

ARGONAUTA



**The Newsletter of The Canadian Nautical Research Society /
Société Canadienne pour la recherche nautique**

Volume XLI Number 3 & 4, Summer/Autumn 2024

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 2291-5427

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ARGONAUTA is published four times a year: Winter, Spring, Summer, and Autumn

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Editorial

by Meaghan Walker / Ambjörn L. Adomeit



Dear Members,

I want to start off by apologizing for this late, combined issue. The summer of 2024 was very busy for me. I bought my first home and moved, making my home permanently in Newfoundland. Since then, my life has been in chaos as I have undertaken repairs to the home, my parents have both been ill, and I have started a new job.

I am going to phase out as co-editor of *Argonauta*, not because I don't enjoy it but because I have taken on too many commitments and cannot manage them if anything goes amiss—as the last two months have demonstrated. I very much enjoyed working on the newsletter this past year.

Ambjörn will continue to produce *Argo* and I know he will maintain the legacy and quality of this newsletter after I leave.

All the best,
Meaghan

Dear Members,

This issue of *Argonauta* marks the farewell of our lead editor, Meaghan Walker, as she transitions fully into her role as Membership Secretary for CNRS. It has been a pleasure working with her these last few months, and I can safely say that I will be taking a great deal of learning with me.

In this issue of *Argo*, we are saddened to bring to your attention the passing of CNRS and NASOH member Dr. James “Jim” Bradford. CNRS President Tom Malcomson pays tribute to his memory in our regularly featured *President's Corner*.

On another note, we also include David H. Gray's featured piece, entitled *British Royal Navy and Royal Canadian Navy Fleet Composition During the Second World War: A Wikipedia Survey and Reportage*, as well as the minutes of the 2024 Annual General Meeting of the Canadian Nautical Research Society.

Administratively, Richard Goette will be stepping aboard to help publish the Spring and Summer 2025 issues of *Argonauta*, as I finish my current stage of graduate school and relocate to the Canadian Prairies. Admittedly, this is an odd place for a naval scholar to

go, but at least I will not have to worry about quite so many floods ... just forest fires. I suppose the exchange of one eventuality for another ought to be celebrated. If you have any ideas how to do so, please let me know.

I will be taking *Argo* on my plate full time in August 2025.

As always, *Argonauta* is looking for contributions, and, for my part, I look forward to a flooded e-mail inbox. Please reach out to CNRS-Argo@cnrs-scrn.org with your ideas and comments!

Best wishes for 2025,

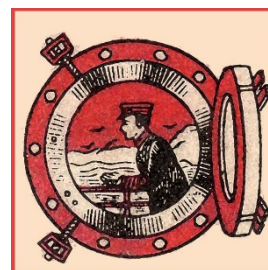
Ambjörn

Editor's Postscript: Please accept our apologies for the delay in delivering *Argonauta* , Vol. 41, No. 3-4. Thank you for your patience in waiting for issue 3 to appear, and to everyone who helped correct the errors in the initial release of this double issue of *Argonauta*. The typographical error in the editors' of *Argonauta* e-mail address on page two of Issues 1 and 2 for 2024, has been corrected. We look forward to new submissions for publication in the CNRS newsletter.

We apologize for any confusion, and we will continue to improve as the new editorial team transitions into its role.

President's Corner

by Tom Malcomson



Summer is coming to an end, another school year starts. With my time in education September is more of a year divider for me than January 1, even though I am now retired from the college. Our joint conference with NASOH and the Brock History Department, in St Catharines is now in the rear-view mirror. By all accounts people enjoyed the dynamic offering of papers, the discussion in sessions, at breaks, over lunch and during the social events. The glitches with Zoom were significant in two ways. First, those attending via Zoom missed several sessions. Second, we were not able to record all the sessions. Going forward in future conferences, if Zoom is considered, we will rectify these problems. Brock History Department's Kimberly Monk is organizing a YouTube page to store the videoed presentations. We have reached out to those whose paper presentations did not get recorded, asking if they would record their paper and send it Dr. Monk at shipyard@brocku.ca. It will be a great resource having as many as possible of the conference papers available for researchers, attendees who missed particular papers, and other maritime enthusiasts.

CNRS was approached recently by Brigid Cumming, Senior Museum Attendant, Port Clements Historical Society, asking if we might help with identifying a wreck laying in 60 feet of water in Shannon Bay, Haida Gwaii, just off Port Clements. The wreck was only confirmed by a federal survey this past year and no one, including the tugboat master who was raised on the bay and knows it inside and out, is aware of what it is. The vessel is 200 feet long. At this time there is no further information. If any member has any idea of how we can help please send me your ideas (see email below). I will relay them to Brigid. She is trying to get the federal survey results and will share them with us.

On a sad note I bring to your attention, if you are not already aware of the passing of Dr James "Jim" Bradford, a maritime historian, Professor at Texas A&M, a NASOH member and supporter of CNRS. Those who knew him speak of a kind, intelligent person, fully engaged in life. We have sent a message of condolence to Paul Fontenoy, President of NASOH, on behalf of the CNRS Council and the membership at large. Here is Dr Bradford's obituary for those who would like to read it: <https://www.dignitymemorial.com/obituaries/bryan-tx/james-bradford-11936146>

At the conference I made a request for members to become more active in the life and work of the Society. Now I would like to invite ideas from members to make this happen. Please send any ideas or comments to me through the Society email: CNRSPresident@cnrs-scrn.org

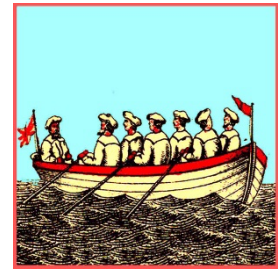
I will stop there, so you can dive into this issue of Argonauta.

Tom Malcomson
CNRS - President

“British Royal Navy and Royal Canadian Navy Fleet Composition During the Second World War”

A Wikipedia Survey and Reportage

by David H. Gray, Ottawa ON



Abstract

This paper explores the chronological changes in the inventory of battleships, aircraft carriers, cruisers, destroyers, corvettes and frigates in the Royal Navy and Royal Canadian Navy during the Second World War.¹ It answers my question whether Churchill's request for fifty moth-balled American destroyers was critical to the prosecution of the war effort. It also identifies the number of Lend/Lease ships made available to the Royal Navy.²

Introduction

Over the years, I have wondered whether Churchill's plea to President Roosevelt for fifty old, and moth-balled, First World War U.S. Navy destroyers was a necessity and what became of them. My questioning then morphed into various other questions: how many ships were involved in the Lend/Lease transfer of brand-new American built ships to the Royal Navy; and how many ships did the Royal Navy/Royal Canadian Navy have to have in commission to protect the trans-Atlantic convoys adequately? In searching for answers to these questions, I was surprised that these questions do not seem to have been answered previously, and moreover that the data to answer these questions is not as accessible as one might hope.

In the following sections, there are graphs of the number of ships either “in service” or “in commission” in any month. Because primary sources are difficult to retrieve and secondary sources are fragmented and inconsistent, the information was drawn from a tertiary source, Wikipedia, and may not be totally accurate. Also, if a ship was “in service” or “in commission” even for just one day in a month, it is credited as being available for the whole month – thus, skewing the data favorably in terms of availability. I have searched out the records – ship by ship – of battleships, battlecruisers, aircraft carriers, cruisers and destroyers for periods where the ship was under repair or maintenance, but for the smaller ships (corvettes and frigates/sloops), I searched only for commissioning date and final disposition – no consideration for work-up, repairs, maintenance, etc. That is because, for more than just a few ships, there is no other data within the websites searched.

¹ Since the two navies worked together sharing ships, crews, and responsibilities, it is hard to separate one from the other. Hence, the paper has to address both navies.

² Lend-Lease, a system by which the United States aided its Second World War allies with war materials. President Roosevelt on Dec. 8 1940 proposed the concept of lend-lease and the U.S. Congress passed his Lend-Lease Act in March 1941. [<https://www.britannica.com/topic/lend-lease> Accessed 27 July, 2024]

Note on Sources / A Caution to the Reader

Wikipedia has been the source for much of my information and I ask readers not to put full reliance on the absolute value of any particular number cited in this article but to appreciate the changes and trends over time that occurred during the Second World War as shown in the various graphs. Because of the range, overlap and sharing of the information in on-line sources such as Wikipedia, I have made no attempt to footnote such data as used in this paper.

Battleships & Battlecruisers

In the First World War, the number of battleships/battlecruisers in a navy was considered important, but battleships rarely contributed to the war effort.³ But in the Second World War, they took a secondary role behind aircraft carriers, particularly in the war in the Pacific Ocean where aircraft attacks were the *modus operandi*. Britain started the Second World War with ten battleships and two battlecruisers left over from the First World War (some modernized), one battlecruiser built just after that war (HMS *Hood*), two battleships built in the 1930s to meet the building restrictions of the Washington Treaty (HM Ships *Nelson* & *Rodney*), and five battleships just started construction. It lost two battleships to submarine torpedoes (HM Ships *Royal Oak* & *Barham*), two ships to airplane attack (HM Ships *Prince of Wales* & *Repulse*) and only one ship to surface ship attack (HMS *Hood*). Of the remainder, three of the *Royal Sovereign*-class were relegated to convoy duties and later in the war to training and finally to be cannibalized by the end of the war. HMS *Royal Sovereign*, itself, was lent to Russia. HMS *Warspite* was totally worn out, severely damaged by glider-bomb in 1943, and because of its accumulated damage was virtually written off by November 1944 but she earned fourteen battle honours – the most ever awarded to an individual ship in the Royal Navy. There were only five battleships which saw service in the Far East after hostilities ended in Europe (HM Ships *Queen Elizabeth*, *Nelson*, *King George V*, *Duke of York*, and *Anson*).

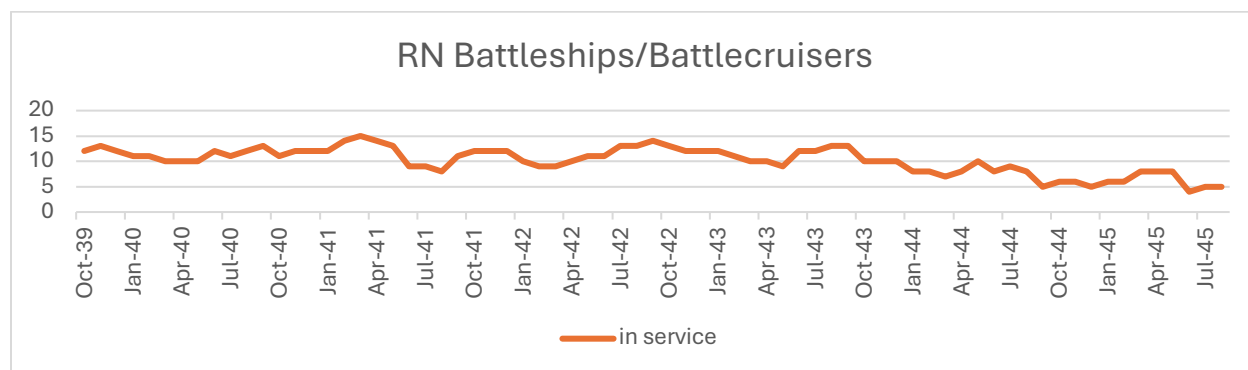


Figure 1 – Number of RN Battleships & Battlecruisers that were in service during the Second World War. [Quantities derived from Wikipedia websites for each individual ship.]

