

ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

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ARGONAUTA

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Editorial

Confusing historians is certainly not the intention of this publication but there are times when the demands of the moment have the potential to confound. Alert readers will have noticed that the reports, delivered at the 2009 Annual Conference in August appear in the July issue of *Argonauta*. The most charitable of you will regard this as a challenge for future graduate students tasked with examining all of you; council, contributors, members and the life and times of the CNRS. Why this arrangement. We have two full articles in process that will appear in the October issue hence the configuration of this issue.

Thanks in large part to the recruiting skills of Roger Sarty we have brought on board the good ship *Argo* three remarkable individuals who will, as members of the team will make regular contributions to *Argonauta* and undertake some advanced editing of articles. Their names are **Tavis Harris, ABD Doctoral student, Michael Clark, BA (hons), MA (Greenwich) and Ambjorn L. Adomeit**. You will find more information about them on Contributors to the Issue page.

Finally after listening to the arguments I have had to exercise editorial judgement about a report submitted by Barry Gough and other CNRS members of the 2009 conference organizing committee. There are some who regard this report as too frank in its approach and that it might ruffle feathers. I have gone with the report as submitted by the West Coast team. From my point of view this report is constructive but more important, it reflects the considered views of CNRS members.

Maurice D. Smith

President's Corner

Victoria is a beautiful city; sunshine and gardens, architecture and parks, a waterfront that encourages lingering, a lively population enjoying first nations' sculptures and horse drawn carriages, sea planes and dragon boat races, fish 'n' chips (with fresh salmon) and quesadillas, the well dressed ceremonial atmosphere of the legislative building and immobile painted actors on the quays. And Victoria was the home of our 2009 conference on "Pacific Navigation" which well reflected the city's variety of welcoming attitudes. At the opening, held at the Marine Museum of British Columbia, deputy mayor Chris Coleman turned a potential political speech into a heartfelt recognition that we, the Canadian Nautical Research Society, are reaching out to people who need to recognize the importance of our history and heritage.

This was the CNRS's second conference in Victoria; in 1990 we addressed the subject of "Canadian and International Maritime History". Going further back we organized our first conference in 1984 (it was on the shores of Lake Ontario with "Canada's Atlantic Communities" as its theme), so we should perhaps celebrate this return to Victoria as our Silver Anniversary. But "silver" or not, this event stands out as a remarkable event combining excellent presentations and a plethora of social events. Our gratitude must be extended to our organizing committee – Jan Drent, Barry Gough, Michael Hadley, Wilf Lund and Robin Inglis – who garnered the assistance of BC Ferries, Fisheries and Oceans, the Naval Officers Training Centre, the Maritime Museum of British Columbia, the Union Club of British Columbia, the Canadian Society of Marine Artists, the Canadian Naval Reserve, the Canadian Coast Guard and the Maritime Centre in Port Alberni, as well as panels of presenters from across Canada and around the world. The succinct nature of this list, which surely must be supplemented with numerous other volunteers whose silent presence was less obvious but essential, does bare credit to the overall success of our 2009 conference; more details are included in Barry Gough's words later in this *Argonauta*, as are the various reports from our Annual General Meeting which followed the conference.



Victoria is a young city. The presentations at our conference gave us glimpses of the youth of our knowledge of our north west coast; our first nations were surely present in late paleolithic times, yet external incursions by traders and explorers, navies and hydrographers, merchants and immigrants started late in the timescale of maritime history. The youthfulness of the city was echoed by our membership at our Annual General Meeting and by our executive committee's discussions in a desire to encourage younger people to join our ranks, to search our schools, colleges and universities for the burgeoning enthusiasm and intellectual inquisitiveness that must ensure the future of our Society.

Two centuries ago Victoria did not exist; a quarter of a century ago we organized our first conference. Let us all be inspired by such youth and look around us for younger participation. Our continuing success must involve today's younger generation.

With my personal gratitude to organizers and participants,

Paul Adamthwaite
Picton, August 2009

Contributor Views

Literature Review

by Tavis Harris.

Recent months have seen some interesting contributions to Maritime History. The *Journal of Military History* provided three interesting articles over the past few issues addressing naval warfare from the ancient to modern eras. "Combined Operations, the Commandos, and Norway, 1941 – 1944" by Christopher Mann, senior lecturer in War Studies at Royal Military Academy Sandhurst and a fellow at the Scandinavian Research Department at University College London addresses a series of three British combined operations raids against Norway during the Second World War with the goal of both discussing shifts to British raiding policy and placing those raids within a larger strategic context.

F.S. Naiden, a professor of history at the University of North Carolina (Chapel Hill) provides a re-examination of Athenian naval supremacy during the Peloponnesian Wars in "Spartan Naval Performance in the Decelean War, 413 -403 BCE." (No. 73 July 2009) Naiden's core argument centers on an increase in the quality of Sparta's naval officer cadre and the resulting benefits. Dr Sam Willis' examination of the Battle of Lagos (entitled "The Battle of Lagos, 1959") can also be found in the July 2009 issue of *JMH*. Willis, an honorary fellow at the University of Exeter's Centre for Maritime Historical Studies examined how English confusion and a French unwillingness to commit

rendered the battle itself inconclusive, but an "important precursor" to the Battle of Quiberon Bay later in 1759.

Maritime construction archaeology are the topics of Peter Marsden's *Your Noblest Shippe: Anatomy of a Tudor Warship* a comprehensive and thoroughly illustrative examination of the construction, operation and recovery of Henry VIII's sunken warship. The work is the fourth in a series focused on the archaeology of the *Mary Rose*.

August 2009's *The Mariner's Mirror* also contains an expected wealth of interesting sources. William Wayne Ferris Chair of Traditional Japanese History and Culture and the University of Hawaii at Manoa and author of half a dozen books and numerous articles on Japanese history examines the development of Japanese nautical technology from the eighth to seventeenth centuries in his article "Shipbuilding and Nautical Technology in Japanese Maritime History: Origins to 1600." In his work Ferris analyses the technology itself but also how nautical exploration shaped Japanese culture over nearly a millennium.

The same issue also carries two other articles of note. Gareth Cole, who recently received his doctorate from the University of Exeter addresses gunnery's role in "Royal Navy Gunners in the French Revolutionary and Napoleonic Wars." Cole contends that while the importance of the gunners has been generally recognized in the literature, the exact nature of their duties and where they fit into the Royal Navy in social terms has been generally neglected. Richard Robinson, a

retired accountant with an MA in history from the University of Huddersfield provides an interesting look at the career of Vice-Admiral Cuthbert Collingwood in "An Admiral and his Money: Vice-Admiral Cuthbert Collingwood." Although two recent biographies of the admiral cover much of his life, Hilton's examination focuses solely on Collingwood's estate and financial affairs – which are problematic due to discrepancies between published sources on the matter.

House of Lords seeks to control ransom payments to maritime terrorists.

By Michael Clark

It is claimed that piracy in the Gulf of Aden began in response to illegal fishing and toxic dumping by western vessels off the Somali coast. In 2008, Somalia and the Gulf was the worst area for piracy with 42 out of 49 hijackings, an increase of 200 percent, affecting merchant ships of many nations and different flags. The United Nations recently initiated a plan to improve the security of vessels off the Somali coast but the multinational NATO and EU Combined Maritime Force operating in the region has warned of increased attacks when the southwest monsoon season ends in August. Although the maritime environment poses operational constraints not faced on land, why are terrorist groups attracted by the symbolic significance of shipping targets?

Throughout modern history ships have been attacked by privateers. These semi-official entrepreneurs carried government-signed letters of marque and were a significant force in

commerce raiding. Privateers without state sponsorship were considered to be pirates and classed as 'enemies of all mankind' and all states were required to co-operate to repress them. G. H. McCormick has defined maritime terrorism as the employment or threat of symbolic violence by a substate actor on the high seas and against maritime-related targets or an attack on one target to influence another. It is distinct from privateering because it is not conducted as a state-regulated enterprise and is different from maritime piracy by its political motivation.

