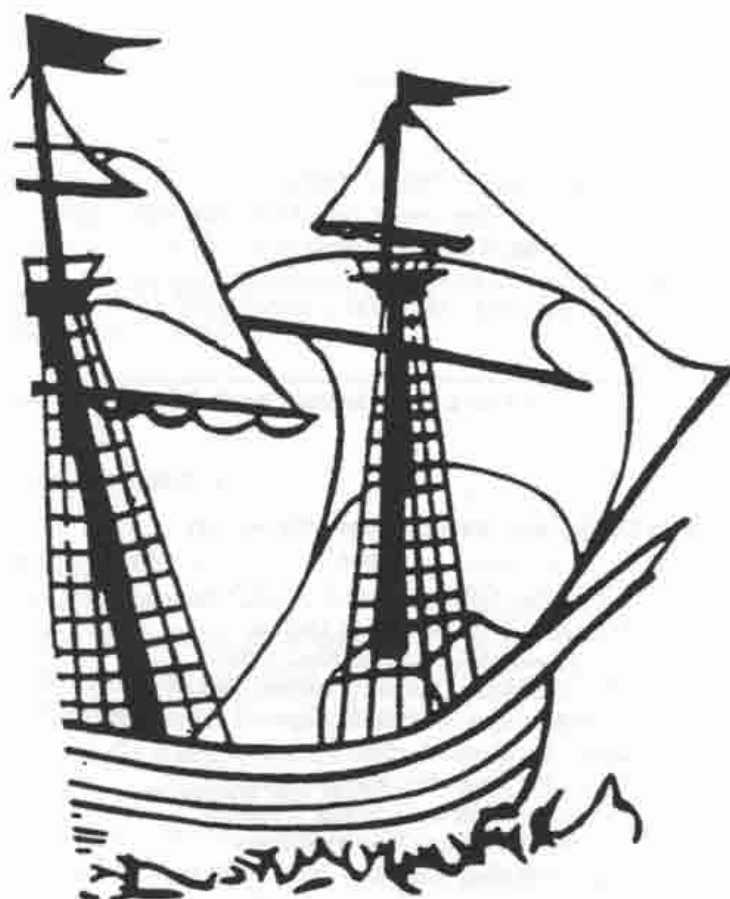


ARGONAUTA

The Newsletter of



**The Canadian Nautical
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ARGONAUTA

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Council Corner

In writing my first Council Corner column as the new President of CNRS let me first acknowledge the work of those who have gone before me - the founding president, Keith Matthews, Gerry Panting, Barry Gough, Alec Douglas, Faye Kert and Ed Reed. Without their vision, leadership, and persistence we would not today have a society with nearly three hundred members, including eighty-one from twelve foreign countries, a well regarded academic journal, and a very good membership newsletter.

But societies such as ours do not happen because of the president alone - there are many workers in the trenches. Olaf Janzen is one such worker whose contributions to the society must also be recognized. Not only did he organize a truly splendid conference at Corner Brook, held in conjunction with the Association for the History of Northern Seas, but he has been our

book review editor. Olaf became the book review editor of *Argonauta* in 1990, at a time when it was our only publication. Since the debut of *Northern Mariner* he has been its only book review editor. Unfortunately he has advised the Editorial Board and Council that he will have to pass that task on to someone else. Olaf, we are all sorry to see you move on, but wish to express our very real thanks for your tremendous service. A sub-committee of the Editorial Board has been formed to search not for a replacement, (for we all know that there is only one Olaf), but for someone who will take on the task of offering us intriguing books to review, and then chivying us to produce the review within a year of the original promised date.

In the last issue of *Argonauta* it was announced that Mike Hennessy had to step aside as co-editor of the newsletter because of the press of other duties. To him too we all offer our very sincere thanks for stepping into a

breach at Kingston and helping with *Argonauta*. At Corner Brook Bill Schleihaufer agreed to join the team. Close readers of *Northern Mariner* will have noted that in every volume he has had at least one book review, and in some years, a review in each issue. He is a keen diver - indeed his presentation at Corner Brook about the loss of HMS *Vanguard*, a dreadnought built in 1909 that rests at the bottom of Scapa Flow as a result of an internal explosion, included one of his underwater photographs. I am sure that as a co-editor of *Argonauta* Bill will expand the horizon of topics covered. Welcome aboard!

There is another new face to be introduced and welcomed to CNRS. Some members may be aware that we have had difficulty in the Treasurer department recently. If cheques were not cashed, or tax receipts slow to come out, we are sorry, but now things appear to be in hand. Lieutenant-Commander Greg Hannah has joined CNRS to become the Treasurer. Greg has a wide range of experience afloat and ashore, in Canada and on exchange with the Royal Navy. Over the course of the summer he was posted from the Maritime Staff in Ottawa to teach at the Royal Military College, Kingston, in the Continuing Studies Department. So, while he is sorting out new courses and lectures, he is also coming to grips with our books.

The annual general meeting was held in Corner Brook at the conclusion of a very successful and enjoyable conference. It was attended by approximately thirty members. Ed Reed, in his last *Council Corner* column as president, outlined the challenges that the Council debated at the January executive meeting and the recommendations that would be brought forward at the AGM. The curtailment of financial support that we have

been receiving from the Memorial University of Newfoundland forced us to implement several cost measures and also to recommend an increase in our annual subscription rates. This is never done easily, but as both Ed pointed out in his column and several American members at the AGM reiterated, the proposed increased fees are still lower than those for comparable British and American societies, and we offer both a referred journal and a society newsletter - something not done by other societies. After a thorough airing of the question, the AGM approved the proposed subscription increases. This challenge highlights the need for the society to undertake fund raising activities of our own so that we will be able to cushion increases in the Society's operating expenses without having to pass them on directly to members through fee increases. I am taking this on personally as my "task" during my tenure in the President's chair. Because of work done yesterday, CNRS is "all right" today. We must continue the work for tomorrow. You will hear more!

An important part of every society is the continuing renewal of the membership base. We can all help with that. Suggest to a friend with similar interests that they might want to join, or give a subscription as a Christmas or birthday present. (By the time you receive this, you may well be scrambling for gift ideas.) If the library you normally use does not have *Northern Mariner*, talk to the librarian about a directed gift of an institutional subscription, for which you would get a tax receipt. (If the librarian would say "yes", but he/she likes complete runs, back issues are available.)

Finally, members will remember that for several years now we have had a "New Scholars Award" in the form of a travel bursary for the

recipient to present a paper at our conference. In January, as Ed Reed reported, Council decided to name the award in honour of Gerry Panting. This year's Panting Ward recipient was Brad Shoebottom. He is completing an MA at the University of New Brunswick. His paper was a very nice biographical study of Gaius S. Turner, a small ship owner in Harvey Bank, New Brunswick. Turner's active business career spanned the 1870s to 1890s. Thus he was confronted with the challenges of the transition from sail to steam, wood to steel, and competition from railways. Watch for this and other papers in the coming issues of *Northern Mariner*.

Bill Glover

Editorial

It is with some trepidation that I appear on the decks of *Argonauta* for the first time, costumed as the new co-editor. Although one might expect that the signing of Ship's Papers took place in a seedy dockside tavern, it should be placed on record that the transaction took place on a minibus during the August 1999 Conference in Newfoundland. Nor was any persuasion of the liquid sort required (but it was pointed out that with the application of a little imagination, there should be plenty of opportunity to visit Kingston and thus occasion to indulge in a particular species of hops-flavoured beverage which can be had nowhere else).