A mark that battleships (and battlecruisers) were no longer the prima donnas of the

³ By the Second World War, a battleship or battlecruiser often weighed 35,000 tons or more and carried guns with 11, 14, 15, 16, or even 18 inch diameter gun barrels.

navy is the fact that Britain started construction on only one battleship during the war – HMS *Vanguard* – which was completed after the war. One unusual task given to five battleships in the first year of the war was the transporting of over thirty percent of the Bank of England's gold to Canada for safe keeping, which was then used to pay for goods and services from the United States during the time when the Americans insisted on "cash and carry" purchases before Lend/Lease was instituted.

Aircraft Carriers

Second World War aircraft carriers can be divided into three groups: fleet carriers (in excess of 18,000 tons), light carriers (10,000 – 18,000 tons), and escort carriers (converted merchantmen, often 8000 to 16,000 tons). In total, the Royal Navy had twelve fleet carriers, eight light carriers, and 44 escort carriers of which 38 were built in the United States and lent to the Royal Navy under Lend/Lease.

A simplified view of their uses were: fleet carriers operated where Britain had no land-based aircraft – e.g. mid-Atlantic (I am thinking of HM Ships *Victorious* & *Ark Royal* attacking *Bismarck*, or attacks on *Tirpitz*.), Mediterranean, and Far East. The light carriers came into commission late in the war and were often assigned to the Far East. The first escort carrier, HMS *Audacity*, was commissioned in June 1941 and was assigned to North Atlantic convoy protection, particularly in the mid-ocean gap of the land-based aircraft coverage. That was the function of most others, along with delivering land-based aircraft to distant locations.

The Royal Navy started the Second World War with seven aircraft carriers: three converted battlecruisers (HM Ships *Courageous*, *Glorious* & *Furious*), one converted battleship (HMS *Eagle*), one converted liner (HMS *Argus*), and two purpose-built carriers (HM Ships *Hermes* & *Ark Royal*). HMS *Glorious* was in the Mediterranean, HMS *Eagle* in the Indian Ocean, three in Home Waters and two assigned to training. But out of these, HMS *Courageous* was torpedoed and was sunk off Ireland on 17 September 1939 and HMS *Glorious* sunk by gunfire from *Scharnhorst* on 8 June 1940. The first of the other six fleet aircraft carriers did not commission until April 1940 (HMS *Illustrious*) and the last (HMS *Indefatigable*) in May 1944. They had armoured flight decks which provided a degree of protection against kamikaze attacks. The American aircraft carriers did not have armoured flight decks and suffered accordingly. Throughout the war, the Royal Navy never had more than ten fleet and light aircraft carriers in service at any one time.

The need for aircraft coverage for convoys beyond the range of land-based aircraft was amply demonstrated by the conversion of a merchant ship into HMS *Audacity*. Although it had only a short life span as a carrier – June to December 1941 – it proved its worth in providing aircraft coverage in the mid-Atlantic gap. But at least 38 of the 44 escort carriers which were commissioned into the Royal Navy were merchant ships built in the United States as part of the Lend/Lease program. They were not commissioned as carriers until at least October 1942 and as late as February 1944. The crew for HMS *Puncher* and part of the crew of HMS *Nabob* were from the Royal Canadian Navy, with the aircraft squadrons being RN Fleet Air Arm. About 33 escort carriers seems to be the maximum number that were in service at any one time. Most were assigned to convoy protection duties, while others were assigned to training or ferrying land-based aircraft.

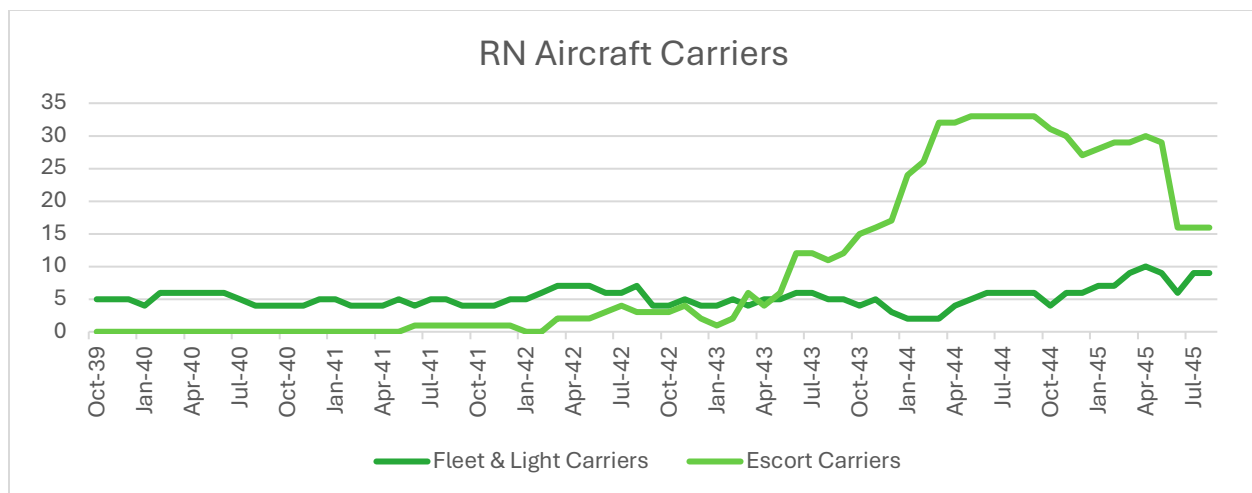


Figure 2 – Number of RN Fleet and Light Aircraft Carriers and Escort Aircraft Carriers in service during the Second World War. [Quantities derived from Wikipedia websites for each individual ship.]

Heavy Cruisers

In this paper, I define a heavy cruiser as being close to 10,000 tons and usually carrying eight-inch guns. The Royal Navy started the Second World War with eighteen heavy cruisers (including two built for the Australian navy) although there were never more than fourteen in service at any time. Most of them commissioned between 1928 and 1931 (HMS *Exeter* was the last, in July 1931). There were no new heavy cruisers built after that. Firstly, there wasn't time or money to build such large ships; secondly, the accuracy of gunnery improved with radar ranging so that a near-miss by an 8-inch shell was being replaced by a hit or closer near-miss by a 6-inch shell. By the end of the war in Europe, there were still nine heavy cruisers in service but only five continued to be involved in the war against Japan. It is interesting to note that Britain did not build any heavy cruisers to match the German threat of the three *Admiral Hipper*-class cruisers (16,000 tons, eight 8-inch guns) which were completed (and two more which were not completed).

Light Cruisers

Royal Navy's Second World War light cruisers ranged in size from 4200 tons to just over 10,000 tons. (The RCN had two British-built cruisers, but only late in the war.) The smaller cruisers (about twenty-two) were built during or immediately after the First World War and the later ones (about fifty-two of them) gradually increased in size during the 1930s and during the war. The main armament was typically six-inch guns, although 5.25-inch, American 5-inch and even 4.5-inch guns (5.25-inch guns were unavailable) were used on some ships. The number of guns per ship varied considerably.

The Royal Navy (including the Australian and New Zealand navies, which worked closely with the Royal Navy) started the Second World War with 55 light cruisers in service, but the numbers slowly declined through attrition, despite the injection of new ships being commissioned, to 39 by the end of the war in Europe [May 1945], and to 21 by the end of the war against Japan [August 1945]. Twenty-four were bombed, torpedoed, mined or scuttled due to severe damage. One was purposely scuttled to form the breakwater at the Normandy beaches but, in contrast, HMS *Orion* received

thirteen battle honours. HMCS *Uganda* (postwar renamed HMCS *Quebec*) served in the Pacific war and HMS *Minotaur* was commissioned as HMCS *Ontario* on 25 May 1945 but was too late to join in the hostilities against Japan.

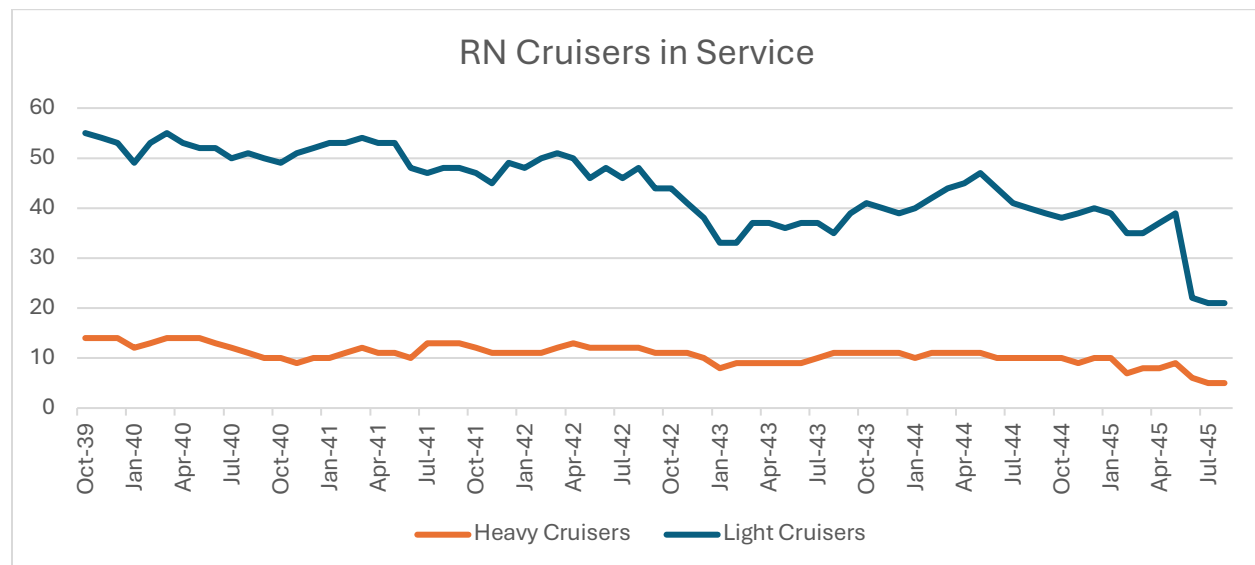


Figure 3 – Number of RN, RCN, RAN & RNZN heavy and light cruisers in service during the Second World War. [Quantities derived from Wikipedia websites for each individual ship.]

Light cruisers tended to be the “unglamorous workhorses of the fleet” taking on many different roles.⁴ Light cruisers transported about twenty percent of the Bank of England’s gold and vast quantities of negotiable securities to Canada in the 1939-40 dark days of threatened invasion (HMS *Leander* took what remained back after the war). HMS *Ajax* and HMNZS *Achilles* helped force The German pocket battleship *Admiral Graf Spee* into Montevideo for emergency repairs. Eleven light cruisers were converted into anti-aircraft cruisers with guns more suitable against airplanes. Many saw gruelling service on Arctic convoys.

Convoy Protection

Faster ships were allowed to sail independently because they could speed past a submarine, but slower ships needed naval and/or air protection against submarines. Naval ships of various categories were used: destroyers (far too fast and perhaps without a lot of depth charges), corvettes (too small, hardly fast enough to catch up if delayed, needed refueling, but very maneuverable), sloops, frigates and destroyer escorts (a good compromise) and even sea-going trawlers (great for rescue ship duties).

