

ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XXV Number One
January 2008

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

Editors

William Schleihauf
Maurice D. Smith

Argonauta Editorial Office

Marine Museum of the Great Lakes at Kingston
55 Ontario Street, Kingston, Ontario K7K 2Y2
e-mail for submission is CNRSArgo@cnrs-scrn.org

Telephone: (613) 542-6151 FAX: (613) 542-4362

ARGONAUTA is published four times a year—January, April, July and October

The Canadian Nautical Research Society

Executive Officers

President: Richard Gimblett, Ottawa
Past President: James Pritchard, Kingston
1st Vice President: Paul Adamthwaite, Picton
2nd Vice President: Roger Sarty, Kitchener
Treasurer: Walter Tedman, Kingston
Secretary: Bill Schleihauf, Pointe des Cascades
Membership Secretary: Faye Kert, Ottawa
Councillor: Chris Bell, Halifax
Councillor: Isabel Campbell, Ottawa
Councillor: Serge Durlinger, Val des Monts
Councillor: Maurice D. Smith, Kingston

Canadian Nautical Research Society Mailing Addresses:

Official Address:

PO Box 511, Kingston, Ontario K7L 4W5

Membership Business:

200 Fifth Avenue, Ottawa, Ontario, K1S 2N2, Canada
e-mail: fkert@sympatico.ca

Annual Membership including four issues of *ARGONAUTA*
and four issues of *THE NORTHERN MARINER/LE MARINDUNORD*:
Within Canada: Individuals, \$65.00; Institutions, \$90.00; Students, \$20.00
International: Individuals, \$75.00; Institutions, \$100.00; Students, \$30.00

Our Website: <http://www.cnrs-scrn.org>

In this Issue

<i>Editorial</i>	1
<i>2008 Annual Conference</i>	2
<i>Dan Harris</i>	5
<i>News and Views</i>	6
Articles	
- Rhys Richards "Canadian Whaling in the Pacific, Pt II"	10
- John Ratcliffe "Royal Navy Watercraft on the Great Lakes"	12
<i>Conferences and Symposia</i>	25
<i>Book by Members</i>	25
<i>Minutes of the 2007 Annual General Meeting</i>	26
<i>Nominations for the 2008 Election of Council</i>	27
<i>Advertisements</i>	28

Editorial

This first issue of 2008 is devoted primarily to Society news, especially that concerning our annual conference in la Ville de Quebec. The quadra-centenary of Quebec City is an important occasion, and the location the perfect venue for a memorable conference: the perfect excuse for those unfamiliar with the area to come for a visit. There is a lot to see and do in and around the city itself, but those who have their own transportation ought to get out and see some of the beautiful country that Quebec is set in. One of the most scenic routes is Highway 138, running east towards the Saguenay. Awesome views of the St Lawrence, and a wealth of places worth visiting, catering to all interests.

Once again, we have to apologise for the delay in getting this issue into your hands. Each issue takes about forty man-hours to put together, and upon occasion unavoidable interruptions get in the way. The goal remains getting *Argonauta* into the tender mercies of Canada Post in the same month printed on the cover. That is one reason we will be running a separate publication schedule from *The*

Northern Mariner / le Marin du Nord: coordinating the mailings has proven impracticable, and there are technical issues with getting the two different sizes of publication into the same envelope. As you'll see through the year, the Editorial Team of TNM are making great strides in getting our journal back on schedule, and there will be many interesting and important articles appearing over the next few years.

Sadly, this issue carries Alec Douglas' obituary of well-known member Dan Harris. He was an important member of the CNRS, and will be sorely missed. Those who aren't regular readers of the annual *Warship* may not be aware that he was a frequent contributor, on a wide variety of topics.

On a cheerier note, you will see an update to a piece that ran in *Argonauta* a number of years ago, on Canadian whalers – all the way from New Zealand, and a detailed article on Royal Navy watercraft. These are the types of articles that have a special place in *Argonauta*, and those with students should encourage them to submit their work to us.

WRS

2008 Annual Conference

In 2008 Quebec City will celebrate the 400th anniversary of its founding. All levels of government and numerous cultural institutions are co-operating to produce an exciting and varied programme of major events and activities related to this wonderful city's storied and dramatic past. Obviously, many of these events will have a distinct maritime or naval theme. Quebec City will be the Canadian destination of choice this coming summer for those interested in our nation's history, especially its nautical components.

It is for this reason that our Society's 2008 Conference, to be held 7-9 August with the broad theme of "Four Centuries of North Atlantic Crossings," promises to be an outstanding opportunity to engage in scholarly discussion in one of Canada's most historic and dynamic settings and to partake of a range of conference-related activities selected specially with the interests of our members in mind. Truly, this is one conference you will not want to miss.

Conference Programme

The initial response to our call for papers has been excellent thus far, with a fascinating blend of topics proposed by a balanced mix of established and emerging scholars. Among these terrific early suggestions for papers, many with distinct relevance to Quebec City itself, have been themes such as early charts and navigation of the North Atlantic, seventeenth-century naval rivalry and early colonization, naval operations during the siege of Quebec in 1759, commercial and naval shipbuilding in the nineteenth and twentieth centuries, and transatlantic steamship service. There is the promise of far more to come and the Programme Committee welcomes additional proposals before 1 February 2008. Send these directly to the Programme Chair, Serge Durflinger, at serge.durflinger@uottawa.ca.

We have had great success in joining from time to time with other like-minded

organizations or institutions. In 2008, we will be linking with the Naval Reserve of the Canadian Navy (known also as NAVRES of Maritime Command or MARCOM), which is headquartered on Quebec's lower town waterfront within easy walking distance of the conference venue. Two sessions of the conference will be dedicated to an historical appreciation of Canada's Naval Reserve and the naval presence in Quebec, and certain of the conference activities will be held in the Naval Reserve facilities.

The general sequence of events, with approximate timings, is as follows:

Wednesday 06 August – you should plan your arrival for early afternoon, to allow time to check-in before joining a walking tour of the maritime aspects of Quebec's Lower Town. This will start with a presentation in the Auberge Saint-Antoine auditorium by David Mendel, a well-known historical and cultural tour guide, and will terminate at the Musée navale (naval museum) where we will have our opening reception. Dinner on your own.

Thursday 07 August – sessions all day. Optional evening dinner cruise on the St Lawrence River, offering a spectacular tour from Cape Diamond to Île d'Orléans and points in-between.

Friday 08 August – sessions all day. The conference banquet will be held in the Naval Reserve Quarters overlooking the St Lawrence River.

Saturday 09 August – this day is given over to Society business, including Council, Editorial Board and the Annual General Meetings, which should all be concluded by noon.

Translation

Speakers will deliver their papers in their native tongue (ie, English and French), and as such professional simultaneous

translation service will be provided within the conference auditorium, at no additional cost.