First, a word of introduction. I am a purely avocational maritime historian, who has only recently made the jump from simple 'consumer' of history to 'producer', albeit on a very small scale. To a large degree, this is thanks to the encouragement of several CNRS

members, who spurred me into doing active research. This willingness to bring outsiders into the fold is an important part of the Society's ethos, and one of the reasons for my wanting to contribute something in return. My interests are primarily naval, of the period c1880-1945, and more by chance than design currently revolve around Royal Navy gunnery during the First World War. As well, I am one of the many members who are keen wreck divers.

Argonauta is more than a mere newsletter. Certainly it is an important purveyor of news - of the CNRS itself, the members, and pertinent organisations. It is also a publication that has carried some fascinating studies on a wide assortment of topics. For it to stay on course, there is but one requirement: contributions. From you, the reader. Yes, *you* - the person holding *Argonauta* right this moment. Let us know about your publications and activities: take the time to send in the Information Sheet on the back cover. And look over the various projects that you mean to work on, "someday". They may be a long way from finished, but you could be sitting on nuggets that are of great interest to other members, who in turn might be able to provide a few pieces of critical, hard-to-find information. To start the ball rolling, later in this issue you will find a small piece on one of Canada's lesser-known war losses, HMCS *Chedabucto*.

Bill Schleihauf
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THE CANADIAN NAUTICAL RESEARCH SOCIETY

Annual Conference and General Meeting
8-10 June 2000
Ottawa, Ontario

Call for Papers

Maritime Moments of the Millennium

- Papers are submitted with the reasonable expectation of publication, with first right of refusal in *The Northern Mariner / Le Marin du nord*, the journal of the Society.
- Ottawa, as the nation's capital, is a popular destination with many attractions for tourists. Although no formal excursion package is planned, information will be made available to those attending. The conference will be held at the Naval Reserve Establishment, Her Majesty's Canadian Ship (HMCS) *Carleton*, situated on Dow's Lake of the historic Rideau Canal. The programme is anticipated to include a canal boat tour, an evening boat cruise of the Ottawa River, a semi-formal banquet, and (time permitting) a workshop session to the national Museum of Science and Technology.
- *The Gerry Panting New Scholar Award* is a bursary to defray travel expenses, available to a presenter with less than five years experience in maritime studies. Applications (with c.v.) should accompany submission of proposal.
- Proposals *by 31 March 2000* to:

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Museum News

Marine Museum of the Great Lakes

The Millennium Bureau of Canada has awarded the Marine Museum of the Great Lakes \$127,500.00 for the Great Lakes Maritime Heritage Centre. This funding when combined with over \$300,000.00 in private funds currently committed to the Centre will allow the museum to proceed with the most technically demanding part of the project - the re-commissioning of the Drydock and the placement of the museum ship *Alexander Henry* in the drydock dry. Art Norris, Chairman of the Board says, "It was the private support" he said, "that finally brought the Millennium Bureau on side".

Phase one includes improved visitor facilities at the Marine Museum, the museum ship *Alexander Henry* and the Pump House Steam Museum.

Hamilton-Scourge Project

The Hamilton City Council has authorized the Department of Culture and Recreation to seek Expressions of Interest to create a Public/Private Partnership to raise \$1.3 million to match a Canadian Heritage cost-share grant to carry out the Hamilton-Scourge Ghost Ships Millennium Project.

The project will provide the City of Hamilton with critical information necessary for realizing a long-range, comprehensive plan for the management and conservation of the two internationally significant War of 1812 shipwrecks, the USS *Hamilton* and the USS *Scourge*. On August 8, 1813, the two schooners were sunk in a squall on Lake Ontario. The ships lie in 100 metres at the bottom of the lake,

off Port Dalhousie.

The Pier - Toronto's Waterfront Museum

An Ontario Heritage Foundation plaque marking the *Noronic* disaster was unveiled on the Toronto waterfront by The Pier. During the weekend of September 17-19 the museum hosted a variety of events connected with the disaster.

In the early morning hours of September 17, 1949 a fire aboard the Great Lakes passenger ship *Noronic*, docked at Toronto claimed the lives of 119 people. A fire in a locked linen closet erupted into a blazing inferno while most of the ship's 525 passengers slept in their cabins. Crew members, firefighters, police and passers-by bravely attempted to rescue trapped passengers. Some escaped to safety by the ship's only passenger gangway. Others climbed down ropes, jumped into the harbour or onto the dock.

Letters and Notes

Kenneth Mackenzie the first editor of *Argonauta* starts his quick note in the familiar and welcome style. "I read your plea for assistance with interest & sympathy! If there is anything a computer illiterate can do, just give me a call".

Ye editors will try to put Ken to work by asking him to become our western correspondent. Ken is well suited for the task since he continues his "Maritime Musings" column for *Canadian Sailings*. Ken can be found at 151 Castle Cross Road, Salt Spring Island, BC, V8K 2G2.

Ashes and sackcloth for the editor. It was Art Harris who offered comments to Bill Glover on his Canadian Heritage Calendar of Maritime Activities not Dan.

Bill Glover's Calendar of Maritime Anniversaries can be found at www.marmus.ca. Use the Research link to take you there.

Josh Spencer commenting on the review of *A Sailor's Scrapbook* in the Northern Mariner:

"Many thanks for your letter enclosing John McKay's review of our publication. I found it both informative and fair - what more could any publisher desire?"

"Sadly I must report that Captain Philip Nankin, a great personal friend and collaborator on the book, 'crossed the bar' unexpectedly on Sunday 25.7.99. This was a great loss to our tiny group of Cape Horners and square-rig sailors here in South Africa".

For current prices of the book he sends the following web address:

<http://www.nis.za/lawhill/brochure.htm>

Jacques Cartier's Haven

by Jim Pritchard

Members of the CNRS who attended the annual meeting of the society at Cornerbrook in August and joined the excursion to Red Bay and Anse aux Meadows may have wondered about the picture of Jacques Cartier in the dining room of The Haven Inn at St. Anthony where many spent the night. Did Jacques Cartier find a safe harbour there as is clearly inferred from both the imaginary portrait of the great explorer that graces the wall of the motel dining room and the motel's name?

Re-reading H.P. Biggar's annotated edition of *The Voyages of Jacques Cartier*, (Ottawa, 1924) reveals, however, that Cartier sailed passed St. Anthony harbour during his first voyage. After sighting Newfoundland at Cape Bonavista on 10 May 1534, pack ice forced him to take refuge in Saint Catherine harbour, now called Catalina harbour, about twenty kilometres south of the cape. Cartier remained there ten days awaiting better weather and fitting out his ships' long boats, Catalina harbour, not St. Anthony was Cartier's haven, or at least his first one.

CNRS members who spent the night on Quirpon Island about 25 kilometres north of St. Anthony were closer to Cartier's haven, Cartier's encounter with icebergs at the entrance to the Strait of Belle Isles on 27 May forced him to seek shelter in Quirpon Harbour where he and his ships remained anchored for thirteen days!

Cartier passed by Newfoundland during his second voyage, but in 1541 during his third voyage, his five ships which became separated during a terrible three-month crossing of the North Atlantic, met up again at the "Haven of Carpont" in Newfoundland. Those of us who did not know how to pronounce Quirpon may not know where "Carpoon" comes from.

Comment

The Canadian Calendar of Maritime Anniversaries - The First Additions

The last issue of *Argonauta* included a letter from Art Harris. He had three most welcome comments for the Calendar.