In the following graphics, the statistics for the corvettes and frigates are based solely on the commissioning date and the decommissioning/paying-off/sinking or another type of destruction dates. The reason for this switch from “being operational”, which is used for the larger ships, is because Wikipedia has no information available

⁴ Angus Konstam, *British Heavy Cruisers 1939-45*, Oxford: Osprey, 2012, p. 5 as quoted in James Goulty, *Naval Eye Witnesses*, Barnsley: Pen & Sword Books, 2022, p. 12.

other than these two dates for many of the smaller ships.

Destroyers

Ships of this category were designed to travel faster than the capital ships (battleships, battlecruisers, aircraft carriers, and even cruisers) that they were escorting to look out for enemy surface ships, launch torpedo attacks, search for submarines, and conduct mine sweeping operations. Destroyers were not ideally suited to the slow speeds required by convoys, but performed duties quite well when greater speed was required, such as pursuing submarines, or “herding” convoy vessels back into position. Destroyers left over from the First World War and into the 1920s (about 78 of them) were typically 1100 tons and carried four 4-inch guns. The 50 American moth-balled First World War destroyers which Churchill bartered for by leasing several naval bases to the Americans were roughly the same size and carried the same gunnery. (They were recognized by their four funnels and nicknamed “four-stackers”.) Since they had been designed for operating at high speed close to the coast of the United States and close to refueling ports, most were immediately put into British shipyards to remove boilers (reducing maximum speed) and to convert that space into fuel tanks (for more range).

The A- to I-classes of Royal Navy destroyers (about 87 of them) built between the two wars were typically 1300 tons and carried four 4.7-inch guns.⁵ The 16 Tribal class destroyers built in the late 1930s, and six more during the war, were significantly bigger (1900 tons) and carried eight 4.7-inch guns in twin turrets. They were the best fleet destroyers that the Royal Navy had.⁶ The J to Z class (and Ca- class) destroyers (about 129 of them) built throughout the war years were a little smaller (1700 tons) and designed to carry six 4.7-inch guns in twin turrets although some had four guns in single turrets. They, too, were capable of operating as fleet destroyers, but had a reduced range compared to the Tribals.

Just because ships were of the same class does not mean that they had the same experiences or fortunes. Some ships had short lives while others of the same class came through the war practically unscathed but with numerous battle honours. To meet war-time needs for more ships for convoy protection, Britain built 75 “Hunt” class destroyer escorts. They were about 1100 tons and carried four 4-inch guns. Again, it was a case of getting many ships built quickly, hence the smaller size than ones described in the previous two paragraphs. Their principal duty was convoy protection, although they were assigned other tasks occasionally. Looking at ship specifications, they are not much different than the sloops and frigates described below.

⁵ Typically, RN destroyers were ordered in groups of eight and they would make a flotilla once they were commissioned. The eight were assigned names that began with the same letter of the alphabet, progressing from A to Z (omitting some letters) and then repeating.

⁶ HMCS *Haida*, which also saw service in the Korean War, is now a floating museum exhibit in Hamilton, Ontario. She is the only remaining *Tribal*-class destroyer in existence.

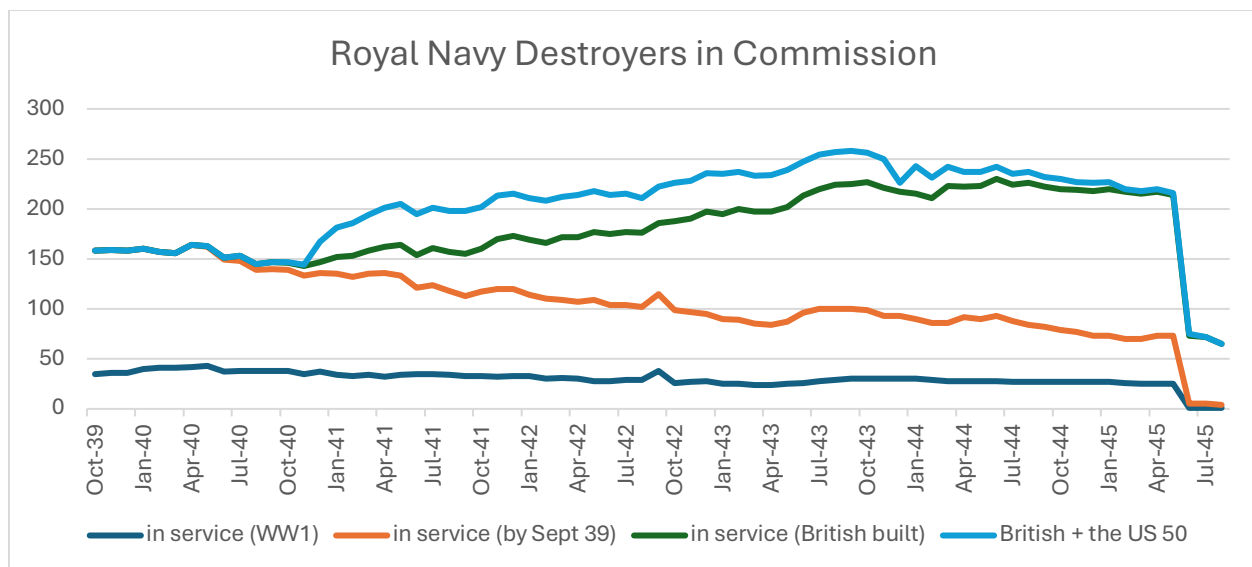


Figure 4 – Number of RN & RCN destroyers and destroyer escorts in commission during the Second World War. The navy blue (bottom) line tracks only those ships which were built during or immediately after the First World War. The orange (second line up) line tracks those ships which were in commission as of the start of the Second World War. The green (third line up) line adds those ships built in the United Kingdom. The light blue (top line) adds the 50 US built “four stackers” obtained through leasing naval bases to the Americans. [Quantities derived from Wikipedia websites for each individual ship.]

The first American “four stacker” destroyers commissioned into the Royal Navy was HMS *Lancaster* in September 1940, but it took until March 1941 to get forty two “four-stackers” commissioned. But even then the maximum number of “four-stackers” never exceeded 43 in any month. Sixteen were destined to serve in the Royal Canadian Navy and five saw service in the Norwegian Navy. One (HMS *Cameron*) was bombed in dry-dock during its conversion to RN specifications, declared totally unfit and never was used on active service. Perhaps the most familiar of these destroyers is HMS *Campbelton* which was expended in an audacious raid on St. Nazaire, France to destroy the gates to the dry-dock. Generally, they fulfilled their purpose of filling in when there were no other ships, but as new ships were commissioned, they were sidelined for training purposes, if they weren’t already sunk by enemy action or declared a constructive loss. Only two “four-stackers” remained in service for convoy duties by the end of the war.

Corvettes

To expand quickly the number of ships available for convoy duty, Britain decided to build simple ships based on a whale-catcher design. These *Flower*-class corvettes – Churchill’s “cheap, but Nasties” – were around 900-1000 tons, carried one 4-inch gun and depth charges.⁷ Because of the simple design and small size, a number of shipyards in Canada (even within the Great Lakes) could build them. *Flower*-class corvettes were not well-suited for open-ocean escort duties, especially in poor weather because they lacked speed, endurance and habitability.

⁷ Thomas G. Lynch, *Canada’s Flowers*, Nimbus Publishing Co., Halifax, 1981. P. 7.

Later, Britain and Canadian shipyards on salt water shifted to building frigates for convoy duty, but the shipyards in the Great Lakes continued building *Flower*-class corvettes because the larger ships would not fit into the locks along the St. Lawrence River between Kingston and Montreal. As many as 300 corvettes were built, and there were individual differences between them because of where and when they were built.⁸ Over 100 *Flower*-class corvettes were commissioned into the Royal Canadian Navy, in part because they were built in Canada. However, Belgium, France, Free French, Greece, India, Netherlands, New Zealand, Norway, and United States had corvettes, too. There were about 230 corvettes in service by the end of the war in Europe, but most were quickly paid off, or sold for mercantile use – some vessels were even repurposed by whalers. Only HMCS *Sackville* remains: it was an auxiliary oceanographic ship for the Canadian Navy for several years, but was later retrofitted to its wartime configuration and is now a floating museum exhibit in Halifax, Nova Scotia.

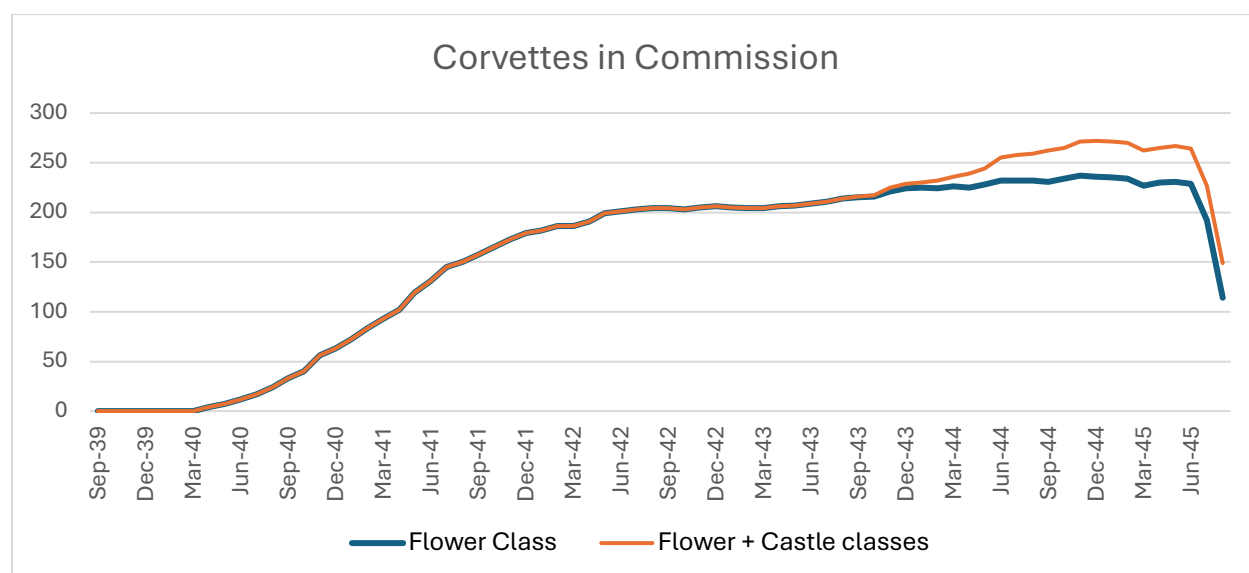


Figure 5 – Graph showing the number of corvettes (all navies) in commission during the Second World War. (Quantities derived from Wikipedia websites for each individual ship.)

They were known to be wet boats – water sluiced about on deck in the slightest of seas and even penetrated to the mess-decks. It was said that they “rolled on wet grass”. I witnessed these characteristics myself during my sea-time on CNAV *Sackville* in 1973.

By 1942 or so, it was recognized that the *Flower*-class design could be improved by lengthening the hull, a better bow to deflect spray, more endurance, more depth charges yet kept the design simple enough that the less proficient shipyards could build ships, and small enough so that the shipyards on the Great Lakes could continue to build them. The result was the *Castle*-class corvette, of which 44 were built (of which, 5 were converted into rescue ship duties). The first was not commissioned until September 1943.