Few maritime terrorist campaigns have succeeded without internal or external support but the current action against merchant shipping in the Gulf is different. Force is no longer used for strictly political ends or national liberation but, as in Somalia, is driven by a mixture of religious fanaticism, ethnicity and culture as warlords seek to gain power and to influence their clans. Numerous so-called 'financing operations' have been carried out in the area involving threats of violence against crews for the purpose of ransom. However, UK-based owners will soon find it more difficult if not impossible to put together a ransom demanded by Somali pirates if the House of Lords EU Committee on Money Laundering and Financing of Terrorism gets its way. The Committee has described the UK Government's claim that there is no evidence of a link between the proceeds of piracy and the financing of terrorism as 'passive and complacent' and has implied that the reason no link has been found is that none has been sought. Although the Committee also has no evidence that the law on paying ransoms should

be changed, it says that a criminal offence would be committed if the owner of a hijacked ship paid a ransom in the UK and some of it might go to terrorists rather than ordinary criminals.

The Home Office, while admitting that the existence of terrorist groups in Somalia is well known, does not think the pirates are connected to those terrorist organisations in any systemic way. It adds that only if a clear connection existed would it consider that money involved in a ransom might be used for the purposes of terrorism. The Economic Secretary to the UK Treasury agrees that there is currently no direct evidence of these proceeds being directed towards terrorism, but stresses that he is not saying it is *not* going to terrorism, only that the government has not found a direct link. The independent ICC International Maritime Bureau also says that it has not seen evidence that terrorists are profiting from Somali pirates and defines them as merely 'criminals in it for the money'.

Shipowners accept that it is not the duty of the UK Government to offer legal advice in specific situations. They agree that it is important to know if the proceeds of piracy are being used to finance terrorism and the magnitude of the sums involved, but Somalia is a failed state, almost devoid of law enforcement authorities, with a minimal banking system and large ungoverned areas that would make it virtually impossible to trace a ransom once it is paid. Payments would have to be cleared with the authorities in advance in case the money ended up in terrorist hands making it illegal. Government, in concert with other interested states, is best placed to assess the likelihood of

a ransom being used to finance terrorism, yet it seems unwilling to shoulder this responsibility. Instead, it intends to force UK-based shipowners with limited resources to evaluate the nature and ambitions of intruders on board their ships on the other side of the world and in a situation that the UK Government has admitted it has no proof exists.

News and Views

Obituary - Robert Malcomson 1949 - 2009

Robert Malcomson was a leading authority on the War of 1812, and a passionate advocate for the dilapidated Brock's Monument, pestering politicians and bureaucrats to make sure the necessary funding would be in place to repair and reopen the Queenston landmark, Alexander said. His persistence paid off, and the monument was finally reopened in 2008. Earlier this week, his efforts were honoured at the announcement of more federal infrastructure funding for Queenston Heights. Mr. Malcomson died Tuesday July 21st of a brain tumour. He was 60

Malcomson's last book, *Capital in Flames: The American Attack on York 1813*, was published in April and by the time he attended the official launch and book signing in May, only his immediate family knew he had had brain surgery and was undergoing chemotherapy and radiation.

That's the way he was, upbeat and focused on the positive, Malcomson MacGillivray said.

Capital in Flames went on to win the 2008 John Lyman Award from the North American Society for Oceanic History, Malcomson's third Lyman award. He also won in 1998 for his book *Lords of the Lake: The Naval War on Lake Ontario*,

1812-1814, and again in 2001 for Warships of the Great Lakes: 1754-1834. He has published 10 books and 250 articles, including several for The Standard.

Malcomson was a history teacher for 33 years at various elementary schools. On his Facebook page, former student Jeff Kerr said Malcomson's enthusiasm is responsible for Kerr's ongoing interest in history and politics. "He touched the lives of so many students," Kerr said.

A more detailed review of Mr. Malcomson's work as a maritime historian will appear in the next issue of Argonauta.

HMS Victory and the World of Hemp

This from Des Pawson, commenting on the Do not fall in to the trap of mixing real hemp (cannabis) which is what the video "Hemp from victory is about", and Manila "hemp" which of course is from a totally different plant ., the one thing they have in common is that they will rot, and therefore need replacing on a regular basis. So much changed with the introduction of synthetics especially Polypropylene, which whilst not so strong as Nylon or Polyester could be produced at much the same cost of quality natural fibre yet did not decay at the same rate , it does break down in UV so is not totally indestructible as some would wish.

It was Polypropylene which I think lead to the loss of quality natural fibre as the natural cordage produces tried to compete on Price by dropping quality now it is virtually impossible to

buy the kind of quality product that was available 20-30 years ago .

Interestingly there is today much the same confusion between the synthetics as there was between the natural materials . I am frequently asked for "Hemp" Not " that blue Nylon stuff" when they mean they want a natural product not Polypropylene.

DES

Internet Links – Historic Video

Colour on the Thames is the title of an outstanding video on You Tube Shot in 1935. The range of ship tonnage is remarkable. Try to spot the architecture bombed away during World War Two.

http://www.youtube.com/watch?v=5LGavykBb_xM

World War 2 Corvette Link

Just a short note to let everyone know that a World War 2 National Film Board (NFB) "short" "Corvette Port Arthur" starring none other than Victoria's very own hero from the Battle of the Atlantic, the young Lieutenant Ted Simmons RCNVR has now been made available to view on-line. The NFB website http://www.nfb.ca/film/corvette_port_arthur/ should be at the top of the list providing a direct link to the film.

Cmdr. Edward Theodore Simmons, DSO, DSC, RCNVR also had another (very loosely!) film based on his exploits after Hollywood got into the act with "Corvette K225" starring Randolph Scott, Ella Raines, and a

young Robert Mitchum (his first film?) as an Able Seaman.

While Simmons was quite the recognized hero of the Battle of the Atlantic and media star during the war, if you were to ask anyone on the street in Victoria today if they knew of him regardless of the fact that he also commissioned "Victoria's Very Own Ship" HMCS BEACON HILL in May 1944...??? Which is unfortunate, since he may have been the most decorated officer in Canada's 'Citizen's Navy' - the 'VR or Wavy Navy - during the War. (In the late 1930s, before he signed up he was training as an interior decorator and Mr. Denny, his boss, considered him a "very promising prospect" at the time.)

For more background on Simmons, try the Naval Museum" at http://www.navalandmilitarymuseum.org/resource_pages/heroes/simmons.html

Contributed by Rick James

Comments regarding Eric Ruff's article on the *Sabra Moses* paintings which appeared in the April, 2009 issue of *Argonauta*.



Eric received the following email from Timm Weski, an *Argonauta* reader from Germany:

In *Argonauta* 26,2, April 2009, I read your paper about the paintings of "Sabra Moses" with great interest. But there are two points I would like to add: On the painting of page 21 the barque is not shown running under bare poles as you assumed (p. 23). Instead she is painted lying a hull i.e. drifting broadways with the waves. This storm tactic is fairly safe as long the wind force is not too strong and the waves are not too high. By drifting to leeward the water wells up on the luff side after it has passed under the hull thus calming the wave crests. Various kinds of oil were used to calm the waves during a storm. This was done by filling it into canvas bags half stuffed with canvas or oakum. To allow the oil to run out the bag was holed with sail needles. The prepared bags were hung over the side at the bows (if moving forward). The oil seeped out and formed a thin slick on the surface of the water which calmed the waves. Throwing a barrel over board which is drifting in lee of the vessel would not form any protective oil slick for the ship. Therefore I think that the barrel on the painting is a symbol for the damage which "Sabra Moses" had received when she was boarded by

the waves, which also took down her rigging.