Spousal / Tour Programme

Note that both the walking tour on Wednesday afternoon and the Thursday evening dinner cruises are optional excursions and must be booked separately on the registration form. If a spouse or partner accompanies you, please be sure to book an additional spot for them (same for the Friday evening banquet)!

No formal programme will be organized for spouses or anyone arriving early or staying longer. However, there is no shortage of shopping or touring options in Quebec City, and especially in the vicinity of the conference venue. The historic “Petit Champlain” is only a block away, and the waterfront boardwalk is literally across the street. Many other options can be found on the official Quebec City tourism site (<http://www.quebecregion.com/e/>).

For a particularly nautical appreciation of the region, we recommend the daylong excursion to the 19th century immigration quarantine site of Grosse-Île, available through Croisières Coudrier:

<http://www.croisierescoudrier.qc.ca/>

The best whale-watching is in the Tadoussac area, about a three-hour drive downriver (ie, northeast) from Quebec City, along the scenic north shore of the St Lawrence. Alternatively, there is the Bernier Maritime Museum at L’Islet-sur-Mer (on the south shore, about an hour away), home amongst other things of the Navy’s experimental hydrofoil *Bras d’Or* and the Coast Guard icebreaker *Ernest Lapointe*.

Conference Venue

The conference sessions will be held in the utterly superb facilities of the award-winning Auberge Saint-Antoine, an historic and archeological site in its own right located in the heart of the old port – see the hotel web-site (www.saint-antoine.com) for an appreciation of what is in store for us.

A couple of conference-related activities will be hosted at the Naval Reserve Establishment, within easy walking distance of the Auberge, including the opening reception at the Musée navale de Québec and the conference banquet.

You can get an appreciation for the locales by going to Mapquest (www.mapquest.ca) and enter the Naval Reserve Headquarters at 170 Rue Dalhousie as “start” and the Auberge St-Antoine at 8 Rue Saint-Antoine as “end.”

Accommodation

The Auberge Saint-Antoine is offering a significant discount for accommodations for conference delegates and a limited block of rooms has been made available for our use. The rates are not “cheap” by our usual standards, but for Quebec City in the summer of the 400th anniversary celebrations, they are not unreasonable (per night, the options are “Grand comfort” at \$299 and “Deluxe” at \$339). We chose this site because the Auberge has the only conference facilities in the lower town, so for simple convenience we strongly recommend availing yourselves of this unique opportunity. Additionally, the Auberge has guaranteed these rates for four nights prior and four nights after the conference, for those who wish to extend their stay to allow time to tour Quebec City and region properly. Reservations can be made by calling toll-free 1-888-692-2211 (the hotel staff are fully bilingual) – mention “Canadian Nautical Research Society”.

We have also reserved rooms at the Hayden’s Wexford House, a lovely bed and breakfast that is a 15-minute walk from the Auberge, at 450 rue Champlain (www.haydenwexfordhouse.com). Call to book: 1-418-524-0525, and again mention CNRS.

For a variety of other options in the Quebec City region, according to taste and budget, check the following websites for bed & breakfast information and the the official Quebec City tourism site respectively:

www.bedandbreakfast.com/quebec-city-quebec.html
www.quebecregion.com/e/

Optional Activities

1. Walking Tour, Wednesday 6 August

Discover Historic Quebec with Architectural Historian David Mendel / \$30 per person

15:00 – Talk in the Auditorium of the Auberge St. Antoine, “Quebec: World Heritage City” – With its remarkable cliff-top setting, its fortification walls, narrow winding streets and historic buildings, Quebec is renowned for its beauty and history. In 1985, Quebec became the first city on the continent to be placed on the World Heritage List of UNESCO. Besieged six times in its history, Quebec was finally conquered by the English in the Battle of the Plains of Abraham in 1759. Capital of New France, then capital of British North America, Quebec is, today, the heart of French culture in North America. This 40-minute presentation, which provides a colourful and stimulating introduction to the city’s dramatic history, is richly illustrated with historic maps, illustrations and photographs.

16:00 – Tour of the Lower Town, “The Changing Port over Four Centuries” – Quebec dominates the strategic location where the St. Lawrence River becomes narrow enough to be controlled by cannon-fire. Known as the Key to the Continent, the city of Quebec commanded access by water to the Great Lakes and the heartland of North America. A colonial port city of crucial importance for the French, and then the British, Quebec experienced its greatest period of economic expansion when Napoleon’s blockade cut England off from its sources of wood in the Baltic region. Fortunes were made in Quebec City as Britain’s need for wood, and wooden ships, transformed this little colonial capital into one of the greatest ports in North America during the first decades of the 19th century. While the Upper Town provided considerable room for expansion, the port area in the Lower Town was quickly built up and solutions had to be found to compensate for the limited land surface that was available. In this tour we will discuss how Quebec’s Lower Town was adapted to meet the changing needs of the growing port. Because a wide variety of

buildings and structures have survived -- both above and below ground -- we will be able to see evidence of the evolution of the area from the 1600’s until the present day. We will discover how land reclamation efforts greatly increased the size of the lower town during the 18th and 19th centuries. We will observe how the architecture of the Lower Town evolved, as the merchants’ houses of the French Regime (which served both as residences and places of business) gave way to the more specialized architecture of the 19th and 20th centuries: banks, warehouses, office buildings, etc. As we stroll through the streets of the Lower Town, we will also have an opportunity to discover the meanings behind some of the symbols that are carved in the stone facades of the buildings of the port area.

2. Dinner Cruise, Thursday 7 August

Departing from the Croisières Coudrier dock in the Quebec Basin at 19:30, this three-hour cruise will follow the Quebec City waterfront from the base of the Plains of Abraham, past the Coast Guard docks and the historic waterfront, across to the Lévis shipyards and to the Ile d’Orléans. The evening dusk timing often provides stunning views of the old city backlit by the sunset. Included in the \$70 per person cost is a four-course meal, with cash bar.

Registration

The registration form is included with this newsletter (see the inside back cover) and can also be downloaded from the Society website. The registration fee has been assessed solely on the basis of cost-recovery and allows a number of options depending upon daily availability, personal desire to participate in optional excursions (walking tour and dinner cruise), and to allow spouses / partners to attend the banquet. Please complete it carefully, and return with payment in Canadian dollars to the organizer (mailing addresses identified on the form and below).

Note that the conference auditorium at the Auberge has a maximum capacity of 85 and that some other activities also are restricted (eg,

the dinner cruise boat carries a maximum of 100 persons, and the Naval Reserve Dining Hall seats 150). Conference speakers, session chairs and their spouses / partners have priority, and thereafter it is on a first-come, first-served basis. On that point, because some of our various contracts allow for early-booking discounts, a premium has to be charged on bookings after end-June 2008.

See you there!

Dr Richard H. Gimblett, CD
49 Southpark Drive
Ottawa, CANADA
K1B 3B8
www.cnrs-scrn.org
613-830-8633 / 819-997-3720

**Daniel Gibson Harris, 10 December
1915 - 17 November 2007**

Dan Harris, who died after a very short illness, was a charter member of the CNRS, and had an eventful life, marked by extraordinary determination.