⁸ For further reading on Corvette numbers and design, see Dr. Richard H. Gimblett, *Canadian Corvettes in the Second World War – A General History*. <https://rusi-ns.ca/canadian-corvettes-in-the-second-world-war/> (accessed 6 July 2023)

Frigates

To combat the German submarine threat, more appropriate ships than destroyers and corvettes were needed. The result were several different classifications for these ships: destroyer escorts (RN's *Hunt*-class already identified above), frigates, and sloops. In my research, I considered 28 ships built before the Second World War, 26 *Black Swan*-class and modified *Black Swan*-class sloops, 25 *Loch and Bay*-class frigates, 44 British built & RN manned and eight US-built & RN-manned *River*-class frigates, 70 RCN manned (many built at salt-water ports in Canada) *River*-class frigates, 56 Captain-class and 21 Colony-class destroyer escorts built in the United States and lent to the Royal Navy under the Lend/Lease program.⁹ Most of the Lend/Lease ships provided to the Royal Navy were returned to the United States Navy so that the United Kingdom did not have to pay for them. Being declared superfluous to America's needs, they were scrapped shortly after their return.

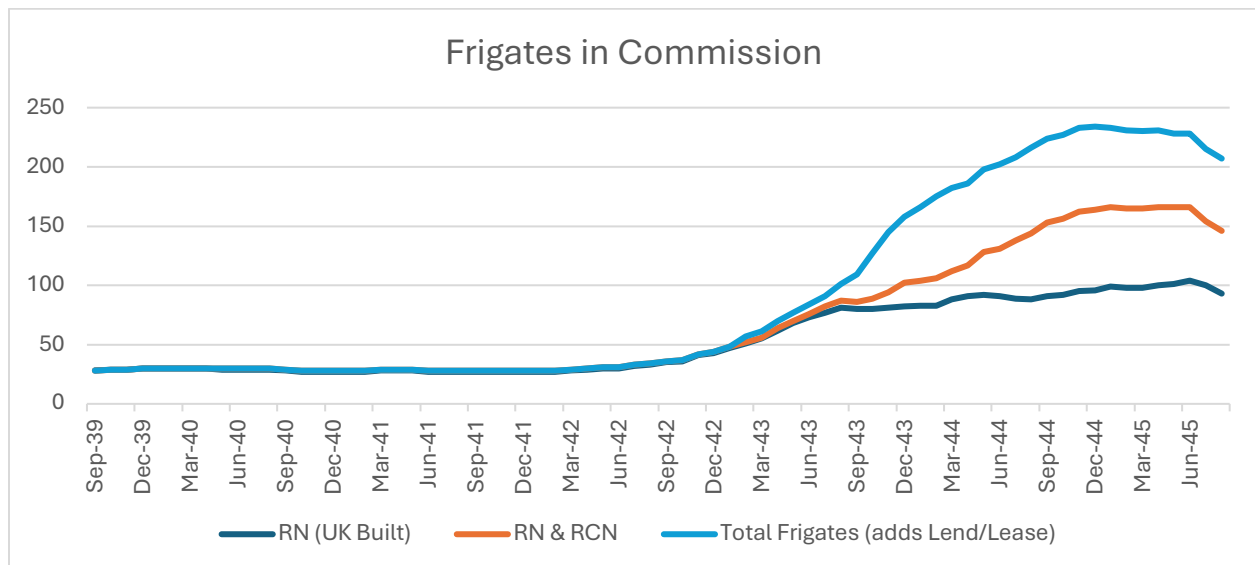


Figure 6 – Number of frigates in commission during the Second World War. (Quantities derived from Wikipedia websites for each individual ship.)

⁹ The 6 Bay class ships which saw service in the Second World War were anti-aircraft frigates which used the Loch class hull.

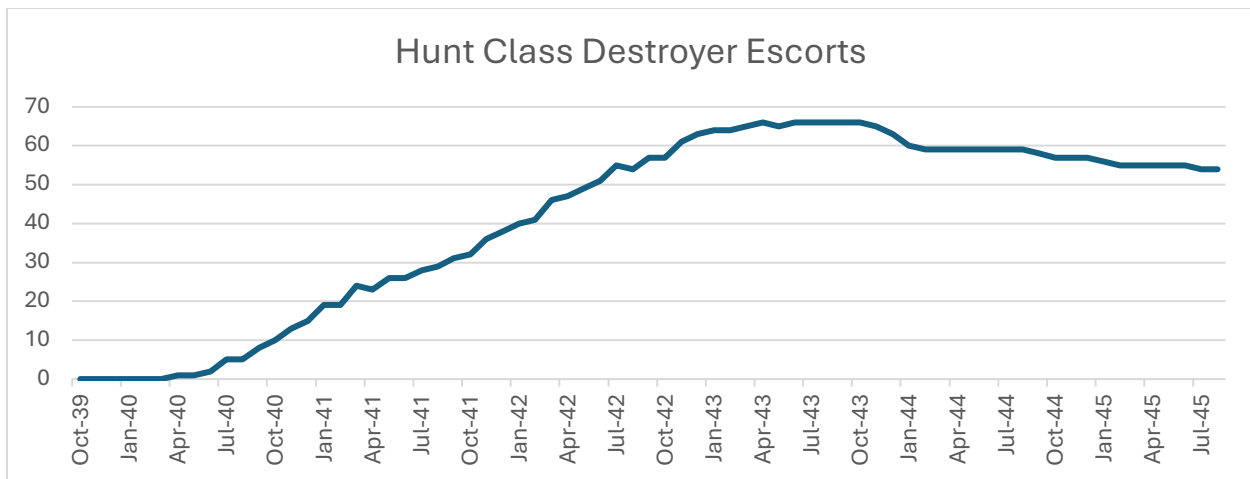


Figure 7 – Number of British-built (Hunt class) destroyer escorts in service during the Second World War. [Quantities derived from Wikipedia websites for each individual ship.]

Not immediately evident in Figure 4, are the number of British-built (*Hunt*-class) destroyer escorts but that is given in Figure 7. What is interesting to note is that the *Hunt*-class destroyer escorts started appearing about two years before any of the frigates.

Total Number of Ships on Convoy Escort Duty

Destroyers would normally have been reserved for fleet protection and rarely used for merchant ship convoy protection – but as always, there were exceptions. The result is shown in Figure 8.

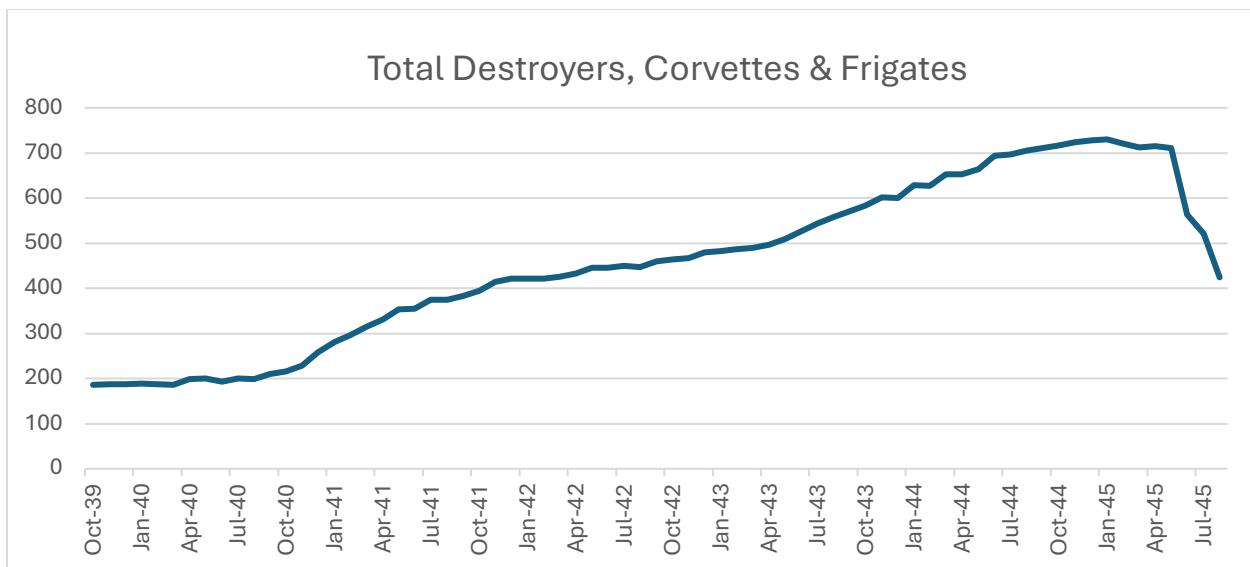


Figure 8 - Total number of RN and RCN ships available for fleet and merchant ship convoy protection. [Quantities derived from Wikipedia websites for each individual ship.]

Figure 9 illustrates the monthly number of merchant ships sunk by German U-Boats. Comparing the number of ships sunk to the number of escort ships available (Figure 8) and the number of escort carriers available (Figure 2), one realizes that the Battle of the

Atlantic can be broken into segments:

From September 1939 to December 1941, when Britain, and Canada, were essentially alone in fighting the Battle of the Atlantic, an average of 45 merchant ships per month were being sunk.

January 1942 to April 1943 or so, the German U-Boats had a hay-day along the United States eastern seaboard with over 100 merchant ships sunk per month. In that timespan, the frigates and escort carriers were not yet in service, and the United States Navy was not inclined to, or didn't have the escort ships to, require merchant ships to move along the coast in convoys. From May 1943 to the end of the war in Europe (May 1945), there were about 25 merchant ships sunk per month.

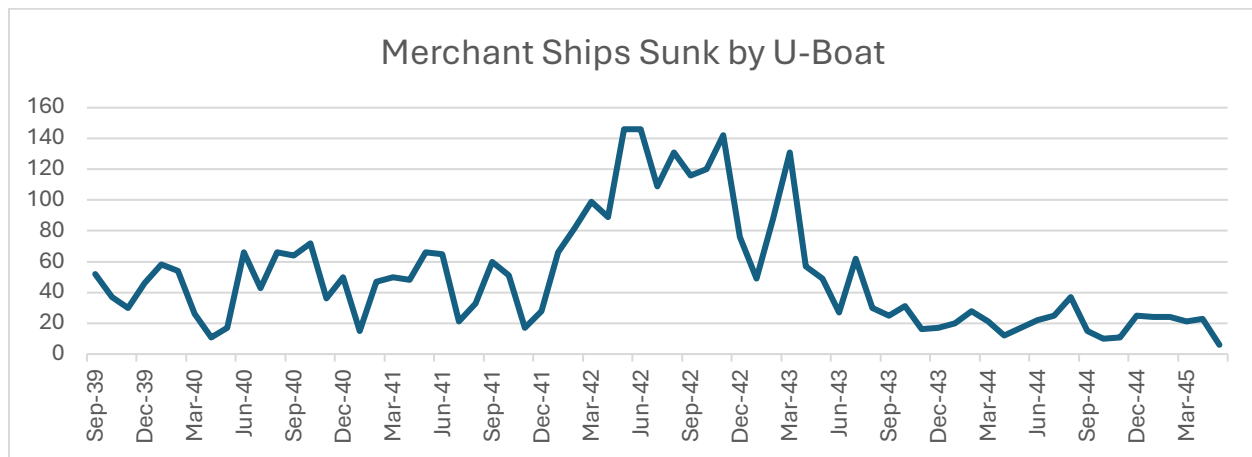


Figure 9 – Number of merchant ships sunk by German U-Boats per month.¹⁰

If an attrition rate of 25 ships sunk per month be considered acceptable, it is interesting to note that it took 500 escorting destroyers, destroyer escorts, corvettes and frigates and something in the order of 25 escort carriers to do the job. One must remember that the Royal Navy had naval obligations globally, not just in the North Atlantic.

