

**ARGONAUTA**



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## **ARGONAUTA**

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**Editorial**

As the hot humid summer flies by, work in maritime history shows no sign of slowing down. Rather the field seems to be blossoming with promise and this summer issue of *Argonauta* is filled with the signs of the coming harvest. In that regard, please join us in congratulating Tavis Harris on the successful completion of his doctorate. We look forward to reading this fine work. Please note Sandy Gow's progress report on his book about life on the lower deck of the Royal Canadian Navy. As Sandy notes, his potential readers often ask if the book is finished yet. That's likely because many of us can hardly wait for this important topic to be addressed – yet as Isabel's first book is just hitting the press now after more than a decade of nights and weekends – we can only step back in admiration at the extraordinary progress made by Sandy in a much shorter period. Are we there yet? Well, not quite, but enjoy the journey through Sandy's eyes and anticipate the final destination. His book will be a must read item for our members, for all Canadians, and others with an interest in the navy.

Ann Shaftel and Susan McClure write about a recent archival acquisition on the Women's Voluntary Services at the Halifax Regional Municipal Archives. Next, there is the story of the evolution of the new Canadian naval ensign; Norm Jolin has written a more detailed narrative about it which appears in a forthcoming issue of *The Northern Mariner*. The American Society of Marine Artists ([www.americansocietyofmarineartists.com](http://www.americansocietyofmarineartists.com)) have produced an outstanding video on the War of 1812. We recommend that our readers take the time to enjoy the full video available at: [\\*http://naval-war-of-1812-illustrated.org](http://naval-war-of-1812-illustrated.org). The Canadian government firewall impedes access to this site, but it is easily available on home computers.

Other announcements refer to outstanding achievements. Congratulations to Fraser McKee, one of our treasured members, who received the Admirals' medal for his contributions to Canada's navy. The Matthews prize this year went to Chris Bell for *Churchill & Sea Power*. This excellent work faced stiff competition from Roger's Sarty's *War in the St. Lawrence: The Forgotten U-Boat Battles on Canada's Shores* and Freeman Tovell's translation of *Voyage to the Northwest Coast of America, 1792: Juan Francisco de la Bodega y Quadra and the Nootka Sound Controversy*. Michael Whitby won the best article for "Views from a Different Side of the Jetty: Commodore A.B.F Fraser-Harris and the Royal Canadian Navy, 1946-1964 with an honourable mention to Samuel Negus for "Conduct Unbecoming of an Officer': Fraudulent Enlistment Practices at US Navy Recruitment Rendezvous during the American Civil War."

We thank Roger Sarty for his obituary of Don Schurman. Please read Roger's words and then pause for a thoughtful moment of silence to pay respects to this outstanding Canadian historian. After reading of Schurman's academic struggles as a Cape Breton teenager, we are even more impressed by his achievements as an adult. Surely our measure in life comes from our ability to rise above our failures rather than any apparently easy successes.

We look forward to more submissions from our readers. Are you working on a book or an article or lecture? Do you have news of an exhibition, video, archival acquisition, conference, or maritime history project? We want *Argonauta* to reflect your interests, so please join in and let us know what you are doing. If you have students producing papers on maritime topics, please encourage them to submit pieces to us. *Argonauta* is a more than a newsletter. It's a meeting place for the old and the young, for an open exchange of opinions, for debate, and for thoughtful reflection. We're grateful to be the recipients of such wonderful pieces to date.

As our President, Maurice Smith, notes – the next conference will be in Erie, Pennsylvania, a magnificent port with strong War of 1812 associations with the North American Society for Oceanic History. Further information will be forthcoming in the next issue of *Argonauta*. Smith also notes the search for a replacement for Roger Sarty as the editor of *The Northern Mariner*. We are all grateful that Roger has agreed to serve for another year while the executive explores its options. Smith also draws our attention to the need for long term, sound financial planning – a topic which is further explored in the CNRS minutes in this issue of *Argonauta*. Please take the time to read these and to contribute to the ongoing discussion which will affect our future.

Finally, we are seeking a volunteer to help us distribute the electronic version of *Argonauta*. Ideally, this volunteer will work closely with Faye Kert, the CNRS membership secretary, to maintain an up-to-date e-mail directory of members and to let members know when new issues of *Argonauta* are posted on-line. Please contact Isabel or Colleen if you are interested in helping out. In the meantime, we thank Paul Adamthwaite who posts the *Argonauta* on the CNRS website among his myriad of many CNRS duties.

**Fair Winds Isabel and Colleen**

**President's Corner****by Maurice Smith**

Those of us approaching a certain antiquity are still subject to new experiences – no hum, ‘seen it all before’ in this mortal frame. In the field of maritime history I have often attended conferences national and international where the themes have usually focussed on merchant shipping. I was in for a surprise while attending the early May, CNRS Annual Meeting held at Laurier University in the city of Waterloo, Ontario. We were piggybacking on the hospitality of the Laurier Centre for Military Strategic and Disarmament Studies and in particular, the 24th Military Colloquium. Our three special hosts were Roger Sarty, (editor of *The Northern Mariner*); Robert Davison, CNRS Secretary and Mike Bechthold, all Laurier U insiders who opened many doors for us – in fact they made our annual CNRS gathering possible.

After the CNRS paper sessions, I stayed an extra day expecting a room full of intellectualized aggression, especially from the grad students, after all, it was a military colloquium. Was it to be a detailed inventory of tanks, guns, aircraft and ships? Yes, at times, particularly as a point of analysis related to military objectives gained or lost. At the core of many papers was a deep understanding of government policy- making, analysis of cabinet documents, and, of course, political wrangling over military budgets. It was an eye opener for me.

Roger Sarty delivered the keynote address with many personal asides, “Getting Started: How the pioneers of academic military history in Canada got into the game”. He paid tribute to Alex Douglas, a distinguished military historian and a founder of the CNRS who was present.

Next year we will be in Erie, Pennsylvania, a magnificent port with strong War of 1812 associations. Ah yes, “Don’t give up the Ship!”. We will be with the North American Society for Oceanic History. Please plan to join us.

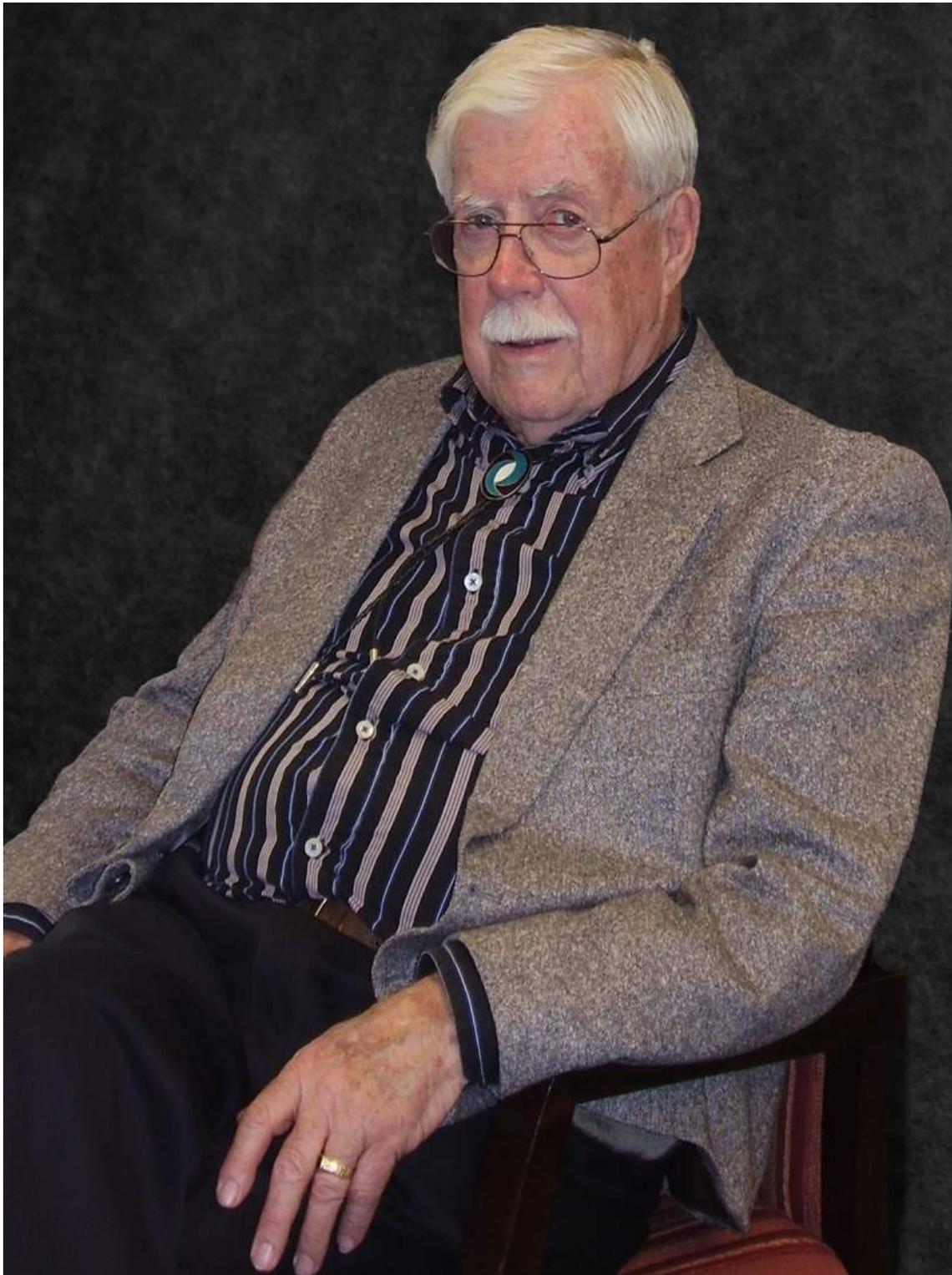
There is lots of talk these days about ‘social media’ with the pros and cons of participation tending to be generational. I would urge all of you to try Facebook. Our CNRS site is generating strong interest.

Finally, the Council continues to tackle challenges ahead. Among the most important is finding a replacement for Roger Sarty who, after many years, will be leaving *The Northern Mariner* as Editor. Suggestions are welcome. And we continue to work on pressing financial demands.

**Announcements****In Memory of Don Schurman, 1924-2013**

Donald Mackenzie Schurman died in Kingston on 16 June of this year. He was a founding member of the CNRS, and a scholar of international renown. He stood out in that

august company for two qualities that are still more rare: an original mind of extraordinary range and subtlety, and profound humility.



Don Schurman in recent years.

All scholarship is to some extent a personal search for meaning and identity. Perhaps this is the case for any enterprise that demands such intense commitment, but it was especially true of Don's academic endeavours. He was extremely proud of his Cape Breton origins, and he saw much of his life as a journey of discovery inspired and anchored by his upbringing there. Certainly those roots were one source of Don's unique perspective, a (mostly) good humoured scepticism characteristic of an island whose population has long regarded the wider world with a large grain of salt. The journey from Cape Breton, a place notable neither for its prosperity nor cosmopolitan culture when he grew up there in the 1920s-30s, just as certainly contributed to his humility, and impatience for those who lack that quality.

Don is best known for three books, *Education of a Navy: The Development of British naval strategic thought, 1867-1914* (1965), *Julian S. Corbett, 1854-1922: Historian of British Maritime Policy from Drake to Jellicoe* (1981), and *Imperial Defence 1868-1887* (2000), which, together with many published papers, are still leading works in the literature. The achievement is all the more impressive because the last title to be published, *Imperial Defence*, was his PhD thesis, only slightly revised. This was his first piece of substantial research, completed in 1955 when he was just 30 years old. Precious few demonstrations of doctoral worthiness are still widely read and cited 58 years later.

The emergence of Don's interest in the history of naval strategic thought is evident in the thesis. This model study of British defence administration traces the interplay of the Admiralty, War Office, Colonial Office and other departments in the 1860s to 1880s as they endeavoured to cope with the implications for the defence of Britain and its overseas possessions of an increasingly competitive international environment at a time of rapid change in technology. *Education* traces how in the late nineteenth century and early twentieth century naval officers, civilian educators in the navy, and others interested in defence issues sought to discover the essential elements of maritime strategy for the new age of steam propulsion and the electric telegraph by searching out principles from the age of sail. The master, Don argues in the last chapter of *Education*, was Sir Julian Corbett who developed a comprehensive body of strategic thought from deep historical study. The biography, published in 1981, more fully explores Corbett's sophisticated work. It was Don who brought Corbett, long out of fashion, to the pre-eminence he has enjoyed for the past three decades.

Although renowned as an historian of naval strategic thought, and recognized as a pioneer in the area, that was not how Don described himself. He was a student of the British Empire, a subject that he defined very broadly to include the global influence of British culture and institutions. The Royal Navy and the ideas that made it a success were important only because they were central to the creation and persistence of the Empire. Moreover, Don showed little awareness of any system in the development of his academic work on the many occasions I asked him about it. Rather, he recounted a journey shaped by chance and circumstance, and wide-ranging interests that took him down many paths. His was a crowded life. Things that many distinguished writers regard as distractions – teaching, administration, obligatory tasks such as reviewing books and professional social functions – were for Don matters of passion and commitment.

He was born on 2 September 1924 in Sydney, Cape Breton, Nova Scotia, where his father, Lloyd, managed a hardware store. In 1938, when Lloyd took a new position with a paint manufacturer, the family moved to Truro in the central part of mainland Nova Scotia. The mid-teen years are a jarring time to move, and it sharpened Don's awareness of his Cape Breton identity.

