: +46 40-128442])

September 16-20

American Association of Port Authorities Annual Conference, Vancouver, BC (Information: American Association of Port Authorities [tel.: +1 703-684-5700; FAX: +1 703-684-6321])

September 21-22

"Users, Applications and Limitations," First Workshop on Personal Computers in Maritime Education and Training, Kobe University of the Mercantile Marine, Kobe, Japan (Information: Samar J. Singh, Chair, Papers Committee on PCs in MET Workshop, Maritime Specialist Services, Centre for Maritime Studies, Hong Kong Polytechnic, Hung Hom, Kowloon, Hong Kong [tel./FAX: +852-2363-9067])

September 16-November 29

"Transport par Mer," Exhibit, New

Brunswick Museum, Saint John, NB (Information: Robert Elliot, Curator of Technology, New Brunswick Museum, 277 Douglas Ave., Saint John, NB E2K 1E5 [tel.: +1 506-643-2355; FAX: +1 506-643-2360])

September 18-21

Fifth Icelandic Fisheries Exhibition, Reykjavik (Information: Ms. Patricia Foster, Exhibition Director, Nexus Media Ltd., Top Floor, 84 Kew Rd., Richmond, Surrey TW9 2PQ, UK [tel.: +44 181-332-9273; FAX: +44 181-332-9335])

September 23-26

"Oceans '96: The Coastal Ocean - Prospects for the 21st Century," Conference, Broward County, CA (Information: Oceans '96, Texas A&M University, College Station, TX 77843 [FAX: +1 409-847-9284; e-mail: oceans96@cs.tamu.edu])

September 24-26

Hydro '96: 10th International Symposium of the Hydrographic Society, Rotterdam (Information: Ms. P.Y. van den Burg, Hydro '96 Organizing Committee, Oceanographic Company of the Netherlands, PO Box 7429, 2701 AK Zoetermeer, Netherlands [tel.: +31 7-942-8316; FAX: +31 7-941-5084])

September 26-29

"Scotia and Nova Scotia," Conference on Transatlantic Connections, Saint Mary's University, Halifax, NS (Information and proposals by May 15, 1996 to: Michael E. Vance, Dept. of History, Saint Mary's University, Halifax, N.S. B3H 3C3 [tel.: +1 902-420-5766; FAX: +1 902-420-5141] or Scott McLean, Canadian Association of Scottish Studies, Dept. of History, University of Guelph, Guelph, ON N1G 2W1 [Tel./FAX: +1 519-371-8304])

October 2-4

Society of Naval Architects and Marine Engineers Annual Conference, New York, NY (Information: Carmela Iaccarino, Marketing Coordinator, SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.:

+1 201-798-4800, ext. 3029 or +1 800-798-2188; FAX: +1 201-798-4975])

October 3-5

"Coligny les Protestants et la Mer, 1558-1626," Sixth Conference of History and Maritime Archaeology, Rochefort/La Rochelle, France (Information: Irène Demay, Faculté des Lettres, Arts et Sciences Humaines de La Rochelle, 23 avenue Albert Einstein, 17071 La Rochelle Cedex 9, France [tel.: +33 16-46-00-34-04; FAX: +33 16-46-00-33-89])

October 5

"Building the Sea: Design and Function in Modern Ship Architecture," Conference, National Maritime Museum, Greenwich, UK (Information: Dr. Marguerite Lincoln, National Maritime Museum, Greenwich SE10 9NF, UK [tel.: +44 181-312-6686; e-mail: exa01ml@gold.ac.uk])

October 19-March 16, 1997

"Figureheads and Carvings," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariner.org])

October 24-25

"Safer Ships and Competent Crews," Conference sponsored by the Company of Master Mariners of Canada and the UK Nautical Institute, Halifax, NS (Information: Capt. Angus Macdonald, Secretary, Company of Master Mariners of Canada [FAX: +1 902-492-8761; e-mail: am370@ccn.cs.dal.ca])

October

"Escape, Evacuation and Rescue," Conference, London, UK (Information: Conference Department, Royal Institute of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ, UK [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

November 4-6

Ausmarine '96, Fremantle, WA
(Information: Baird Publications, 10
Oxford St., South Yarra, Victoria
3140 [tel.: +61 39-826-8741; FAX:
+61 39-827-0704])

November 6

Maritime Mission Archives: Problem or Opportunity? Conference sponsored by the International Association for the Study of the Maritime Mission, London, UK (Information: Robert Miller, Allen Hall, 28 Beaufort St., London SW3 5AA, UK [FAX: +44 171-351-4486])