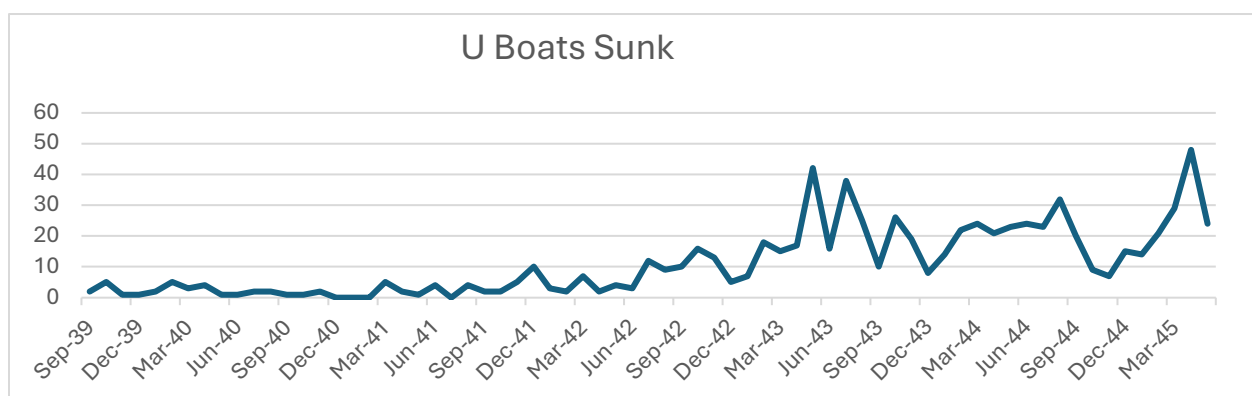


Figure 10 – Number of U-boats sunk each month.¹¹ Unfortunately this data set includes those U-boats sunk by aircraft, mined, scuttled to avoid capture as European ports were liberated.

¹⁰ Data obtained from www.uboaat.net/allies/merchants/losses_year.html. Accessed 24 April, 2023.

¹¹ Data obtained from www.uboaat.net/fates/losses/chart.htm. Accessed 24 April, 2023

Consequence of Having These Numbers of Escorts

The consequence of having enough close escorts to convoys and hunter-killer groups operating in areas of known concentrations of U-boats is that the U-boats were not only forced to submerge and hide in the depths and then lose contact with the convoy (which was the *modus operandi* in the earlier part of the war), but that they were hunted to exhaustion of their batteries, if not damaged before that. Thus, the numbers of U-boats sunk increased, rather than just forcing the U-boats to lose contact. Other authors have opined that April 1943 was the turning point of the Battle of Atlantic.¹² My research, done independently, seems to confirm that month as the turning point of the fortunes of submarine warfare. April 1943 coincides with there being about 500 destroyers, destroyer escorts, corvettes, and frigates in commission and the advent of escort carriers being commissioned. It also coincides with a marked drop in the number of merchant ships being sunk per month.

Conclusions

Winston Churchill was more than justified in bartering away naval bases in Newfoundland, Bermuda, and in the Caribbean in order to obtain fifty moth-balled First World War American destroyers. Only two survived in commission by the end of the war HMS *Lancaster* and HMS *Ludlow*. Nine went to Russia and lasted a few years after the war. About thirty were scrapped, usually after service in a non-operational role and about ten were torpedoed, mined, wrecked, or scuttled. Given that the Royal Navy started the war with about 200 ships that were appropriate for escorting convoys, and we now see that 500 would be the number required by the later stages of the war. This requirement of 500 escort ships is another reason that Winston Churchill (and no doubt his RN advisors) were adamant to get more escort ships quickly.

I argue that the advent of escort carriers being employed in searching for, attacking, and sinking U-boats made it possible to win the Battle of the Atlantic. This is not a new conclusion – it was known in the war that convoys were relatively “safer” in areas where land-based aircraft provided coverage. The U-boats’ favourite hunting ground was in the mid-ocean gap of the air coverage.

My research suggests that 38 escort aircraft carriers, 8 *River*-class frigates, 56 *Captain*-class and 21 *Colony*-class destroyer escorts for a total of 85 ships were “lent” under the Lend/Lease program. Certainly most of the escort carriers were returned to the US Navy and quite a few were converted back to merchant ships and sold. All but thirteen of the destroyers and frigates were returned to the United States Navy, but even then some of the thirteen might have also been returned.

¹² Donald Macintyre, *The Battle of the Atlantic* (1961), Thomas G. Lynch, *Canada's Flowers* (1981), Ed Offley, *Turning the Tide* (2011), Ted Barris, Brian E. Walker, *The Longest Campaign* (2020), *Battle of the Atlantic: Gauntlet to Victory* (2022).

CFP: Canadian Nautical Research Society Conference & Annual General Meeting

22-24 May 2025

Port Hope, Ontario, Canada

“Ships, People, Ports, Canals and Trade”

Call for Papers

The mid-sized town of Port Hope is strategically placed for this conference, located at the mouth of the Ganaraska River where it flows into Lake Ontario, 50 nautical miles (92.5 km) east of Toronto. Conference sessions will transpire in the Port Hope Public Library overlooking the Ganaraska (the best salmon and trout stream of central Ontario). A variety of accommodation options are available in the immediate area, ranging from nearby bed-and-breakfasts and boutique hotels to mid-range chain motels. Travel is easiest by vehicle along the Highway 401; the VIA Rail passenger train from Toronto-Ottawa-Montreal has limited service in Port Hope but regularly stops in nearby Cobourg (5 miles / 8km farther east).

Papers are invited to address any variety of perspectives on related maritime themes involving ships, people, ports, canals or trade. Presenters must be members of the Society or our American sister society NASOH (it doesn't cost much!), and the Society reserves first right of refusal for publication in our journal *The Northern Mariner / Le Marin du nord* or newsletter *Argonauta* as appropriate. Presentations must be made in-situ and will not be recorded due to privacy and copyright concerns (provision will be made for remote viewing, and separately for remote participation in the AGM).

Depending upon the number of proposals received, it is anticipated that presenters will be allowed 30 minutes for the paper, with additional time following for questions. At some point during the conference a walking tour of the local port area will be conducted. The possibility for an informal awards banquet is being investigated. Students seeking Panting Bursary travel assistance must provide evidence of academic enrolment and Canadian citizenship.

Paper proposals, Panting applications, and administrative enquiries should be submitted by 15 March 2025 to:

Dr Richard Gimblett

CNRS 2025 Conference Coordinator

email: richard.gimblett@me.com

https://www.cnrs-scrn.org/membership/index_e.html

CNRS-SCRN Awards 2024

The Canadian Nautical Research Society / La Société Canadienne pour la recherche nautique (www.cnrs-scrn.org) was founded in 1984 to encourage an awareness of Canadian and world maritime heritage. One track in pursuit of this mandate is the presentation of a variety of annual awards; full criteria, terms of reference, and listings of past recipients can be found on our Awards page (https://www.cnrs-scrn.org/books_and_awards/awards_e.html):

- The Keith Matthews Book & Article Awards
- The James Pritchard Student Article Prize
- The Jacques Cartier MA Prize
- The Gerry Panting Award for New Scholars
- The Alec Douglas Award for Contributions to Maritime History

This year's Awards were presented at the Society's Annual General Meeting at Brock University, St Catharines, Ontario, on Saturday 22 June 2024, and are listed below, with citations as appropriate.

The Keith Matthews Book & Article Awards

These prestigious awards are named after the renowned maritime historian from Memorial University who was also a founder and first president of the Society. Keith Matthews died in 1984 and the first award in his name was made the following year. There are two kinds of awards: one each recognizing a Best Book and a Best Article on a maritime subject published in the previous calendar year in our peer-reviewed journal, *The Northern Mariner / Le Marin du nord*; within each there are sub-categories allowing for Honourable Mentions, and for a Book Deserving Special Recognition (one that does not fully meet conventional scholarly criteria but is a major contribution to the field). At present there is no cash value to the awards.

Best Book of 2023

Robert D. Banks, *Warriors and Warships: Conflict on the Great Lakes and the Legacy of Point Frederick* (Dundurn):

Author Robert Banks takes a site central to Canadian history – Point Frederick, on the peninsula across the harbour from historic Kingston, at the confluence of the St. Lawrence, Cataraqui-Rideau Canal system and Lake Ontario — and brings it to life with telling detail set well in the context of its environment. Superbly illustrated with archival images and present-day photographs, this volume is a must for anyone wishing to understand the pre-Confederation quest for mastery of Lake Ontario.

Best Book of 2023 / Honourable Mention

Matthew Betts, *HMS Terror: The Design, Fitting and Voyages of the Polar Discovery Ship* (United States Naval Institute Press):

HMS Terror is remembered as one of the ill-fated ships of the Franklin expedition, but author Matthew Betts delves into her complete and remarkable career, from design and construction as a wartime “bomb” vessel, through subsequent modifications to become the ultimate sailing polar exploration ship. The result of years of painstaking research, with excellent production values and outstanding illustrations that bring the ship to life, Matthew Betts offers a book that is both historical narrative with new insights into Franklin’s fate, and a must-have technical manual for modellers.

Best Book of 2023 / Honourable Mention

Peter Rowe, *Out There: The Batshit Antics of the World’s Great Explorers* (Sutherland House):

Out There is an engaging, iconoclastic survey of the nineteenth century age of European exploration that is pleasing to seasoned historians while also accessible to a new generation of readers. Author Peter Rowe convincingly demonstrates that, far from their accepted portrayal as heroic adventurers, they tended instead to be quixotic, ill-prepared novices who owed their survival to the indigenous peoples who assisted them, usually without any credit. He puts Canada’s place — especially the quest to “find” the Northwest Passage — amongst these events in a new context.

Book Deserving Special Recognition 2023

Gordon Miller, *Pacific Voyages: The Story of Sail in the Great Ocean* (Douglas & McIntyre):

Author Gordon Miller has crafted an informative and visually appealing volume that is the culmination of a lifetime spent on and around the sea. Combining his talent as a marine artist with deep historical knowledge, he pairs magnificent seascape paintings with an incisive series of textual vignettes, emphasizing the smallness of the ships and the vastness of the ocean while capturing the grand sweep of Pacific history.

The Committee wishes to note the other books that were submitted for consideration, all of which we commend to readers as entirely worthy contributions to the exploration of Canada’s maritime heritage (listed alphabetically by author last name):

- Cathy Converse, *Francis Barkley: Eighteenth Century Seafarer* (Heritage House).
- Ken Cuthbertson, *Blood on the Coal: The True Story of the Great Springhill Mine Disaster* (HarperCollins).
- Alec Douglas, *A War Guest in Canada* (Wilfrid Laurier University Press).
- Ian Kennedy, *The Best Loved Boat: The Princess Maquinna* (Harbour Publishing).
- Ken McGoogan, *Searching for Franklin: New Answers to the Great Arctic Mystery* (Douglas & McIntyre).