Don failed his final year of high school in 1941, and took up some not very stimulating jobs, his parents insisting he had to make his own way. His decision to join the air force when he came of age in 1942 was, he often told me, perhaps the most important of his life; he was at least partly inspired by his father's service with the infantry during the First World War, and his return to service, in the RCAF's home establishment, early in the new war. After aircrew training as a wireless operator at various bases in Ontario, Don was posted to Britain in 1944. He joined a crew that was assigned to 429 Squadron, RCAF, and flew 18 bombing operations, mostly against German cities, in November 1944 to May 1945. He volunteered for the RCAF bomber force that was to be deployed against Japan in the fall of 1945, but the atomic bombing of Hiroshima and Nagasaki ended the war and his air force career while he on embarkation leave in Nova Scotia. Don's mother, determined that her son should make the most of himself, had meanwhile enrolled him at Acadia University, where he began classes at the end of September 1945. This was completely at odds with his own half-formed intention of perhaps opening a "little garage."

His success at Acadia, where after a struggle in the general first year program he found that his interests and talents lay in history, had much to do with his air force experience. It was in flying operations that he had discovered self-discipline and a sense of responsibility -- and a fascination with Britain. The RCAF Overseas of the Second World War was very much an integral part of the Royal Air Force, truly a British Empire organization. One member of Don's crew was English, and he invited his Canadian compatriots to his family's home where they received extraordinary hospitality. It was the beginning of Don's life long love affair with Britain, where, during his academic career, he spent most of his sabbaticals and many of his summers.

Here may lie the roots of the subject that came to absorb Don at Acadia: the place of Nova Scotia, still very British in its culture, in the history of the Empire. In the summer of 1949, when Don completed his BA, he was sponsored by the World University Service of Canada to join an international course of study in Breda, Holland. One of the staff was Arthur Lower, of Queen's University in Kingston, Ontario, and he evidently encouraged Don to travel to England and make contact with Gerald Graham, who had recently left Queen's to teach British Empire history at the University of London. Graham recommended that Don work on the Imperial Federation League of the late 19th century, which became the subject of Don's MA thesis at Acadia in 1949-50. It was clear from the limited sources available in Nova Scotia that he should attend a British school to pursue the subject further. His grades were high enough that he got funding from Veterans Affairs for two years study abroad, and was accepted at Sidney Sussex College in Cambridge, where he arrived in the fall of 1950. With him came Janice (Reynolds) whom he had married in 1947 and two kids. They had two more while in the U.K., and seem from their correspondence with their families in Canada to have supported each other in their mutual trials; Janice, a New Brunswicker, enjoyed Britain as much as Don. Her illness and death in 1973 was a devastating blow.



Don and his first wife, Janice (nee Reynolds) possibly in the late 1940s, a photo Don cherished.

The shift to defence history did not come until 1951-2, and was the result of pure chance. When Don's original supervisor fell ill, Cambridge allowed him to work with Gerald Graham. Graham found Don was floundering in the Imperial Federation topic, and suggested he needed a tighter focus, perhaps the question of Imperial defence, one of the key issues in which the organization was active. Graham himself had shifted his own research to the role of the Royal Navy in the history of the Empire. When Graham then departed for a visiting appointment in the United States, he arranged for Don to work with Brian Tunstall, a colleague at the University of London, a leading historian of the Royal Navy, and the son-in-law of Sir Julian Corbett.

One of Don's proudest achievements was to become the first overseas student to win a fellowship at Sidney Sussex College, in 1952, which gave him three years' additional funding for graduate work. As he recalled it was the paper he wrote to apply for the fellowship that laid out the framework of his thesis on Imperial defence. The topic allowed him to build on the extensive research he already done on the Imperial Federation League with his new work in Admiralty, War Office and Cabinet sources.

After the thesis defence in the spring of 1955, Don returned to Canada. He taught American history at the University of Alberta for a year, and then moved to Kingston when a position unexpectedly opened at the Royal Military College of Canada in 1956. Correspondence shows that Don did not pursue publication of his thesis because publishers thought it too narrow and suggested he add chapters. His own recollection was that he was consumed with teaching, and it took a push from his chair, George F. G. Stanley, for him to get moving with a book project. He had been continuing work in Corbett's papers with Tunstall. He was also inspired by questions from engineering students in his naval history course, who had little patience for narrative and wanted to know the principles that lay behind the development of the Royal Navy, to search for those principles in other late nineteenth century naval studies. Here lay the genesis of *Education of a Navy*.

With the first book's publication, and very positive critical reception, Don was able to move across Kingston harbour to Queen's University in 1967. One reason was to have the chance to work with graduate students, which became a large part of his professional life. He also pressed on with the biography of Corbett, and completed the manuscript in 1971. What should have been the triumphant sequel to *Education of a Navy* became the major frustration of his academic career. He could not get it published by any of the major academic presses in Britain or the United States, because Corbett was not seen as significant or well known enough to merit a major work. Arthur Marder and Gerald Graham, two of the leading historians of the Royal Navy, leapt in with their support, but the best offer was publication of a much shortened version by the Royal Historical Society in their very specialized monograph series. Once Don had rewritten the manuscript there were delays in production, and the book did not appear until 1981. Vindication of sorts came in 1992 when the U.S. Naval War College organized an international conference, "Mahan is Not Enough" which focussed on the works of Corbett and Admiral Sir Herbert Richmond, the Royal Navy's sailor scholar whom Corbett had inspired. Don, one of the speakers, was honoured by the assembly of historians from around the world.

By that time Don, although still active in naval projects, had moved on to other things. In 1972 to 1982 he helped launch the very ambitious project at Queen's to publish the letters of Benjamin Disraeli. It was something of a full circle. He had become fascinated with Disraeli while working on his MA, and one of his first research ventures when he arrived in the U.K. in 1950 was to go to Hughenden Manor where the Disraeli papers were then still held.

In 1979-80 Don had one of the great adventures of his academic life, teaching maritime strategy at the University of Singapore. He then moved back to the Royal Military College, where he became chair of history. In the years before his retirement in 1987, he began to concentrate on work he had started in the early 1960s, as a result of his deep commitment to the Anglican Church. The book which resulted, *A Bishop and His People: John Travers Lewis and the Anglican Diocese of Ontario 1862-1902* (1991) was as much a social and administrative history of the struggles to establish the church in eastern Ontario as it was biography. Don said he was proudest of this book, and it was perhaps his most characteristic work. Above all he was fascinated by people, what makes them tick and how they relate to each other. He had a life long interest in politics, and one aspect of his deep religious faith was his understanding of the church as a social institution, a coming together of people.

I last saw Don 19 days before his passing. He invited me to visit for one of our periodic chats – mostly about history, but also about the rewards and disappointments of academic life, the place of Nova Scotia in the world, and a dozen other things. He was tired, but as witty and engaged as ever. He had also invited a graduate student, Joseph Zeller, for whom he arranged accommodation in Kingston. That way Don could review the thesis chapters at leisure, while Joe could spend the working day at the Queen's University Archives getting on with his research. Don kept saying how very happy he was that we had come.

Thanks to Professor John Beeler, who helped in the preparation of this piece. For a fuller account of Donald Schurman's career see John's introduction to *Imperial Defence 1868-1887* (London: Frank Cass, 2000), ix-xvii, which he edited for publication. The present piece also draws from a report on my work with Don on his papers, "Education of a Naval Historian," at the CNRS's annual meeting in Ottawa in May 2011.

Roger Sarty Waterloo, Ontario

### **A Remembrance - The Great Lakes Storm of 1913**



The Port of Goderich & Lake Huron Shore Communities will honour the lost souls & ships of “The Great Storm 1913” in a series of commemorations this autumn.

This centenary event will commence in September and October – and will culminate in a special series of Remembrance activities, November 8, 9 and 10, 2013. These activities will include a major exhibition combining Heritage & Education Displays with a broad Marine Trade Show & Job Fair Exhibition.

The commemorations will acknowledge the lives and ships lost in the worst maritime disaster ever to hit the Great Lakes – when 19 ships were either total or constructive losses and over 260 lives were lost in one overnight ‘white hurricane’ that descended upon the Great Lakes on November 8 & 9, 1913.

It is hoped that the community can assemble together on Sunday, November 10, to honour the lost sailors in a massive inter-denominational church service, not unlike that held in 1913 immediately following this great tragedy.

For additional information on the events, including a list of locations, historical and industry participants, please visit the excellent website that the organizers have set up: <http://www.1913storm.ca>

Article condensed from the website

### **Historians and Digital History: Why Do Academics Shy Away from Digital History?**

The Internet is finally beginning to penetrate historical practice. At the recent North American Society for Sports History (NASSH) Conference, held May 24-26, 2013 at Saint Mary’s University, Douglas Booth and Gary Osmond provided a fascinating primer on the impact digital history is starting to exert the study of international sports history. The Internet itself, Booth pointed out, is — in fact — “an infinitely expanding, partially mediated archive.” Exploring the World Wide Web, however, can be frightening, especially for recognized experts, because it “disturbs previous certainties.”

Digital history, according to Toni Weller, author of *History in the Digital Age* (2013), is the use of digital media and tools for historical practice, presentation, analysis, and research. Early work in digital history focused on creating digital archives, CD-ROMs, online presentations, time-lines, audio files, and virtual worlds. More recent digital history projects demonstrate the potential of creativity, collaboration, mapping data, and technical innovation, all of which are aspects of Web 2.0

Current and future initiatives seek to fully utilize the Internet to create dynamic sites of history-making, inquiry and discussion. History blogs like [www.activehistory.ca](http://www.activehistory.ca) are essentially first generation initiatives in that direction.

University professors, at the undergraduate level, are gradually coming to accept digital history. But this begs the question: what evidence do we have that students learn better from digital history?

Few studies have scientifically documented computer-user behaviours, particularly in history education. Much of what is available comes from international/US studies which present descriptive results of small-scale investigations with online applications and webquests. Building on pioneering research in virtual history, Stéphane Lévesque of the University of Ottawa spent a decade researching how Canadian students learn from and can improve their learning experience with digital history environments.

In a study funded by the Canadian Council on Learning (2007-2008), Lévesque investigated the role and impact of a digital history program, *The Virtual Historian*, on students' historical learning and literacy. What this study suggested was that digital history – with all its animated objects and dynamic scaffolds – is not a substitute for classroom teaching. Many students continue to crave and need student-teacher interaction and instruction – and for sound reasons. Learning is, according to Levesque, far too complex and multifaceted to be reduced to gaming and web animations.

Still, digital history provides students with important learning tools, resources and thought processes that 21st century teachers can no longer ignore. Working with Adam Friedman of Wake Forest University in North Carolina, Levesque has embarked upon in a comparative Canada-US study of high school student learning with technology aiming to uncover the particular ways in which Canadian and American teachers and students can learn in technology- connected settings.

The study of history is now becoming far more integrated with digital history, cultural history and public history through connections unlocked by the digital revolution. All of this is making possible more dynamic, topical, interactive engagement in studying not only contemporary society but the past.

Academics remain remarkably reticent to engage in digital history, just as many are openly disdainful of the social media. A close observer of Digital History, Richard Rinehart, expressed the principal reservation of academics in this priceless line: “Digital sources last five years or forever, whatever comes first.” That speaks to the need for new professional standards to ensure the proper preservation of electronic historical intelligence. Fears of academic history being bastardized in the form of a “mash-up,” however, are really just an extension of the ongoing and ever-present struggle against the popularizers.

Professional historians need to get involved as arbiters of what distinguishes good digital history from the bad variety. It's high time academics broke out of their comfort zones and moved beyond using the Internet as a tool to actually embracing digital history. Rich research opportunities are being missed and an expanding archive of digital history remains to be discovered.

Dr. Paul W. Bennett

This article, condensed from Paul W. Bennett's article of the same name, can be found at: <http://activehistory.ca/2013/06/historians-and-digital-history-why-do-academics-shy-away-from-digital-history/>

## **Archeologists call for assistance**

**by Don Hickey and Roger Eshelman**

A group of archeologist are working on a book about how archeology has contributed to our understanding of the War of 1812. It will consist of several chapters highlighting current or recent archeological projects.

Ralph Eshelman and Don Hickey are preparing an introductory chapter setting the war in context and reviewing archeological work conducted in Canada and United States. We would like this chapter to be as inclusive as possible.

Anyone who has information about such projects or citations for such work are encouraged to contact Ralph. We appreciate your assistance.

Contact: Ralph Eshelman [ree47@comcast.net](mailto:ree47@comcast.net)

## **Society for Historical Archeology**

In the summer of 2012, Université Laval held an archaeology field school at the national historic site of Fort Saint-Jean, located in the Richelieu Valley. While by no means the first archaeological project to be carried out at the site, it is the first to be conducted by a multiagency partnership.

Located at the confluence of the Little St. Pierre River (now buried) and the St. Lawrence in an area known as the birthplace of Montreal (Ville-Marie) in 1642, the site bears the Borden code BjFj-101. Excavations were conducted at what is now 214, Place d'Youville, a two-story brick building owned from 1927 to 1999 by the Townsend family, shipchandlers. In 1999, the Pointe-à-Callière Museum purchased the property for its archaeological value, and the site was subsequently tested, revealing the presence of significant archaeological deposits that confirmed a continuous occupation from the 17th to the 20th century. Since 2002, the field school has expanded from these beginnings, filling a void in the documentary record of Montreal's early history. The research has several goals: a better understanding of mid-17th-century structural features and deposits; an improved knowledge of Louis-Hector de Callière's (Governor of Montreal) residence and estate from 1688 to 1765; and the study of the sequence of three generations of commercial buildings that occupied the site during the 19th century.

As a complement to analysis of the stratigraphy, artifacts, and ecofacts, historical research has provided precise dates for the site's division into seven major periods, based on shifts in ownership and structural history. Further information and a summary of the results of the 2012 excavation can be found in the Spring 2013 SHA newsletter, found at:

<http://www.sha.org/documents/Spring2013.pdf>

The text of this article was condensed from the SHA Spring 2013 newsletter made available to us by Faye Kert.

