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## From the Editor

First off, I would like to apologize for *The Northern Mariner's* first issue of 2022 coming out in November. In a four-issue a year publication, that is far too late. Getting the journal back on schedule is my primary goal. I hope to publish vol. 32, no. 2 in the coming weeks, no. 3 by the end of December, and no. 4 early in the New Year. I thank you for your continued patience.

In the meantime, I hope you enjoy the journal's new look. Due to delays and costs (exacerbated by supply chain issues in the pandemic that will persist for some time to come), we have made the decision to switch printing firms. We have been fortunate to find a firm that specializes in the production of academic journals, can supply the full range of services we need, and at a lower cost. The firm has standardized on a 6x9 format, long preferred by many journals, and we have moved to that format in the interest of efficiencies and cost. During this period of transition, members of the editorial team recommended that we take advantage of the changes to liven up the cover with an illustration that reflects the content of the issue, which in fact is the format in which the journal originally appeared prior to 2000.

We have a very interesting run of articles in this issue. In "If Maritime Historians Are in Danger of 'being left with their journals and not much else' What Can Those Journals Tell Us about Ourselves? A Ten-Year Study," Dr. Mike Bender questions the current direction of maritime history, echoing the concerns previously expressed by one of *TNM's* founding editors, Dr. Lewis "Skip" Fischer. His statistical analysis of the articles published in four leading British maritime history journals found the vast majority focused on navies and mercantile topics. "Maritime history is like a café with a long list of choices on the board outside, but when you get in, the server patiently explains that everything is 'off,' except naval and mercantile," Dr. Bender concludes, leaving many of the other relationships between humankind and the sea largely unexplored. He worries that the lack of diversity in maritime history – both in terms of topics and authors – will cause the field to fade away before it taps into its vast potential. His article throws down the gauntlet, challenging maritime historians to engage with the broad array of understudied topics

identified by his analysis: from arts and culture, to human migration, to gender and sexuality.

The second article, Dr. Carolyn Kennedy's "Traveller Impressions of Lake Champlain Steamboats, 1827-1842," addresses one of the issues highlighted by Dr. Bender – the divide between maritime history and marine archaeology. Dr. Kennedy was one of the principal investigators for the Shelburne Shipyard Steamboat Graveyard Project, which involved the study of four steamboat hulls that currently lie in Shelburne Shipyard, Lake Champlain, Vermont. Her article explores how travellers' accounts can help fill the gaps in our understanding of the appearance and working lives of these steamboats by "providing first-person impressions of their operations, speed, interior decorations, and life on board that are otherwise unattainable through archaeological investigations." Dr. Kennedy's article argues that these primary accounts are "useful resources for archaeological and historical reconstruction purposes and provide an anthropological look into steamboat culture during the first half of the nineteenth century."

This issue's final article, David Murray's "The 46th Reconnaissance Squadron: Arctic Exploration and Questions of Sovereignty in the Early Cold War," also explores a relatively rare and unique topic: aerial maritime exploration in the Arctic. Murray dives into the experiences of the 46th Squadron, which US Strategic Air Command deployed to Alaska in 1946 to improve navigation and cold weather flying capabilities, while searching for undiscovered land in the north polar region and establishing an air route over the Canadian Arctic Archipelago between Ladd Field, Alaska and the US base at Meeks Field, Iceland. Murray narrates the exploratory activities carried out by the 46th Squadron, examines the technical aspects of these operations, and explains how the Americans managed the relationship with their Canadian partners, particularly given Ottawa's deep concerns about sovereignty in the Arctic. Murray's assessment captures the complex nature of these activities as the US sought to "manage its engagements in a way that cultivated Canadian cooperation while ensuring maximum operational flexibility where interests diverged, as the US pursued its larger strategic agenda against the Soviet Union."

As I work through my second round of issues as editor, I would like to thank editorial board members Roger Sarty and Rich Gimblett, book review editor Faye Kert, and CNRS president Michael Moir, for their assistance and support. I would also like to extend a special thanks to production editor Walter Lewis who continues to make the entire operation possible. I hope you enjoy the issue.

All the best,  
Peter Kikkert  
Editor, *The Northern Mariner*