First, he wondered about the inclusion of 1 February 1968 as the date of unification of the Canadian Forces, thus marking the end of the Royal Canadian Navy. If I am to be the editorial custodian of the Calendar, I am inclined to say no. My reason is that I generally had only one date for a person, birth, death, or significant event. With respect to services, the RCNVR and the WRCNS only have dates of establishment. Certainly within current practice, today's navy remembers 4 May 1910, and I am unaware of any Canadian Forces unit that commemorates 1 February. Therefore I think the date of a "demise" might be omitted. Are there any other opinions on this?

Second, on the question of whether in 1942 the Cunard passenger liner that entered the Esquimalt graving dock was or was not the "RMS" *Queen Elizabeth*, I referred back to my source, Major F. V. Langstaff, the highly regarded local historian of the area. His entry spoke of "the Cunard steamer." I shall therefore delete the "RMS" appellation. I wonder if someone knowledgeable about the Cunard line or the distinction "RMS" could tell us when the *Queen Elizabeth* was so designated.

Finally, to his suggestion that the entry about the opening of the St Lawrence Seaway should make a distinction between heads of state and heads of government, I agree entirely. I have adopted his proposed change amended by electronic copy to read "The St. Lawrence Seaway was officially opened by HM Queen Elizabeth II and President Eisenhower, accompanied by Prime Minister Diefenbaker." To be consistent with my argument against including 1 February 1968 as the date of demise of the RCN, I suppose we should remove 20 April 1959, the day the Seaway opened for commercial traffic. As the Seaway is the third

entry for that date, the information can easily be included under the June 26 entry. (Although it is the second entry for that date, June is otherwise a "short" month.)

I am pleased to be able to offer some additions. First in order of suggestion, comes from Michael Barkham. An elect group indeed, in the minibus on the excursion trip from the CNRS conference at Corner Brook had several extra side trips. One of these was off the main road on the Labrador coast and down into the hamlet of West St. Modeste Bay. Michael told us that off the Bay, on 25 July, the Feast Day of St. James the Greater, (not the brother of Christ), in 1554 was fought what was probably the first sea battle in North American waters. French Basque whalers, enjoying numerical superiority over the Spanish Basque whalers, whose numbers had ben depleted to augment the royal armada of Philip of Spain when he went to England to marry Mary Tudor, (Bloody Mary), Queen of England, fought the Spanish for access to the rich whaling grounds.

Other suggestions come from Alan Ruffman. He had noted in his *Northern Mariner* article (Vol VI, No 3, July 1996, pp. 11 - 23) that "there are good reasons to try to understand the full range of natural catastrophes that beset a nation from time to time, for it is through these extreme events that we can seek guidance in building defenses against future occurrences. By knowing the highest storm surge, strongest winds, thickest ice or highest wave, we are better able to design societal barriers and emergency responses." Accordingly, at his suggestion I am including:

11 September 1775: The Great Hurricane of 11 -12 September struck the Saint Pierre Bank

along with the south and northeast coasts of Newfoundland. More than 2,000 lives were lost in what is probably Canada's most tragic marine disaster. (The hurricane is described in his *NM* article.)

4 October 1869: Record high storm surge during a tropical cyclone, known as the Saxby Gale, especially in the upper Bay of Fundy where the high water rose at least two metres above any previously expected high water mark. (For more information, see Alan Ruffman's article in *Argonauta* Vol XVI, Number Two, April 1999.)

My thanks to Art Harris, Michael Barkham and Alan Ruffman for this improvements. I look forward to other suggestions and comments. To be perfectly honest, I had some fun putting the calendar together, largely on the basis of books immediately available to me, (although clearly I should have looked in the back issues of *Northern Mariner* and *Argonauta*.) If we can expand it, ideally an entry for each day of the year, I think we would have achieved something. Some might have noticed that February and June begin with entries, but no date. Quite simply I have been unable to find them. (The February date is for the first chart published in Canada. For the grounding of the CPR steamer *Parthia* in Vancouver harbour in June 1890, my quest for the exact date extended to searching Vancouver newspapers in the British Columbia Legislative Library. The grounding is important because it led to the survey of Burrard Inlet by William J. Stewart. This was "not only the first salt-water survey conducted entirely by Canadians in British Columbia but also the first salt-water survey to be performed under the instructions of the Canadian government authorities.") Help determining precise dates would be appreciated.

If people think my rough guidelines of what to put in, as outlined either in my discussion of 1 February and the services unification, or from what they deduce in the entries, please comment. For those who are wondering what will become of it all, an electronic form will be posted from time to time on the web site of the Marine Museum of the Great Lakes. When CNRS gets its own web site, I hope it will be available there too. For those who like me do not have internet access, I believe the editors of *Argonauta* will republish it from time to time as memory fades or the volume of amendments warrant.

Bill Glover

The new co-editor also notes that the 1st of November, 1914 is missing from the compendium... it was on that date that Midshipmen Malcolm Cann, John V. W. Hatheway, William Archibald Palmer and Arthur Wiltshire Silver were lost in HMS Good Hope at the Battle of Coronel - the first casualties in the Royal Canadian Navy. Their pictures can be seen on the Web at:

www.ukans.edu/~kansite/ww_one/naval/j0500001.htm

Nautical Nostalgia

by William Glover

Over the course of the summer I do hope that you were all able to include some "nautical nostalgia" in your summer activities and travels. All heritage and history comes alive when you can stand where someone stood and did the famous act, or see where event took place. The annual conference at Corner Brook provided plenty of such opportunities.

The trip down heritage lane began immediately on arrival at Corner Brook. Maurice and Ruth Smith invited me to join them on a picnic expedition to York Harbour. No less a person than Master James Cook, commander of HMS *Grenville* used this a base of operations while he worked on his survey of the adjacent portions of the south and west coast of Newfoundland. It was that work that marked him as suitable for a commission and the responsibility of leading the scientific expedition to observe the transit of Venus from Tahiti. The rest, as we say, is history. York Harbour is a large bay, open at the north, and very close to the entrance to Bay of Islands. The islands at the entrance are named for ships that were employed on Cook's survey *Guernsey*, *Tweed*, and *Pearl*. Lark Harbour, next to York Harbour, was also named for one of the ships. (These are just a few examples of the generally remarked upon wide influence of Cook in Newfoundland coast names.) Governor's Island, a large low island in York Harbour would have provided additional shelter should there have been a strong blow from the north west. "Blows" in that region are to be expected, for to the east of York Harbour are the Blow Me Down Hills. While this work established Cook as a surveyor, it may be worth mentioning, especially for our Ontario members, that Cook was supported in getting his first formal instruction in surveying while he was the Master of HMS *Pembroke*, one of the ships that supported Wolfe's army. *Pembroke's* captain, who encouraged Cook, was Captain John Simcoe, father of John Graves Simcoe, Lieutenant Governor of Upper Canada, after whom a lake is named.

The conference included a field trip to visit Red Bay and L'Anse aux Meadows. Numbers were sufficient to warrant a large bus,

a minibus, and a passenger van to carry us all. Red Bay was the site of the 16th century Basque whaling station. Its discovery was the direct result of archival work by Dr. Selma Barkham. She had unearthed the probability of the station when she discovered court documents about the loss of the whaling ship *San Juan* and financial claims relating to it. As a prelude to our visit, she had given the opening address of the conference on Sunday evening. Strong wind prevented us from getting across to Shelter Island where the actual station was. However, there is a very new and very good visitor centre that overlooks the bay and the island. The *piece de résistance* was the "Chalupa". The *San Juan* wreck was discovered on the third dive, and then the underwater archaeology began. Under the wreck was the chalupa - the boat used by the whaling crews when actually hunting. It has been carefully reconstructed, and provides an excellent example of workmanship and boat design of the period.