**MATTHEWS AWARDS 2013 FOR PUBLICATIONS OF 2012**

**WINNER OF THE BEST BOOK PUBLISHED IN 2012** by a Canadian on any maritime subject, or by anyone on a Canadian maritime subject:  
*Churchill & Sea Power*, published by Oxford University Press, written by Christopher M. Bell.

Christopher Bell has written an excellent appraisal of Sir Winston Churchill and the Royal Navy over a period of more than fifty years. His first chapter quotes a speech Churchill made in the House of Commons in 1901 about the importance of the RN to the defence of the empire. His concluding chapter discusses Churchill and defence during his second premiership when a war weary Britain and the advent of first atomic and then nuclear weapons seemed to dictate slashing defence budget cuts and a significant reduction of a navy that would have little opportunity to play a useful part in a “come as you are” war.

Between those bookends, Churchill’s relationship with the Admiralty included the Dardanelles campaign of the First World War when he was First Lord; the “ten-year” rule between the world wars when Churchill was the Chancellor of the Exchequer; the Norwegian campaign 1940 when he was again the First Lord of the Admiralty, and as prime minister, various aspects of the Battle of the Atlantic including the debate of aircraft allocation amongst other issues. All of these are topics on which individuals writing memoirs and historians have had strong, and often critical views. Stephen Roskill’s unflattering assessments have frequently been accepted without comment.

Through comprehensive and painstaking research Bell has revealed a record previously hidden from view. For example, he has compared early drafts of manuscripts with the final version in published book form, and noted that readers called for changes for compelling reasons. With respect to some of Roskill’s work, he has checked the original comment of a participant against what Roskill selected to quote, and noted the omissions. Bell has reviewed the records of some controversial decisions in which it was said that Churchill had been overbearing and forced his way, with disastrous results, and found that when all the facts were gathered, such conclusions were not always supported.

Bell concludes, “Winston Churchill understood the navy’s capabilities and its limitations better than probably any other politician of this period. The nation was fortunate that he was so frequently and prominently involved in managing its naval affairs.”

In summation, some comments from the assessments of other award committee members may be useful: “Chris Bell’s book on Churchill is the obvious one for book prize -- a really substantial and well balanced piece.” And, Bell, “ represents, successfully, a generation of researchers that is able to be a little more dispassionate and hence produces better history on Churchill. Being balanced about Churchill is not easy as so many either worship or loath him. Getting back into the records and passing judgement from a neutral perspective is worthy of praise it seems to me.”

**HONOURABLE MENTION:**

*Voyage to the Northwest Coast of America, 1792: Juan Francisco de la Bodega y Quadra and the Nootka Sound Controversy*, published Oklahoma University Press. Translated by Freeman M. Tovell, edition presented by Freeman M. Tovell, Robin Inglis and Iris H.W. Engstrand.

Members may recall that at our annual meeting in Victoria in 2009 we gave the best book award to Freeman Tovell for his biography of Bodega, *At the Far Reaches of Empire*. Freeman was with us that night. He died on March 7, 2011, but not before the manuscript for this book had been sent to the press. There are two reasons why the awards committee felt this book, the translation of Bodega's diary around the Nootka controversy, plus an introduction, should be recognized.

First, the diary is now made available for the first time in English. While the Nootka Controversy, at the time a significant international event, may have receded with the mists of time, the diary is nonetheless important for the record the leading Spanish negotiator has left. It also provides observations and an account of Chief Maquinna and the residents of Nootka Sound. It is an important work by someone who has been regarded as the premier Spanish explorer of the West Coast of North America.

The second reason for recognition stems from the circumstances of the work. It may fairly be described as "a labour of love." Frequently such works do not provide the essential academic apparatus. That is not the case here. The introduction and apparatus happily stands alongside that found in the modern volumes of the Hakluyt Society. And these include Cook's journals edited by J.C. Beaglehole; his charts and coastal views edited by Andrew David; George Vancouver's volumes edited by Kaye Lamb; La Pérouse's journals edited by John Dunmore; and Malaspina's journals edited by a team of four international scholars. Tovell's work has lacked that sort of institutional support. One of the works we will honour this evening acknowledges support from at least three funding agencies. Again, that was lacking here. In a society whose membership is largely avocational, it is important that we acknowledge a work that meets all the professional standards without the customary supports. It is even more important when that work fills such a conspicuous void.

**HONOURABLE MENTION**

*War in the St. Lawrence: The Forgotten U-Boat Battles on Canada's Shores*. Published by Allen Lane in the History of Canada series. Written by Roger Sarty.

The volume being recognized this evening provides an indication of how the discipline of history has evolved. When McClelland & Stewart published their Canadian Centenary Series each volume covered a sweep of time and a theme, such as Donald Creighton's *The Forked Road: Canada 1939 - 1957*. In that volume, the index offers just six entries for the Royal Canadian Navy. The subject of Sarty's work is accorded barely five lines. By contrast, this new series of Canadian history examines a specific subject, one might even say an episode or event, and extrapolates from that to "show what Canada was like at particularly important junctures in its history."

In his introduction, provocatively titled “Discovering Unwritten History,” Sarty posed several questions, each of which challenged widely held assumptions. First, “was the arrival of the U-boats [in the Gulf of St. Lawrence] a surprise? Second, Were the defences as weak and poorly directed as the most dramatic and widely publicized ship losses suggest?” And third, why was the submarine that sank the Newfoundland ferry, Caribou, “so far removed from the main traffic routes within the gulf?” His answers, not to mention the identification of the very questions, are the product of years of research, first at the Directorate of History at National Defence Headquarters, later as time and opportunity allowed while he was at the Canadian War Museum, and ultimately after joining Wilfrid Laurier University. The result tells us much that in fact we did not know, challenges widely held assumptions, and genuinely provides new light on the defence of Canada’s shores and territorial waters.

Although the battle of the Gulf of St. Lawrence may just be an “episode” - and Sarty argues a successful one because “it was never more than a small corner of the Atlantic war” - as he concludes, “It says much about the nature of the Canadian war effort in 1939 - 45.” In other words, as the series intends, he shows what Canada was like at an important juncture in our history.

### **MATTHEWS AWARD WINNER 2012 FOR THE BEST ARTICLE published in The Northern Mariner/Le marin du nord**

Michael Whitby, “Views from a Different Side of the Jetty: Commodore A.B.F. Fraser-Harris and the Royal Canadian Navy, 1946-1964”

All uniformed services have “characters” who are larger than life. In many respects, Commodore Fraser Fraser-Harris, the subject of this article by Michael Whitby, was just such a person. Born in Nova Scotia, he was brought up in England, and at the age of thirteen, joined the Royal Navy. On completion of his Sub-Lieutenants’ course he entered the Fleet Air Arm, an act that became the subject of one of the myths about Fraser-Harris. After eventful service during the Second World War he transferred to the Royal Canadian Navy where he was instrumental in establishing the fledgling Naval Air Service.

Whitby shows how Fraser-Harris was an “outsider” to the RCN, because of his early British service, his specialization in naval air, and his exemplary war service record in that arm. The natural consequence of this background was a perspective on questions and challenges facing the post-war RCN that was frequently at odds with the prevailing views of the navy’s senior officers who had a shared experience of ASW in escort vessels during the Second World War. When Fraser-Harris, then commanding officer of HMCS *Magnificent*, wrote a critique of the RCN’s ASW practices, which Whitby compares to the famous Piers submission of 1943, the response was quite different. Other interactions between Fraser-Harris and the senior leadership suggest that the peacetime navy, faced with a much reduced political priority, turned to “traditional” values and solutions rather than engaging in serious enquiry of new questions and problems.

Through his careful and balanced study of the work of one senior officer, Whitby has also offered an important commentary on the RCN establishment between the Second World War and the unification debates.

**HONOURABLE MENTION:**

Samuel Negus, “‘Conduct Unbecoming of an officer’: Fraudulent enlistment practices at U.S. Navy recruitment rendezvous during the American Civil War”

Samuel Negus, a PhD student at Texas Christian University, has written an account rich in detail about corrupt recruiting practices used in some regions by the US Navy during the Civil War. A many-fold expansion of the navy generated an immediate demand for seamen. Coupled with the similar demand for soldiers for the army, a premium was placed on “volunteers.” The enlistment bonus appears to have been at least \$100, and the fee for a substitute sailor could be \$500, as shown by a rare photograph that Negus included. With such sums available, it cannot be surprising that corruption found a place, and wrongful enlistment followed. Complaints from people such as the British consul in New York City have left a paper trail. Negus has completed far ranging and exhaustive research for this narrative account of examples of illegal process and the attempts to investigate and end the practices. He has opened the window on an aspect of that period which has been ignored or overlooked in the established literature.

**Admirals' Medal****The Admirals' Medal Foundation**

The Admirals' Medal Foundation exists to provide public recognition to the significant personal contributions of individuals to Canadian maritime affairs. A rich maritime heritage representing the contributions and achievements of many pioneers over the years reflects the geographical fact that Canada has the longest coastline of any nation in the world and vast areas of maritime interest.

We Canadians are increasingly aware that a large portion of our prosperity stems from our ability to use the oceans to engage in

**Fondation de la Médaille des amiraux**

La Fondation de la Médaille des amiraux a pour raison d'être la reconnaissance publique de contributions personnelles de certaines gens aux affaires maritimes du Canada. Le riche patrimoine maritime du Canada, bâti sur les contributions et les réalisations de nombreux pionniers au fil des ans, témoigne du fait que le Canada se distingue, du point de vue géographique, par le littoral le plus long au monde et de vastes étendues d'intérêt maritime.

Les Canadiens se rendent de plus en plus compte que la prospérité de notre pays provient en grande partie de l'accès aux

international trade and to harvest our resources at sea, be they minerals, fish or other marine assets. For these reasons, Canadians have been prepared to protect national maritime interests both in times of peace and times of war.

Our maritime heritage now benefits from the contributions of a new generation of Canadians who display initiative and skill in advancing maritime affairs, operations and research. Their outstanding achievements whether through science, technology, academic studies or the application of practical maritime skills are worthy of special recognition.

océans pour le commerce international et l'exploitation des richesses de la mer qu'il s'agisse de minéraux, de poissons ou autres richesses maritimes. C'est pour ces raisons que les Canadiens ont toujours été prêts à protéger leurs intérêts maritimes en temps de paix comme en temps de guerre.

Aujourd'hui, notre patrimoine maritime s'enrichit des contributions d'une nouvelle génération de Canadiens qui, par leur compétence et leur esprit d'initiative, font progresser les affaires, la recherche et les opérations maritimes. Leurs remarquables réalisations, qu'elle relèvent du domaine des sciences, des techniques, des études ou de l'application de connaissances maritimes pratiques, méritent une reconnaissance toute spéciale.

Long-time CNRS member, Fraser McKee, receives the Admirals' Medal from Vice-Admiral Paul Maddison.



Photo and text courtesy of Richard Gimblett

## The RCN Sculptor-in-Residence Programme

At the Battle of the Atlantic Gala Dinner at the Canadian War Museum 2 May 2013, the RCN Sculptor-in-Residence, Mr Christian Corbet, PPCA, FA, FRSA, presented a sculpted portrait bust of Rear-Admiral Leonard Murray, CB, CBE (see biographical sketch below), to the Commander RCN, Vice-Admiral Paul Maddison.

Mr Corbet is widely-recognized as one of Canada's pre-eminent artists, practicing in various mediums but specializing in painting and sculpture, dealing largely in portraiture. He co-founded and was the first President of the Canadian Portrait Academy (CPA), and has been commissioned to undertake portraits on subjects including most recently HRH The Prince Philip, Duke of Edinburgh as the first Canadian to sculpt The Duke from life. In recognition of the Canadian Naval Centennial in 2010, Mr Corbet offered to make an annual donation of a sculpted bust of some noted figure from Canadian naval history. In October 2012, the Commander of the RCN, Vice-Admiral Paul Maddison, bestowed the honorific title "Sculptor-in-Residence for the Royal Canadian Navy" upon Christian Cardell Corbet in recognition of this commitment of generosity of spirit towards the RCN in interpreting our living memory. He is affiliated with the Maritime Command Museum in Halifax.

### **Rear-Admiral Leonard W. MURRAY, CB, CBE,**

Born at Granton, on Pictou Harbour, NS on 22 June 1896, Rear-Admiral Murray enrolled in the Canadian Naval Service as a cadet in January 1911 joining the first class of the Royal Naval College of Canada. He saw service at sea in Canadian and British ships during the First World War, including Atlantic patrols in the cruiser HMCS *Niobe*. During the interwar years he specialized in navigation, serving at sea in Canadian and British ships, including command of the destroyer HMCS *Saguenay* in 1932, as well as key staff positions ashore.

During the Second World War he held a number of command appointments, including Commodore Commanding Canadian Ships and Establishments in the UK and later, as a result of the strategic importance of Newfoundland in the Battle of the Atlantic, Commodore Commanding Newfoundland Force. In April 1943 he was appointed the Commander-in-Chief Canadian North West Atlantic (CNWA), noteworthy in that he was the only Canadian officer to have commanded a theatre of war during the Second World War. He remained as Commander-in-Chief CNWA until the end of the war in Europe, when he was retired prematurely in 1945, as a result of the inquiry into the Halifax VE-Day riots, which placed the blame on the riots on inadequate preparations by naval authorities under his command.

He moved to England in 1947 to study law and in 1949 he was called to the Bar, specializing in Admiralty Law. He died suddenly in Buxton, England on 25 November 1971.



Unveiling the sculpted portrait bust of Rear-Admiral Leonard Murray in May, 2013 are (then) Minister of National Defense, Peter MacKay, RCN Sculptor-in-Residence Christian Corbet, Associate Minister of National Defense Kerry-Lynne Findlay and Commander RCN Vice-Admiral Paul Middleton.