Born in Great Missenden, England, he was the fourth of five children, and from a very early age was destined for the family firm of accountants. He became a chartered accountant after leaving Sherborne Public School in Dorsetshire, but his heart seems to have been elsewhere. After many vain efforts to join the RNVN between 1934 and 1938, his foresight in becoming a Swedish linguist, (having determined that there was only one officer qualified as a Swedish interpreter in the Royal Navy), and his ability to plot a running fix, - surely this was a skill of the very highest order in the naval community - learned on weekends as a deck hand in the Little Ship Club so that he could earn enough seetime to impress the naval recruiters, finally got him accepted into the Royal Naval Supplementary Volunteer Reserve. He travelled to Sweden and made lasting friends there. The naval intelligence mafia, (a term Dan did not employ but which I think describes that lot very succinctly), now had an eye on him. After he had completed the required basic training courses at HMS *King*



Dan Harris

Alfred, they plucked him out for services with Naval Intelligence. Sent to Stockholm as assistant naval attaché, he worked under Captain Henry Denham. F.H. Hinsley's official history of British Intelligence in the Second World War gives ample evidence of Stockholm's importance as an intelligence gathering centre: Dan was closely involved with the *Bismarck* and *Scharnhorst* sinkings, blockade runners, breaches of neutrality, peace proposals, links with the resistance in Norway and Denmark, Swedish intelligence, and diplomatic and social life in Sweden. He became deeply attached to Sweden, where in 1943 he met and married his wife Marianne. After the war he remained in that country with the English Steel Corporation, a nice compromise for a man who did not relish going back to an England he no longer felt closely attached to.

After the war Dan was involved in several careers. There were business connections with Canada, and some transatlantic odysseys and adventures - a temporary stint with British Petroleum in New York exposed him to some unusual business practices of which, he once told me, the less said the better - until he ended up with the English Steel Corporation again, this time in Alberta. Besides joining the Royal Canadian Naval Reserve in Edmonton, he was the assistant financial adviser for the National Energy Board from 1960 to 1977, and in 1977 became Director of the Finance Regulatory Board. He was senior adviser to the board from 1980-82 and consultant for Det Norske Veritas from 1982-85. It was in this period that he developed the academic interests he had always aspired to. It had been one of his greatest regrets that he had not been able to attend university in England, so he enrolled in the history department at Carleton University, graduating with his BA in 1985.

He began work at this time on his fine biography of the great eighteenth century naval

architect F.H.Chapman, published by the United States Naval Institute in 1989, and wrote highly regarded articles in *The Mariner's Mirror* and *The Northern Mariner*. In his visits and conversations with historians in DND's Directorate of History in those days he was encouraged to record his wartime experiences. Philip Chaplin, then the inquiries officer at the Directorate of History, sat down with Dan and together they produced a manuscript, work on which was held up by Philip's untimely death. Dan finished the book, which was privately printed as *Observed Secretly: Northern Window*, in 2006. Sad to say, this book is now very difficult to obtain, but it is an excellent read and tells the story of the naval legation in Stockholm from the viewpoint of a junior officer. Henry Denham's own account, *Inside the Nazi Ring: A Naval Attaché in Stockholm 1940-1945*, published in 1985, is an account from a rather different perspective, but anyone interested in the subject would do well to read Dan Harris as well. Junior officers tend to see through their superiors.

It was in 1982 that Dan offered his expertise as a Chartered Accountant, and as a president of the Canadian Nordic Society, (which he had founded in 1963, and which elected him honorary president in 1996), to help launch the Canadian Nautical Research Society. *The Canadian Who's-Who* lists him, correctly, as the co-founder of the society: he framed the by-laws, helped us in the quest for incorporation and charitable status, gave us all sorts of valuable advice, and remained an active member, contributing articles and book reviews to our journal, *The Northern Mariner*, to the very last. He was a member of the Naval Officers Association of Canada, and was still making regular appearances at the HMCS *Bytown* wardroom in Ottawa early in November 2007. With many well deserved honours - elected a member of the Swedish Order of Naval Sciences in 1989, awarded the The Netherlands Order of Oranje Nassau, the Knight 1st Class of the Swedish Order of the Northern Star; the Swedish Vasa Rediviva Medal, The Silver Medal of Merit of the Swedish Royal Society of Naval Sciences, he survived by his wife, Marianne and his daughter, Madeleine Harris-Callway. His son

Michael, who pre-deceased him, is remembered by the Michael R.G. Harris prize (established October 1975), as well as the Michael R.G. Harris scholarship, in the department of history at Queens University. Dan, in his long and productive life, certainly made significant contributions to nautical research. He was always lively and amusing company, and we will miss him very much.

Alec Douglas
January 2008

Editors' Note: If you wish to make a donation in memory of Daniel please consider the Humane Society of Ottawa, 101 Champagne Avenue, South, Ottawa, ON K1S 4P3 or Plan Canada, 95 St. Clair Avenue, West, Suite 1001, Toronto, ON M4V 3B5.

News and Views Preserving an RCN Fairmile

[from Fraser McKee] A group in Sarnia, Ontario, with Paul Woolley as President, has acquired the Fairmile *Duc d'Orleans*, ex-Q-105, and hopes to restore her to more or less wartime configuration there in time for the RCN's 100th Anniversary in 2010. Built by Mac-Craft Boats in Sarnia and commissioned on 5 September, 1943, post-war she served as a local cruise boat at Quebec and Sarnia until last year. Still in reasonable operating condition although no longer certified to carry passengers by Transport Canada, the group hopes that enough funding can be acquired to rebuild the 112' vessel to wartime Q-105 appearances. She will be lifted from the St. Clair River in early December, and work to restore her will be started by local volunteers. Plans are to sail her to Halifax in 2010, and then have her return to Sarnia for local Sea Cadet training and as a living museum for those 80 vessels.

They are anxious to obtain additional detailed plans, photos, artifacts or other assistance, as well as donations, although the group do not as yet have a tax donation authority. The *Duc* was donated by her recent owner, Ken Bracewell of Sarnia, to the group headed by Woolley. He can be contacted at paul@woolley.com or 519+344-7660.

Another RCN Fairmile, ex-Q-080, has recently been located, abandoned, in Argentina up the La Plata River at the Parana Delta. She was built in Toronto at Taylor's, and post-war was owned in the U.S. and Bahamas as the *Quarterdeck*, *Almeta Queen* and most recently *Cosa Grande*. There are two or three others still in operation on the West coast.

Captain Kidd's Treasure Ship Found after 300 Years

[2007 Independent News and Media Limited Published: 15 December 2007] It is a discovery big enough even to quicken the pulse of Captain Sparrow and his *Pirates of the Caribbean*. But there is nothing fictional about the cannons and anchors found off the shores of an island belonging to the Dominican Republic. The real-life scoundrel linked to its loss was Captain William Kidd.