Eric Ruff in Reply

After receiving Timm's comments I had another look at the painting and Timm is quite correct given the wind direction the vessel could not possibly be "running under bare poles" so I amended the article to indicate that the vessel was "lying a-hull" and, shortly afterwards, received my copy Admiral W.H. Smyth's *The Sailor's Word-Book* (London, 1867) back from the conservator who was repairing the cover. Smyth says that "LIE A HULL (is) Synonymous with 'hull to', or 'hulling'." He defines HULL TO as "The situation of a ship when she is lying a-hull, or with all her sails furled." And, HULL - "To strike hull' in a storm, is to take in her sails and lash the helm on the lee side of the ship, which is termed 'to lie a-hull' ." The term can also be found in John Harland's *Seamanship in the Age of Sail*, p. 125: " 'Hulling is when a ship is at sea, and hath taken in all her sails in calm weather. It is done to save the sails from beating out against the mast. But in foul weather, when they re able to bear no sail, the name is no more than taking in all sail, and tying down the helm to the lee side' (Mainwaring, 167)"

The latter adds a further dimension as, in the painting, the helmsman is still at the wheel, thereby suggesting that the helm is not tied down. Perhaps the artist didn't know too much about *hulling* – although I wouldn't bet on it!

With regards to the oil barrel question I did know about oil bags, in fact the Yarmouth County Museum has a fine example of one –

made in Christiana (Oslo). I have amended the article to say that the barrels "might be" oil barrels. The reason for this, and I agree with Timm's comments about their ineffectiveness when drifting to leeward, is that barrels appear in a number of 'storm scene' ship portraits in about the same position relative to the vessel and, usually, there is no other type of wreckage in the water.

It is great to get such good feedback from *Argonauta* readers. Eric Ruff, Yarmouth, NS. 26 August, 2009.

NY governor vetoes War of 1812 bicentennial commission

ALBANY, N.Y. (AP) - The state is shooting itself in the foot by not creating a commission to promote the 200th anniversary of the War of 1812, which had some of its key engagements fought on New York soil, tourism officials and other supporters of the panel said yesterday.

A similar state commission created to commemorate 250th anniversary events for the French and Indian War is credited with helping attract thousands of visitors to upstate historic sites since 2005, pumping millions of dollars into local economies.

August 27

Gov. David Paterson has vetoed legislation sponsored by Assemblyman Richard Brodsky, D-Greenburgh, that would have established the New York State War of 1812 200th anniversary commemoration commission. The governor said the state's ongoing Fiscal problems-it currently

has a \$2.1 billion budget deficit- are the reason he vetoed the bill.

Based on the cost of similar commissions in the past, the War of 1812 commission would have cost about \$2.25 million over five years, the governor's veto said. The 24-member panel would have been charged with organizing a series of War of 1812 Reenactment tourism events and promoting War of 1812 educational studies in elementary and secondary schools. "Let it be understood that I fully support the objectives of this bill, and thank the sponsors for their efforts in drawing attention to this significant bicentenary. If we fail to recognize the sacrifices of those who fought to protect our freedom in the wars of the past, we dishonor not only those brave soldiers but also those who fight for the same ideals in the wars of the present . If we fail to teach our children the lessons of yesterday, we do not equip them to understand the world of today and to prepare for the world of tomorrow," the governor wrote.

"But we do a great disservice to the people of this State if we fail to consider how we can meet these important obligations without exacerbating the current fiscal crisis," he wrote.

New York's War of 1812 historic sites already conduct educational programs and host reenactment events, Paterson said. Some are planning anniversary events, and more will no doubt do so as 2012 draws closer. The governor said he has asked his staff to work with relevant state agencies to develop a framework for coordinating commemorative activities. The state has created similar commissions in the past, such as one to

commemorate the 400th anniversary of Henry Hudson's and Samuel de Champlain's voyages, the 200th anniversary of Robert Fulton's first steamship voyage on the Hudson River and the 250th anniversary of the French and Indian War, which ran from 1754 to 1763.

Contributions from Chris Carola • The Associated Press • August 29, 2009 and Kim Nielsen, Director, United States Navy Museum Washington, D.C.

Syracuse University dean creates database to locate shipwrecks

**by Amanda Seef / The Post-Standard
Monday August 24, 2009, 6:47 AM**

Cathryn R. Newton, a dean emerita from Syracuse University's College of Arts and Sciences, has completed a database of more than 2,000 shipwrecks along the southeastern coast of the United States.

Thirty-six years later, Newton has completed a database of more than 2,000 shipwrecks along the Southeastern coast of the United States. Newton, a dean emerita from Syracuse University's College of Arts and Sciences, unveiled the database this month in a lecture at a meeting of the [American Association for the Advancement of Science](#) in San Francisco.

"It has potential for a radical re-envisioning of what can be done with nautical archaeology," Newton said of the searchable database that details 2,038 wrecks dating from 1526. "It shifts what we know about shipwrecks and how we know it."

The database includes ship names, types, sizes and locations of the vessels, sinking dates, cargo information, passengers, departure dates and intended destinations. It is a collaboration of scientific and cultural information about the ill-fated vessels. "It was a labor of love," said Newton, who sees the wrecks the same way other scientists view animal remains. The title of her recent talk was "Shipwrecks as Fossils."

Newton's passion for sunken ships was fostered by her father, John Newton, an oceanographer at Duke University. Her new database was created from nearly 5,000 hand-written note cards compiled by her dad and other researchers.

The elder Newton had a keen interest in the Civil War, in particular the early ironclad ship the USS Monitor. On Aug. 17, 1973, a team led by John Newton, which included a then 16-year-old Duke sophomore Cathryn Newton, departed to find the wreckage. The team found the ship in 10 days.

"The excitement was just visceral," Cathryn Newton said. Newton remembers the crew's jubilation, followed by a deep, hollowing silence, after they found the lost ship.

"There it was for the first time in 112 years," she said. "We were looking at a shipwreck that was also a grave."

That pivotal moment has remained the basis for Newton's continued work on the database project. After her father's death in 1984, Cathryn Newton continued to collect and catalog information on shipwrecks. Twenty-five years later, the database is complete and will be



launched for public use next year, along with a book about shipwrecks.

"Shipwrecks tell us some kinds of things that exceptional sights such as Pompeii might tell us," Newton said. "They really are time capsules."

Newton says the database is one-of-a-kind, as it has chronicled cultural points, such as if babies were born on lifeboats from the sinking ships and other little-known facts.

"(The database) is a new way of looking at an absolutely fascinating subject," Newton said. "It's just about to get more interesting, and the work is happening right here in Syracuse."

Contributors to Argonauta 2009.3

Tavis Harris, ABD Doctoral student - Tavis Harris is an ABD Doctoral student in the Department of History at Wilfrid Laurier University working through the Laurier Centre for Military Strategic and Disarmament Studies. Under the supervision of Dr Roger Sarty, his dissertation focuses on the evolving Canadian attitudes concerning disarmament as related to the series of interwar Naval Disarmament Conferences. He also proudly serves as a Naval Intelligence Officer in the primary reserve.

Some of his past work includes an examination of oral testimony in shaping C.P. Stacey's Dieppe Narratives and Class and Recruitment during the Great War. Tavis also held a Balsillie fellowship through the Centre for International Governance Innovation working with Dr John English researching Trudeau and defence policy as part of the upcoming second volume of the Pierre Trudeau biography. He is the author of several forthcoming articles and encyclopaedia entries and is currently working on an article addressing Canada and evolution of the Geneva Protocol.

Michael Clark, BA (hons), MA (Greenwich) - Michael Clark obtained a BA in history in 2004 and a MA in maritime history in 2006, both at Greenwich University and his master's dissertation on sailing ships in the Pacific coal trade from 1876 to 1896, received a distinction. A shipbroker and member of the Baltic Mercantile Shipping Exchange in London, his writing on 19th and 20th century merchant shipping combines practical experience with academic theory. His articles and book reviews are published in academic and shipping journals worldwide and the Oxford Encyclopaedia of Maritime History. He is currently researching for a PhD on the influence of freight rates on merchant shipping trades during the second half of the 19th century. He is based in London and Ayrshire.