Photo and text courtesy of Richard Gimblett.

### **BRIGADIER GENERAL JAMES L. COLLINS JR. BOOK PRIZE IN MILITARY HISTORY**

The U.S. Commission on Military History announces the 2013 Brigadier General James L. Collins Jr. Book Prize in Military History. The prize entails a \$1,000 award to the author of any nationality of the best book written in English on any field of military history published during 2012. The Book Prize Committee, chaired by Dr. Edward J. Marolda, will review the submitted books and select the winner to recommend to the USCMH Board of Trustees. Topics in all periods and all aspects of military history including naval and air warfare will be considered.

Books for consideration by the Collins Prize Committee must be submitted by 30 December 2013, one copy each to:

- 1) USCMH Collins Prize, c/o Dr. Edward J. Marolda, 15570 Golf Club Drive, Dumfries. VA 22025
- 2) USCMH Collins Prize, c/o Dr. Jeffrey Clarke, 1011 North Van Dorn Street, Alexandria, VA 22304
- 3) USCMH Collins Prize, c/o Dr. Kelly DeVries, 1170 Crab Walk, Charleston, SC 29412

Upon notification from the selection committee, the Collins Prize will be presented at the USCMH Annual General Meeting usually held in early November. For further information contact the Collins Prize Committee Chair at: [edwardmarolda@yahoo.com](mailto:edwardmarolda@yahoo.com) or [Edward.Marolda@navy.mil](mailto:Edward.Marolda@navy.mil)

## Literature Review

by Tavis Harris

It has proved to be a very interesting summer. First off, I successfully defended my doctoral thesis "A Treaty is Better than a Battleship: Canada, Autonomy and Interwar Naval Disarmament" at Wilfrid Laurier University under the supervision of CNRS member Dr. Roger Sarty. It was a long, difficult, but worthwhile time and I hope it adds something of note to Canadian naval history. Now that I have that bit of personal celebration out of the way, I can proceed with detailing some recent literature.

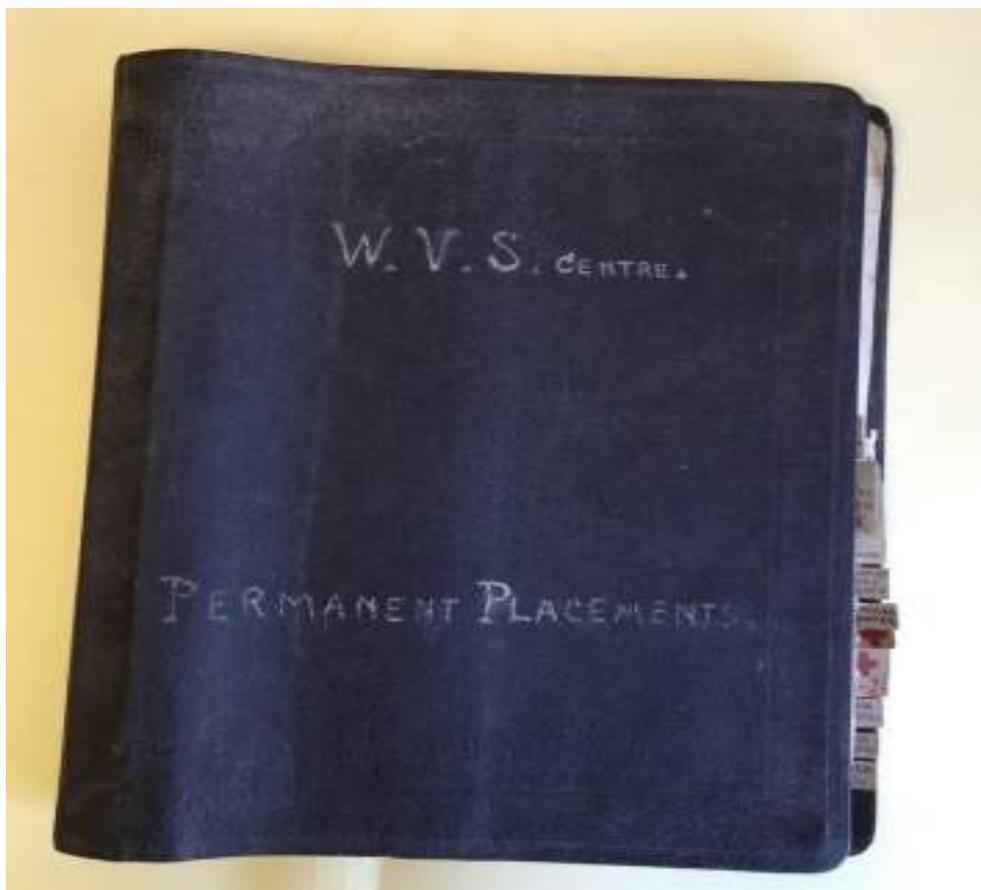
First off is retired Chief Warrant Officer Joseph A. Ricci's "Use All Force!" (*Naval History Magazine*, Vol. 27, No. 3). Ricci examines the complexity of issues surrounding use of "all necessary force" in the interdiction of illegal alcohol shipments under the 18th Amendment (also known as the Volstead Act). Of interest to Canadian scholars is Ricci's focus on the I'm Alone incident, in which a British-Flagged Canadian smuggler was sunk by the US Coast Guard in November 1928. Ricci provides a thorough background including the context in which the I'm Alone operated and the sinking itself before discussing the intricacies of international law and the heady questions surrounding the sinking.

Next is Mark Harrison's "Scurvy on sea and land: political economy and natural history, c. 1780–c. 1850" (*Journal of Maritime Research*, Vol. 15, No. 1 (May 2013): 7-25). Harrison is a professor of medical history at Oxford University and has published extensively on the relationship between war and medicine. Harrison's work examines the changing perceptions of scurvy from the late 18th to mid 19th centuries and emphasizes the changing nature in which administrators, naval officers and medical professionals viewed the disease. Scurvy had long plagued sailors on long voyages, and while it became understood that dietary issues were at the fore, others continued to assert more esoteric causes for the disease, which became a major issue for the Royal Navy as they developed new health policy. Harrison argues that besides scientific debates, political and administrative factors helped shaped the general view of scurvy.

Last but not least is Paul F. Johnson's "Bernie's Brownie and Harry's Jar: A Tale of Titanic." (*Sea History*: 138). Johnson, a curator at the Smithsonian was in the process of creating a Titanic exhibit when he began to question why that particular vessel was widely-considered the worst maritime disaster when others were far more costly in terms of total casualties, nor was it the only famous ship to sink in a tragic fashion. During his search for items to display, Johnson came across a Kodak Brownie camera which came to underlay his belief that it was the rise of affordable photography and the legacy it left which came to shape Titanic's legacy. The article is an interesting view of how certain mediums can shape historical legacy.

I look forward to finding some wonderful new material come Autumn.





Images of CR 43.4 W.V.S. Center Permanent Placements Register courtesy Ann Shaftel.

The Women's Voluntary Services Bureau was inaugurated in 1943 within the Halifax Citizens' War Service Committee. Mrs. Edith B. Girouard was Chairman of a Board comprised of leaders of various Halifax social agencies. She succeeded in getting funding for the organization through Warren Publicover of the British War Relief Society of the U.S.A. Canadian (Maple Leaf) Division.

The WVS Centre was a recruiting centre and manning pool for volunteers needed in the many war-time service agencies. They registered the skills and availability of volunteers and requisitioned them to permanent and emergency volunteer positions. The Centre responded to urgent requests from any war-time effort; a big project was assisting the Department of National War Services with the distribution of Family Allowance to Halifax servicemen's families.

There were Women's Voluntary Services organizations throughout Canada and the United Kingdom.

Ms. Pezzack's donation documents the WVS operations, its liaison with other social agencies in Halifax, Ottawa and England, and their volunteers. Registration cards give details about the women who volunteered, and the Requisition forms and Permanent Placement register give details on the type of work they did in agencies such as the Ajax Club, Blood Donor Clinics, Canadian Legion Hostels and Library, the Central Magazine Exchange, the Children's Hospital, the Concert Guild, Jost Mission, Lady Ironside Knitting, Navy League Recreation Centre, North End Services, NS College of Art, Protestant Orphanage, Salvation Army, Red Cross, YMCA, and YWCA.

The records are a compelling testament to the energy, community spirit, professional organization and dedication of civilian volunteers intent on helping with the war effort. They are a treasure, as well for genealogists as the registration cards give volunteers' name, education details, birth, religion, no. of dependents, work and volunteer experience, plus appended cards give details of their placements. An unexpected resource for genealogists is the Directory of Households provided by the postal service presumably so that the WVS could send out mass-mailings. The directory lists householders' names and occupations and if French-speaking; it covers the entire County and Cities.

The charm and value of this donation comes from not only the historical information about the times, and people of the times, but also the flavor and language of every day life then.

For example, some of the pamphlets from that time advise women volunteers to:

"Do your best"

"Be competent, reliable, cooperative.....reasonable"

"You are a volunteer for victory"

"You are not paid in money for your work you're paid with the highest privileges of free people. The logs document when specific women came to volunteer and what activities they volunteered to do.

The donation can be viewed at the HRM Archives at 81 Ilsley Ave. in Burnside and is described on their website at: [http://gencat.eloquent-systems.com/halifax\\_search.html?key=5007316](http://gencat.eloquent-systems.com/halifax_search.html?key=5007316).

***Life on the Lower deck of the RCN, 1910-1968*****by Sandy Gow**

Editors' note: This article has been edited from a progress report that the author sent in March of this year to her interviewees and other interested parties. This report details Sandy's methods of working. We wish to point out that Sandy is interested in making contact with service personnel employed in certain RCN trades; if you know of anyone, please take note of the author's contact information at the end of this article.

This progress report is sent in order to bring you up-to-date on how things have been going. It fits into the category of "works in progress," To date the number of people who have helped me breaks down into 297 former members of the RCN/RCNVR/Wrens, and three former RN. Before 1 July, 2012 I was working full-time, up to the age of 70, and could only find time to collect information and copy the allowable sections of published materials. Since July 2012 I have attempted to work five days a week on the files and I am now continuing to pull off them the materials I believe can be used in the book.

**Background:** I began the interviews and information gathering from printed and published sources in the fall of 2007. The data I have at hand comes from personal (face-to-face) and telephone interviews, letters, questionnaires, emails, and a series of follow-up telephone conversations meant to clarify a range of questions the materials generated. As of 22 March I had completed the files for 43 Cold War Wrens (1951-1968), 39 Second World War Wrens (1942-1946), 46 Second World War DEMS (Defensively Equipped Merchant Ship) (1942-1946) gunners, 15 RCN Boys (August, 1935-July, 1941) and 58 men who were RCNVR and joined the Navy any time from 1939 until early 1944, when the Navy began recruiting smaller numbers of New Entry men.

Some of the files do double duty: 28 of the group from 1935-1944 will be carried over into the Cold War/Korean War era and they had long careers with the RCN. Some of these people served well into the 1970s, the unification era. Some of these men were also what was once referred to as 'turnovers'; that is, they transferred from the RCNVR to the RCN either in the course of the Second World War or immediately after VE or VJ Day. In addition to these contacts, I have the transcripts from taped interviews with lower deck men whose memories were collected by the University of Victoria; some bits and pieces (men and women) off of the Memory Project web site; and things published here and there, such as the excellent Naval Officers' Association of Canada *Salty Dips* volumes. These have yet to be processed; they will be examined nearer the end [of the project], along with a collection of files for people who joined from 1946 to 1966. I am still adding to this number for the period 1946-1968. Two of these people fall outside the time period; one person joined the Canadian Forces in the 1970s, and I also spoke with a former Reservist who is now permanent force out in Victoria. These two men were included for comparative purposes. I also spoke to four RCN/CF commissioned officers who had specialised knowledge about certain topics relating to the post-war period. Two war time spouses have also talked to me about their experiences living in Halifax while their husbands were at sea. So, there is still a lot of work to do.

**The layout of the book:** The book will have either twelve or thirteen chapters, depending upon what the publisher dictates. As these are not carved in stone, and therefore

subject to change, I will not refer in detail to their contents at this time. I want the Second World War Wrens, the Cold War Wrens and the DEMS gunners to have chapters of their own because of the unique nature of what they did while serving in the RCN. The other nine or ten chapters will receive information as I pull it from the files.

**Getting the file information into a useable format:** Each distinct piece of information from the questionnaires [that were] completed, our interviews, etc. is extracted and then hand written on a 4x5 filing card. I know what some of you are thinking; “Why doesn’t he put it into file folders in his computer?” Answer: Simply put, that doesn’t work for me. I am a visual learner and since my first major piece of research in 1968-1969, I have been using this method successfully and, “If it ain’t broke, don’t fix it.” Of course, all drafts will go into the documents section of my computer. I have an external hard drive and memory sticks/thumb drives, and they will be used to secure the various drafts when I am in the writing stage, but not now because I have to be able to see what I am building in all of the various categories of data.

Each card is assigned to a chapter, but clumps of category cards, or even individual cards, can be moved around within the chapter or transferred to another chapter without any electronic cut and paste or loss of data due to the computer crashing or malware infecting my computer’s hard drive and causing the information on it to disappear forever. I have already made a number of changes with the accumulated information on cards, and I have only just reached the year 1945. There will be more changes to come, that much I know. At the moment, it seems to me that I am keeping loggers and pulp and paper mills employed on a full-time basis just in terms of paper and filing cards.