Archaeologists from the University of Indiana say they have found the wreck of the *Quedagh Merchant*, an Armenian ship loaded with treasures – satins, muslins, silver and gold – that probably belonged to the British East India Company before being commandeered by Kidd in 1699. Treasure hunters have been vying for years to be the first to find the 500-tonne vessel apparently boarded by Kidd in the Indian Ocean. Remarkably, it has turned up in 10ft of crystal clear waters just a short paddle from the shore of Catalina Island. Yet, by all indications, no one before has investigated the site. Certainly, they have not plundered it.

"When I first looked down and saw it, I couldn't believe everybody missed it for 300 years," said Charles Beeker, a diver-archaeologist on the Indiana team. "I've been on thousands of wrecks and this is one of the first where it's been untouched by looters."

The Dominican government invited the US team to research the wreckage after it was reported by a Catalina islander. The area will be turned into a protected underwater reserve and, in time, it will be opened for amateurs to explore.

Historians hope the discovery will help fill gaps in the story of William Kidd, a Scot who was cast as a privateer to apprehend pirates but who was eventually convicted as one himself and hanged in London in 1701. His body was dipped in tar and left dangling above the Thames for two years to deter others from emulating his exploits. For decades historians have tangled over the real story of Kidd, who travelled to New York before becoming a buccaneer, and whether his conviction and execution were in fact just.

According to the historian Richard Zacks, who wrote the 2002 book *The Pirate Hunter: The True Story of Captain Kidd*, he chose to abandon the *Quedagh Merchant* in the Caribbean after deciding to head back to New York to try to clear his name. The men to whom he had entrusted the vessel apparently then looted it, set it on fire and allowed to drift out to sea.

John Foster, a state archaeologist in California who will investigate the Catalina site, said: "Because there is extensive written documentation, this is an opportunity we rarely have to test historic information against the archaeological record."

William Kidd was born in Scotland in about 1645 and travelled to New York as a child. A founder of Trinity Church, which still stands near Ground Zero, he was selected by the British authorities to hunt down pirates and left London aboard the *Adventure Galley* in 1696. It was after he seized the *Quedagh Merchant* that his reputation as privateer turned to one of ruthless pirate. On his return to New York, Kidd was imprisoned and sent to London, where he was questioned by Parliament before being convicted for piracy and murder. He was hanged in Wapping in 1701.

Brock University Professor Anxious to Dive on Iron Age Shipwreck

[26 Dec 2007 Osprey Media] The last time anyone touched the artifacts Elizabeth Greene is after, Rome was a new empire and climate change had just pushed the Scandinavians into Europe. An assistant professor at Brock

University, Greene hopes to plunge deep into the Mediterranean Sea this summer to excavate a shipwreck from the Iron Age. Her work will make Brock the first Canadian university to tackle a wreck in the Mediterranean.

The unexplored wreck sank between 700 and 450 BC. For Greene, who has assisted in a handful of shipwreck dives, it will also be the first in which she takes the lead. "It's exciting. It's also a little scary," said Greene from her tiny office in Brock's Department of Classics. "It's a fascinating wreck that will answer a lot of questions."

A trade hub in ancient times for Greece and Turkey, the Mediterranean has thousands of ancient shipwrecks, "more than we'll ever be able to excavate," Greene said. They are so old that most of the actual ship is gone, eaten by underwater creatures or dissolved after thousands of years. But the remaining cargo provides an unhindered glimpse of how goods were transported then. It answers important questions about trade and economy before money existed, she said.

Greene's wreck will consist mainly of ceramics from the Turkish coast, Greek mainland, Cyprus or the coast of Syria, she said. A team of 20 to 40 will work over three summers, doing deep water dives to examine, map and eventually recover the artifacts. Her team will include photographers, technical experts and archaeologists like herself. She also hopes to take a couple of Brock graduate students to have supervisory roles.

The American-born professor's interest in shipwrecks began as a student at Princeton University, where she received a doctorate in classics. She spotted a New York Times article on a shipwreck project in Greece, ripped it out and took it to her professor, saying "this is what I want to do," she recalled.

Her professor connected her with George Bass, a founding father of American archaeology, who took Greene under his wing. By summer, she was assisting Bass with the Greek shipwreck and he was encouraging her to

attend his graduate program in Texas. Greene and Bass have worked together several times since, co-authoring accounts of their adventures. The most recent was Pabuc Burnu, a Turkish shipwreck in 2003 on which Greene was the assistant director.

"About once in a decade, I'll identify a student to put in charge of a project," Bass said from his Texas home office this month. "It's multidisciplinary. You have to be a scholar, diver and organizer."

Greene's greatest challenge with the new wreck is funding. Last month, the Canadian Foundation for Innovation announced \$81,514 for her project and one by Kevin Kee, a Brock history professor developing interactive games to teach the War of 1812. One season of excavating costs about \$100,000, Greene said. She is ardently applying for grants.

Ancient Mediterranean wrecks are often found through accounts from divers, she said. Professional sponge divers have been extensively interviewed by the Institute of Nautical Archaeology and the accounts often overlap.

Artifacts brought up from shipwrecks remain the property of Turkey. Most of the studied wrecks rest 40 to 50 metres below the surface, slightly deeper than sport divers venture. At that depth, divers can only stay down for 20 minutes a day, so they go down with to-do lists written on plastic plates and work quickly, she said. A pipe fed from a hose at the surface — a sort of underwater vacuum cleaner — sucks sand away from the artifacts.

Once the artifacts are brought to the surface, Greene said, it is an even more complex matter. Simply bringing them out of salt water and letting them dry would cause the salt in the artifacts to expand and contract until the object shattered. Researchers must steadily move them, phase by phase, from sea water to fresh water, she said, a process that takes about two years.

Most of the wrecks likely sank when shifting winds caused the boats to hit rock, she said. One shipwreck off the coast of Cyprus, however, had spearheads in what was left of the hull, indicating pirates.

For Bass, now retired from teaching after seven years at Texas A&M, it is exciting to see new generations taking over from their mentors. "I can just sit back now," he said, "because it's all in such good hands."

Ave Atque Vale

Congratulations and best wishes to Jim Bradford as he takes the helm as NASOH's new president to begin his first two-year term at midnight tonight. Congratulations to all the others of you who have also been newly elected or reelected to NASOH Council and newly appointed to NASOH committees and committee chairmanships who also take office at the stroke of midnight tonight.

In addition, I also want to thank all of you who are now leaving office for all that you have done in furthering the purposes of NASOH. Your time and effort has been well spent and has been much appreciated. We look forward to your continuing active membership.

And to all (coming, going, and remaining in office), thank you for your support and wise counsel during the last four years while I have been President of NASOH. I feel that we have made significant further progress together in our team effort to continue to build NASOH's role both nationally and internationally.