On our return from Red Bay to our hotel for the night the minibus took an impromptu side trip to Point Amour. Members who were at our Kingston conference will remember the most entertaining paper given by Vern Howland on the loss of HMS *Raleigh*. It was at Point Amour, and the very barest of bones of the ship are still there to be seen. Point Amour lighthouse is quite splendid, and there are displays in the lower levels of the structure of the same high standard. One is a particularly impressive cut away model of the construction of the tower, showing the various layers of stone, covered in brick and clad in shingle. With a light 109 feet high, it is the second tallest lighthouse in Canada. The light was built by the government of the united Canadas between 1854 and 1858. It is worth

stressing that it was the *Canadian* government. Point Amour is in what is now Labrador, outside the Canadian demesne. However, the importance of safe navigation for trade in the Gulf of St. Lawrence was obviously considered to be worth this investment. How many governments would do that today? (I am fully aware that it was a decision of about the time of the wreck of the *Raleigh* that determined that Labrador was part of Newfoundland. However the several expansions of the province of Québec to its current size waited until after Confederation.) Unfortunately the demands of supper, and catching up with the big bus and the minivan cut short our time at this fascinating site. Certainly there is enough of interest to see on the Labrador coast that over drinks back at Corner Brook one member was considering a private return visit.

After a night at L'Anse au Claire, we took the ferry back to Newfoundland, and were off to the Viking site at L'Anse aux Meadows. However, the ferry crossing does deserve a mention. Going over to Labrador there was a bit of a blow, and neither St. Barbe nor Blanc Sablon harbours are either large or sheltered from wind. The master of the ferry MV *Northern Princess* was a superb ship handler. In both harbours he had to turn and then back down onto his berth, because the ferry loads vehicles through the stern. Despite the winds, he came alongside in both harbours seemingly without effort.

L'Anse aux Meadows at the northern tip of Newfoundland is a long way from anywhere, but it is surely worth the drive. The foundations of the original buildings are carefully preserved. A short distance away there is a modern reconstruction of the buildings. Obviously, the overall dimensions could be taken from the

original foundations. We were told that a similar village in Iceland had been preserved intact in volcanic ash. Therefore the construction details and interior arrangements were well documented. The bleakness of the landscape served to emphasize the difficulties, not to mention dangers, of navigation - making a landfall and finding the right place. That the Vikings did it and more than once is a testament to something, if not at least their endurance.

One last maritime heritage site awaited us before we had to return to Corner Brook. From L'Anse aux Meadows we went to St. Anthony, appropriately enough for what was styled a Viking feast. However we had time to stop first at the Grenfell museum. This is a new museum, and very well done. Exhibits include the life of Grenfell, the work of the mission on the coast, and the life of the fishermen who lived there. Those of us who spent the night at St. Anthony also had the time to visit his home. This too is well maintained today as a museum, with a large collection of Grenfell's personal things.

As the conference was preceded for me by an "extra" heritage moment, so it was followed by another - the ferry trip back to Cape Breton Island on board the MV *Caribou*. The name perpetuates the name of the ferry that was torpedoed with loss of life during the Second World War. The modern *Caribou* has a small but very interesting display area on the port side of the passenger deck. It includes an account of the wartime *Caribou* as well as an interesting photographic history of the various ships that have provided ferry service to Newfoundland.

.An Introduction to Doug Maginley

Doug Maginley likes to say he has done everything nautical except commercial fishing. He was born in Antigua in the West Indies in 1929. Towards the end of the war, he went to England to the well known Merchant Service training ship HMS *Conway* and joined his first ship as a cadet in 1947. After eight years with the Furness Withy line, (described in these reminiscences), he joined the Royal Canadian Navy in 1955, serving in HMCS *Wallaceburg*, *Fortune*, *St. Croix*, *Bonaventure* and commanding HMCS *Fundy* and *Chaleur*, besides shore and staff appointments. He retired as a Lieutenant Commander in 1976 and joined the Coast Guard., first in the Ship Safety branch and then on the staff of the Coast Guard College in Sydney where he was head of navigation for six years before reverting to teaching and writing about maritime affairs. An interest in yachting filled out another aspect of nautical experience, but what about fishing? After retiring from the Coast Guard in 1990, Doug worked part time for the Nova Scotia School of Fisheries at Pictou.

He is presently working on two books: one on the history of the Coast Guard and another on the ships of the civilian Canadian Government fleets. .

Preface

During the recent excellent conference at Corner Brook NF, the Editor suggested that I might write an account of my early seafaring experiences. I replied that I had always intended to do so for the benefit of my family but had not thought of it as history. On reflection, though, I did start on a nautical path over fifty years ago and as many changes have occurred in the last

half century as in, say, 1900-1950 or 1850-1900. When reading autobiographies, the incidental details that tell "what it was really like" are often the most interesting. (I suppose this is social history). Information about ships and trade from the point of view of the sailor reveal "how it was done". So perhaps these anecdotes have some value: I hope that some readers, any way, will find these reminiscences of interest.

Part 1 - An Island Perspective

I suppose it is not surprising that someone brought up on an island would develop an interest in the sea. (In my case it was two islands: Antigua and Montserrat in the West Indies). From as long as I can remember I was fascinated by ships and boats of all kinds. I drew them and made scrapbooks of pictures of ships. One of my earliest memories is of looking over, or perhaps through, the promenade deck rail of one of the "Lady Boats" at the foam of the bow-wave spreading over the bright blue Caribbean water. In the 1930s, these Canadian National Steamships' passenger and cargo liners were the main communication between the islands and to Boston, Halifax and Montreal. From New York came Furness Withy vessels and the Harrison Line provided less frequent communication with Britain. But the white painted *Lady Nelson*, *Lady Drake* and *Lady Hawkins* with their blue white and red funnels were the standard by which other ships were judged.

At most of the West Indian islands, large ships had to anchor. Passengers were taken ashore by motor launch and cargo was unloaded or loaded by lighter. In some islands, like Montserrat, these were rowed by two men

using large sweeps or given a tow by a small motor boat. In others, like Antigua, large sailing craft called droghers were used. They were about fifty feet long and very broad in the beam and were completely open except for a small deck forward and an even smaller platform aft for the helmsman. They had a simple rig of two baggy, patched sails and were sailed with consummate skill by a crew of two. They raced to get out to the ship, rounding up and coming alongside the ship or each other with sails flapping as they were lowered and much West Indian repartee between the skippers. These craft could and did sail between the islands occasionally.

One of the destinations of tourists who spent a limited time ashore in Antigua was Nelson's Dockyard at English Harbour. When I was about 9 years old I paddled a "dogger" raft all around the bays that make up this landlocked "hurricane hole". The raft was made of five of the tall spears of the century plant, held together with hardwood rods and lashing and propelled by a double ended paddle. At that time the harbour was completely empty and many of the buildings were in a state of advanced decay. After the war, Commander Nicholson, a retired Royal Navy officer, took up residence there and founded the English Harbour Preservation Society. He started a yacht charter business, others followed, and his efforts resulted in the restored 18th. century dockyard becoming the renowned yachting centre it is today.

In 1939 my family moved to Montserrat. Soon after the war started, all steamer traffic to the lesser islands ceased. A United States base was built in Antigua as part of Churchill's and Roosevelt's "destroyers for bases" deal, so there was a lot of activity there, but in Montserrat, except for one ship a year to collect the cotton

crop (and scrap iron that had been patriotically collected), the only means of communication was by local sailing craft.