**A problem with [lack of] informants:** One problem I have for the period 1910 to 1945 is that my oldest living (as of 2009) informant dates back only as far as 1935, when he joined up as a 17 year old Boy Seaman. For the time span 1910 to 1934 I will have to rely on the fine work done in the NOAC *Salty Dips* series and other bits and pieces I have stumbled upon. If any of you can assist me with communicating with dead sailors – other than through the demon rum – I would like to hear from you. A second problem with the pre-1945 period is that I have not managed to find any male SBAs (Sick Bay Attendants), and I have only one Radar *operator* who served at sea during the Second World War. (I was able to talk to two RA (Radio Artificers) who worked on the equipment and this was a great help to me.) However, I was very fortunate to find one Seaman in Edmonton who volunteered to do radar watches in one ship he served in and he supplied me with some valuable information on just how our war time radar did, or did not, work. I am sure that there are also some people out there who were war time Special Duties doing things that I would never have heard of, but need to learn about, as well as some men who were in Combined Operations or were Shipwrights, Ordnance/Armourers, and Stewards.

**My work day:** Since July, 2012 I have been attempting to put in time on the individual files at the rate of five days a week (Thursday is for chores and Sunday is Sunday), and about five to six hours a day. Invariably there are interruptions of different types, and because I am most productive from early in the morning until just after lunch, which is when I usually take my senior citizen’s nap, these cause me to be unproductive. Some days interruptions are extended and the day becomes a dead loss because both of my brain cells are tired and confused, and they then refuse to talk to one another. There is also the question of something

a number of you are all too familiar with: arthritis. I have had it coming on for about eight years and since fall my right hand has been acting up. It needs a rest and I intend to give it one over the next few months.

**What I have managed to write to date:** Several years back I assembled a glossary of naval terms and it is quite comprehensive (hopefully the publisher won't junk it), but other than that I had no time to write anything up because until 30 June, 2012 I was working full time. This glossary of terms is critical to understanding the distinctive naval terminology and given the increasingly compartmentalised nature of the naval trades all sailors and readers will need the glossary for this or that term which is to be found in the text. From experience I know that once I have all the information out of the files and on to the cards, and have the cards in order by chapter, and examined what has been written about the Canadian Navy by others, only then can the writing of the first draft begin. The first draft will go quickly and after that I have to start revisions as suggested by some select readers who were in the Navy and some who were not. For the second group my question will be: "Does this make sense?"

To date I have logged a total of almost 3,800 hours on this project, as compared with 1,260 for the previous book (start to finish).

**The history trade and oral history:** All of the information I have gathered to date has to be fitted into a framework of historical fact or it will not go beyond the level of a collection of disconnected stories and experiences. Barry Broadfoot's work was important, and I have used some of other people's stories to support personal experiences because it is based on his interviews, but these entries are like news clips that are lacking in deep analysis, and there is not much context. Historians are very reserved – some are downright hostile – on the subject of oral testimonies. They think that the only way to do history is by examining documents. The use of documents is only one approach, and I have used it myself, but here I am dealing with the personal experiences of Navy people, not so much government policies and actions. Further, some historians will argue that the witness to, say, the sinking of a submarine, or the shelling by one of our destroyers of a communist supply train, or the arrival of the first A Class submarine in Halifax etc. has the timeline all wrong. Yes, that happens, but some digging around can normally remedy that. They may say that the witness forgot a fact. Yes, that happens but that can usually be fixed. Or they may argue that the witness injected into the dialogue memories of other persons as her or his own. Yes, that happens too, but you can normally search it out and establish what is factual and what is not. If it is not, I exclude that bit of information. That is why I have as my rule of thumb the need to have three or more people backing up what I say in the text of the book I submit to a publisher. Thanks to a retired Chief on the west coast who sent me an almost complete set of the *Crowsnest* magazine (I got the missing copies online), I can fill in information gaps relevant to those serving in the lower deck. In addition, there are the official histories of the RCN, though the one for 1945 to 2010 may not be out for some time yet.

However, no historian can challenge the fact that your shoes or boots didn't fit; that there was such a thing as wool dermatitis; that you had chronic seasickness; that it was sometimes difficult for married couples to get a landlord in Halifax/Dartmouth or Esquimalt/Victoria to rent to them; that you were put in a trade that you were unsuited for; that

going to sea put a strain on marriages, especially if you were in a hard sea trade with few shore billets; that a certain officer was or was not a boor when others have said the same thing; that the air quality and fans in British built ships were normally inferior; that someone in barracks stole from you, or had to be tossed in the showers and given a pusser bath because s/he would not wash regularly; that someone in your New Entry division was just plain nuts and had to be released, and so on and so on.

**The need to provide an historical framework :** On the other hand, all of these have to be supported. This calls for the bigger picture, and to paint this, I had to collect as much information as I could before I retired because after I left my place of work it would be difficult to get what I needed in the way of already published sources on the RCN. Many books were out of print. Therefore, I got access to interlibrary loans of books and articles published by others; well-researched and argued master's and doctoral theses; photographs of countless subjects; maps of geographical locations such as Halifax, Esquimalt, Prince Rupert, Sydney, HMC Dockyards; souvenirs from pubs and several menus from restaurants frequented by men and Wrens; pusser *Certificates of Service*, trade proficiency papers; poems and stories written by former sailors; King's Regulations and Admiralty Instructions, King and Queen's Regulations Canadian Navy, and a number of books and articles dealing with the RN. A working knowledge of the RN is important because much of what was done with and to Canadian naval ratings, men and women, well into the fifties, was drawn from the British experience, and it was hardly our experience, as many have pointed out. These various pieces of information and others I have up there on the shelf in the closet have to be examined and fitted in around the experiences of sailors, both men and women. This part can only come *after* I have all of the information from the files, not before.

**Next steps:** I have just begun extracting information from the files of men who joined the Navy *after* the end of the Second World War and up to 1968. At the moment I am short of different trades and I would like to be able to communicate with: former Divers, Bandsmen, Hull Technicians (the former Shipwright trade), Radiomen, Radiomen (S), Radar Plotters, Fire Controlmen, Meteorologist's Mates, Stewards, Aircraft Controllers/Airmen, Radio Air, Air Ordnance/Weapons Air, Weapons Underwater, Safety Equipment and Electronics rates. If you know any persons who served in these trades I would appreciate it if you could tell them about this book and my need for informants in their specialisation. It is never too late to do another interview, even when I am in the writing stage because each person seems to bring up something or other that I had not thought of, or that no other person had mentioned, and these additions deserve consideration.

From the above you can see that there is still a lot left for me to do but progress is being made. Believe me, you have to be on pension to write a book like this one because it is labour intensive; if I were still working I would not have managed to get this far. In fact, this book has turned into a retirement job, but one without any pay. [The next task is to work through the files for the period 1945 to 1968; I have started on the already published works on the RCN, of which there is no shortage. In closing I would just like to say that if you want to know anything about the book I can be reached by mail, by phone, or by the email address below:

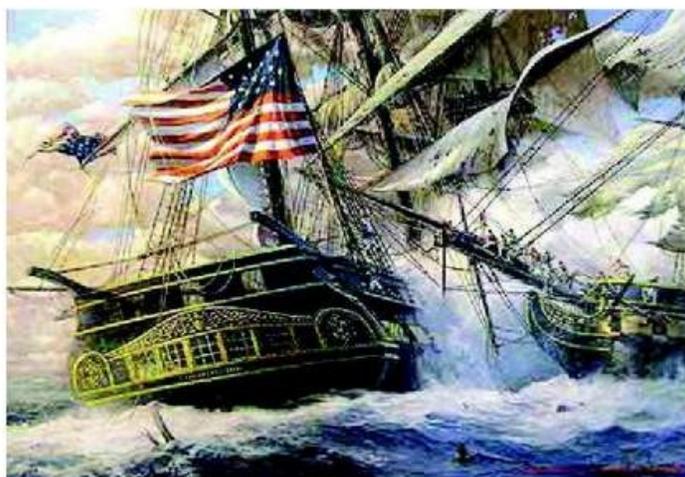
**Contact** 13471-40 Street, Edmonton T5A3L9, AB. (780) 474-6819 [sgow@telusplanet.net](mailto:sgow@telusplanet.net)

## Naval War 1812 – Illustrated – American Society of Marine Artists

A documentary by the American Society of Marine Artists



To commemorate the Bicentennial of the War of 1812 between 2012 and 2015, the American Society of Marine Artists (ASMA) has released a seven-part video entitled *Naval War of 1812 Illustrated* and is offering it free to the public as an educational and entertainment documentary.



*U.S. Frigate Constitution vs. H.M. Frigate Guerriere*

This stunning video was produced in conjunction with the United States Navy, the Marine Corps and Coast Guard along with support from over fifty museums and historical institutions in France, the United Kingdom, Canada and the United States. It is the finest collection of art done over the last two hundred years to illustrate this vital era in American/Canadian history.



*U.S. Frigate United States*

### **1** Introduction

*(running time 14 minutes)*

Gives an overview of the video and explains why the war is important.

## WHAT'S INCLUDED

*U.S. Brig Enterprise  
Engages Xebec Tripoli  
in the First Barbary War*



### **2** Prologue to War

*(running time 35 minutes)*

Traces the root causes of the war back to the French Revolution and recounts the major stepping-stones leading to war in 1812. It tells why and how the U.S. Navy, Marine Corps and Revenue Cutter Service (predecessor to the Coast Guard) were established and gained combat experience vital to their important role in the War.

Editors' note: We encourage readers to view the video at <http://naval-war-of-1812-illustrated.org>

## La Marine royale canadienne adopte un nouveau pavillon naval

OTTAWA – L'honorable Peter MacKay, ministre de la Défense nationale, a annoncé aujourd'hui l'adoption d'un nouveau pavillon naval canadien qu'arboreront les Navires canadiens de Sa Majesté (NCSM), d'autres bâtiments de la Marine, les divisions de la Réserve navale et d'autres unités désignées à compter du dimanche 5 mai 2013.

« Les navires de guerre du Canada ont des rôles, responsabilités, et pouvoirs uniques, en comparaison avec d'autres navires arborant le drapeau canadien, » a déclaré le ministre MacKay. Cette décision montre l'attachement profond du Canada à une tradition grandement répandue parmi les marines du monde. C'est le drapeau sous lequel désormais notre Marine combatta en mer pour défendre les intérêts canadiens chez nous et à l'étranger. »

« Les hommes et les femmes de la Marine royale canadienne peuvent être fiers de servir leur pays ici et à l'étranger sous ce nouveau pavillon naval canadien, » de dire le vice-amiral Paul Maddison, commandant de la Marine royale canadienne. « Nous restaurons l'usage d'une pratique courante dans le Commonwealth ainsi qu'un symbole important qui nous permet de reconnaître notre riche patrimoine naval et les racines historiques de la Marine royale canadienne moderne. »

C'est un moment historique pour la Marine royale canadienne (MRC) qui arborait le *White Ensign* de 1911 jusqu'à l'adoption de l'Unifolié en 1965, année durant laquelle le nouveau drapeau national avait été adopté en tant que pavillon naval et pavillon de beaupré. En 1968, dans le cadre des efforts d'après 1965 visant à élaborer des pavillons et drapeaux militaires, un pavillon de Beupré distinctif avait été adopté par le Forces armées canadiennes (FAC). Le pavillon de Beupré intégrait une feuille d'érable dans le canton et un insigne dans le battant.

Avec l'annonce d'aujourd'hui, le drapeau qui était jusqu'à maintenant comme le pavillon de Beupré devient le nouveau pavillon naval. De plus, le drapeau national devient le nouveau pavillon de Beupré canadien, une pratique commune parmi les nations du Commonwealth. Le plus important est que ce changement distinguera les navires de guerre canadiens des autres navires qui arborent le drapeau du Canada. Ce changement vise à promouvoir et à renforcer l'identité navale canadienne, et souligne les rôles, les responsabilités et les pouvoirs uniques des équipages qui servent à bord de NCSM et d'autres bâtiments de la Marine en tant que membres des FAC tout en soulignant l'engagement de nos marins, soit hommes ou femmes, membres des FAC qui servent à bord des navires et bateaux de la MRC. Le nouveau pavillon naval deviendra sera un symbole national important pour de nombreuses années.

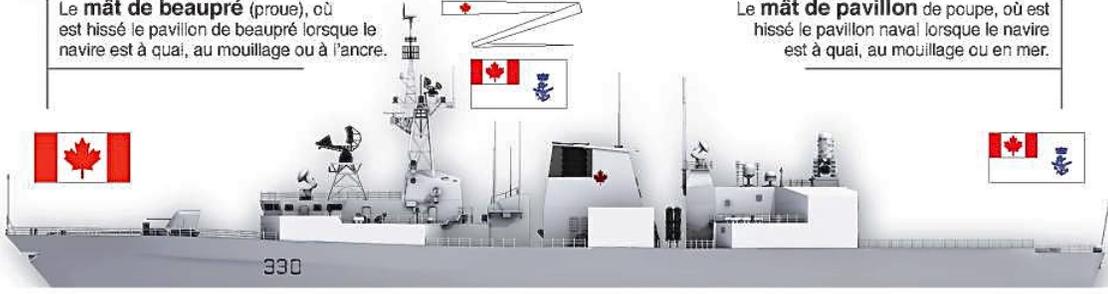
## EMPLACEMENT DES DRAPEAUX NAVALS À BORD DES NAVIRES CANADIENS DE SA MAJESTÉ EN DATE DU 5 MAI 2013

Les trois principaux emplacements des drapeaux à bord d'un navire de guerre canadien sont :

Le **mât de beaupré** (proue), où est hissé le pavillon de beaupré lorsque le navire est à quai, au mouillage ou à l'ancre.

La **tête de mât** (la partie supérieure au centre du navire), où est hissée la flamme de mise en service, de même que le pavillon naval lorsque le navire est en mer.

Le **mât de pavillon** de poupe, où est hissé le pavillon naval lorsque le navire est à quai, au mouillage ou en mer.