- David Norwell, *A Complex Coast: A Kayak Journey from Vancouver Island to Alaska* (Heritage House).

Best Article of 2023

Benjamin Schaffer, A 'Small Vessel of Brisk Bostoneers': The Life and Times of the Massachusetts Province Sloop Mary, c.1688-1693

TNM / LMN 33:1: <https://tnm.journals.yorku.ca/index.php/default/article/view/1080>

Ben Schaffer's article draws together many large and important maritime themes not well covered in the literature on the pre-Revolutionary British Colonies, through the lens of the fascinating career of a single ship. Amongst other issues, these include the deep British roots of the American navy, and the fine line in the 17th century between official warships and privateers.

Best Article of 2023 / Honourable Mention

James Alvey, Fleet Carrier in Name or Fact?: The Post-War Misinterpretation of USS Ranger as Unsuitable for Combat in the Pacific

TMN / LMN 33:2: <https://tnm.journals.yorku.ca/index.php/default/article/view/1131>

This is an in-depth account of the one American carrier of the Second World War that has never been fully studied because it did not serve in the Pacific. In a bold and detailed re-interpretation, he convincingly demonstrates that it was the vital roles the USS *Ranger* carried out in the Atlantic and Mediterranean that account for her not being deployed in the Pacific.

Best Article of 2023 / Honourable Mention

Ian Yeates, 'Admiral Jellicoe Goes to Sea': The Naval Mission and the Ambition for an 'Imperial Royal Navy,'

TMN / LMN 33:1: <https://tnm.journals.yorku.ca/index.php/default/article/view/1082>

In another bold and detailed re-interpretation of an aspect of 20th century naval development on which "the history has been settled," Yeates makes an important contribution to the study of Jellicoe that puts his empire tour of 1919 into a broader context, including detail on his New Zealand and Australian as well as Canadian visits.

The full range of articles considered by the Matthews Committee can be found on our journal's web-pages:

<https://tnm.journals.yorku.ca/index.php/default>

https://www.cnrs-scrn.org/northern_mariner/indices/index_vol_33_e.html

The James Pritchard Student Article Prize

James Pritchard, Professor Emeritus of Queen's University, was President of the Society from 2002 to 2005, and was highly regarded as a maritime historian of the French navy and Canadian shipbuilding, and as a mentor of young scholars. He died in 2015 after a brief illness. The Student Article Prize in his honour was initiated in 2021 to be awarded annually for the best

contribution written by a student and published in *The Northern Mariner/Le marin du nord*. The winner will receive an award of \$300.

There were no eligible articles in 2023, and hence no prize awarded.

The Jacques Cartier MA Prize

The award is named after Jacques Cartier, navigator of Saint-Malo, master mariner and explorer of France. To encourage graduate studies at the Master's level in Canadian universities and other institutes of higher learning, the Society awards a prize annually to a thesis of high achievement. The winner will receive an award of \$500.

Jillian Schuler, *Guns and Ships and so the Balance Shifts: Using Artifact Patterning to Contextualize a Salvaged Assemblage Dated to the Battle of Yorktown, 1781*
East Carolina University

This thesis, completed as part of the MA program in maritime history and archaeology at East Carolina University, explores one of the unidentified wreck sites in the York River, site 1, and attempts to compare its artefact assemblage with those of four other sites, two of merchant ships and two of naval ships. Schuler's hope was that a clear pattern would emerge between the known sites that would allow for her to identify the wreck at site 1.

To do this work, Schuler pursued a methodology that has been well-established in Archaeological methodology, artefact patterning. Her thesis also explored the history of British naval tendering and the logistical and political concerns for the British during the American Revolution. In her conclusion, Schuler showed that the artefact assemblages defied assumptions of what she expected to find on naval and merchant ships. This meant her project could not render a conclusive verdict on the identity of the ship at Site 1. Despite this, her work shows the diverse material culture left behind on vessels and how cultural factors such as how a ship is abandoned, disturbed, and excavated changes the artefact assemblage perhaps more significantly than the ship's merchant or military purpose. Her interesting and well-written project wrestles with a familiar difficulty of trying to harness the variable, unpredictable human cultural material of the past into a quantitative format.

The Gerry Panting Award for New Scholars

Gerald E. 'Gerry' Panting was a founder of the CNRS, and as a longtime faculty member at the Memorial University of Newfoundland (1959-93) was a mentor of young scholars. This award in his name is a bursary of not more than \$1,000 CDN to assist a new scholar in the field of nautical research to present a paper (in English or French) at the CNRS annual conference. The person(s) selected should be in the early stages of their career in the field of maritime research. The Award this year is shared by two young scholars:

Ambjörn L. Adomeit, Western University

The American Indictment: Canada's Search for Nuclear Attack Submarines and the United States' Opposition

Jill Schuler, North Carolina African American Heritage Commission

“A Tale of Two Ships: Part Deux” – Previous Discoveries in the History of La Concorde and the Next Phase of the Project

The Alec Douglas Award for Contributions to Maritime History

This is an occasional award by which the Society acknowledges excellence in contributions to maritime history across the broad range of such activity. It is applicable to individuals or institutions such as museums, archives or educational organizations. W.A.B. 'Alec' Douglas is a scholar-sailor of international stature, and was a founding member of the CNRS. There is no cash value associated with the award.

There were no nominations this year, and hence no award presented.

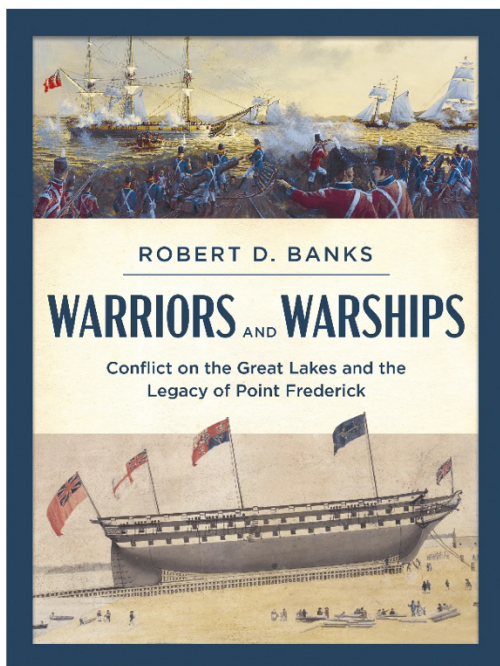
Dr Richard Gimblett MSC CD RCN (ret'd)

Past President

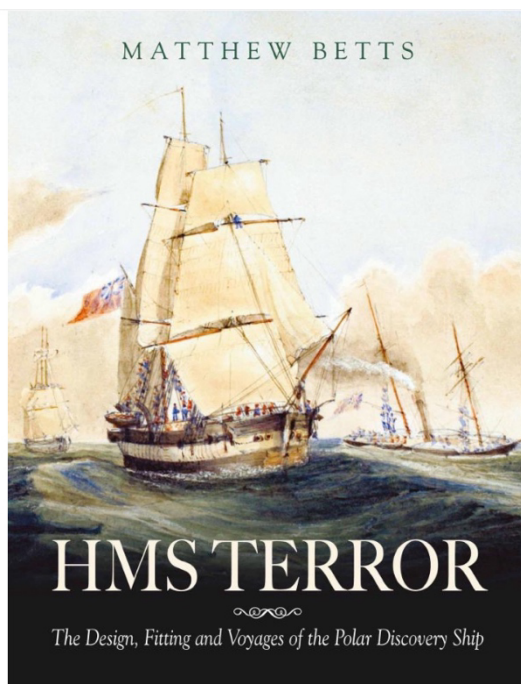
Chair / CNRS-SCRN Awards Committee

22 June 2024

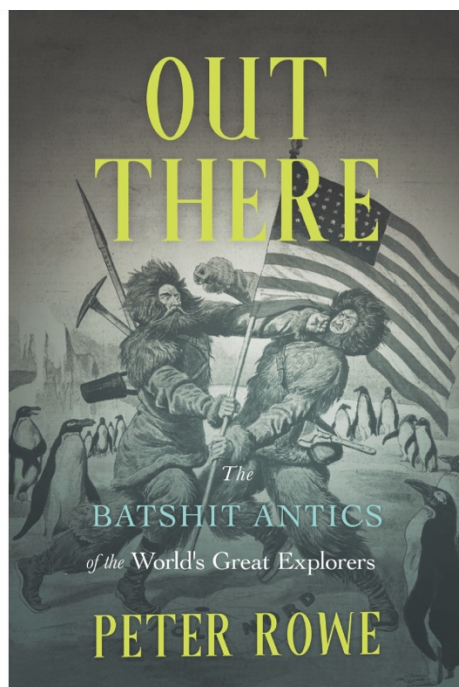
Matthews Book Awards, Covers and Authors



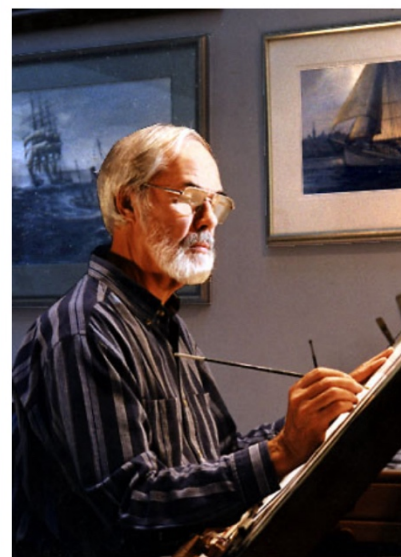
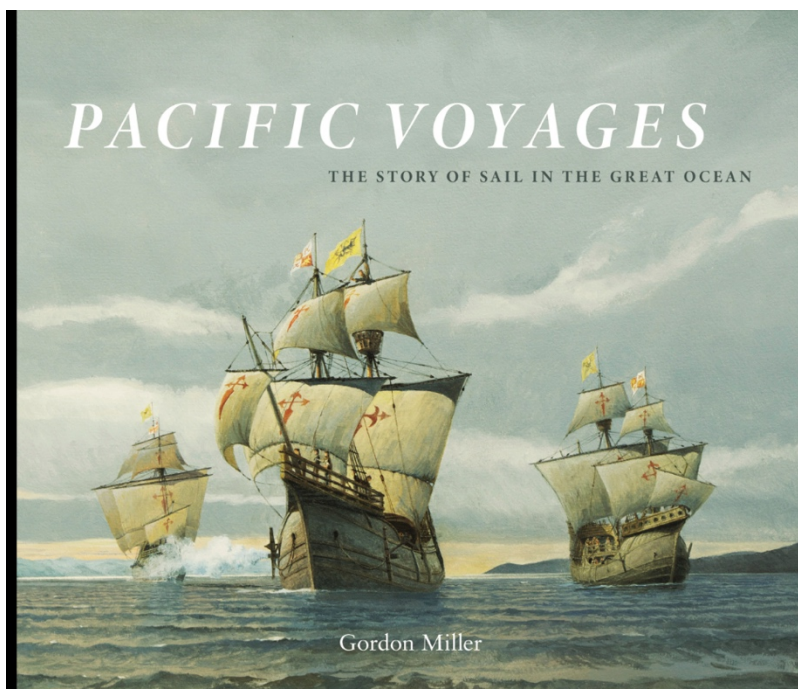
Best Book: Robert Banks, *Warships & Warriors*