To regress a bit, Montserrat is a volcanic island and was active in the mid 30s. One story that Felicity Hannington missed in her excellent book "The Lady Boats" is the effect of the sulfurous fumes from the soufrière on lead-based white paint. The CN ship would arrive white and leave a dirty yellow, no doubt to the fury of her Chief Officer. By 1940 earthquakes had become less frequent and the volcano was dormant until 1994 when a series of eruptions gradually covered the beautiful, mountainous island with pyroclastic flow and forced the evacuation of most of the inhabitants. Today, a few thousand stubborn people cling to the extreme northern tip, protected by a mountain range.

When economic conditions are favourable, shipping interests will respond. The war caused an upsurge in commercial sailing vessel activity between the islands. One inter-island schooner and several sloops were already owned in Montserrat. The schooner was the *Perseverance*, old and slow with her bilges reputedly filled with concrete to reduce leaks. The sloops were mostly of enlarged fishing boat type, with two sails set on a rather short mast and a long boom, dictated by the timber available in the mountains. However, the *Fesidore* on which my father and I would occasionally travel to and from Antigua was an older craft with a proper cutter rig: gaff main and topsail, bowsprit and two headsails. Towns in West Indian islands are always on the lee side of the island, giving shelter from the constant trade wind. Air movement on the lee side follows the anabatic/katabatic pattern we learn about in meteorology classes. A departing

sailing ship weighs anchor just before sunset and the land breeze sweeping down the valleys allows a beam reach until past the tip of the island. Occasionally the land breeze fails. I watched as the old *Perseverance* was wrecked because of this. A flat calm together with a heavy ground swell, caused by a distant hurricane, and an inshore current set her inexorably towards the beach. It was flat calm and the anchor did not hold. She struck beam on, heeled over, fortunately towards the shore, and when the great swells had driven her far enough up the beach, the crew and passengers swam and waded ashore; but the repeated blows of the rollers broke her up during the night.

Assuming, however, that conditions were normal, after passing Rendezvous Bluff at the north of Montserrat there would be hard beat to Antigua, lee rail under, for the trade wind often blows 25 knots between the islands at night. Approaching the lee of Antigua, the seas become calm and the rest of the trip is a pleasure. The trip back downwind, especially if it was on a larger schooner, was a much easier and shorter sail.

With favourable freight rates, a sloop, the *Morning Prince* and a schooner, the *Evening Princess*, were built under the shade of the palm trees in Montserrat, using green-heart keels from Guiana, white cedar crooks, cut from selected trees in the mountains, for the frames and pitch-pine planking, which had to be imported. A large launch, the *Romaris*, was built for inter-island service by the chief shipping agent for the island who managed to get an engine from the U.S.A. Vessels from other islands were frequent visitors and the Anguilla owned schooners were the smartest, including the well known *Warspike*, (lost during Hurricane Hugo in the 80s).

Miniature clipper races ensued as schooners raced the 500 miles to Barbados, where the cargo for the smaller islands was transhipped. These local schooners were about 70-80 ft. on deck and were purely sail: no engines in those days. Some former Nova Scotia bankers were larger: the *Mona Marie* and the *Marian Belle Wolfe*. The latter was still trading in the 50s when I photographed her off St. Kitts. The queen of the schooners was Captain Lou Kennedy's *Sea Fox*, an iron former yacht. I believe I may have also seen his three-master the *Wawaloam* which was later sunk by a German submarine. Several schooners, especially those leaving Trinidad where oil was refined, were lost to the U-boats. They would not waste a torpedo but would surface, order the crew into the boat and sink the schooner by gunfire. If gasoline in drums on deck formed part of the cargo, there would be a spectacular blaze. These cargoes for the small islands would scarcely have assisted the Allied war effort.

The French islands of Martinique and Guadeloupe were loyal to Vichy and the aircraft carrier *Bearn* and the cruiser *Emile Bertin* were laid up at Martinique and the cruiser *Jeanne d'Arc* at Guadeloupe, which was the next island to Montserrat. In 1943, with the tide beginning to turn for the Allies, the crew of the *Jeanne d'Arc* began to desert. They would steal a fishing boat and reach Montserrat. (They were eventually shipped to the U.S.A. to join Free French warships there). In order to defray the cost of feeding them, the local government auctioned off the boats. The Guadeloupe craft were much superior to their equivalents in the British islands, being of Mediterranean type with a good beam and fine hollow lines. At my school we had a sea-scout troop which acquired one of these open boats.

The sides were then raised and it was decked over and rigged fishing boat fashion. I learned to sail on this craft which had been *Les Trois Etoiles*, which we anglicized to the *Three Stars*.

When I was 15, I applied to join the well-known school ship HMS *Conway* and was accepted. Half a year later, some influence resulted in a flight to Trinidad on a Lockheed Ventura, a passenger version of a Hudson bomber. With a cousin, a few years older who was going to England to law school, I waited for the word of our passage. Presently we went to the docks and boarded the troopship *Carthage* which was embarking Trinidadian RAF ground personnel and some civilian passengers. We were in the depths of the ship in six-berth cabins. The ship first proceeded to Jamaica to pick up more ground crew. All departures were at night, and the civilian passengers did not know the next destination until we got there. The morning after leaving Jamaica, we found ourselves in a formation of three ships abeam, zig-zagging but unescorted. On our port side was a Norwegian whale-factory ship and to starboard a tanker. The *Carthage* was one of a class of P & O intermediate liners of about 14,000 tons built for the China trade. She had been an armed merchant cruiser before being converted to a troop ship and still had two 6" guns, (Model 1919), abreast the after hatch. and 3" guns fore and aft. More reassuringly, she fairly bristled with anti-aircraft guns in gun tubs along both sides of the boat deck and carried a staff of naval gunners. Of course none of this would have protected us from a submarine attack.

Our next port turned out to be Bermuda where we embarked civilian dockyard personnel and their families who had been there for the whole of the war to date. (This was January,

1945). We again sailed at night and next morning found ourselves in a large fast convoy. The convoy included Victory ships, T2 tankers, banana boats and several well known liners. It was American run and escorted: the Commodore was in an ex-Italian liner, renamed *Hermitage* by the U.S.

We were the fourth ship in the third column from the port side and the convoy was so large, the starboard side of it was out of sight, while the escorts were only occasionally glimpsed on the horizon. One of the passengers was a salvage-tug mate who had just delivered a large tug to Trinidad. He was all twisted from having been crushed between two vessels sometime in the past but it not appear to handicap him. He was able to point out to identify the various ships for me. One day the convoy was overtaken by the *Aquitania*, the only four funnelled liner left in the world, which was sailing alone at high speed, as did all the largest and fastest liners.

As we approached the U.K., a DE [destroyer escort - *editors*] came alongside and passed us orders by heaving line. The next day the convoy split and we became the Commodore of a group heading for the Clyde. We anchored off Gourock. The enormous grey bulk of the *Queen Elizabeth* was not far off and a ship that my tug boat friend said had the longest name afloat, the Dutch liner *Johannes van der Oldenbarnefeld*. There were several escort carriers and a Free French destroyer. The civilian passengers disembarked by tender and we took a blacked-out train to London, arriving on the day the last V2 rocket fell. My cousin and I were taken in hand by some relatives who had arranged accommodation and showed us how to get ration cards and get about London. As green colonials, we needed their help but

soon adapted. I was due to join the *Conway* in a few weeks but came down with mumps, which was not prevalent in the West Indies. (Measles and chicken pox were to follow). Slightly belatedly, I joined the famous old wooden wall, moored off Bangor, North Wales, for the spring term.