**MARINE ROYALE CANADIENNE** **ROYAL CANADIAN NAVY**

Visitez le site Web de la Marine royale canadienne au : [www.marine.forces.gc.ca](http://www.marine.forces.gc.ca)  
Suivez-nous sur Twitter à : @RCN\_MRC

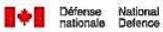




Image courtesy of National Defence Headquarters, Ottawa, Ontario.

## ÉVOLUTION DE “ L'ENSEMBLE DE COULEURS ” DE LA MARINE CANADIENNE

Ce tableau présente les divers drapeaux arborés par les navires de guerre canadiens pour afficher leur nationalité canadienne depuis 1910.

	Pavillon naval canadien Le pavillon naval est hissé en tête de mat lorsque le navire est en mer, ou en poupe lorsqu'il est à quai, au mouillage ou à l'ancre.	Pavillon de beaupré canadien Le pavillon de beaupré est hissé en proue lorsque le navire est à quai, au mouillage ou à l'ancre.	Flamme de mise en service Placée en tête de mât, la flamme de mise en service est hissée le jour de la mise en service du navire, et on ne l'enlève que pour la remplacer par le drapeau personnel du souverain ou d'un officier supérieur lorsque ce dernier est à bord.
<b>1910 – 1911</b> Le Service naval du Canada, plus tard rebaptisé Marine royale du Canada (MRC), arborait le pavillon bleu du Gouvernement du Canada ainsi que le drapeau du Royaume-Uni. La flamme de mise en service de la Royal Navy (RN) [Croix de St-George] fut aussi adoptée.*			
<b>1911 – 1922</b> En décembre 1911, la MRC a adopté le <i>White Ensign</i> en tant que pavillon naval canadien ainsi que le pavillon bleu du Gouvernement du Canada comme pavillon de Beaupré.			
<b>1922 – 1957</b> Un nouveau Blue Ensign portant l'écu des nouvelles armoiries est adopté par le gouvernement du Canada, de même que par la MRC en tant que pavillon de beaupré canadien.			
<b>1957 – 1965</b> Un nouveau pavillon bleu aux feuilles d'érable rouges en pied d'écu est adopté par le gouvernement du Canada, de même que par la MRC en tant que pavillon de beaupré canadien.			
<b>1965 – 1968</b> Suite à l'adoption de l'Unifolié en tant que drapeau national du Canada en 1965, la MRC adopte elle aussi l'Unifolié en tant que pavillon national et pavillon de beaupré canadiens.			
<b>1968 – début des années 1990</b> En 1968, un nouveau pavillon de beaupré canadien distinctif, comprenant l'Unifolié en Canton, est adopté.			
<b>Début des années 1990 – 2013</b> Au début des années 1990, la flamme de mise en service de la RN est abandonnée pour une nouvelle flamme de mise en service de conception canadienne (Feuille d'érable).			
<b>2013</b> Le 5 mai 2013, la MRC revient à une pratique navale standard au sein du Commonwealth et adopte un pavillon naval canadien distinct. Le drapeau national est aussi adopté en tant que pavillon de beaupré.			

\* Le premier navire de guerre du Canada, le NCSM *Niobe*, arborait le *White Ensign* au lieu du pavillon bleu comme pavillon naval à son arrivée à Halifax le 21 octobre 1910, parce que son transfert officiel au Canada ne devait avoir lieu que le 12 novembre 1910.

DGM-12-04-01807

Image courtesy of National Defence Headquarters, Ottawa, Ontario.

### Royal Canadian Navy Adopts New Naval Ensign

OTTAWA – The Honourable Peter MacKay, Minister of National Defence, today announced the adoption of a new Canadian Naval Ensign to be worn by Her Majesty's Canadian Ships, naval vessels, Naval Reserve Divisions, and other designated units starting on Sunday, May 5.

“Canadian warships have unique roles, responsibilities, and powers compared to other Canadian flagged vessels,” said Minister MacKay. “The adoption of a new Canadian Naval Ensign demonstrates our deep attachment to a widespread tradition among navies of the world. The new Canadian Naval Ensign will become the flag under which our Navy will defend Canada’s interests at home and abroad.”

“The men and women of the Royal Canadian Navy can be proud to serve their country under this new Canadian Naval Ensign,” said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. “We are restoring the use of a standard Commonwealth practice, and an important symbol recognizing our rich naval heritage and the historical roots of the modern

Royal Canadian Navy.”

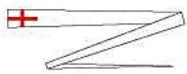
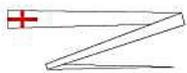
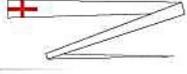
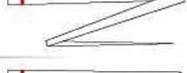
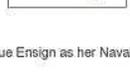
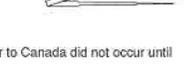
This is an historic moment for the Royal Canadian Navy, which flew the White Ensign from 1911 until the adoption of the National Flag in 1965. From that point onward, the National Flag was adopted as both the Ensign and the Jack. In 1968, as part of efforts to emphasize the importance of military ensigns and flags, while also reflecting the new National Flag, a distinctive Naval Jack was adopted by the Canadian Armed Forces. The Naval Jack incorporated the Maple Leaf in the canton with a badge in the fly of the flag.

Today, the flag previously known as the Naval Jack is adopted as the new Canadian Naval Ensign, and the National Flag becomes the new Naval Jack, which mirrors a standard practice amongst Commonwealth nations. The change will most importantly distinguish Canadian warships from other Canadian flagged vessels. It will also promote and strengthen the Canadian naval identity, while underscoring the unique commitment of our men and women at sea who serve as members of the Canadian Armed Forces in Royal Canadian Navy ships and vessels. The new Canadian Naval Ensign will now take rightful prominence as a significant national symbol for years to come.

Image courtesy of National Defence Headquarters, Ottawa, Ontario.

**EVOLUTION OF THE CANADIAN NAVAL “SUIT OF COLOURS”**

This table outlines the various flags flown by Canadian warships to indicate their Canadian nationality since 1910.

	Canadian Naval Ensign The Naval Ensign is flown at the masthead while at sea, or at the stern when alongside, moored or at anchor.	Canadian Naval Jack The Naval Jack is flown at the bow when alongside, moored or at anchor.	Commissioning Pennant Flown from the masthead, the Commissioning Pennant is hoisted on the day a warship is commissioned and is displaced only by the personal flag of the Sovereign or senior officer when embarked.
<b>1910 – 1911</b> The Naval Service of Canada, later known as the Royal Canadian Navy (RCN), flew the Canadian Government Blue Ensign and the Union Jack. The Royal Navy (RN) Commissioning Pennant (cross of St. George) was also adopted.*			
<b>1911 – 1922</b> In December 1911, the RCN adopted the RN White Ensign as the Canadian Naval Ensign and the Canadian Government Blue Ensign as the Canadian Naval Jack.			
<b>1922 – 1957</b> A new Blue Ensign with a shield of the new Coat of Arms was introduced by the Government of Canada, and adopted by the RCN as the Canadian Naval Jack.			
<b>1957 – 1965</b> A new Blue Ensign with red maple leaves at the base of the shield was adopted by the Government of Canada, and adopted by the RCN as the Canadian Naval Jack.			
<b>1965 – 1968</b> With the adoption of the Maple Leaf Flag as the Canadian National Flag in 1965, the RCN adopted the new National Flag as an Ensign and a Jack.			
<b>1968 until early 1990s</b> In 1968, a new distinctive Canadian Naval Jack was adopted which incorporated the Maple Leaf flag in its canton.			
<b>Early 1990s to 2013</b> In the early 1990s, the RN style Commissioning Pennant was phased out in favour of a new Canadian designed Commissioning Pennant (Maple Leaf).			
<b>2013</b> On May 5, 2013, the RCN restored a standard Commonwealth naval practice and adopted a distinctive Canadian Naval Ensign. The National Flag was also adopted as the Naval Jack.			

\* Canada's first warship, HMCS Niobe, flew the White Ensign vice the Blue Ensign as her Naval Ensign on arrival in Halifax on October 21, 1910 as the formal transfer to Canada did not occur until November 12, 1910.

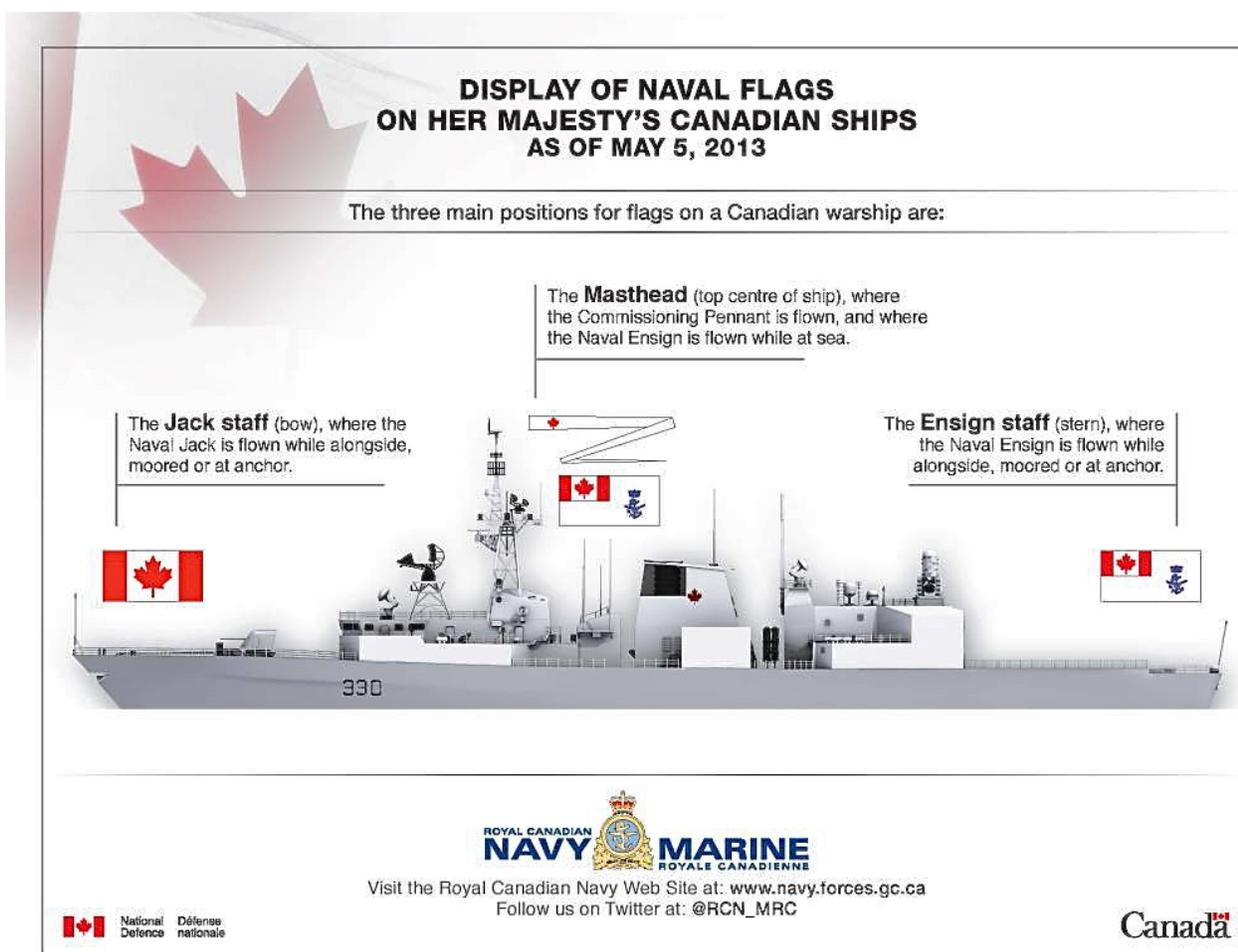


Image courtesy of National Defence Headquarters, Ottawa, Ontario.

**Minutes of the Annual General Meeting of the CNRS/SCRN at the Laurier Centre for  
Military, Strategic and Disarmament Studies Wilfrid Laurier University, Waterloo  
Ontario, Thursday, 2 May 2013**

Present: 12 members

**1. Call to Order and President's Remarks** - The President, Maurice Smith, called the AGM to order at 1621 hrs. Maurice welcomed the membership present to Waterloo and opened the meeting by remarking on the state of the Society. The financial state of the society cannot be disguised since the Hon. Treasurer Errolyn Humphries has estimated that we will run out of money by the middle of 2014. Meetings of Executive Council were held in November 2012 and this past March in order to discuss the ways and means of dealing with the situation and setting the Society on a steady course. We also have to dwell on the positive side of the situation since we have talented and resourceful membership and we have a breathing space to find solutions. We also have the example of other organizations such as the British Society for Nautical Research and their successful efforts at weathering the storm. One of our Councillors, Barbara Winters, is inquiring into the process of turning the CNRS into a

charitable trust to encourage donations. Steps have also been taken to cut costs, such as digitizing *Argonauta* and increase revenues. One thing to be kept in mind is that this Society provides an important contribution to scholarship into maritime affairs and does so on a very small annual budget. All organizations such as ours have experienced difficulty in light of the general economic situation. Roger Sarty stated that it was due to the generous support of Memorial University of Newfoundland that the CNRS was able to build substantial reserves. Richard Mayne inquired whether there are any drawbacks to the Society becoming a charitable trust. The President stated the efforts are being made to weigh the costs and benefits of such a step.

**2. Agenda** - The proposed agenda of the meeting was circulated and perused by the membership. Carl Christie moved, seconded by Roger Sarty that the agenda be approved. **Carried.**

**3. Minutes of the Last Annual General Meeting** -The minutes of the 2012 AGM held at Picton was circulated and perused by the membership. Carl Christie moved, seconded by Faye Kert, that the minutes of the 2012 AGM be accepted. **Carried.**

**4. New Business** - The President inquired whether there was any new business that was not covered in the agenda. Ambjörn Adomeit suggested that the Society could appeal to the modeling community and have articles that could appeal to those engaged in that hobby. Joseph Zeller backed up this point by indicating that modelers are very interested in the details of vessels and marine equipment. The President indicated that he was open to discussing these ideas further if they could leave their names and contact information with the Secretary.