November 21-22

"Watertight Integrity of Ships," Conference, Royal Society of Arts, London, UK (Information: Conference Department, Royal Institute of Naval Architects, 10 Upper Belgrave St., London SW1X 8BQ, UK [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

November 21-23

International Workboat Show, New Orleans, LA

December 12-April 30, 1997

"Lighthouses and Keepers," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Dr., Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212; e-mail: info@mariners.org])

December-January 1997

"Les clipper, célébration du centenaire du *Belem*," Exhibit, Musée de la Marine, Paris (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

1997

January 20-22

Institute of Navigation, National Technical Conference, Santa Monica, CA (Information: Lisa Beaty, Institute of Navigation, 1800 Diag-

onal Rd., Suite 480, Alexandria, VA 22314 [tel.: +1 703-683-7101; FAX: +1 703-768-3771])

February-April

"35e Salon de la Marine," Exhibit, Musée de la Marine, Paris (Information: Sylvie David-Riverieulx, Service d'Etudes, Musée de la Marine, Palais de Chaillot, 75116 Paris, France [tel.: +33 4-727-8370; FAX: +33 4-553-8160])

March 15

Fifth Annual New Researchers in Maritime History Conference, Centre for Port and Maritime History, Merseyside Maritime Museum, Liverpool, UK (Information and Proposals by November 28, 1996: Mr. Adrian Jarvis, Co-Director, Centre for Port and Maritime History, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AQ [tel.: +44 151-478-4094; FAX: +44 151-478-4098])

April 7-10

"19th-Century Maritime Philanthropy: Social, Religious and Economic Contexts," Fourth International Maritime Mission Conference, Mystic, CT (Information and Proposals by June 30, 1996: Robert Miller, Allen Hall, 28 Beaufort St., London SW3 5AA, UK [FAX: +44 171-351-4486])

April 16-20

Annual Conference of the North American Society for Oceanic History, Newport, RI (Information: Dr. John B. Hattendorf, Naval War College, 686 Cushing Rd., Newport, RI 02841-1207 [tel.: +1 401-841-2101; FAX: +1 401-841-4258])

April 20-27

Third International Conference on the Technical Aspects of the Preservation of Historic Vessels, San Francisco, CA (Information: Russell Booth, National Maritime Museum Association, PO Box 470310, San Francisco, CA 94147-0310 [tel.: +1 415-441-5819; FAX: +1 415-441-0365; e-mail: pampanito@aol.com])

June 12-16

"Cabot and His World," Conference, St. John's and Bonavista, NF, sponsored by Newfoundland Historical Society

June

Naval Officers Association of Canada, Annual Conference, St. John's, NF (Information: Naval Officers Association of Canada, PO Box 26083, Nepean, ON K2H 9R6 [tel.: +1 613-832-3045; FAX: +1 613-832-3917; e-mail: 102222.457@compuserve.com])

3-5 July

Fourth Anglo-Dutch Maritime History Conference, Leiden, Netherlands

Summer

"Global Markets: The Internationalization of the Sea Transport Industries since 1850," Pre-Conference sponsored by the International Maritime Economic History Association, Piraeus, Greece (Information and Proposals by June 1, 1996: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; e-mail: D.J.Starkey@hist.hull.ac.uk])

August 12-15

"Coastal Communities," Eighth Conference of the Association for the History of the Northern Seas, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseet, Tarpborgevej 2, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; fax: +45 75-153057; e-mail: cmrhph@inet.unic.dk])

August 22-24

"Financing the Maritime Sector," Fifth North Sea History Conference, Rotterdam, Netherlands

September 2-14

"Summit of the Sea," Conference, St. John's, NF (Information: Dave Finn, Summit of the Sea, John

Cabot 500th Anniversary Corporation, PO Box 1997, Crosbie Bldg., 1 Crosbie Place, St. John's, NF A1C 5R4 [tel.: +1 709-579-1997; FAX: +1 709-579-2067; e-mail: david_finn@porthole.entnet.nf.ca]

September 7-9

International Maritime Lecturers Association, St. John's, NF

September 7-9

North Atlantic Islands Conference, St. John's, NF

September 10-12

"A Shift in Paradigm: Visioning Sustainable Harvests from the Northwest Atlantic in the Twenty-First Century," Conference sponsored by the Northwest Atlantic Fisheries Organization, St. John's, NF (Information: Hans Lassen, Danish Institute for Fisheries Research, Charlottenlund Slot, DK-2920 Charlottenlund, Denmark [tel.: +45 33-963300; FAX: +45 33-963333; e-mail: HL@dfu.min.dk])