(To be continued)

The Remains of HMCS *Chedabucto*

by William Schleihauf

Being at sea during wartime is hazardous, even when well clear of the enemy. Thirty-three of His Majesty's Canadian ships were lost during the Second World War, but only nineteen through direct enemy action.¹ One, in our typically Canadian way, has been almost completely forgotten, even though her bones lay close to the Québec shore. Collision sank *Chedabucto*, not the Kriegsmarine.

She was one of the first batch of Bangor Class minesweepers ordered by the Royal Canadian Navy in 1940. Overall, 48 would be commissioned directly into the RCN and a further 6 British vessels Canadian-manned.² They were not large ships: 672 tons displacement, 180 feet long, capable of 16 knots when going full out.³ Nevertheless, the Canadian vessels saw much employment on the North Atlantic, being needed for convoy escort rather than minesweeping.

HMCS *Chedabucto* herself kept to North American waters.⁴ She was quickly built by Burrard Dry Dock Company of Vancouver BC, laid down 24 January 1941 and launched on the 14th of April. Commissioned on 27 September 1941, under the command of Lieutenant J. H. B. Davies, RCNR (who would stay in this ship until her loss), she spent her time in various

local escort groups, working out of Halifax, Sydney and into the Gulf of St. Lawrence. She did have the opportunity, twice, to attack surfaced U-boats, but unsuccessfully. She did sink one ship: the British ammunition ship *Trongate*, which had caught fire in Halifax harbour and had to be put down before her cargo exploded.

Trafalgar Day, usually an auspicious anniversary for the Commonwealth navies, would not be so for *Chedabucto*'s crew.⁵ On the 20th of October 1943, she had met the cable ship *Lord Kelvin* and escorted her to Pointe-aux-Père (Father Point), a little to the east of the Québec town of Rimouski.⁶ She left her ward in the early hours of the 21st, and steamed a few miles upriver to Île du Bic, with intentions to return to Pointe-aux-Père later that morning to meet the tug *Citadelle*. By 0530, she was well on her way back to Pointe-aux-Père. Her SW2C radar was working, and it being wartime, she was blacked-out.

Inshore of *Chedabucto*, about two miles away, were three merchant ships burning lights, and two more white lights were visible off the port bow, believed to be a vessel lying at anchor some three or four miles away. All seemed well. However, at around 0545 the Officer of the Watch sighted a green light to port and the radar operator reported a contact 2,200 yards away in that direction. Within 10 minutes, their erstwhile charge, *Lord Kelvin*, had ploughed into the port side of the minesweeper. The one casualty, Sub-Lieutenant (E) Donald W. Tuke RCNVR, was below in his cabin. His body was never recovered.

Listing to port, with most of her crew transferred to *Lord Kelvin*, *Chedabucto* was

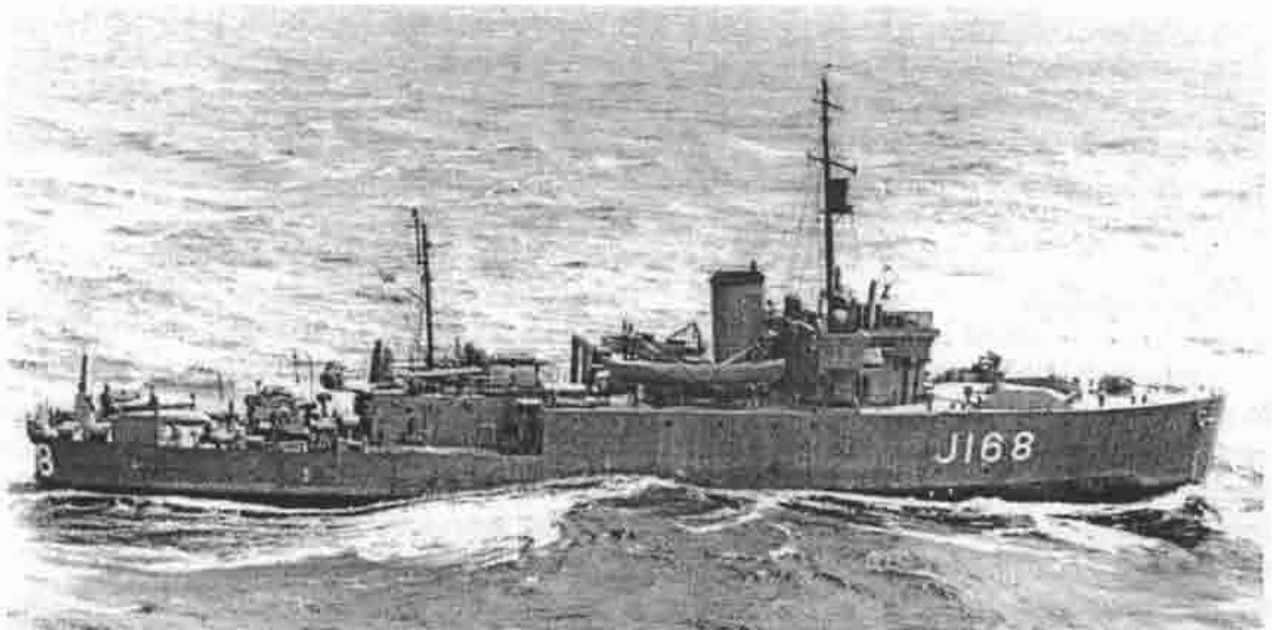


Photo 1: *Chedabucto* in happier days. She was equipped with minesweeping gear, and armed with depth charges and a 4-inch gun forward (a shell casing found by the author was for a 4" Mk IV). (National Archives of Canada/ Neg. no. C144353).

taken in tow by the US Coast Guard tender *Buttonwood*, heading back upstream towards Île du Bic. It was to no avail. By 0930 the list had increased to the point where it was obvious that she would capsize, so course was altered to bring her into shore. She grounded in the mud about 1 ½ miles out from the St. Simon village quay. By the 26th of October, it was reported that it was not practicable for her to be salvaged, as she was fully submerged at high water, and slowly settling into the soft bottom, heeling farther over on her port side.⁷

It was the practice in *Chedabucto* for officers without Watchkeeping Certificates to stand watches on their own - and perhaps this is the root cause of the collision. Although the Navigator had put in a brief appearance shortly before the collision, it was Sub-Lieutenant J. R. Morrison RCNVR who was in charge. It was of course the Captain who was reprimanded for not having an experienced officer on the bridge.

There were some attempts at recovering equipment. Efforts by the *Lord Strathcona* in November 1943 brought up 15 bags of confidential books and documents, while two minesweeping floats and a pair of Carley Floats were plucked from a nearby beach.⁸ Further work in 1944 salvaged the starboard anchor, two gun telescopes, two incomplete 0.5" machine guns, a depth charge, and the asdic dome and transducer.⁹

Postwar, awareness of *Chedabucto* was disappearing almost as quickly as the wreck was sinking into the mud. One M. Lapierre requested that possession of the wreck be given to him in May 1952, and caused a small flurry of consternation when it was realised that *Chedabucto* had never been declared surplus to Crown Assets Corporation, and worse still, that although the rotors for her cipher equipment had been superseded in 1945, they were still a security concern.¹⁰ Eleven years later, a team



Photo 2: RCAF photograph taken on 21 October 1943, showing *Chedabucto* aground just off the south shore of the St. Lawrence. Other photographs in this series clearly show her painted up in light toned Western Approaches camouflage. The ship in the foreground is her sister HMCS *Swift Current*. When this photo is enlarged, it is apparent that the latter carried a smaller gun, probably a 12-pounder. (National Archives of Canada/ Neg. no. C144360).

of scuba divers out of Rimouski reported the recovery of the starboard propeller and the port anchor to the Receiver of Wrecks.¹¹ In 1964, thoughts of those CCM rotors and more importantly, reports of explosives being landed from the wreck led the Navy to send in a team of divers to remove some of the ammunition.¹²

And at some point, there was to be some real excitement. As yet unsubstantiated tales tell of a huge explosion set off by amateur salvors. They were attempting to retrieve some of the non-ferrous metal in the machinery spaces, and were in the habit of using the simple

but effective method of blowing a hole in the side of the hull to gain access. Even though *Chedabucto* was a minesweeper, she did carry a sizeable load of depth charges. The not very surprising result was a blast that reportedly was heard on both sides of the St. Lawrence, and that shattered windows on the nearby shore.¹³ The earlier naval efforts, combined with the political turmoil in the province in the 1960s and 1970s, have left the people involved reticent to this day, and thus it has been difficult to do more than uncover the beginnings of this part of the story.