Ambjörn L. Adomeit, A.A., CC - Ambjörn is a 4th year Honours History major at Wilfrid Laurier University and is pursuing minor courses of study in Political Science (with primary interests in globalization and human security) and English. He is a member of the Academic Council of the United Nations System (ACUNS), the Canadian Nautical Research Society and a past member and club-executive of the Wilfrid Laurier University Toastmasters Club, achieving the certification and post-nomial "Competent Communicator" for public speaking and oration as a record achievement in North America: completion of a 14 month program in a single month. He has founded *The Laurier Goban*, a university club dedicated to the play and study of the Oriental strategy game of Go.

Ambjörn is co-authoring an article examining Canadian infantry and armour cooperative assaults at Nan-Red, Juno Beach 4 June 1944 through the philosophical lenses of Dostoevskian and Nietzschean philosophy. He enjoys intellectual discourse of Objectivist (Ayn Rand), Existentialist (Schopenhauer, Nietzsche) and monotheistic philosophies, and approaches them from philological and semantic perspectives.

Paul Adamthwaite, Jan Drent, Serge Durflinger, Richard Gimblett, Barry Gough, Michael Hadley, Errolyn Humphreys, Robin Inglis Faye Kerk, Wilf Lund, Jim Pritchard, Roger Sarty, Ian Yates

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Minutes of the Meeting of the CNRS Executive Committee
at Victoria, BC, 07:30 am, 15 August, 2009

Present: Paul Adamthwaite, president, Richard Gimblett, Faye Kert, Chris Madsen, Richard Mayne (guest), James Pritchard.

Regrets: Chris Bell, Isabel Campbell, Alec Douglas, Serge Durlinger, Roger Sarty and Maurice Smith.

1. The President proposes to form an *ad hoc* committee to make recommendations concerning the future of the Jacques Cartier Prize including promoting among academic members of the Society.
2. Faye reported that the society's membership was on track.
3. Under New Business: i) the President asked for support to announce his initiation of a President's Appeal to raise \$25,000 to ensure the continuity of *The Northern Mariner*. ii) He also proposed the Rob Davidson be named to the position of Secretary at the annual meeting. iii) Members agreed to leave the president to continue negotiating with EBSCO Host.
4. Future conferences were briefly discussed.
5. Gimblett reported that he is assisting Peter Haydon in organizing a themed conference on the RCN to be held at Halifax, 15 to 17 June, 2010, but agreed to organize an additional CNRS day devoted to other topics. Adamthwaite reported that NASOH had invited CNRS to meet jointly at Alpena, Michigan, in 2011, but that this may not go forward. A Canadian venue needs to be found. There were no suggestions. The President also announced that the Society's annual meeting in 2012 will be held in Picton and Kingston and that an organizing committee has been struck.

The meeting adjourned at 08:45.

Respectfully submitted,

James Pritchard,
Secretary *pro tem*

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**Minutes of the Annual General Meeting of the CNRS
at Victoria, BC, 15 August 2009**

Present: 22 members.

1. The President called the meeting to order at 11:15 hrs. He asked members to observe a moment of silence in memory of members who passed away during the past year: Shawn Cafferkey, Dan Harris, Bob Malcolmson and Bill Schleihauf.

2. President's Report: The society is sound. Adamthwaite called for a greater effort to recruit francophone members reminding present members that CNRS is a charitable organization. He called for a declaration of conflict of interest from members, and there being none proceeded with the meeting's business.

3. Moved (G. Miller, seconded M. Hadley) that the Agenda be approved. Carried.

4. Moved (J. Drent, seconded W. Lund) that the minutes of the annual general meeting of CNRS, Quebec, 9 August 2008 be approved. Carried.

5. Moved (R. Gimblett, seconded P. Chance) that the 2008 Annual Financial report, including a recommendation that the Society refile the 2007 report to the Canada Revenue Agency and the 2009 budget, prepared by Treasurer Errolyn Humphreys, be accepted (see Appendix 1) Carried.

6. In the absence of the Membership Secretary, Faye Kert, President Adamthwaite presented her report. Membership to date is holding steady. With 60 institutional members, we are one less than last year. Individual membership is the same as last year, 208. Thanks to this conference, we have added several new members. We have 8 student members and hope to grow this kind of membership. Anyone who has not renewed please send in your dues. Moved (G. Miller, seconded C. Parker) that the report be accepted. Peter Chance volunteered to approach the BC Minister of Education with a view to increasing membership among high school teachers and students. The Executive Committee will examine this proposal. Carried.

7. On behalf of the Nominations Committee, Rich Gimblett presented a list of the new Executive Council for 2009 (See Appendix 2). Moved (M. Hadley, seconded C Parker) that the nomination report be accepted. Carried.

8. Moved (Jan Drent, seconded David Freeman) that the Awards Committee report prepared by Serge Durlinger and presented by Richard Gimblett (See Appendix 3) be approved. Bill Glover drew members' attention to Camilla Parker and Robin Inglis in assisting the 2009 winner of the Keith Matthews Prize for the best book, Freeman Tovell.

Carried.

9. Adamthwaite presented the publication reports concerning *Argonauta* and *The Northern Mariner* prepared by Maurice Smith and Roger Sarty, respectively, with additional comments (See Appendix 4). Moved (K. Mackenzie, seconded W. Lund) that both reports be accepted.

Carried.

10. Bill Glover presented a verbal report of the Editorial Board which he stressed was composed of members who could assist the editor although appointments were made by the executive committee. Membership has changed recently to be one-half American, as per our agreement with NASOH, but renewal of the board remains one-third annually. Some consideration was given to gathering statistics about time taken to review submissions, but was dropped as being not worth the effort. Moved (J. Drent, seconded M. Hadley) that the editorial board's report be accepted.

Carried.

11. Adamthwaite and Gimblett reported on future conferences: the 2010 conference will be held at Halifax, 15 to 17 June in conjunction with RCN centennial celebrations. A joint conference in 2011 is being discussed with NASOH, but the venue remains undecided. Plans are underway to hold the 2012 conference at Picton and Kingston, ON, in late May or early June and an organizing committee has been struck.

12. Other business: i) Drent spoke of the failure to attract local academic, museum and base personnel to attend the conference despite invitations. ii) Travel bursaries for students were discussed but no conclusions were made. iii) Adamthwaite announced his plan to launch a President's Appeal to raise \$25,000 during two years to establish an endowment fund to secure the publication of *The Northern Mariner*. Gimblett spoke in strong support of the proposed plan noting that the chief impediment to the appeal, tardy publication of *The Mariner*, had been overcome.

Moved (B. Gough, seconded, M. Hadley) that the meeting adjourn at 12:41 hrs.

Carried.

Respectfully submitted,

James Pritchard,
Secretary *pro tem*

**ANNUAL FINANCIAL REPORT
FOR THE YEAR ENDED DECEMBER 31, 2008**

PRIOR YEAR ADJUSTMENTS (FY2007):

There have been some questions surrounding the discrepancy between the 2007 Canada Revenue Agency (CRA filings) and the amounts presented to and approved by the membership at the Annual General Meeting (AGM). The issues and explanations are as follows:

1) The amount of total of Revenue reported to CRA was \$17,707. CRA later advised us that they have amended that amount to \$12,745 (based on an addition error on the part of CNRS). This amendment does not yet appear in the publicly accessible CRA website.

Total Revenue as per 2007 Income statement	\$22,707.38
Less: transfer from savings erroneously recorded as revenue	<u>(5,000.00)</u>
Amount Initially reported on the 2007 CRA filing	\$17,707.38
Less CRA amendment of amount	<u>(12,745.00)</u>
	\$ 4,962.38

Note: the \$5000.00 error has been corrected in our own internal accounts.