It has been a particular pleasure for me to have worked closely with the CNRS and to have been able to have NASOH now formally associated with the CNRS in publishing *The Northern Mariner* (TNM). To my mind, this is a great partnership that benefits both organizations as well as the larger field of maritime history throughout North America and the world. Moreover, the quality of Roger Sarty's first issues as editor of TNM, which all in NASOH should have recently received, underscore how important this journal is as the

leading refereed academic journal for maritime history on this side of the Atlantic. Congratulations to the CNRS and to Roger Sarty on this, and best wishes for our joint cooperative endeavour in the future.

John Hattendorf, 31 December 2007

Oxford Encyclopedia of Maritime History Chosen For 2008 Dartmouth Medal

The Oxford Encyclopedia of Maritime History has been chosen as the 2008 Dartmouth Medal recipient. The medal, donated by Dartmouth College and presented by the Reference and User Services Association (RUSA), a division of the American Library Association (ALA), is given for creating current reference works of outstanding quality and significance.

Of all the titles the Dartmouth Medal Committee considered for this year's award, one left the others in its wake. You might say it floated to the top, or that it swam past the competition. The *Oxford Encyclopedia of Maritime History* is the first English-language scholarly reference log of its kind. Its four volumes hold a cargo of nearly one thousand signed entries and four hundred illustrations. One can scarcely fathom the depths of its contents. It contains all the seafaring topics you may expect "Shipwrecks," "Navigators," and "Ballast" and many you may not "Film," "Terrorism," and "Religion." Not only did the international crew of naval, academic, and independent authors admirably achieve their goal of creating an interdisciplinary resource, they also made it fun. This title is destined to be the flagship resource in maritime history for years to come.

The Dartmouth Medal committee was comprised of Matthew J. Wayman (Chair), Penn State Abington; Jennifer Lynn Bowers, University of Denver; Cynthia Crosser, University of Maine; Nonny Schlotzhauer, Jeff L. Schwartz, Santa Monica Public Library; and Carolyn M. Mulac, Chicago Public Library.

Canadian Whaling in the Pacific: Part II

by Rhys Richards

[Editors' note: this continues the article that was found in the July 2003 issue of Argonauta].

Canadian whaling is not well known, mainly because the great fire that devastated Saint John in 1877 destroyed most of the basic records. A preliminary article used various maritime sources in the Pacific to augment the slim records at the home ports. That survey listed 28 Canadian whaling voyages in the Pacific. (Richards 2003 p.21-34.) It concluded with a query as to whether the first Canadian whaleship in the Pacific was the *Pacific* of Halifax in 1834. However the new-found logs of the *Ploughboy* of Nantucket, with the texts of two voyages 1827- 1830 and 1830 – 1833 now available on line, reveals that there were three more early Canadian whaling voyages in the Pacific. (Tyler 2004.) The total is now 31 Canadian voyages.

This discovery indicates that still more searching is required to identify how early Canadian whaling began, including not only whaling in the Pacific, but also in the South Atlantic, Indian and other southern oceans.

1) *Pacific* of Halifax 1827-1831

The log of the *Ploughboy* records meeting the *Pacific* of Halifax at anchor at Maui in the Hawaiian Islands on 8 April 1829. (Tyler 2004 p.44.) This is by far the earliest mention of any Canadian whaleship in the Pacific.

With this information and further searching, more references have been found: “*Pacific* of Halifax, Cartwright, 1,000 barrels,” was at Honolulu on 2 May 1828. (Reynolds 1989 p.223.) Eleven months later the *Pacific* of Halifax was at Maui again in April 1829. She had probably spent most of the interim on the “Japan Grounds” which were then very popular with whalers.

On 20 February 1830 the “*Pacific*, Cartwright, 2,700 barrels,” was reported at or near the coast of California. (Jones 1986 p.89.) The “*Pacific*, 1050 barrels, August” [1830] was then apparently at Wahoo [Oahu.] (Jones 1986 p.90.) (At that time there was another whaleship named *Pacific*, but she was from London and spent two voyages primarily on the Timor grounds.)

2) *Pacific* of Halifax 1831-1834:

The *Pacific* apparently returned home during 1831, and left again on another previously unreported voyage, as the “*Pacific*, Captain Cartwright,” was at Honolulu from 14 to 31 May 1832. (Reynold journal; Richards 2000 p.176. Jones 1986 p.101.) On the second voyage of the *Ploughboy*, she met the “*Pacific* of Halifax,” at Maui on 27 October 1832. (Tyler 2004 p.150.) Six months later, the “*Pacific*, of St John, N.B., Captain Cartwright, arrived [at Honolulu] from Maui with 1500 barrels” [sperm oil] on 7 April 1833. (Reynolds Journal ; Richards 2000 p.189.) Again she had probably spent the interim whaling on the so-called “Japan Grounds,” (which however were well east of Japan itself.)

On 13 October 1833 the “*Pacific* of St John, N.B.,” Captain Carter [sic Cartwright] was again at Honolulu. (Reynolds journal; Richards 2000 p.195.) The *Pacific* of Halifax was later reported as at Tahiti on or shortly before 12 February 1834, but this seems in error, though she was at Honolulu again on or shortly before 17 December 1833. (Jones 1986 pp.104; Richards 2007 p.36; *Sydney Morning Herald* 24 April 1834.)

As noted in the previous article, the “whaleship *Pacific* of Halifax, 37 months out with 800 barrels,” was reported at Talcahuano, Chile, between 13 and 28 April 1834, by David Dodge on the American whaleship *Russell*. (Richards 2003 p.33.) By this record the *Pacific* had left home in February or March 1831. She probably returned home in 1834.

[N.B. (This *Pacific* of Halifax is not to be confused with the later *Pacific*

of St John, which was a “new built ship” in 1837 that made two voyages to the Pacific Ocean in 1837-1839 and 1839-1846. (Richards 2003.)]

3) Susan and Sarah of Halifax 1831—

The second earliest Canadian whaleship known in the Pacific was the *Susan and Sarah* of Halifax, under Captain Coffin. When she began whaling is not clear, but a logbook for a voyage from June 1828 to June 1829, survives in the Nantucket Museum, and shows her that that voyage was limited to the South Atlantic.

Her next voyage, not previously recorded, began in October 1831. This is known now because the “*Susan and Sarah* of Halifax, Captain Coffin,” is mentioned from 27 to 31 March 1831 in the journal of the second voyage of the *Ploughboy*. The *Susan and Sarah* was then “six months from home, with 350 barrels of sperm whale oil.” She was cruising well to the west of the Galapagos Islands, just five degrees south of the Equator. (Tyler 2004. b. p.34)

4) Rose of Halifax 1829-1832:

The third Canadian whaleship recorded in the logbooks of the *Ploughboy* was the “*Rose* of Halifax.” The voyage of the *Rose* had begun in November 1829, and she was at anchor at Honolulu when the *Ploughboy* arrived there on 7 May 1831. (Tyler 2004 p.44.) When the *Rose* was at Honolulu again on 5 November, it was noted her crew had “lost their captain.” (Tyler 2004 p. 74.) Another source has “*Rose* of Halifax, Captain Randall, 900 barrels, 23 months out. Captain Smith died 20 October.” (Reynolds journal.) This death would have been close to Honolulu as the *Rose* arrived there ten days later on 30 October. The *Rose* left on 28 November 1831 under “Captain Randal. (Richards 2000 p.166.) Evidently the *Rose* returned home during 1833.