In the summer of 1997, circumstances were such that the author was able to get together with two friends, and have a go at trying to dive the wreck of *Chedabucto*. Previously marked, the buoy had been removed by the Department of Transport some years previous. Having a good idea of the position, it was a simple matter to mark a small search area and begin. Simple methods were called for - a diver was towed behind the boat at slow speed, with instructions to abandon the home-made sled if anything of interest was found. The author was informed that he had been volunteered as the first "dope on a rope", and he quickly found himself in the water discovering a new and very effective means of flooding a drysuit. Nevertheless, the first bit of wreckage was encountered after only five minutes of searching: a few pieces of wire and a curved piece of shell plating protruding from a small scour. Despite the generally good conditions (20 feet of water, visibility about 8 feet, temperature 44°F) nothing else was found, and no large portions of *Chedabucto* were discovered on further sweeps of the area. Whatever is left after the explosion and more than fifty years of winter ice is well buried in the silt. Only a small bit of the hull and two cylindrical fragments of the machinery protrude above the mud.¹⁴ Perhaps at different times of the year, the current exposes other bits of the wreck. The position our GPS gave (48° 13.697' N 69° 05.279' W, ± 25 metres) corresponds nicely to the one determined "by sextant" in September 1944: 48° 13' 32" N 69° 05' 10" W.¹⁵

No, HMCS *Chedabucto* didn't have an outstanding war record, but she and the men who served in her did their bit. It's a pity that the few pieces of rusty metal that constitute their memorial are buried in anonymity under the mud of the St. Lawrence.

Footnotes

1. Fraser McKee and Robert Darlington, *The Canadian Naval Chronicle*, Vanwell Publishing 1996, pp. 248-249.
2. Ken Macpherson and John Burgess, *The Ships of Canada's Naval Forces 1910-1981*, Collins Publishers 1981, p. 112.
3. *ibid*, p. 217.
4. this paragraph is based on *The Ships of Canada's Naval Forces* pp. 191, 217, 234 and *The Canadian Naval Chronicle*, pp. 106-107.
5. according to a transcript of an undated B. U. P. press release in the file on HMCS *Chedabucto* in the Marcom Museum in Halifax, most of the lower deck were from the Pacific Coast, with some officers from the Prairies.
6. this brief summary of *Chedabucto's* loss is based on *The Canadian Naval Chronicle*, pp. 107-109.
7. signal from NOIC Gaspé to CINC CNA 26 October 1943 (NAC: RG 24, volume 11,624, *Chedabucto* file).
8. signals from NOIC Rimouski to NOIC Gaspé and CINC CNA (30 November 1943 and 6 November 1943 respectively) (NAC: RG 24, volume 6890, file 8870-443/8).
9. signals from NCSO Rimouski to Captain Superintendent Halifax Dockyard 10 July 1944 and from Captain Superintendent Halifax to NSHQ 08 July 1944 (NAC: RG 24, volume 11,624, file 19-4-2 *Chedabucto*).
10. handwritten notes, probably by E. C. Russell (Directorate of History at Heritage, hereafter DHH: "*Chedabucto* 8000 File").
11. DHH: "*Chedabucto* 8000 File".
12. file card and clipping from the *Globe and Mail* 23 September 1964 (DHH: "*Chedabucto* 8000 File").
13. e-mail to the author from a correspondent in the Rimouski area.
14. this description of the wreck today is of course based on the author's own recollections and notes in his dive log (12 July 1997).

15. handwritten notes, probably by E. C. Russell (DHH: "Chedabucto 8000 File").

Conferences and Calls for Papers

The Canadian Nautical Research Society

Maritime Moments of the Millennium
Annual Conference and General Meeting
8-10 June 2000
(see notice page 4)

Sea Power at the Millenium Conference

Sea Power at the Millennium:
Trade, Navies, Resources, Environment and
Society
Portsmouth, United Kingdom
12 - 14 January, 2000

Evolutionary technological innovations over the past half century, many of them evolved from defence systems, have transformed our relationship with the sea and the oceans. The range of activities - scientific, commercial and military - that are now conducted on, below and above the waters has greatly increased, as has our scientific knowledge. Many of today's diverse peaceful activities are addressed in the conference programme, together with an examination of Defence issues.

For more information about this important international conference:
<http://www.royal-navy.mod.uk/mssi/>

North American Society for Oceanic History

2000 Annual Meeting Meeting,
Pt. Clear, Alabama, USA
5-9 April 2000

The North American Society for Oceanic History will hold its annual meeting at the

Grand Hotel, Point Clear, Alabama, 5-9 April 2000. The Grand Hotel is a Marriott resort on the eastern shore of Mobile Bay, midway between Mobile, Alabama, and Pensacola, Florida, both of which have airports. The program will include fieldtrips to the Naval Air Museum in Pensacola and to sites in Mobile.

Concurrent sessions will be held, one half of which will relate in broad terms to the conference theme: the maritime history and nautical archeology of the Gulf of Mexico and Caribbean Sea. Individuals interested in presenting papers dealing with any aspect of North American maritime are encouraged to submit proposals because we plan to offer attendees a choice between a sessions by scheduling sessions on the Gulf of Mexico and Caribbean opposite ones on other topics.

Proposals for individual papers and for partial or complete panels should be sent to the program chair at the address below. Session proposals should contain either two or three papers. Every effort will be made to form sessions from proposals submitted individually. Each proposal should include a single-page for each paper and a brief curriculum vitae for each participant. The cover letter or title sheet for full sessions should include telephone and fax numbers, plus e-mail addresses, if available, for each participant. Papers should be of a length that permits oral presentation in not longer than twenty minutes, though one or two presentations of a longer length may be able to be accommodated. Papers that will be accompanied by audiovisual materials, should indicate what type of equipment will be needed. The deadline for submission of proposals is 1 January 1999.