September 24-27

Eighth International Symposium on Boat and Ship Archaeology, Centralne Muzeum Morskie, Gdansk, Poland (Information: Dr. Jerzy Litwin, Secretariat ISBSA 8, Centralne Muzeum Morskie, ul. Szeroka 67/68, 80-835 Gdansk, Poland [FAX: +48 58-318453])

1998

January 21-23

Institute of Navigation, National Technical Conference, Santa Monica, CA (Information: Lisa Beatty, Institute of Navigation, 1800 Diagonal Rd., Suite 480, Alexandria, VA 22314 [tel.: +1 703-683-7101; FAX: +1 703-768-3771])

July

"Peter the Great and the West: New Perspectives on Peter the Great," Conference, National Maritime Museum, Greenwich, UK

August

Twelfth International Congress of

Economic History, Seville, Spain, including B session on "Global Markets: The Internationalization of the Sea Transport Industries since 1850," sponsored by the International Maritime Economic History Association (Information and Proposals by June 1, 1996: Dr. David J. Starkey, Dept. of History, University of Hull, Hull HU6 7RX, UK [tel.: +44 1482-465624; FAX: +44 1482-466126; e-mail: D.J.Starkey@hist.hull.ac.uk])

1999

April

"Contemporary Maritime Missions," Fifth International Maritime Mission Conference, Europe (Information: Stephen Friend, Religious and Cultural Studies, College of Ripon and York St. John, York YO3 7EX, UK [FAX: +44 1904-612512])

Summer

Joint Conference of the Association for the History of the Northern Seas and the Canadian Nautical Research Society, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF A2H 6P9 [tel.: +1 709-637-6282; FAX: +1 709-639-8125; e-mail: Olaf@kean.ucs.mun.ca])

2000

Summer

3rd International Congress of Maritime History, sponsored by the International Maritime Economic History Association, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhpho@inet.uni-c.dk])

Summer

International Congress of Historical Sciences, Oslo, Norway, including Congress of the International Commission for Maritime History (Information: Prof. dr. François Bédarida,

Secretary General, International Committee of Historical Sciences, Institut d'Histoire Temps Présent, 44 rue de l'Amiral Mouchez, 75014 Paris, France [tel.: +33 1-45-80-90-46; FAX: +33 1-45-65-43-50])

PERSONAL NEWS

DAN CONLIN is this year's recipient of the CNRS Young Scholars Award. He will present a paper on "Nova Scotian Privateers in the Caribbean, 1793-1805" at the CNRS Conference on in Kingston next month. **JAMES DELGADO**'s most recent essay is "Ships as Buildings in Gold Rush San Francisco," *Mariners' Museum Journal*, 1 (1995), 4-13. **ROBERT FISHER**'s contribution to the CNRS Conference will be a paper on "The Impact of German Technological Advances on Canadian Escorts, 1942-43." **CHARLES DANA GIBSON** is the author of "Emigration to Haiti, 1863: The ile à Vache Colonization Scheme," *Mariners' Museum Journal*, 1 (1995), 20-25. **BARRY M. GOUGH** will speak on "The Royal Navy in the Canadian River War, 1837-38" to next month's CNRS Conference in Kingston. **VERNON W. HOWLAND** will present a paper on "Dangerous Waters: The Grounding of HM Ships at Point Amour" at the CNRS Annual Conference in Kingston in May. His full plate of research currently includes studies of the loss of HMS *Kent* (1889) and HMS *Raleigh* (1922) at Point Amour, Labrador; the loss of HMS *Glorious* (1940); and the introduction of wireless telegraphy in the Royal Navy to 1920. In May, **OLAF JANZEN** will present a paper on "A Scottish Merchant in Newfoundland in 1726: The Voyage of the *Christian of Leith*" to the Canadian Historical Association in St. Catharines. **GREG KENNEDY** will give a talk on "The Worth of the Navy in the Age of Peel, 1840-1850" to delegates at the CNRS Annual Conference in May. **FAYE KERT**'s Presidential address at next month's CNRS conference will be on "The Fortunes of War: Commercial Warfare and Maritime Risk in the War of 1812." **WALTER LEWIS** will give a paper entitled "Without Danger from Imperfection of Form, Material or

Workmanship: "Steamboat Inspection on the Great Lakes to 1860" to the CNRS Annual Conference next month in Kingston. **GERALD PANTING's** award-winning book, *Maritime Capital: The Merchant Marines in Atlantic Canada, 1820-1914* (with Eric W. Sager) will appear shortly in a paperback edition from McGill-Queen's University Press. **G. EDWARD REED's** paper at next month's CNRS Conference is on "Confederate Naval Strategy, 1861-65: *Guerre de Course*, Blockades, Ironclads." **ROGER SARTY** will lecture on "New Light on the Battle of the Gulf of St. Lawrence, 1942" at the 1995 CNRS Annual Conference. **MAURICE SMITH** will talk on "Seafaring Labour on the Lakes in the 1880s" to the conference on "Commerce and War" sponsored by CNRS next month in Kingston.