Best Book, Honourable Mention: Matthew Betts, *HMS Terror*



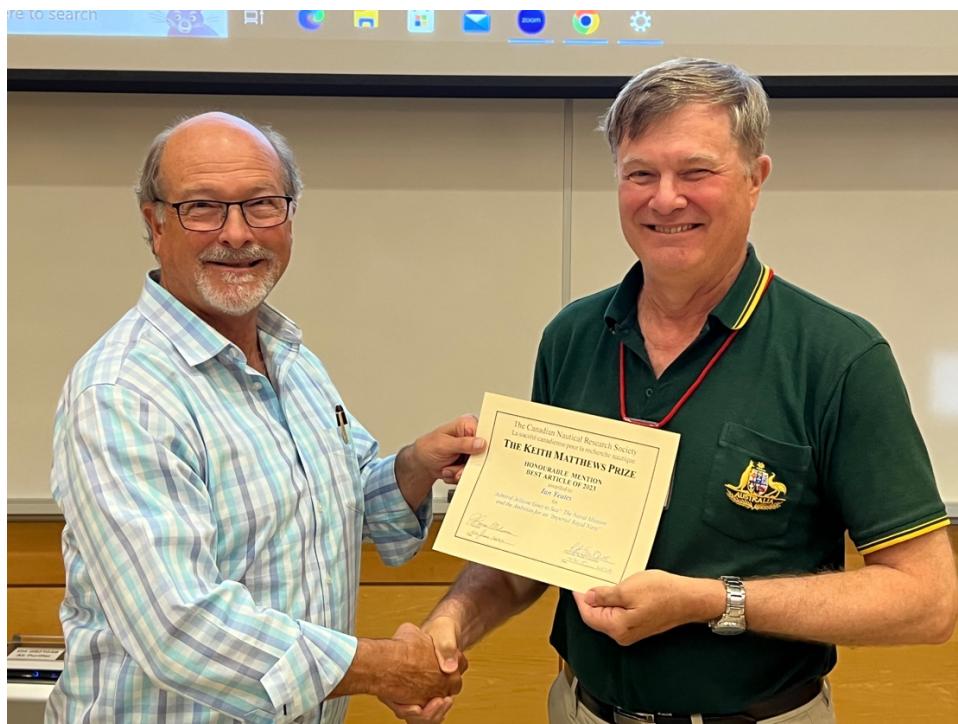
Best Book, Honourable Mention: Peter Rowe, *Out There*.



Book Deserving Special recognition: Gordon Miller, *Pacific Voyages*.



Awards Committee Chair Richard Gimblett presents “Best Book – 2023” certificate to Robert Banks for *Warships & Warriors*.



Awards Committee Chair Richard Gimblett presents “Best Article – 2023: Honourable Mention” certificate to Ian Yeates for “Admiral Jellicoe Goes to Sea.”



Cartier Committee Chair Margaret Schotte presents MA Thesis Award to Jillian Schuler (East Carolina University) for “Guns and Ships and so the Balance Shifts.”



President Tom Malcomson presents Panting Bursaries to (left) Ambjörn L. Adomeit (Western University) and Jillian Schuler (East Carolina University).

CNRS Awards Unawarded

James Pritchard Student Article Prize: No article published.

Alec Douglas Award for Contributions to Maritime History: No nominations.

Draft Minutes of the 2024 Annual General Meeting
Brock University, St. Catharines, Ontario and via Videoconferencing Software
22 June 2024

Canadian Nautical Research Society
Société canadienne pour le recherche nautique
www.cnrs-scrn.org

Draft Minutes of the Annual General Meeting held at
Brock University, South Block, Room 215, St. Catharines
and using videoconferencing software,
Saturday, 22 June 2024

Present in person: Thomas “Tom” Malcomson, President; Richard Goette, Second Vice-President; Ian Yeates, Associate Treasurer; Michael Moir, Secretary and Past President; Ambjörn Adomeit, Walter Lewis, Sam McLean, Jeff Noakes, and Margaret Schotte, Councillors; Roger Sarty, Chair of the Editorial Board; Richard “Rich” Gimblett, Chair of the Awards Committee; Faye Kert, Honorary Member; Robert Banks, Wes Cross, Michael deJong, David Fuller, Chris Madsen, Evan Salmon, Stephen Salmon, and Jillian Schuler, Members.

Present online: Meaghan Walker, Councillor; Paul Adamthwaite, Matthew Betts, Michael Dove, and Jillian Schuler, Members.

Calling to Order

Tom Malcomson called the meeting to order at 1040 hrs.

Approval of Agenda

Chris Madsen moved, Sam McLean seconded that the agenda for the Annual General Meeting of 22 June 2024 be approved. Carried.

Approval of the minutes of the Annual General Meeting of 18 August 2023

Ian Yeates moved, Margaret Schotte seconded that the minutes of the Annual General Meeting of 18 August 2023 as distributed with the agenda be approved. Carried.

President’s Report

Tom Malcomson thanked Members for attending the conference and attending the annual meeting. One hundred registrants attended 50 presentations. The conference has been a success

based on the wide range of maritime topics presented and discussed, both in the sessions and the many opportunities to socialize during breaks, meals, and the tour of Port Dalhousie.

The Society is in a good place. We are financially sound. *The Northern Mariner/Le marin du nord* continues to provide a high-quality platform to publish original research and read insightful reviews of the latest books on maritime history. *Argonauta* steams forward as another channel for Members to share their ideas and to exchange information on the Society's activities. Our annual awards reflect the exceptional work being done by Canadian maritime historians and by other scholars on Canadian themes. While maritime history might not be the first stop for academics or students looking for a discipline to pursue, it is engaging the interest of those in academia and independent scholars.

The Society plays a critical role in the continuing production of maritime material, not just through its publications, awards, and annual conferences, but by collegial membership with others who share similar interests and passions. The CNRS provides a space to exchange research ideas and archival discoveries, and to encourage each other to keep researching and sharing what we find. It is this aspect of the CNRS mission that Tom would like Members to consider enhancing as we go forward this year, to find new ways to engage with each other and to bring more Members from the passive role of receiving publications and news into active involvement such as attending conferences. How might this be achieved is the question Tom asks not only Council but our membership at large to consider and let him know. Members should free to write Tom by email, using either personal address (thomasmalcomson5@gmail.com) or through the President's email on the CNRS website.

David Fuller moved, Richard Gimblett seconded to accept the President's report. Carried.

Treasurer's Report

In Errollyn Humphrey's absence, Ian Yeates spoke to the financial statements. He reported that membership revenue was strong thanks to Tom Malcomson's pursuit of unpaid fees when he acted as Membership Secretary. The Society has sufficient funds to complete all outstanding issues of the journal (nos. 3 and 4 from 2023 and all four issues for 2024).

Ian addressed the issue over accounting procedures. It has been suggested that the Society use accrual accounting to track membership revenue against the projected costs of journal issues owed to Members. Ian noted that payment of membership fees is voluntary (we do not issue invoices), we do not record accounts receivable, and that some Members choose to pre-pay their fees. He also noted that there is no standard cost for an issue of the journal. Each number varies according to the number of pages, which would make accrual accounting very challenging. Roger Sarty elaborated on this point by noting that it is impossible to impose a publishing schedule due to insufficient numbers of articles submitted for publication, manuscripts that require considerable editorial work, delays in receiving peer reviews, and unforeseen personal circumstances facing the volunteer editors.

Errollyn and Ian have concluded that the additional work involved in accrual accounting would not bring a corresponding benefit, especially since the Society's financial management is provided by volunteers who are already thinly stretched. They will be pursuing the possibility of contracting with an association management company to manage membership payments and accounting to address these concerns. Ian has already made preliminary inquiries and determined that costs are reasonable.

Chris Madsen suggested that the Society do more to inform Members about delays in production.

Paul Adamthwaite (whose virtual participation in the meeting was significantly hampered by connectivity problems) congratulated Errolyn on her work as Treasurer. He mentioned that he sent an email to Tom Malcomson expressing concerns about the Society's accounting practices. He asked that this note be included with the minutes of the annual meeting. Tom responded that although Paul could not hear the previous remarks, Ian had addressed the points in Paul's email. Ian will follow up with Paul by passing along the response prepared by Errolyn and Ian.

Chris Madsen urged that Errolyn and Ian consider Paul's comments in terms of implications for compliance with the Canada Revenue Agency's regulations for not-for-profit organizations.

Ian moved, Tom Malcomson seconded that the annual financial statements for the period ending 31 December 2023 be accepted. Carried.

Membership Report

Tom Malcomson reported that membership renewal rates are very high except for students. He emphasized the need to bring in additional, especially younger, members. Tom thanked Winston "Kip" Scoville for his work as Membership Secretary. Kip's health will not allow him to continue in this role, and Tom expressed his appreciation to Meaghan Walker for stepping forward to serve as Membership Secretary.

Michael Moir noted that Tom's detailed report on membership was published in *Argonauta* XLI, No. 2 (Spring 2024), 35-36.

Publications Reports

Roger Sarty reported that Peter Kikkert, General Editor of *The Northern Mariner/Le marin du nord*, has posted the first batch of articles for numbers 3 and 4 of volume 33 (2023), which will soon be printed as a double issue. The editorial team has sufficient content in hand for all four numbers of volume 34 as well as some articles for volume 35. There has been an increase in submissions, which Peter attributes to the journal's online profile with York Digital Journals. Roger also remarked that the recent article about Johnny Cash performing at the United States Naval War College attracted many positive comments about the journal.

Roger noted that Peter is dealing with significant demands upon his time due to research and teaching commitments and must step down as General Editor upon completion of volume 34. He will be assisted in meeting this goal by Roger and Richard Gimblett, who will edit two issues working with papers from the Society's 2023 conference, and by Alicia Caporaso, who will work with papers from the NASOH conference.

Michael Moir will assume editorial duties starting with volume 35 in 2025. After twenty-two years as Book Reviews Editor, Faye Kert will be turning over this role to Melissa Davidson and Jean-Michel Turcotte of the Department of National Defence's Directorate of History and Heritage starting with volume 34, number 2. Roger also announced a recent change in the Editorial Board, with Professor Evan Wilson of the U.S. Naval War College succeeding Chris McKee, a long-time supporter of the Society and the journal, as a NASOH representative.

Roger gave special thanks to Walter Lewis, Production Editor, and to Faye Kert for their continued unflagging efficient and support that has been vital in producing completed issues as soon as articles become available. Roger also extended warm thanks to John Hattendorf, Professor Emeritus at the U.S. Naval War College, for his continuing support of the journal.

Ambjörn Adomeit and Meaghan Walker (via Zoom) reported that all is well with *Argonauta* and reminded members that news and research contributions are always welcome.