**5. Finance and Minority Report** – In the absence of the Treasurer, the President presented the financial report which is appended to the minutes below. The financial report (enclosed) shows that the society is in a precarious financial situation. The society has sufficient funds to get through this year but if the current trend continues the society will be out of funds by early 2014. The Past President Paul Adamthwaite, who unfortunately was unable to attend the meeting, requested that his dissenting opinion be read into the minutes. In an email to the President he sent the following:

Dear Maurice,

Many thanks – and an extended thanks to Errolyn.

It is interesting to note that if we had used the accrual method to the full extent (and I sympathize with Errolyn over the semantics of doing it) and put the 'extra' issue of TNM into the year where it chronologically belongs (Errolyn's note re. print run date) at \$3,219 we have a 'net loss' of \$5,702 (2011), \$5,184 (2012) – a rather minor, but not insignificant improvement year over year

Given our decision to cancel the monetary value of our awards (\$3,780 for 2012) and Argo printing (\$2,382 for 2012) for a total of \$6,162, the analytical conclusion confirms what I have stated on several occasions, namely that we are not in dire straits.

I would ask that this statement be read into the minutes of the AGM which I unfortunately am unable to attend.

Thanks,  
Paul

The President indicated that several steps have been taken to shore up the financial position of the Society. *Argonauta* has been re-launched as a digital publication so as to save mailing and printing costs. Also a favourable response has been provided by NASOH's president that additional funds can be provided to the society to share the costs of producing and distributing *The Northern Mariner*. Carl Christie pointed to a particular problem with online publications in trying to retain a financial return. The president indicated that this had been taken into account.

Ambjörn Adomeit wondered whether grants from SSHRC could be obtained. Roger Sarty pointed out that SSHRC does not even want to consider providing funding unless a journal has several thousand subscribers and that there is an in-built bias in the system to have applications go through large organizations like universities or museums. Ambjörn also suggested that reaching out beyond the geographic boundaries of North America might be in order. The President indicated that he would be interested in corresponding further on this idea.

Being no further discussion Alec Douglas moved, seconded by Faye Kert, that the Treasurer's report be accepted. **Carried.**

**6. Membership** – Faye Kert presented her report on the state of the membership. A complete version of the report is included as an appendix to the minutes. The Society is down one institutional member and there are 235 individual members. Two new members joined today. The one problem that remains is the number of members who are not renewing. The reality is that our membership is ageing and many are downsizing their acquisitions and their membership costs and the general economic situation is not good.

Some members took the opportunity to suggest new sources for membership. Iain O'Shea thought that reaching out to Power Squadrons and yacht clubs. Carl Christie suggested advertisements in specialist newsletters online and in print. Joseph Zeller indicated possibilities in the modeling community and perhaps a ship model photograph could be included in *Argonauta* or *The Northern Mariner*. Ambjörn Adomeit thought that specialized issues could attract others like medical history for example.

Roger Sarty moved, seconded by David Olivier that the Membership Report be accepted. **Carried.**

**7. Publication – A) *The Northern Mariner*** - Roger Sarty gave a brief overview of the state the journal. The Mariner has had a good year with an ample supply of high quality articles which have been evenly split between maritime and naval topics. Due to some personal issues and work demands the journal was behind but now it has caught up. Reviews, supplied by Faye Kert, have been also of high quality. Roger Sarty moved, seconded by Richard Mayne, that the report on the Mariner be accepted. **Carried**

**B) *Argonauta***. In the absence of Isabel Campbell and Colleen McKee the Secretary read the report on the newsletter. The complete text of the report is included in an appendix to the minutes. Faye Kert moved, seconded by Roger Sarty, that the report be adopted. **Carried.**

**8. Notice of Motion** – At the last meeting of executive council in March it was decided to recommend to increase the regular individual membership fee from \$65 to \$70 annually. Richard Mayne wondered whether this increase might work to deter members renewing. Roger Sarty agreed but the \$5 increase was a compromise to help with finances but at the

same time not pricing membership out of the willingness of people to pay. Alec Douglas moved, seconded by Carl Christie, that the \$5 increase in individual membership dues take effect in January 2014. **Carried.**

**9. Awards** - On behalf of the members of the Prize Committee: Bill Glover, Roger Sarty and Ian Yeates, Alec Douglas announced the prize winners for this year. For the Keith Matthews Prize for the best book the first Honourable Mention was for Freeman Tovell's translation of *Voyage to the Northwest Coast of America, 1792: Juan Francisco de la Bodega y Quadra and the Nootka Sound Controversy* (Oklahoma University Press). The second Honourable Mention was Roger Sarty's *War in the St Lawrence: The Forgotten U-Boat Battles on Canada's Shores* (Allen Lane). The winner of the book prize was Chris Bell's *Churchill and Sea Power* (Oxford University Press).

For the best articles the Honourable Mention was for Samuel Negus "Conduct Unbecoming of an Officer": Fraudulent Enlistment Practices at US Navy Recruitment Rendezvous during the American Civil War." The winner for the best article was Michael Whitby's "Views from a Different Side of the Jetty: Commodore A.B.F Fraser-Harris and the Royal Canadian Navy, 1946-1964."

All winners and honourable mentions were heartily congratulated.

**10. Election of Officers** - In the absence of the Past President Paul Adamthwaite, the President presented the slate of officers for the consideration of the membership:

President: Maurice D. Smith	Membership Secretary: Faye Kert
First Vice President: Chris Madsen	Councillor: Isabel Campbell
Second Vice President: Roger F. Sarty	Councillor: Dan Conlin
Treasurer: Errolyn Humphries	Councillor: Richard O. Mayne
Secretary: Robert L. Davison	Councillor: Barbara Winters

Ambjörn Adomeit moved, seconded by Joseph Zeller, that the slate of officers above be elected. **Carried.**

**11. Adjournment** - Being no further business to consider David Olivier moved, seconded by Richard Mayne that the Annual General Meeting be adjourned. **Carried.**

### **Minutes of the Executive Council Meeting of the CNRS/SCRN at the Marine Museum of the Great Lakes, Kingston, Ontario, Saturday, 16 March 2013.**

#### **Present: 11 Members of Council**

President: Maurice D. Smith	Secretary: Robert Davison
1 <sup>st</sup> Vice President: Chris Madsen	Chair of the Editorial Board: Richard Gimblett
2 <sup>nd</sup> Vice President: Roger Sarty	Chair of the Prize Committee: William Glover
Past President: Paul Adamthwaite	Councillor: Barbara Winters
Treasurer: Errolyn Humphreys	Hon. Member: James Pritchard
Membership Secretary: Faye Kert	

## 1. Calling to Order

The President welcomed members of council to the Marine Museum of the Great Lakes and Kingston. He called the meeting to order at 1015hrs.

## 2. Agenda

The agenda for the meeting was circulated to members of council and the President Maurice Smith asked if there were any additions to be made. The Past President Paul Adamthwaite asked that business related to social media be added to the agenda. This was placed under the heading of new business. The Chair of the Prize Committee, William Glover, asked that Council give clear direction in regard the \$1,000 award for the Matthews Prize. This was placed under business originating from emergency meeting that was held in October. Councillor Barbara Winters moved and the Membership Secretary Faye Kert seconded that the revised agenda be adopted. **Carried.**

## 3. Business Arising from Emergency Meeting, 7 October 2013

Bill Glover drew Council's attention to a motion recorded in the emergency meeting that the Society's prizes no longer would have cash value. As Chair of the Prize Committee this was not forwarded to him and he has already advised publishers that the Matthews prize has cash value for this year. He would appreciate clear understanding whether or not their will be a \$1000 available for the best book of 2012. Paul Adamthwaite stated that the society does not have the money and clear that we cannot pay. Jim Pritchard stated that the prize money is given to the author not the publishers and we can still eliminate the cash award. The President asked if a decision could be delayed until the Treasurer had made her report. Bill Glover agreed but requested clarification be made at the current meeting.

## 4. Financial Report and Analysis

Treasurer Errolyn Humphreys gave her report beginning with a recap of the Society's finances. In response to Paul Adamthwaite's query about the low figure in the income statement she stated that the revenue amount is purely money received to date not accrued amounts due to the society. Outstanding statements do not give a true picture of the financial situation as those monies had not yet been paid. She stated that membership revenues have been reduced by about \$4,000 while expenses have remained constant.

In regard to the Income statement, membership has fallen off particularly with institutional members. Increasingly libraries are removing print journals from their stacks and no longer taking institutional subscriptions. As the Treasurer saw it the time has come to make some difficult choices as expenses are constant but income has fallen off and the recent changes in regard to the distribution of *Argonauta* are insufficient. Even if all the outstanding membership fees are paid in full the society will still be forced to dip into reserves. Expenses are currently at about \$13,500 have about a year operating expenses. 2013 could easily be the Society's last year if nothing changes. Currently the Society has \$13,000 in the bank now and projected expenses are just over that. Reserves are at about \$8,000. The Society needs a sustained annual income of \$15,000.

The President stated that the key issue at present is whether the society would have enough money to take us to the end of this year. This would give us breathing space and get three more issues of *The Northern Mariner* printed and distributed. The Treasurer stated that while the budget is tight but we should be able to see out the year.

As the Treasurer saw the situation the Society has four options:

1. Build up membership numbers
2. Further reduce mailing costs
3. Publish *The Northern Mariner* as an online journal
4. Wrap up the Society

In regard to option one the reality is that we having an ageing membership and various efforts have been tried to attract a younger demographic. Relatively new social media platforms like twitter and facebook provide opportunities to attract younger members. A promising recruiting tool has been through personal contact through universities and other institutions. One challenge has been cultural change where commitment of members to organizations is generally weak.

In regard to option two Paul thought that it postage costs to the society could be reduced by appealing to NASOH for assistance particularly with costs associated with mailing materials to the United States. A fundraising drive might also be useful to shore up the society's finances.

Chris Madsen held that approaching NASOH is a tactical solution to a strategic problem. The reality is that the society needs to increase membership fees AND attract new members as we need about \$15,000 annually to be sustainable in the long term. *The Northern Mariner* is a good quality product that is frankly produced on a shoestring. Despite this the journal costs the Society about \$12,000 annually. Perhaps we might consider the existence of the Society WITHOUT our journal.

Errolyn Humphreys suggested that it is often tedious to write out a cheque every year and perhaps the Executive should look at offering multi-year memberships in conjunction with a discounted annual fee for early payment. Rich Gimblett suggested frequent email communication with members and send out reminders earlier in the year. Jim Pritchard suggested alternative payment methods like Pay Pal to give members more options. Paul Adamthwaite stated that Pay Pal can be easily set up and the discount is comparable to Visa and Master Card. At present the Society's website does not have the heading https and hence is not totally secure in regard to financial transactions. This feature would cost the Society about \$120 per annum. Paul emphatically pointed out that even non-https internet transactions are far more secure than telephone communications. The Treasurer also indicated that Pay Pal is far more efficient for her to administer than credit card transactions. Setting up a Pay Pal account was marked as a 'to do' project.

Mailing costs are already low but mailing review books seems to be most expensive. Faye Kert suggested that perhaps she could arrange with publishers to mail their books directly to reviewers.

In regard to option three is to think about reducing print costs by having *The Northern Mariner* published as an online journal only. The problem with this is that costs will be incurred in setting up passwords and members only areas on the website. Further, the Society would face an immediate drop off in memberships.

No consideration was given to the possibility of wrapping up the Society.

Discussion ensued as to steps that could be taken. Maurice Smith suggested that an electronic newsletter sent via email to the membership might be useful. Maurice agreed to look through such ideas. Facebook is also a significant resource but requires frequent updating. Chris Madsen emphasized that the Society needs to focus on former members who have fallen away. Barbara Winters suggested targeting corporations and seafarers and send out sample copies. This was an action that Barbara agreed to investigate.

Bill Glover raised the issue of the Matthews Prize cash award that had held over from item 3 above. The question remained whether the society had sufficient funds to award the prize and pay for three the printing of three more issues of *The Northern Mariner*. It was a bit awkward for the Chair of the Prize Committee to put out the award to publishers with the \$1,000 in prize money being offered. The award was originally raised to \$1,000 several years ago to promote the subject of maritime history and the society. Richard Gimblett pointed out that the extra prize money really has not worked to raise the profile as expected. Paul Adamthwaite reminded council of the dire financial position of the society so it would be dubious to pay out the money at present. Jim Pritchard pointed out that the real attraction of the Matthews Prize was the honour of winning it not the money. The government takes a good share of the prize money in taxes and the publisher cares little about the money as it goes to the author.

The question then remained as to whether to offer the \$1,000 in prize for books published in 2012. Paul Adamthwaite moved, seconded by Barbara Winters that the 2013 Matthews Prize for books published in 2012 be awarded with no cash value. Motion failed. Barbara Winters moved, seconded by Roger Sarty, that the winner of 2013 Matthews Prize for books published in 2012 would receive a cash award of \$1,000. **Carried.**

## 5. Membership Report

The Membership Secretary, Faye Kert, gave an account of state of the membership. She reported one new institutional member. Institutional numbers have fallen off and the society is down to 235 paying individual members. Numbers are down in Europe and the UK but up in the US. Some of the new members are students and the best way to reach them is through personal contact. Jim Pritchard suggested that every new member get a personal letter from the President welcoming them to the society. Perhaps a new member section could be reserved in *Argonauta* although care should be taken in regard to privacy. The President agreed to put a letter together to welcome new members.