The amount of \$4,962.38 represents other types of revenues not reported to CRA and are broken down as follows (allow for rounding errors):

Variance in filing to CRA and 2007 Revenues	\$ 4,962.38
Less: NASOH Recoveries	(3,052.48)
Conference Registration Fees	(1,550.00)
Other Revenues	(98.88)
Argo Advertising	(235.00)
NM Sales and Royalties	<u>(27.14)</u>
	\$ (1.12)

Notes:

- i) The NASOH recoveries should not be recorded as revenue as they are in essence a reduction to the printing expenses recorded. I suggest that the NASOH recoveries be treated as an offset to the Printing expenses. That being said I agree that the correct action was taken in not reporting the amount in the CRA filing.
- ii) The remaining amounts should have been included in the CRA revenue filing.
- iii) \$3,644.13 of conference expense was included in the total amount of \$17,697 reported to CRA even though the amount of \$1,550 in revenue was omitted.

Based on the above information I propose that we refile the 2007 return to reflect the changes and ensure that our account with CRA is in good standing.

Total Revenue as per filed with CRA	12,475.00
Add: omitted revenue amounts	<u>1,911.02</u>
Total Revenue (adjusted)	\$14,386.02
Total Expense	<u>(17,697.00)</u>
Net Loss (adjusted)	\$ (3,310.98)

FISCAL YEAR 2008:

At the executive meeting held in Picton Ontario on Saturday February 7, 2009 it was decided by council members that CNRS would move to an Accrual Based approach to recording Revenues and Expenses.

Assuming this method ensures that we record revenues and expenses at the time they occur as opposed to the time of payment. The exception to this will be the membership fees as we are unable to anticipate with certain renewals and new members for recording purposes. However, items such as accounts receivable (e.g. NASOH recoveries will be recorded at the time of invoicing rather than at the receipt of the reimbursement).

As a result of a shortfall between revenues and expense we were compelled to transfer \$8K from our investment savings account to our chequing account to cover printing and other such costs and leave us a float for anticipated expenses in the first quarter of 2009.

Income Statement 01/01/2008 to 12/31/2008

			<u>CRA</u>
			<u>line #</u>
REVENUE			
Interest and investment income (as per T5 receipts)	\$	1,201	4580
Membership dues and association fees			
<i>membership dues (includes unearned revenue)</i>	17,102		
<i>general donations</i>		17,102	4620
Other Revenue			
<i>conference fees</i>	15,492		
<i>general donations</i>	2,250		
<i>other revenue</i>	565		
<i>NM royalties</i>	11	18,318	4650
TOTAL REVENUE REPORTED	\$	<u>36,621</u>	
EXPENSES			
Advertising and Promotion			
<i>publication costs</i>	37,285		
<i>less: NASOH recoveries</i>	(11,298)	\$ 25,987	4800
Interest and Bank Charges		975	4820
Licences memberships and dues		556	4830
Office Supplies and Expenses		1,213	4840
Other Revenue			
<i>conference expenses</i>	14,507		
<i>prizes expense</i>	1,750		
<i>other misc. expense</i>	1,213	17,470	4920
TOTAL EXPENSES REPORTED	\$	<u>46,201</u>	
NET LOSS	\$	<u>(9,580.00)</u>	

Our Total Assets as at 31 December 2008 are as follows:

BMO operating account	\$ 7,532
Investment Account	\$12,366
Accounts Receivable	<u>\$ 3,290</u>
Total	\$23,188

BUDGET FISCAL YEAR 2009:

ANNUAL FORECAST
JANUARY 2009- DECEMBER 2009

REVENUE

MEMEBERSHIP		17,850.00	<i>based on 2008 totals</i>
<i>Domestic - Individual</i>	8,000.00		
<i>Domestic - Institutional</i>	2,300.00		
<i>Foreign- Individual</i>	2,300.00		
<i>Foreign - Institutional</i>	3,000.00		
<i>Sponsorship/Benefactor/Supporting</i>	2,250.00		
NASOH RECOVERIES		5,720.00	
CONFERENCE		6,825.00	
TOTAL REVENUE		\$ 30,395.00	

EXPENSES

NASOH			
NORTHERN MARINER		15,240.00	
<i>Postage</i>	2,920.00		
<i>Envelope (printing)</i>	200		
<i>Printing - CNRS Issues</i>	6,400.00		
<i>Printing - NASOH issues</i>	4,800.00		<i>Recoverable</i>
<i>Shipping - Texa (NASOH)</i>	920.00		<i>Recoverable</i>
MISCELLANEOUS (Editor and Admin costs)		500.00	
ARGONAUTA		3,576.00	
<i>Postage (domestic and individual)</i>	856.00		
<i>Printing</i>	2,520.00		
<i>Restock of Envelopes</i>	200		
AWARDS AND PRIZES		1,750.00	
<i>Keith Matthews award (best book 2008)</i>	1,000.00		
<i>Jacques Cartier prize (best Canadian MA Thesis 2008)</i>	500.00		
<i>Keith Matthews award (best article NM)</i>	250.00		
CONFERENCE		5,075.50	
TOTAL EXPENSES		\$ 26,141.50	

SURPLUS/(DEFICIT)	\$ 4,253.50
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Respectfully submitted,

Errolyn Humphreys,
Treasurer

APPENDIX 2: Report of the nominations committee

I have the pleasure to report the slate for election to the Executive positions for the Society as listed below. All have agreed to serve their term if elected.

I would like to record our thanks to Serge Durflinger and note the passing of Bill Schleihauf.

President: Paul Adamthwaite
1st Vice-President: Roger Sarty
2nd Vice-President: Maurice D. Smith
Treasurer: Errolyn Humphreys
Secretary: Rob Davison
Membership Secretary: Faye Kert
Past President: Richard H Gimblett
Honourary Councillor: W.A.B. Douglas
Honourary Councillor: James Pritchard
Councillor: Chris Bell
Councillor: Isabel Campbell
Councillor: Christopher Madsen
Councillor: Richard O Mayne

Respectfully submitted,

Richard Gimblett,
Nominations Committee

2009 Keith Matthews Awards Committee Report

The committee to judge the best book was made up of the following members: Ian Yeates, Roger Sarty, and Serge Durlinger.

More than 30 publishers were invited to submit works for the 2009 Matthews Prize awarded for best book published in 2008. The committee reviewed 16 entrants. Nine publishers were represented in the selection, including two Canadian academic presses which submitted four books combined. All the books were written in English. A list of entrants is attached to this report. The most common genres were west coast exploration and seafarers' reminiscences. Among the other topics were Great Lakes-St. Lawrence River navigation, ships' histories, the fisheries, and the east coast. While the majority of the entrants were popular accounts, some of these were very professionally crafted.

The committee remained flexible in judging publications of differing approaches and intentions. The primary motivation in selecting a winner was to choose the book which made an important contribution to knowledge, exerted a strong impact in its field, encouraged maritime history in Canada or by Canadians, displayed literary merit, was likely to stimulate public interest in maritime history and publishing, had physical appeal, and was of the greatest overall use to nautical researchers.

It was the unanimous decision of the committee that the winner of the 2009 Keith Matthews Prize for best book published in 2008 be awarded to Freeman M. Tovell, *At the Far Reaches of Empire: The Life of Juan Francisco de la Bodega Y Quadra*, published by UBC Press.

The winner of the Keith Matthews Prize for best book of 2008

Freeman M. Tovell, *At the Far Reaches of Empire: The Life of Juan Francisco de la Bodega Y Quadra* (UBC Press).

This richly detailed, comprehensive, and balanced study of the famed Spanish navigator, Juan Francisco de la Bodega Y Quadra, adds enormously to our understanding of exploration and diplomatic interaction along the northwest coast of North America in the late 18th century. Freeman Tovell's impeccably researched and lively biography of Bodega serves as an interpretive model from which to explore complex Anglo-Spanish imperial rivalries at the time of the Nootka Sound crisis and also sheds fascinating light on native-newcomer relations in the region. *At the Far Reaches of Empire* is definitive, vivid, compelling, and penetrating. It is a work of massive scholarly importance to the history of British Columbia, Canada, and the Pacific Northwest.