RESEARCH DIRECTORY UPDATES

Name: **BRADFORD, JAMES C.**

Institution: US Air War College

Address: AWC/DFS, 325 Chennault Circle, Maxwell AFB, AL 36112-6427 (O)

Phone: +1 334-953-2727 (O)

FAX: +1 334-953-5383 (O)

E-mail: Jbradford@max1.au.af.mil

Research: John Paul Jones; US Navy to 1920; American Revolutionary War

Publications: Ed., *The Papers of John Paul Jones* (10 reels and guide; Arlington, VA, 1986); Ed., *Makers of the American Naval Tradition* (3 vols., Annapolis, 1985-1990); *Crucible of Empire: The Spanish-American War and Its Aftermath* (Annapolis, 1993)

Name: **CONLIN, DAN**

Institution: Dept. of History, Saint Mary's University

Address: 6310 Duncan St., Halifax, NS B3L 1K3 (H)

Phone: +1 902-492-9939 (H)

E-mail: ac505@cfm.cs.dal.ca

Research: Privateering; Piracy; Late 19th-Century Shipbuilding

Name: **CORTÉS, JOSÉ-LUIS**

Address: 69, ave. Dunois, app. 1531, 75646 Paris Cedex 13, France

Phone: +33 1-44-24-12-92 (H)

Research: Nautical Archaeology; Naval Architecture

Name: **CRUDDAS, EDWARD (TED)**

Address: Box 1220, Medley, AB TOA 2M0 (H)

Phone: +1 403-594-4846 (H)

Research: Canadian Naval Aviation, 1939-1970

Name: **DIXON, CONRAD**

Address: Highfield House, Ludgershall, Andover, Hants SP11 9QD, UK (H)

Phone: +44 1264-790312 (H)

Research: Merchant Shipping; Merchant Seamen; Navigational Techniques

Publications: *Simple Navigation* (Leatherhead, 1992); *Basic Coastal Navigation* (London, 1993); *Using GPS* (London, 1994)

Name: **GARCIA, BOB**

Institution: Fort Malden National Historic Site

Address: P.O. Box 38, 100 Laird Ave., Amherstburg, ON N9V 2Z2

Phone: +1 519-736-5416

FAX: +1 519-736-6003

E-mail: Bob_Garcia@pch.gc.ca

Research: Provincial Marine, Royal Navy, on the Great Lakes, 1790s-1815

Name: **LEISHMAN, ROBERT**

Address: 59 Glenshaw Cres., Toronto, ON M4B 2E1 (H)

Phone: +1 416-752-8135 (H)

Research: History of Canadian Convoy Escorts, World Wars I and II; History of Naval Exploration of the Canadian North; History of Great Lakes Shipping

Name: **MALCOMSON, TOM**

Address: 40 Cairns Cres., North York, ON M2J 3M8 (H)

Phone: +1 416-499-8650 (H)

E-mail: Tmalcoms@growne.on.ca

Research: Horatio Nelson, Benjamin Hallowell; Naval Aspects of the War of 1812; Ship Construction, 1750-1815

Research: *HMS Detroit: The Battle for Lake Erie* (St. Catharines, ON, 1990, with R. Malcomson); "September 1813: The Decidedly Indecisive Engagements between Chauncey and Yeo," *Inland Seas*, XLVII, No. 4 (Winter 1991), 299-313; "HMS Victory: The Evolution of Her Bow, Parts I and II," *Model Ship Builder*, XVI, No. 93 (January/February 1995), 18-24; and No. 94 (March/April 1995), 17-22.

Name: **WEST, EDWARD D.K.**

Address: 40 Hansen St., Scarborough, North Yorkshire YO12 7LN, UK (H)

Phone: +44 1723-367133 (H)

Research: Merchant Fleets (World-Wide); UK and Canadian Navies

Name: **WILSON, RICHARD J.**

Address: 11 Larrakeyah Terrace, Darwin, NT 0820, Australia (H)

Phone: +61 44-89-813781 (H)

FAX: +61 44-89-418400 (H)

Research: Australian Maritime History