Nominating Committee Report

Michael Moir moved, Stephen Salmon seconded that the slate of candidates recommended by the Nominating Committee be elected as officers and councillors at large of the Society for 2024-2025:

President	Thomas Malcomson
First Vice President	Isabel Campbell
Second Vice President	Richard Goette
Secretary	Michael Moir
Treasurer	Errolyn Humphreys
Associate Treasurer	Ian Yeates
Membership Secretary	Meaghan Walker
Councillor	Ambjörn Adomeit
Councillor	Sebastien Harper
Councillor	Walter Lewis
Councillor	Sam Mclean
Councillor	Jeff Noakes
Councillor	Christopher Perry
Councillor	Margaret Schotte
Past President	Michael Moir

There were no nominations from the floor.
Carried.

Future Conferences

Richard Gimblett and Walter Lewis reported on their work organizing the next conference, which will likely be held 22 to 24 May 2025. They are considering three options: 1) the Port Hope Public Library, which can accommodate up to forty people and offers video conferencing software; 2) the Canadian Canoe Museum in Peterborough, which opened a new building with conference facilities; and 3) Cobourg, which offers the advantage of regular service by VIA Rail.

The 2026 conference will be held at Canadian Forces Base Esquimalt, British Columbia in conjunction with the Royal Canadian Navy's history conference.

Sam McLean moved, Walter Lewis seconded that the conferences report be accepted.
Carried.

Awards

Richard Gimblett made the following CNRS awards announcements for 2023:

Keith Matthews Award for Best Book

Best Book:

Robert D. Banks for *Warriors and Warships: Conflict on the Great Lakes and the Legacy of Point Frederick* (Dundurn Press)

Book Deserving Special Recognition:

Gordon Miller for *Pacific Voyages: The Story of Sail in the Great Ocean* (Douglas & McIntyre)

Honourable Mentions:

Peter Rowe for *Out There: The Batshit Antics of the World's Greatest Explorers* (Sutherland House)

Matthew Betts for *HMS Terror: The Design, Fitting and Voyages of the Polar Discovery Ship* (United States Naval Institute Press)

Keith Matthews Award for Best Article in *The Norther Mariner/Le marin du nord*, volume 33

Best Article:

Benjamin Schaffer for “A ‘Small Vessel of Brisk Bostoneers’: The Life and Times of the Massachusetts Province Sloop *Mary*, c. 1688-1693,” no. 1 (Spring/Printemps 2023), 1-26

Honourable Mentions:

Ian Yeates for “Admiral Jellicoe Goes to Sea: The Naval Mission and the Ambition for an ‘Imperial Royal Navy’,” no. 1 (Spring/Printemps 2023), 43-80

James Alvey for “Fleet Carrier in Name or Fact?: The Post-War Misinterpretation of USS *Ranger* as Unsuitable for Combat in the Pacific,” no. 2 (Summer/Été 2023), 207-244

James Pritchard Student Article Prize

There were no articles written by students in volume 33 of *The Norther Mariner/Le marin du nord*, so the prize was not awarded for 2023.

Jacques Cartier MA Prize

Jillian Schuler for her thesis, “Guns and Ships and so the Balance Shifts: Using Artifact Patterning to Contextualize a Salvaged Assemblage Dated to the Battle of Yorktown, 1781,” East Carolina University

Gerry Panting Award for New Scholars at the 2024 Conference

Jillian Schuler for “‘A Tale of Two Ships: Part Deux’ – Previous Discoveries in the History of La Concorde and the Next Phase of the Project”

Ambjörn L. Adomeit for “The American Indictment: Canada’s Search for Nuclear Attack Submarines and the United States’ Opposition”

Alec Douglas Award for Contributions to Maritime History

There were no nominations for 2023.

Revision of By-law 1, Section 37

Moved by Faye Kert, seconded by Richard Goette that the last sentence of section 37 of By-law 1, which reads “The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting,” be amended to read, “The nominating committee will nominate one candidate for each position from the Society’s individual members in good standing for approval by members at the next annual general meeting.” Carried.

Other Business

Sam McLean, speaking in his role as Councillor responsible for communications, drew members’ attention to the implosion of social media. The Society needs to revamp its approach

to sharing information and promoting our programs, and stressed the importance of a calendar for communications. Tom Malcomson will raise these issues at the next Council meeting.

Chris Madsen shared the news that the 12th Maritime Heritage Conference will be held in Buffalo, New York from 24 to 27 September 2025. It will attract many historians, museum curators, and other cultural heritage professionals.

Richard Goette thanked Tom Malcomson for his excellent work organizing the 2024 conference and his tireless efforts to make it such a success. The Members joined Richard in a round of applause to acknowledge Tom for a job very well done.

Walter Lewis moved, Stephen Salmon seconded that the Annual General Meeting be adjourned.

Tom Malcomson adjourned the meeting at 1235 hrs.

Respectfully submitted,
Michael Moir
Secretary

CNRS Financial Statement 2022-2023

CNRS Comparative Balance Sheet 2022-23

	<u>As at December 31, 2023</u>	<u>As at December 31, 2022</u>	<u>Difference</u>
ASSET			
BMO Operating Account - <i>note 1</i>	34,402.93	33,010.57	1,392.36
BMO Cash Reserve Account	0.00	0.00	0.00
Investments	6,868.29	6,488.06	380.23
Accounts Receivable - <i>note 2</i>	<u>3,521.16</u>	<u>1,312.00</u>	2,209.16
TOTAL ASSET	<u>44,792.38</u>	<u>40,810.63</u>	3,981.75
LIABILITY			
Accounts Payable - <i>note 3</i>	561.21	1,703.35	(1,142.14)
Membership Fees Received in Advance	3,200.00	1,395.00	1,805.00
TOTAL LIABILITY	<u>3,761.21</u>	<u>3,098.35</u>	662.86
EQUITY			
Current Earnings	3,521.34	2,483.87	1,037.47
Retained Earnings	40,296.16	37,812.29	2,483.87
Unrealized Gain/Loss (OE)	(2,786.33)	(3,166.56)	380.23
Gain or Loss on Exchange	<u>0.00</u>	<u>582.68</u>	(582.68)
TOTAL EQUITY	<u>41,031.17</u>	<u>37,712.28</u>	3,318.89
LIABILITIES AND EQUITY	<u>44,792.38</u>	<u>40,810.63</u>	3,981.75

NOTES:

(1) BMO Operating Account

The cash balance includes and estimated amount of \$5,000 (net of NASOH's portion) earmarked for the publication of 3 issues of TNM, that were not produced or delivered in 2023. These issues are in production for distribution and access by Spring 2024

(2) Accounts Receivable

NASOH cost recovery - TNM Vol 32 No.4 1823.77

NASOH cost recovery - TNM Vol 33 No.1 1697.39

\$ 3,521.16

(3) Accounts Payable

Faye Kert - mailing expenses 491.21

Stormy Weather Software Ltd. 70.00

\$ 561.21

CNRS Comparative Income Statement 2022-23

	As at <u>December 31, 2023</u>	As at <u>December 31, 2022</u>	<u>Variance</u>
REVENUE			
Individual -Cdn	3,790.00	2,730.00	1,060.00
Individual -Intl	590.00	545.00	45.00
Student - Cdn	115.00	125.00	(10.00)
Student -Intl	0.00	0.00	0.00
Institutional - Cdn	1,235.00	1,710.00	(475.00)
Institutional -Intl	1,705.00	1,785.00	(80.00)
Supporting	3,334.35	1,190.00	2,144.35
Individual-Digital	890.00	750.00	140.00
Student/Ecr Digital	75.00	0.00	75.00
Early Career Researcher- Cdn	0.00	90.00	(90.00)
Early Career Researcher -Intl	0.00	0.00	0.00
NASOH- Digital	150.00	277.33	(127.33)
Total Membership Revenue -note 1	11,884.35	9,202.33	2,682.02
 TNM Sales and Royalties	 335.50	 437.83	 (102.33)
Total Publications Revenue	335.50	437.83	(102.33)
 Registration Fees	 1,500.00	 0.00	 1,500.00
Total Conference Revenue	1,500.00	0.00	1,500.00
 Investment-MFunds	 173.06	 239.53	 (66.47)
Total Investment Revenue	173.06	239.53	(66.47)
 Exchange Rate	 2,330.61	 1,039.87	 1,290.74
Total Other Revenue	2,330.61	1,039.87	1,290.74
 TOTAL REVENUE	 16,223.52	 10,919.56	 5,303.96
EXPENSE			
Bank and Credit Card Charges	854.27	887.60	(33.33)
Prepaid Expense	0.00	0.00	0.00
Total Administrative Costs	854.27	887.60	(33.33)
 Mailing & Distribution	 3,881.28	 2,897.77	 983.51
Other Publication Expenses	0.00	0.00	0.00
Printing Expense -NM	11,924.43	8,066.22	3,858.21
NASOH - reduction	(6,840.58)	(4,544.00)	(2,296.58)
Total Printing Expense	5,083.85	3,522.22	1,561.63
NM - Other / Royalty Payments	0.00	0.00	0.00
Editing and Translation Expense	230.66	197.58	33.08
Book Review & Editorial Support	0.00	0.00	0.00
Total Publications Costs	9,195.79	6,617.57	2,578.22
 CNRS Conferences	 1,070.40	 0.00	 1,070.40
Other Conferences	0.00	0.00	0.00
Total Conferences Expenses	1,070.40	0.00	1,070.40

Prize Expenses	800.00	300.00	500.00
Total Prize Expenses	800.00	300.00	500.00
Digital	221.75	202.04	19.71
Total Other Expenses	221.75	202.04	19.71
Total GST Expense	559.97	428.48	131.49
Total Sales Expense	559.97	428.48	131.49
TOTAL EXPENSE	12,702.18	8,435.69	4,266.49
NET INCOME	3,521.34	2,483.87	1,037.47

NOTES:

(1) Membership revenues collected for the year entitle the member to 4 issues of the TNM and access to digital copies of Argonauta. in Fiscal Year 2023 only one issue of the TNM was produced. The remaining issues are in production for distribution and access by Spring 2024.

***Argonauta* Guidelines for Prospective Authors**

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts.

For those producing specialized, original academic work, we direct your attention to *The Northern Mariner/Le marin du nord*, a peer-reviewed journal appropriate for longer, in-depth analytical works also managed by the Canadian Nautical Research Society.

Except with proper names or in quotations, we follow standard Canadian spelling. Thus, the Canadian Department of Defence and the American Department of Defense may both be correct in context.

For ship names, only the first letter of the names of Royal Canadian Navy ships and submarines is capitalized, and the name appears in italics. For example:

Her/His Majesty's Canadian Ship (HMCS) *Protecteur*

Her/His Majesty's Canadian Ship (HMCS) *Preserver*

Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)

Former HMCS *Fraser* rather than Ex-*Fraser*

Foreign ships and submarines:

USS *Enterprise*

HMS *Victory*

HMAS *Canberra* 3

Following current industry standard, ships are considered gender neutral.

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With each submission, please include a brief (5-7 sentence maximum) biography.



The Canadian Nautical Research Society

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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 open access journal dedicated to publishing research and writing about all aspects of maritime history of the northern hemisphere. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, marine archaeology, maritime societies, and the like.
- **Argonauta**, an online CNRS membership quarterly that publishes articles, opinions, and news and information about maritime history, fellow members, and the Society.
- An Annual General Meeting and Conference located in maritime-minded locations, where possible with our US colleagues in the North American Society for Oceanic History (NASOH).
- Affiliation with the International Commission of Maritime History (ICMH).

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