Honourable Mentions:

- Ken McGoogan, *Race to the Polar Sea: The Heroic Adventures and Romantic Obsessions of Elisha Kent Kane* (HarperCollins)

Race to the Polar Sea is an engagingly written, impressively researched, and engrossing account of American explorer, adventurer, and scientist Elisha Kent Kane's harrowing experiences in the early 1850s searching for missing British Arctic explorer Sir John Franklin. Ken McGoogan's fortuitous discovery of a long-missing and intensely personal section of Kane's famous journal, the author's effective interweaving of documentary and published evidence, and his infectious enthusiasm for the subject, combine to resurrect Kane as an important figure in the history of Canada's north. Parts biography, adventure tale, and romance, this work makes an important contribution to Arctic and environmental history.

- Taras Grescoe, *Bottomfeeder: How to Eat Ethically in a World of Vanishing Seafood* (HarperCollins)

Given the numerous ecological and environmental calamities befalling the world's oceans, celebrated author and self-proclaimed "piscavore" (fish eater) Taras Grescoe wanted to know whether "there is anything left for an ethically inclined seafood lover to eat?" *Bottomfeeder*, the result of his worldwide quest for an answer, is studiously researched, enormously enlightening, engagingly written with wit and passion, and serves as an authoritative guide to consuming seafood ethically and healthily. Given humanity's evident inability to manage the world's resources, hopefully *Bottomfeeder* will stimulate more responsible management of shockingly depleted ocean wildlife stocks. Despite his insatiable appetite for them, Grescoe has done the world's fish a great service.

A cash prize of \$1,000 was awarded to Freeman M. Tovell for his winning entrant, *At the Far Reaches of Empire: The Life of Juan Francisco de la Bodega Y Quadra*. Certificates suitable for framing were sent to the three authors honoured by the CNRS.

The Keith Matthews Prize for best article in *The Northern Mariner* published in 2008

The committee to judge the best article in *The Northern Mariner* was made up of the following members: Ian Yeates, Roger Sarty, and Serge Durflinger.

It was the unanimous decision of the committee that the prize be awarded to John C. Appleby for his article "Conflict, co-operation and competition: the rise and fall of the Hull whaling trade during the seventeenth century," which appeared in Vol. XVIII, No. 2, April 2008, 23-59.

"Conflict, co-operation and competition" is a major contribution to seventeenth-century British and European commercial and sea-faring history and vividly illuminates the story of open-sea and bay whaling in northern latitudes from the perspective of the ships' crews, all the while weaving an overarching narrative of the competition and intrigue occasioned by local British and inter-state commercial rivalries. Appleby convincingly portrays British trade practices as rigid and cumbersome, enabling adaptive and innovative Dutch whalers to secure this potentially lucrative market at the expense of the Hull men. It is an exceptionally well-researched, highly detailed, and convincingly argued article.

The author received a prize of \$250 and a certificate suitable for framing.

The Jacques Cartier MA Prize in Nautical History (accepted in 2008)

The committee was made up of the following members: Ian Yeates and Serge Durflinger with the assistance of Richard Gimblett and Paul Adamthwaite. Roger Sarty supervised one of the entrants and recused himself from the deliberations. Approximately 20 Canadian universities were advised of the Cartier Prize and requested to disseminate information about it through their internal communications network.

Two submissions were received:

- Kenneth Tam, "The Caribou Hut: Newfoundlanders, Servicemen, and the St. John's Home Front During the Second World War," (Wilfrid Laurier University); and
- Stephen Hay, "The Creative Misunderstandings of George Cartwright: A Popular Culture in Cartwright's Labrador, 1770-1786," (Dalhousie).

While unanimity remained elusive in this case, it was the decision of the committee that neither thesis be awarded the 2008 Jacques Cartier Prize. While both theses displayed impressive scholarly merit, neither was sufficiently maritime in nature to justify granting the award.

I would like to thank Ian Yeates, Roger Sarty, Paul Adamthwaite, Richard Gimblett, and Errolyn Humphreys for their valuable assistance to this committee.

Respectfully submitted,

Serge Durlinger, Chair
 Keith Matthews Award Committee
 August 2009

**CNRS KEITH MATTHEWS AWARD 2009
 BOOK ENTRANTS
 (PUBLISHED IN 2008)**

Publishers	Books
Nimbus	1. James D. Frost, <i>Canada's Atlantic Gateway: An Illustrated History of the Port of Halifax</i>
Touchwood Editions	2. Cathy Converse, <i>Following the Curve of Time: The Legendary M. Wylie Blanchet</i>
UBC Press	3. Don MacGillivray, <i>Captain Alex MacLean: Jack London's Sea Wolf</i>
	4. Freeman M. Tovell, <i>At the Far Reaches of Empire: The Life of Juan Francisco de la Bodega Y Quadra</i>
Dundurn Press	5. Chad Fraser, <i>Lake Erie Stories</i>
	6. Walter Lewis and Rick Neilson, <i>The River Palace</i>
Viking Canada (Penguin)	7. David Leach, <i>Fatal Tide</i>
McGill-Queen's University Press	8. Joan Marshall, <i>Tides of Change on Grand Manan Island</i>
	9. Donald B. Macmillan, <i>How Peary Reached the Pole</i>
Harbour Publishing	10. Ryan Wahl, <i>Legacy in Wood: The Wahl Family Boatbuilders</i>
	11. Eric Jamieson, <i>Tragedy at Second Narrows</i>
Douglas and McIntyre	12. Julie Angus, <i>Rowboat in a Hurricane</i>
	13. Stephen R. Bown, <i>Madness, Betrayal and the Lash</i>
	14. James P. Delgado, <i>Khubilai Khan's Lost Fleet</i>
HarperCollins	15. Ken McGoogan, <i>Race to the Polar Sea</i>
	16. Taras Grescoe, <i>Bottomfeeder</i>

Argonauta – A Report to the Annual General Meeting

Bill Schleihauf

We worked together for many years on *Argonauta* (October 1999); we shared table and had lots of laughs. A few years ago when he showed up at a CNRS meeting with a shaven head his private matter became a respected open secret. Through all of this Bill never wavered in the duties he had taken on for the society. He had many cancer treatments spread over eleven years. His resilience and ability to bounce back, full of hope and positive energy was about more than being relatively young in age; it was in his admirable character, it was a measure of the man, living life to his best.

I miss him.

Maurice D. Smith
Co editor, *Argonauta*.

For the Reporting year 2008 the co editors, Bill Schleihauf and Maurice D Smith produced four issues consisting of 99 pages of editorial matter.

Articles were contributed by: Paul Adamthwaite, George Botenko, Valerie Casbourne, Alec Douglas, Chih-lung Lin, John Ratcliffe, Rhys Richards, Roger Sarty. Their support is appreciated.

My thanks to Faye Kert, our Membership Secretary, always there when needed and she always delivered on time the necessary Membership mailing details.

Current Projects

My request for help has brought forward some volunteers and articles. Dan Conlin in Halifax has effectively encouraged his students to submit pieces. The persuasive powers of Roger Sarty has "delivered unto us" three remarkable individuals; Michael Clark from the UK whose 'beat' will be an historical slant on current merchant marine and naval affairs, Ambjorn Adomeit who has very advanced editorial skills and Tavis Harris. He will review current literature with a focus on naval and merchant marine items that will be of value to researchers. I believe there is a lot of good material available. As always it takes time to track down authors, give them the necessary support and edit their material.