5) Rose of Halifax 1834-1837:

The *Rose* then began another voyage, probably in 1834 as by May 1834 she had taken only 300 barrels of oil. (Jones 1986 p.106.) The *Rose* had been wrecked on a reef, and was still leaking when next she arrived at Honolulu, where she rested from 10 May 1834 to 7 June 1834. (Jones 1986 p.106; Richards 2000 p.208.) Later details of this voyage, from 1834 to 1837, which included calls at the Sandwich Islands, Kermadec Islands, New Zealand, Tonga, and Sydney, were recorded in the previous article, as were two later voyages from 13 March 1837 to 1842, and from December 1842 to 1846. (Richards 2003 p.24, p.29.)

Conclusion:

The obvious conclusions are that Canadian whaling has been under-estimated, and that Canadians and other maritime historians should be encouraged to delve further for records of Canada’s whaling heritage, including in Halifax.

Bibliography

Jones A.G.E. 1986 *Ships Employed in the South Seas Trade 1775-1961*. Roebuck Society. Canberra.

Reynolds, S. 1989 *The Journal of Stephen Reynolds 1823-1829*. (ed. Pauline N. King.) Ku Pa’a and Peabody Museum, Salem.

Reynolds, S. ms. Journals 1830-1855. Peabody Essex Library, Salem.

Richards, R. 2000 *Honolulu; Centre of Trans-Pacific Trade. Shipping Arrivals and Departures 1820 to 1840*. Pacific Manuscripts Bureau, Canberra and Hawaiian Historical Society, Honolulu.

Richards, R.2003 “Canadian Whaling in the Pacific Ocean 1834-1850.” *Argonauta*. Canadian Nautical Research Society. Vol. XX, no. 3, July 2003 pp. 20-34.

Richards, R. 2007 *Tahiti and the Society Islands: Shipping Arrivals and Departures 1767 to 1852*. Pacific Manuscripts Bureau. Canberra. (in press December 2007.)

Tyler, Tom 2004 *The Ploughboy Journals of Lewis Monto 1827-30 and 1830 to 1834*. On line at: mysite.du.edu/ttyler/ploughboy/pbjournals.htm.

Royal Navy Watercraft on the Great Lakes c 1820

By John Ratcliffe

Introduction

While the First Nations peoples had used canoes for thousands of years¹ and the French introduced new type of watercraft such as the bateau in the seventeenth and eighteenth centuries,² it was not until the burst of naval activity during the War of 1812 and shortly thereafter that detailed records of small watercraft began to be compiled. In 1818 Captain Robert Barrie was appointed Commissioner for the Royal Navy Dockyard at Kingston,³ and in 1820 he ordered a comprehensive survey of all naval resources. Three men named Hawkes, Moore, and Morgan visited naval establishments from Penetanguishene on Georgian Bay to Lake Champlain in the east and recorded the type and number of vessels they found, their condition, and the costs associated with repairing them, where applicable. Their findings were recorded in immaculate copperplate script and sent to England, where they can still be found in the Admiralty Group Records at the National Archives in England.⁴

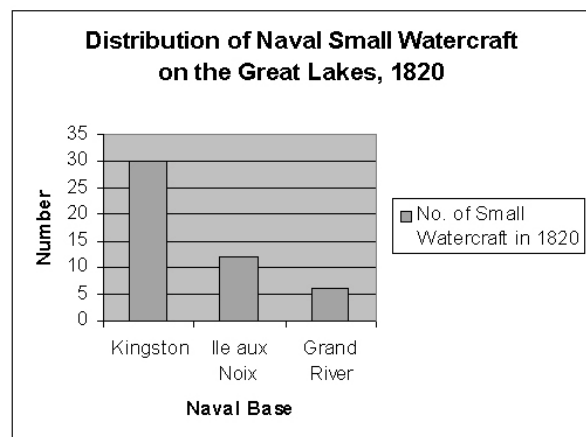
Distribution of Watercraft Types, c. 1820

Though a scant six years had elapsed since the cessation of hostilities, the majority of the vessels surveyed, including the mighty 102-gun *St. Lawrence*, were in a poor state of repair. Vessels ranging from first-rates to skiffs were suffering from dry rot, which was attributed to the use of green timber during construction.⁵ The three naval surveyors found a diverse collection of small craft ranging from canoes to gunboats, concentrated at the naval bases at the

Grand River where it entered Lake Erie, Ile aux Noix on Lake Champlain, and Kingston on Lake Ontario. Their findings are presented in Appendix I. The types and distribution of small watercraft recorded by the naval surveyors is summarized in Table 1, below.

Type	Site			Totals
	Grand River	Ile aux Noix	Kingston	
Bateau	2	2	0	4
Canoe	0	2	1	3
Cutter	2	0	9	11
Gig	1	1	4	6
Gun-boat	0	4	4	8
Jolly boat	1	1	3	5
Launch	0	0	1	1
Pinnace	0	0	3	3
Punt	0	0	2	2
Skiff	0	1	1	2
Yawl	0	1	2	3
Total	6	12	30	48

Table 1. Summary of type and distribution of naval small craft in Ontario, 1820. Compiled from ADM 106.

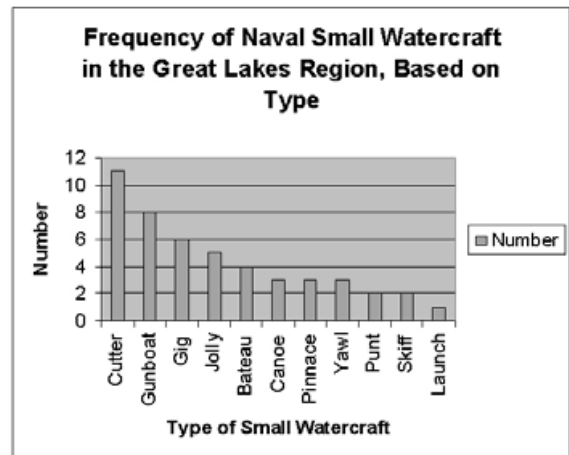


Graph 1. Distribution of naval watercraft on the Great Lakes in 1820, showing the preeminence of Kingston as a naval centre.