Paul Adamthwaite noted that he and his volunteers still ship out large numbers of journals. He suggested that the circulation of *The Northern Mariner* could be greatly expanded in the US. Over 2/3 of the circulation is in Canada but we have a tenth of the population. Jim Pritchard noted that there are far more popular journals in the US than in Canada. Rich Gimblett cautioned that a power imbalance could result with significant expansion in the US.

The meeting adjourned for lunch and reconvened 1415hrs.

## 6. Action Planning for Publications

Attention turned to planning for the survival of both of the society's publications. Bill Glover opened the discussion by noting the compelling case put forward by Chris Madsen to maintain *The Northern Mariner* as a hard copy. As with all things, however, it comes down to

money. Three options are in play to deal with this situation: 1) aggressively pursue delinquent members for their fees; 2) recruit new members through personal approaches and 3) an aggressive President's Appeal for donations. Financial security is critical and unless a solid deliberate unambiguous decision to cease the hard copy of *The Northern Mariner* we must pursue some or all of the options above. Bill reminded members of council that the society itself was founded on a shoe string. Roger Sarty pointed out that Memorial University of Newfoundland's (MUN) support was absolutely critical to the launching of the journal. Since the journal has left MUN 13 years ago the Society has been forced to run down its reserves

Chris Madsen explored the idea of continuing the Society without the journal and rely on a newsletter and be sort of maritime history club. Errolyn Humphreys wondered whether *Argonauta* alone would be sufficient and membership fees would have to be substantially reduced. Bill Glover reminded that two things were needed: a commitment to continue and good governance to demonstrate to the membership good stewardship.

Maurice Smith stated that the society can get through 2013. He asked the Treasurer about the situation in 2014. Errolyn Humphreys stated that the situation all hinges on sustainable cash flow. Bill Glover argued that the society should be in a position to have individual members provide \$20,000 annually and institutional membership could be considered a hedge against inflation. Chris Madsen thought the membership ought to be raised to at least \$85 or higher. Paul Adamthwaite disagreed that any increase above 10% would be disastrous especially in the midst of less than ideal economic conditions. A concerted effort to collect back dues and recruit new members is vital. Errolyn Humphreys agreed that while a \$5 increase would likely work but an extra \$20 would be problematic at best.

Barbara Winters asked why the Society was dropped by MUN and asked whether it would be possible to approach the university for assistance. The problem is that two allies the Society has, Skip Fischer and Olaf Janzen, are both retiring and Rich Gimblett pointed out universities no longer seem to care about academic journals. Roger Sarty indicated that universities care about two things: teaching large classes and bringing in large cash donations. Even the Laurier Centre for Strategic Military and Disarmament Studies could not get a single penny from the administration.

Errolyn Humphreys emphasized the importance of maintaining the pace of publication particularly when raising the membership fee or launching a President's Appeal. This is especially critical considering that the editorship will change hands at the end of the year.

Chris Madsen stated that the reluctance to keep pace with inflation has meant that the Society has drained its reserve to subsidize the actual costs of membership which has not even kept pace with inflation. Paul Adamthwaite stated that the situation is not as bad when it is realized that half the printing costs are picked up by NASOH and that, in fact, the Society winds up ahead in publishing the journal. The reserve had been built up due to the financial support of MUN. Nonetheless, as Bill Glover indicated, the reserve has been drained.

Faye Kert moved, seconded by Barbara Winters, that the Society will continue the print *The Northern Mariner* for the balance of 2013. **Carried unanimously.**

The immediate future of the journal being decided the attention of council turned to making plans for long term viability. The following steps were proposed:

1) Make a concerted attempt to collect membership fees in arrears. Faye Kert volunteered to carry this out in cooperation with the Treasurer.

2) The possibility of launching a President's appeal was discussed. Immediately a question was raised whether this ought to go toward reserves or operating costs. Paul Adamthwaite argued forcefully that council ought not to tie its hands about the allocation of funds raised. On the other hand Barbara Winters held that we need to make it very clear what the money would be used for and why it was needed. Maurice Smith and Chris Madsen would work on crafting an appeal.

3) Jim Pritchard proposed to that a recommendation for the membership at the AGM to raise membership fee. A \$5 effective 1 Jan 2014 with a proviso that members can renew 2014 memberships at \$65 before that date would be brought forward at the AGM in Waterloo in May. Chris Madsen expressed some concern that the \$5 increase would be insufficient and that further increases might need to be made in 2014 and 2015.

4) Barbara Winters proposed that some sort of corporate sponsorship could be obtained to shore up the Society's finances. Shipping and shipbuilding firms could be approached and offered advertising on the website etc. Bill Glover pointed out that corporations have a proportion of their charitable donations written off their taxes but sponsorship enables them to deduct far more. Things like themed issues of *The Northern Mariner* could be published as long as adequate provision was made to preserve academic. Barbara Winters, in co-ordination with Maurice Smith and Chris Madsen agreed to conduct some background research and inquire about the tax differences between sponsor and donations.

5) Paul Adamthwaite suggested asking NASOH for financial support to pay for postage costs. If \$1,000 could be obtained annually this could make a substantial difference. Maurice Smith indicated that NASOH is very enthusiastic about the partnership with the Society and agreed to approach his opposite number at NASOH in this regard.

Paul Adamthwaite moved, seconded by Barbara Winters that the above five recommendations are to be implemented. **Carried.**

The President then discussed the succession plans for the editorship of the Northern Mariner as Roger Sarty has indicated that he intended to step down at the end of 2013. Before a search committee could recommend a successor a list of requirements should be completed. Roger Sarty that two of three people is required. First of all someone with some academic stature with a thick skin is needed in order to deal with peer reviewers. Second a good copy editor. Third, a final editor to give final drafts an once-over before printing. The editor should have a travel budget to enable him or her to attend conferences. Also better use should be made of the editorial board for peer review purposes. Maurice Smith asked Roger to put together a few paragraphs together to explain the job of the editor. Roger agreed.

Paul Adamthwaite proceeded to discuss some of the issues related to the production of *The Northern Mariner*. He held that that paper publication of the journal is still critical but electronic versions could be pursued under the right conditions. Indeed, there seems to be little option to pursue this as the Society makes the journal available on the CNRS website and through EBSCO. Paul has taken a few steps to give the executive options to reduce costs. First no colour printing will be undertaken. Paul also has approached Marquis to discuss the impact of reducing the print run for the journal to 400. Marquis was reluctant to have the print run reduced but the per unit costs would not be affected too much.

Cost savings have been realized by *The Northern Mariner* using software purchased by the marine archives to enable the colour production of the covers of *The Northern Mariner*. Postage costs are down as well as *Argonauta* had been made an electronic publication to the tune of \$100 per mailing.

Paul reported that in regard to electronic publication there are no easy answers. In the case of *Mariner's Mirror* they have opted to go with Taylor and Francis to produce their journal electronically. This has meant a ruinous increase in the costs associated with actually using the publication.

Revenues realized and traffic from the Society's agreement with EBSCO has been disappointing. Part of the problem is that the technical staff at EBSCO was not aware of the terms of the agreement with the Society that the all back issues of *The Northern Mariner* would be digitized. Paul said that the entire run should be up by 30 April. This should result in higher traffic and consequently more royalty income for the Society.

The President thanked Paul and Betty Ann Adamthwaite for all their efforts in making the Society's publications a success.

## 7. Conferences 2013 and beyond

The Annual AGM and Conference for 2013 will be held in early May at Wilfrid Laurier University in Waterloo Ontario. It will be held in cooperation with the Laurier Centre for Strategic, Military and Disarmament Studies with the assistance of Mike Bechthold and Matt Symes. The registration menu will be published online and participants will be able to pick and choose the events they wish to participate in. CNRS papers and the AGM will be held on Thursday, 2 May. Chris Madsen, the panel organizer, said there will be three panels and many of them are recent graduates or students.

For 2014 it is proposed to have a joint conference with NASOH in Erie, Pennsylvania. For subsequent years it is particular important to get out of central Canada. There was a suggestion for a conference in Winnipeg for 2015, New Westminster, BC for 2016 with a theme being "Where Rivers Meet Oceans". A possible return to Halifax is considered for 2017 for the anniversary of the Halifax explosion. Jim Pritchard suggested that the Owen Sound/Georgian Bay area might be a good option in Ontario for subsequent conferences.

## 8. Nominating Committee

The Past President Paul Adamthwaite had no report in writing. He had not received or been approached by anyone desiring to change the composition of the executive. As required a call for nominations will appear in next issue of *Argonauta* going out within 15 days of the AGM. Steps should be taken to consult with Bill Glover to ensure that we are conformation to the rules.

## 9. New Business

In regard to Facebook and social networking Paul Adamthwaite made a plea for assistance. He said he was less comfortable with facebook and it requires constant updating at least once a month. Perhaps some volunteers could put up material as well.

## 10. Adjournment

Being no further business to conduct the President asked for a motion to adjourn the Executive Council meeting. Errolyn Humphreys moved and Faye Kert seconded that the meeting be adjourned. **Carried.**

**Report on *Argonauta* for the CNRS Exec and AGM May 2013 by the editorial team of Isabel Campbell and Colleen McKee.**

**Change to an on-line format:**

The last printed and mailed edition of *Argo* appeared in the late autumn of 2012. We regret any inconvenience caused by this change. The first on-line pdf edition appeared for the Winter 2013 issue as a result of an emergency executive meeting held in November 2012. As the financial report indicates, this change resulted in a substantive savings for printing and mailing costs. The on-line version of *Argonauta* costs CNRS nothing other than the many hours of volunteer time that go into its submissions and its production. Marketing and web computer gurus in the field evaluated the pdf and consider it ideal for quick and easy downloading and printing due to its small size and simple format. The pdf is easy to send as an attachment in an e-mail as well. Positive feedback from members suggests that the transition has not been too disruptive and members are able to download and print *Argonauta* without difficulty.

Our immediate goal is to continue to produce a pdf which will be easy to download and print on home equipment. In the long term we may develop a more complex pdf format for the web with a simpler version for downloading and printing.

**A new ISSN, same title and production schedule:**

We have informed Library and Archives Canada of the change in our publication and they have assigned us a new ISSN which appears on the verso of the front page of the pdf on the website. They have updated their records to show *Argonauta* is still published on a quarterly basis and retains the same numbering as the original print version. Thus the transition to an online version has gone smoothly and in a well planned, organized fashion.

**Backup and preservation:**

Paul Adamthwaite has kindly informed us that he ensures the electronic back-up of all records. On an informal basis, he intends to keep paper preservation copies too. We are grateful to Paul for managing the web-site, for putting our pdf up on it, along with many of the back issues, and for his assistance in preserving key *Argonauta* records.

We also thank Paul, his wife, and his volunteers for years of stuffing and mailing *Argonauta* along with *The Northern Mariner*. Without their assistance, we would not be able to reach our audience.

**Conference 2013 and *Argonauta*:**

The Autumn 2012 issue announced the 2013 Conference in Waterloo, the conference theme of "Maritime Connections", the kind cooperation offered by Laurier, and its proposed timing along with a call for papers produced by Chris Madsen. As our last print issue, it was mailed to every single member of the CNRS and thus each member received the first notice well in advance of the conference. The Winter 2013 issue contained a more detailed announcement and the announcement for NASOH in Alpena later in May. The Spring issue contains all the conference paper summaries, more details on the Waterloo conference, and a short reminder for the Alpena conference along with links to the relevant websites.

*Argonauta* continues to serve as a primary communication tool for the CNRS and it supports conference organizers by communicating in a well considered, organized manner on a quarterly basis. We ask that next year's conference organizers to supply us with relevant information by 1 October 2013.

### **Contributions from members and the wider community:**

We are grateful to members of CNRS and the wider community who have contributed their thoughts and research to *Argonauta* in the past year. We've seen important debate on the future of maritime history, discussion of the implication of social media, classic historical articles in French and English, relevant announcements on happenings in Canada and elsewhere, and other important contributions on the maritime literature and the Royal Canadian Navy. These contributions are the life blood of *Argonauta*.

### **A new French editor:**

Finally, we'd like to thank Jean Martin of the Directorate of History and Heritage who has assisted in the editing of French articles during the past few years. *Merci*, Jean. We have asked Jean to be our first French language editor and he has accepted this appointment.

### **The Future:**

Our plan for the future is as follows:

1. to encourage graduate student input
2. to encourage debate and discussion
3. to welcome new members, contributions from non-members (who may become members), and ensure that the voices of older members are heard
4. to support the conference, publishing paper summaries, and any papers submitted to us
5. to support TNM and its scholarly function.

Isabel Campbell and Colleen McKee

## **MEMBERSHIP RENEWAL PAGE**

CNRS membership supports the multi-disciplinary study of maritime, marine and naval subjects in and about Canada. Members receive:

- *The Northern Mariner/Le Marin du nord*, a quarterly refereed journal dedicated to publishing research and writing about all aspects of maritime history of the North Atlantic, Arctic and North Pacific Oceans. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, nautical archaeology and maritime societies.
- *Argonauta*, a quarterly newsletter publishing articles, opinions, news and information about maritime history and fellow members.
- An Annual General Meeting and Conference located in maritime minded locations across Canada such as Halifax, Vancouver, Hamilton, Churchill and Quebec City.
- Affiliation with the International Commission of Maritime History (ICMH).

Membership is by calendar year and is an exceptional value at \$65 for individuals, \$20 for students, or \$90 for institutions. Please add \$10 for international postage and handling.

Individuals or groups interested in furthering the work of the CNRS may wish to subscribe to one of several other levels of membership, each of which includes all the benefits of belonging to the Society. CNRS is a registered charity and any donation above the cost of basic membership to the Society is automatically acknowledged with a tax-receipt.

<b>Canadian</b>		<b>International</b>	
Individual	\$65	\$75	Benefactor \$250
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Student	\$20	\$30	Patron \$1,000 and above

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