Future

- I. Having worked on *Argonauta* for some twelve years, at times alone but mostly with co editors I am convinced that two are needed for the job. Apart from establishing and maintaining contact with contributors there are labels on envelopes, meeting the post office requirements, stuffing, delivering and staying well organized. I am not complaining – just laying out the facts.
- II. From an editorial point of view we need to deliver to our Members a more consistent product. Layout and design needs some touch ups.
- III. In addition to say, two articles per issue we need contributing editors who can be counted on to deliver material on given subject areas e.g. naval, merchant marine, research resources, at the museums, libraries and archives etc. We have started to build up that team but obviously, more contributors are needed.
- IV. The page count should be established for budgetary reasons, perhaps at 28 pages of editorial with four pages of front and back cover totaling 32 pages.
- V. I believe we should be looking at the Northern Mariner, *Argonauta* and our web site as a triad, each playing a unified part in delivering content and information to our Members and the public at large.

A Transition

The most urgent need is to find a co-editor who, after a few issues can take the lead in getting Argonauta produced. Bill was the 'lead' for the past six years. I did the proofing and the printing/ mailing functions. From my perspective we need to find a person who can assume the 'lead' responsibilities. I will carry on but I do expect that as we move into 2010, a person will be found who will take on the major role – when that happens a replacement for me will have to be found.

I look forward to Council deliberations on this matter.

Finally

I have had a very good run. Smart and friendly people have made that possible.

So – I thank you all.

Maurice D. Smith,
Editor, Argonauta.

The Northern Mariner/Le marin du nord – Report to the AGM

I would like this meeting to extend its gratitude to our Editor, Roger Sarty, without whose constant efforts the revue would not be where it is today.

By the end of 2008 we had caught up with our publication schedule and all indications are that we will be able to maintain this status. This meant that we actually published seven issues in the calendar year, and while we have managed to keep our production costs under control the added expense is reflected in our accounts.

Postal costs and reliability continue to be problematic, but we feel that we have some avenues to explore that should lead to improvements.

Respectfully submitted,

Paul Adamthwaite,
Executive Editor,
The Northern Mariner/Le marin du nord



Barry Gough

**Summary and Report of CNRS Annual Conference, August 2009, Victoria, B.C.,
with suggestions from the Committee**

Respectively submitted, for the Committee,
Barry Gough, Past President CNRS
29 August 2009

Members of the committee: Jan Drent, Barry Gough, Michael Hadley, Wilf Lund, Robin Inglis

This Conference was held at the invitation of the Canadian Nautical Research Society's board and AGM held at Hamilton a couple of years ago. Although Victoria had previously hosted the AGM (1993), the lure of the Pacific naval units and base of the Canadian Navy on the year before the celebration of the Centenary of the founding of the Canadian Naval Service made Victoria (and environs) a natural place to hold such a meeting, and a warm up to what might occur in 2010 in Halifax.

The committee started its planning 18 months ahead of the conference by meeting in February 2008. It did so after exchanging ideas by email. In consequence of its deliberations, it determined on a theme of **Pacific Navigation**. This proved attractive to many potential participants and persons wanting to give presentations. In the end, and additionally, at least five papers were solicited by the committee, giving us the enhanced depth, balance and dimensions suitable to such a conference theme. Our papers spanned a wide time frame from the late 16th century to the late 20th, and, equally, wonderfully embraced Spanish, Greek, British, Canadian, American, Russian, Austrian and other nationalities as sub themes. An illustrated talk by Michael Leyland on the subject of Ripple Rock, Seymour Narrows, as a navigational and engineering problem made for an engaging post-lunch presentation on one of the days of the conference. There was, as might be expected, the customary cluster of Second World War papers but these were nicely balanced with earlier as well as later subjects and themes, notably on the 16th and 19th centuries. Post 1945

subjects were conspicuous by their absence but this was offset, as observed by our registrants, by various demonstrations and tours (see below). The program is posted on the CNRS website.

Infrastructure

a. Registrar. Our registration particulars were looked after by staff officer Kamala Patton of the Maritime Museum of British Columbia on a paid basis. This was eminently suitable and proved to be an excellent as well as economical arrangement, well worth consideration by the CNRS in future years in circumstances where DND or university/college or other institutional infrastructure and support cannot be employed. In fact, the distancing of CNRS from such previous linkages was a welcome departure, in the opinion of some of the committee members. The link with the Maritime Museum of British Columbia was as useful to us as it was advantageous to the Museum.

b. Payments. These were handled by the CNRS Treasurer in Ontario. Processing of payments was affected by time delays after the Registrar sent off invoices. Because CNRS does not have a credit card organizing committee members had to cover some expenditures on their own cards (the alternative would have been to carry large wads of cash; how the Treasurer would have arranged for cash to be forwarded was not explored).

Several past conferences have apparently benefited from using DND or conference hotels or travel services as a central billing/payment agency or possibly by having the Treasurer present. The wrinkles encountered this time probably arose because the organizing committee created their own infrastructure but had no local method of payment. In view of this, the CNRS Executive should discuss how payments can be processed expeditiously at a distance- perhaps by authorizing the organizing committee to create a local temporary bank account.

c. Power Point. We are fighting a technological gap. Power Point is the now the system of choice of most speakers. Although the organizing committee was ably assisted by a technologically able member of the CNRS executive there were some near misses. Speakers expect their talks to work and audiences are unforgiving. Ideally the projector and the laptop must be in sync. All future conferences must designate a "techie" to be in control of this part of the operation. It is usually a good idea to use equipment normally employed at the host site. For the 2009 conference this was not possible.

It also makes sense for the Program Chair to give clear instructions to speakers in advance as to what system is available and ask all speakers to bring their illustrations on a disc or stick accordingly.

Attendance. There were 35 paid registrants, and a number of other persons who made their appearance from time to time. Five new members joined CNRS because they were stimulated by the conference and the membership present. The opening session, held at the Maritime Museum of British Columbia, Victoria, with Dr Paul Adamthwaite, President of CNRS, in the chair, and with a keynote address by Barry Gough, attracted a number of other persons, some on invitation. The banquet attendance was 47. The post-conference excursion to Bamfield attracted 18 persons, a respectable number. In all, during a period of recession and in a far west coast location, the attendance was satisfactory in the opinion of the committee. All the same, it remains to be seen what CNRS annual meetings will attract in the way of attendance in the next few years, given financial difficulties facing many of its members and other related considerations. The number of registrants, to repeat, did not disappoint the committee. It was observed, however, that the "locals" were confined almost solely to Vancouver Island, including the North Island and Saltspring Island, and to Seattle/ Olympia; Vancouver, the lower Mainland and the rest of British

Columbia were surprisingly conspicuous by their absence. Many registrants came from far and wide and included British, American, Australian, New Zealand, and South Africans, and, when tallied up, comprised a quarter to a third of those registering. Of Canadians attending, Picton, Kingston, Ottawa or Cape Breton were some of the places they called home. There were four attendees from Washington State and two from each of California and Wisconsin.

Highpoints and New Directions. The 2009 meeting set a new standard for variety of experiences. The committee interspersed sessions when papers were read with visits designed to provide first-hand information about current best practice in the maritime field. As a result the 2009 conference was far from it being simply a gathering of persons to talk about historical matters.



These visits included the Naval Officers Training Centre (NOTC), HMCS *Venture*, Esquimalt, to view the operating infrastructure for the training in pilotage and navigation for seaman officers in the Canadian Navy, and a visit to the Ocean Sciences Centre at Pat Bay (matters dealing with hydrography, tsunami identification, seismic matters, etc.). The group had been invited by Captain Keith McLaren, a CNRS member and a senior master of BC Ferries, to make a return passage to the mainland (Swartz Bay to Tsawwassen) and to use the spacious conference room on board MV *Spirit of Vancouver Island*

(photograph to the left). Two papers and a briefing on early Spanish exploration of the local waters being passed through (this last given by Robin Inglis) were presented in this comfortable space. Visits to the bridge and another to the engine room along with an informal question and answer session with the ship's master gave the group first-hand impressions of the professionalism of contemporary navigators working in confined waters and of the sophisticated equipment they use.