It can be seen that the number of watercraft at a naval base is a reflection of the size and importance of that base. Grand River has just six small craft, or 13% of the total, Ile aux Noix on Lake Champlain has 12 small craft representing 25% of the total, while the remaining 30 craft or 62% of the total boats are concentrated at Kingston, which is commensurate with its status as the preeminent naval base on the Great Lakes. This data is summarized in graphic form in Graph 1.

Types of Royal Naval Small Watercraft on the Great Lakes

A total of eleven different types of naval boat are recorded at the three bases. While it would seem that the name of each type as recorded by the surveyors refers to specific characteristics of that boat, it should be noted that boat nomenclature in the Royal Navy was often rather ambiguous. As an example of this looseness of definition, the longboat, pinnace and yawl of the frigate *Iris* are also variously referred to as ‘cutters’ and ‘barges’ during the course of a single voyage in 1780.⁶ Matters are further complicated by the generally incomplete nature of records and paucity of plans, when compared to those available for larger vessels.⁷ The variety of boat types, shapes, and rigs can be daunting to the uninitiated, especially as the construction and rig of a boat could change over time, while the name remained the same. In an effort to achieve some clarity each type of



Graph 2. Cutters and gigs are the most frequent type of small craft recorded in the survey of 1820, perhaps reflecting a need for local transportation. However, these results are somewhat skewed by the small size of the sample, with Kingston providing 62% of the boats recorded.

naval boat recorded in the survey of 1820 is discussed individually, below.

The Bateau

The word ‘bateau’ simply means ‘boat’ in French, and it is a term that has been overused almost as much as ‘skiff.’ Chapelle notes, however, that by the early seventeenth century ‘bateau’ had come to refer to a type of craft that was flat-bottomed and double-ended.⁸ It could range greatly in length, anywhere from 18 up to 84 feet, although most were between 40 and 45 feet long. Propulsion was by oars, although some were occasionally rigged with

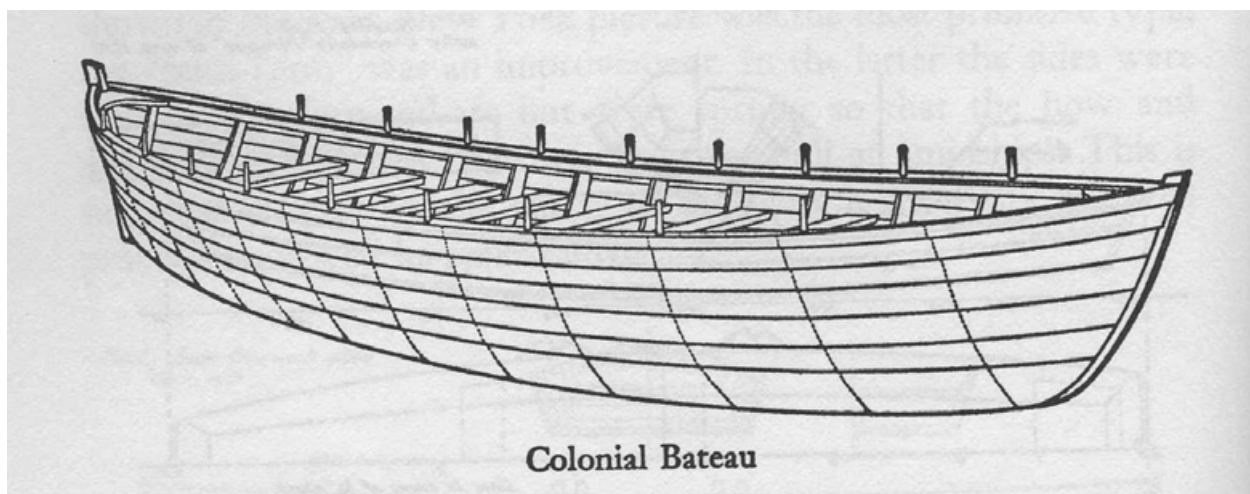


Figure 1. An isometric drawing of a bateau. These flat-bottomed multi-purpose craft were widely used for amphibious landings by the British in the eighteenth and early nineteenth centuries. Source: Chapelle 1951, p. 34.

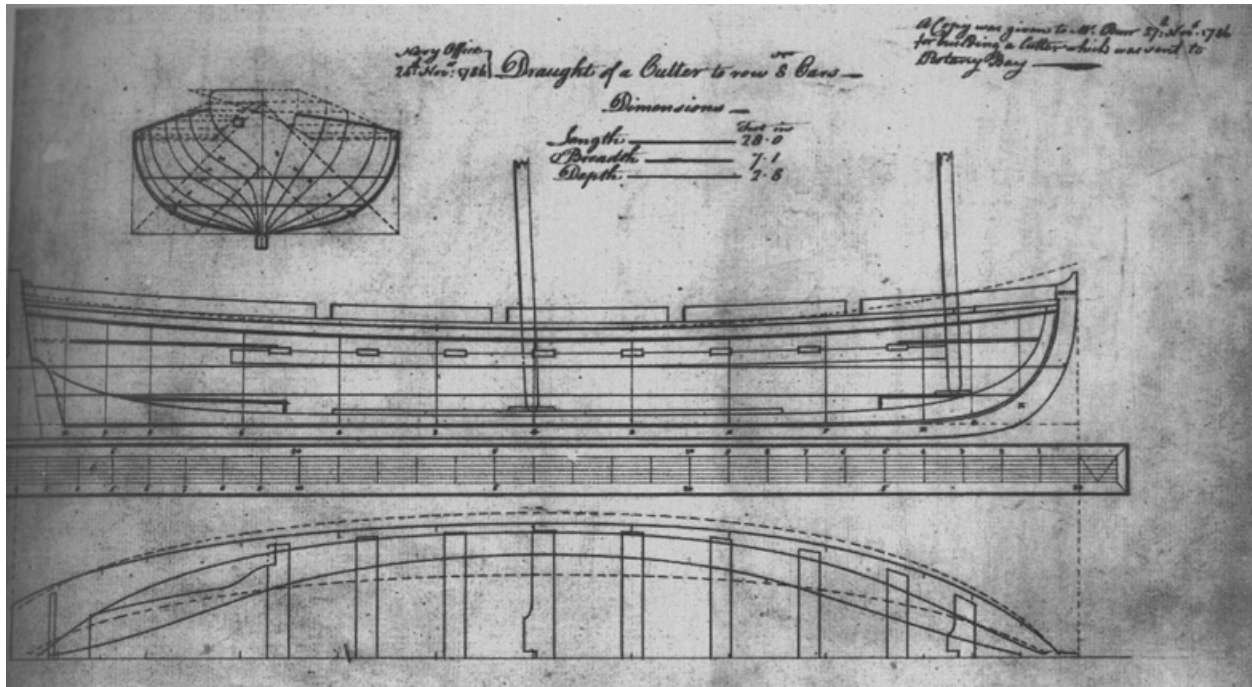


Figure 2. Plan of a 28-foot eight-oared cutter from 1786. The nine cutters recorded at the Kingston Naval Yard in 1820 made it the most numerous type there. Cutters were often clinker-built, at Deal, in England, so the term 'Deal-built' was synonymous with 'clinker-built'. Source: May 1999, p.33.

square sails.⁹ Bateaux were widely used in military operations in North America, perhaps most famously by Colonel John Bradstreet in 1758 when he used a fleet of bateaux to capture Fort Frontenac, which later became Kingston.¹⁰ The two bateau noted by the surveyors at Ile aux Noix were 35 feet long, and the two bateau at Grand River were 43 feet long, so their dimensions fall close to or within the most common range of 40 to 45 feet as mentioned by Chapelle. An isometric drawing of a bateau is presented in Figure 1.