Submit proposals to:
James C. Bradford
Department of History,
Texas A&M University, College Station,
TX 77843-4236,
Tel: 409/845-7165
Fax: 409/862-4314,
e-mail: jcb Bradford@tamu.edu

The Periodical Literature

by Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. For instance, the British journal *Social History* 24, No. 1 (January 1999), 17-38 featured "Young men and the sea: the sociology of seafaring in eighteenth-century Salem, Massachusetts" by Daniel Vickers and Vince Walsh. Olaf Janzen is the author of "A Scottish Sack Ship in the Newfoundland Trade, 1726-27," *Scottish Economic and Social History* 18, Part 1 (1998): 1-18. "Patriotic Commerce and National Revival: The Free British Fishery Society and British Politics c. 1749-58" by Bob Harris appeared in the *English Historical Review* 94, No. 456 (April 1999), 285-313. The article explores the patriotic meaning of a society that was originally established to challenge Dutch supremacy in the deep-water herring fishery early in the eighteenth century. The May 1999 issue of *National Geographic* (195, No. 5) carried two articles of interest to readers of this publication. In "The Rise and Fall of the Caspian Sea," pp. 2-35, Robert Cullen takes a detailed look at the state of that inland sea and of the countries located on its shores; the article is supported by an insert map which depicts the sea both cartographically and historically. In "Pirates of the *Whydah*," pp. 64-77, Donovan Webster brings us up to date on the wreck of the first pirate ship found in North

America. The ship foundered off the coast of Massachusetts in 1717 with an immense treasure on board. As a result, ever since the discovery was announced in 1985, it has been the centre of a controversy between treasure-hunters and archaeologists. The article touches upon this issue but does not really explore it; instead it focuses on the artifacts and tantalizing fraction of the treasure found thus far. As many as 11,000 Americans died as prisoners in British hulks during the American Revolutionary War – more than died in battle. In "Commemorating the Prison Ship Dead: Revolutionary Memory and the Politics of Sepulture in the Early Republic, 1776-1808," *William & Mary Quarterly* 3rd ser., 56, No. 3 (July 1999), 565-590, Robert E. Gray Jr. examines the way in which the deaths of those prisoners gave Americans a focus for post-Revolutionary veneration and celebration that was plebeian, not patrician, with the result that "class, politics and death rituals intertwined to chart the course of public memory in the early Republic." The July 1999 issue of *The Beaver* (vol. 79, No. 3) carried two articles that focus attention to the nautical history of Canada's continental interior. In "Steamboat Follies" (pp. 39-44), R.B. Fleming writes about the steamboat era on Lake Simcoe, familiar to many of us through humorist Stephen Leacock's story about "The Sinking of the *Mariposa Belle*." The other article, "In the Spirit of the Voyageurs" by Ian and Sally Watson (pp. 8-16), retraces the historic waterways of the eighteenth- and nineteenth-century fur brigades from Lake Superior to northern Saskatchewan in an authentic recreation of a five-metre birchbark canoe. A sidebar essay (pp. 14-15) by Drs. Norm Lavoie and Ron Lappage takes a scholarly look at "The Physiological Prowess of the Voyageur." Sean Cadigan takes another look at

Newfoundland fisher society in the early nineteenth century in "The Moral Economy of the Commons: Ecology and Equity in the Newfoundland Cod Fishery, 1815-1855," *Labour/Le Travail* 43 (Spring 1999), 9-42. This time, he examines efforts by fisherfolk to regulate access to common-property marine resources, including protest of and resistance to new fishing technologies that seemed to threaten local cod stocks. Particular attention is given to William Kelson, a mercantile agent who supported the desire in the late 1840s to preserve a customary and equitable right of access to fish stocks. Colonial officials made up the overwhelming majority of seaborne passengers travelling to and from colonial Nigeria between 1914 and 1945, and was therefore an enterprise of considerable imperial, colonial and economic importance, according to Ayodeji Olukaju; he highlights this traffic and the roles and interlocking relationships of the colonial and imperial governments, foreign shipping lines, and the firm of Elder Dempster in "Helping our own shipping': Official passages to Nigeria, 1914-45," *Journal of Transport History*, 3rd ser., 20, No. 1 (March 1999), 30-45. An article by Jeff Harris in *Aramco World* 50, No. 3 (May/June 1999), pp. 2-11 looks at "The Dhow of racing." The article does more, however, than simply profile the growing popularity in the United Arab Emirates of racing these traditional sailing craft of the Arab world; the sail handling and performance of the lateen-rigged dhow is discussed, and a sidebar reprints several paragraphs of David Howarth's book *Dhows* (London, 1977) which explain the particular advantages of the Arab lateen sail.

Turning to naval history, G.E. Aylmer's essay, "Slavery under Charles II: The Mediterranean and Tangier," in the *English*

Historical Review 94, No. 456 (April 1999), 378-388 examines a little-known episode when the Royal Navy acquired slaves in North Africa to man a war galley that it had built at Livorno in the 1670s. When the galley proved not a success, the slaves were turned to the construction of a mole at Tangier, then under British control. The Royal Navy is included in Stephen Conway's study of "British Mobilization in the War of American Independence," *Historical Research* 72, No. 177 (February 1999), pp. 58-76; the article argues that the mass arming in Britain during the French Revolutionary and Napoleonic Wars was not a wholly new phenomenon, but the culmination of a long-running process of greater mobilization of manpower that was significantly advanced during the American war. "Bonaparte at Toulon: The Right Man in the Right Place" by David Chandler in *History Today* 49: 6 (June 1999): 35-41 develops the argument that the battle in which French forces led by Napoleon took back the port of Toulon from the British in December 1793 was the success that opened the door to Napoleon's brilliant military career. *The Bermudian* 69, 3 (March 1999), 32-36, 44 carried an article by Edwin Mortimer entitled "Gibraltar of the West: A history of Bermuda's Royal Naval Dockyard." The February 1999 issue of *Historical Research* also featured "The Origins and Foundation of the Royal Naval College, Greenwich" by H.W. Dickinson, which examines the conditions that led to the overhaul of higher education in the Royal Navy from 1869 to 1873 and the factors leading to the establishment of a college at Greenwich. Peter Overlack demonstrates that during the decades leading up to 1914, Germany fully expected and planned to engage in cruiser warfare against British maritime shipping in Asian waters; see "Asia in German

Naval Planning Before the First World War: The Strategic Imperative," *War & Society* 17, No. 1 (May 1999), 1-23. Royal Navy expectations of German naval strategy before the outbreak of World War II is the focus of an article by J.A. Maiolo, entitled "The knockout blow against the import system: Admiralty expectations of Nazi Germany's naval strategy, 1934-9;" the article appeared in the journal *Historical Research* 72, No. 178 (June 1999), pp. 202-228. In that same issue of *War & Society*, an article by Bob Moore entitled "The Last Phase of the Gentleman's War: British Handling of German Prisoners of War on Board HMT *Pasteur*, March 1942" (pp.41-55) suggests that ill-treatment of German POWs by British forces would later have unwelcome consequences for British POWs held by the Germans. The October 1999 issue of *National Geographic* (vol. 196, No. 4) carried "The Last Dive of I-52" by Priit J. Vesilind, an article about the Japanese submarine sunk by American bombers in mid-Atlantic (yes, the Atlantic) 1944. Carrying a cargo of scarce resources (including tin, rubber, quinine, opium, gold, and other materiel, the sub was attempting to rendezvous with a German U-boat when sunk in waters more than 17,000 feet deep. The article describes how the sub was located using modern extreme-depth technology and the unsuccessful attempts to salvage the gold it carried.

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- Robert Campbell, "The Killing of Shabet: A Narrative of Extraterritorial Rights, Zanzibar, 1846-1851," 195-222
- William R. Wells II, "US Revenue Cutters Captured in the War of 1812," 225-241
- Mark H. Danley, "Colombian Navy in the Korean War, 1950-1953," 243-261

- Edward C. Batts, "The Brig *Mexican* of Salem, Captured by Pirates, and her Escape," 263-273
- J.L. Dunlavey, "Shipping Out: Crossing the North Pacific in the Winter," 275-278

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- T. Iain Gunn-Graham, "The Marine Engravings of Peter Bruegel the Elder," 329-341
- Joseph-James Ahern, "Prize Rules: Civil War Prize Procedure in the Philadelphia Prize Court, 1861-1865," 343-352
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