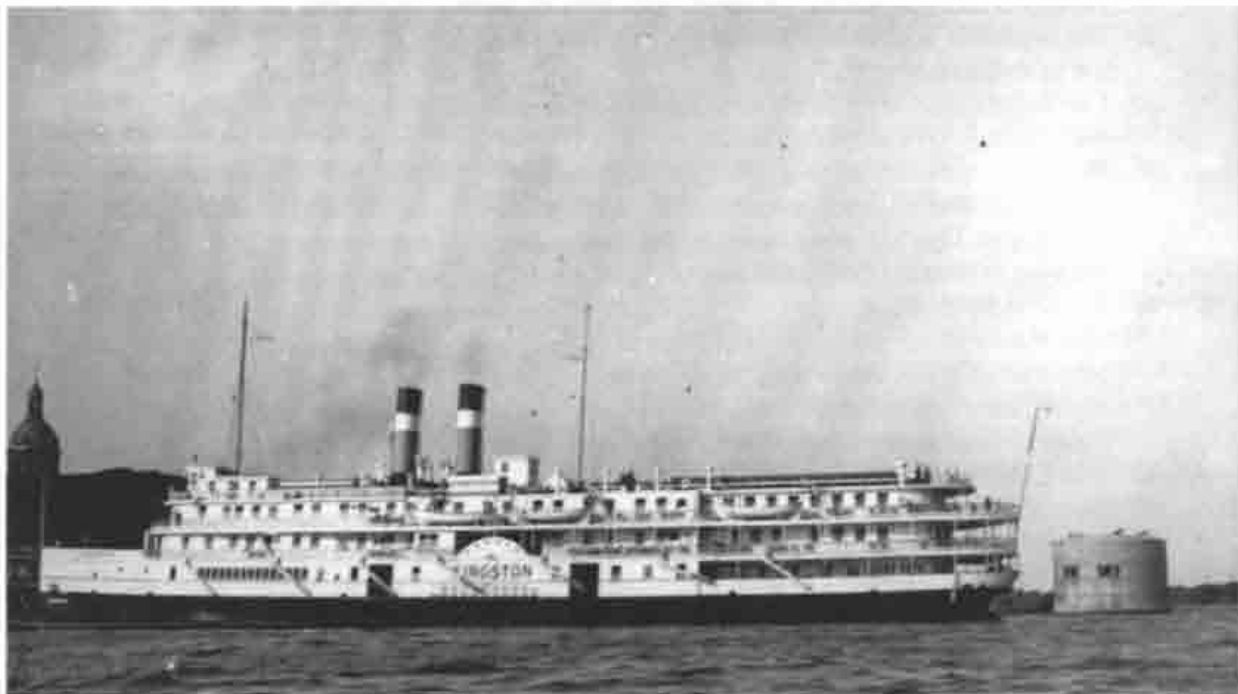
These "hands on" experiences enhanced considerably the nature of a CNRS conference. They provided "value added" experiences that augmented the customary historical considerations. For our regular sessions an excellent venue was provided at HMCS *Malahat*. The assistance of the Canadian Naval Reserve is appreciated, as is that of BC Ferries, Fisheries and Oceans, The Naval Officers Training Centre, and the Maritime Museum of British Columbia. The opening reception and keynote address at the Maritime Museum included an official welcome by the acting Mayor of Victoria, Chris Coleman. The banquet was held at the Union Club of British Columbia, a favourable location, with a fine post-dinner address on "Dining with Jack Aubrey," by Michael Hadley. CNRS awards were given at the banquet. To those who took the outstanding two-day post-conference tour to Bamfield, via Port Alberni, thanks also go to the Canadian Coast Guard and Clay Evans, in charge of the lifeboat station. A visit the Maritime Centre in Port Alberni and the efforts of local museum and board members (Ken Hutcherson and Shelley Harding) to welcome us to the city was appreciated. It was particularly appreciated that Mayor Ken McCrae took time out from a personal occasion to greet us. As at Bamfield these things don't just happen) and the Marine Studies Centre had made a special effort which paid off.

Three members of the Marine Artists Society of Canada journeyed from Vancouver to display noteworthy paintings at the opening reception. Unfortunately this display came together very late and therefore was a "low profile" add-on.

Recommendations.

1. CNRS should select future meeting sites in locations where the local membership of the Society is likely to attend. "Remote" locations are to be discouraged.
2. The organizing committee should start its work early, at least 18 months in advance of the intended conference.
3. Careful attention must be given to ensuring that projection equipment for power point presentations will work flawlessly.
4. We further recommend that future committees follow our lead and solicit presenters, papers and sessions so as to enhance the quality and coverage of the theme or themes to be covered. This has many benefits, not least adding to the membership of the CNRS, drawing in distant talents, and advertising the nature of our activities.
5. Use of the web is suggested as a way of attracting attendees who may not be members of CNRS (one of our attendees, who lives in Olympia, WA, heard about the meeting solely by the web). CNRS should be proactive in listing on its website the theme of its forthcoming conference, the sub themes to be addressed, and, where possible, the potential lead or key speakers who might draw such "walk on" attendees.
6. The Executive should actively tackle the problem of overcoming academic or institutional indifference to the annual conferences. Letters to local universities and college departments of history and even to the local DND Base Museum were ignored. Personal contact may well be the most promising avenue. Addressing the problem is far easier said than done but it is suggested that a focused drive be undertaken for the 2010 conference and beyond.
7. Additional or extra visits to places of interest as arranged will likely attract potential attendees; and are to be encouraged in future planning.
8. Displays by the Canadian Society of Marine Artists in conjunction with the annual conference could enhance the event and raise its public profile. However to make an impact such displays require careful planning, advance publicity and proper signage.
9. The Executive should review procedures for processing payments during conferences.

Picture Feature with notes by Mr. Donald Page



*Collection: Canada Steamship Lines Collection, Marine Museum of the Great Lakes at Kingston.
Kingston near the Shoal Tower, Kingston Harbour, c 1910*

Kingston

OFFICAL NO.: 111654, TYPE: G4 (Passenger, Paddle Steamer), YEAR BUILT: 1901
BUILDER: Bertram Eng. Works Co. Ltd., COUNTRY WHERE BUILT: Canada
LBP: 288, BEAM: 30.15, MOULDED DEPTH: 13.25, DRAFT: 12, GROSS TONNAGE: 2925
NET TONNAGE: 1909

OWNERSHIP/NAME CHANGES/DISPOSAL

1901-14 **Kingston** Richelieu & Ontario Navigation Co. Ltd., Montreal Ca., 1914-1949 Canada Steamship Lines, .
August 1950, Broken Up. Hamilton, Ont., Canada.

This ship was the second in a series of three new paddle steamers built by Bertram's for the Richelieu & Ontario Navigation Company Ltd. The three ships in the series were the **Toronto** 1899, the **Kingston** 1901, and the **Montreal** 1903 each one bigger than the one before. They were designed by Mr. C. Angstrom, Naval Architect of the builders assisted by L.E. Tornroos.

The Lake Ontario two, the **Toronto** and "**Kingston**" were fixtures. They ran on the Toronto, Rochester, **Kingston**, 1000 Islands Prescott run for so long that all the 1000 Island summer residents thought they would go on forever. The 19' greater length of the **Kingston** over the **Toronto** was all built into the boiler room reducing the heat and giving better access for stoking.

In June 1936 the ship suffered an accident at Brockville Ontario. The engines did not reverse when coming alongside and the port paddle wheel travelled along the wood deck for 150 feet creating a lot of damage and loosening the cranks of the main engine on their Journal Pins. The ship put up with this condition until winter layup in 1948. During the layup at **Kingston** Shipbuilding Company the engine seatings were extensively rebuilt, the crankshaft removed and renewed by Collship. The vessel sailed for Toronto late in November surviving a heavy gale without trouble operating better then she had before. Unfortunately because of the loss of the **Noronic** by fire in 1949 Lake overnight service with C.S.L. ships was halted and the **Kingston** never ran again.