The Canoe

Two 35-foot canoes are recorded at Ile aux Noix and one 36-footer at Kingston, all in good condition. Dugout canoes carved from a single log were mainly used on the East Coast of what is now the United States,¹¹ but canoes used in Canada were tended to be made of birch bark instead, and it is fairly safe to assume that the canoes recorded by the surveyors were of the latter type. Birch bark canoes were constructed skin-first. Sheets of bark from the white birch were stitched together using spruce

roots, and the seams sealed with spruce gum. Once the bark shell was complete, frames of cedar were added to add strength. The birch bark canoe reached its apex of development under the stimulus of the fur trade from the seventeenth to nineteenth centuries, and grew as long as 36 feet.¹² The canoes at Ile aux Noix and Kingston were all in the 35-36 foot range, so it seems probable that they canoes of the same or a similar type used by the famous coureurs-du-bois.

The Cutter

A 25-foot and a 24-foot cutter are listed at the Grand River Naval Establishment, and nine cutters ranging from 17 to 29 feet in length were present at Kingston in 1820. The cutter first appeared in the early eighteenth century. They were clinker-built, meaning that the edges of the hull planks or strakes overlapped and were fastened with clenched nails.¹³ This building tradition was associated with Deal, in England, so terms 'Deal-built' or 'cutter-built' are synonymous with clinker or lapstrake construction.¹⁴ However, these terms refer only to naval construction, and different terms were

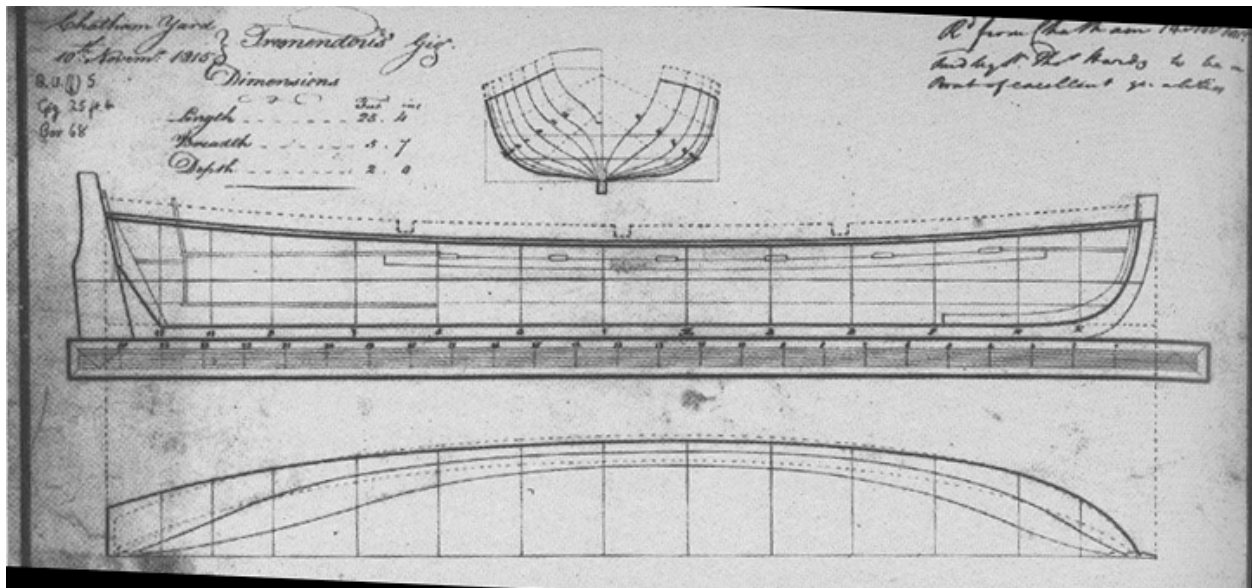


Figure 3. Plan of a 25-foot gig. These sleek oared craft became popular with senior officers as a method of personal transportation. Source: May 1999, p. 46.

sometimes used in the world of commerce, such as the pilot cutters of the nineteenth century. Cutters had a transom stern and could be up to ten-oared. The oars pivoted in rowlocks cut into the top strake instead of the usual thole pins.¹⁵ After 1761 cutters longer than 21 feet were equipped with two masts with sprit sails, while 18-foot cutters had only a single mast and sprit sail.¹⁶ The lines of a two-masted cutter are shown in Figure 2.

The Gig

Ile aux Noix possessed one 21-foot gig, while Grand River had one 26-footer, and Kingston had four gigs which varied between 23 and 36 feet in length. The gig (Figure 3) was introduced as a replacement for the cutter towards the end of the seventeenth century, and was a light and fast boat with a transom stern. It was propelled by oars and was also equipped with fore and mizzen masts. The gig became the preferred boat of senior officers because of its light weight, which resulted in excellent speed and handling.¹⁷ These qualities were vital for reconnaissance, and thus when Commodore Sir James Yeo wanted to ascertain the strength of American forces at Sackets Harbour prior to an attack in 1813, he "...climbed down into his gig and was whisked inshore for a closer look."¹⁸ The large number of gigs at Kingston

in comparison with the other two naval stations may reflect the larger numbers of officers at Kingston, who required personal transportation.

The Gunboat

Four gunboats are listed at Grand River in 1820, and another four at Kingston. Seven of the eight range in length between 43 and 49 feet, and thus begin to approach the outer limits of the term 'boat,' which is usually considered to refer to craft up to about 40 feet in length.¹⁹ It is interesting to note that the gunboats are the only naval watercraft honoured with names, the other boats languishing in anonymity. The gunboats are named for famous individuals such as (Sir Isaac) *Brock* and presumably (Lord Thomas) *Cochrane*, martial qualities such as *Boxer* and *Blazer*, or even local fauna, such as the annoying *Musquitoe* [sic]. Gunboats had a narrow beam and were propelled by oars as well as a lugger rig on anywhere from one to three masts. The type acquired its name from the one or two pieces of ordnance they carried, usually a long gun in the bow and perhaps a carronade in the stern.²⁰ The guns were often mounted on slides so that they could be stowed in the bottom of the boat to improve stability during bad weather.²¹ A proposed three-masted gunboat is shown in Figure 4. In 1966 Parks Canada archaeologists recorded and then raised

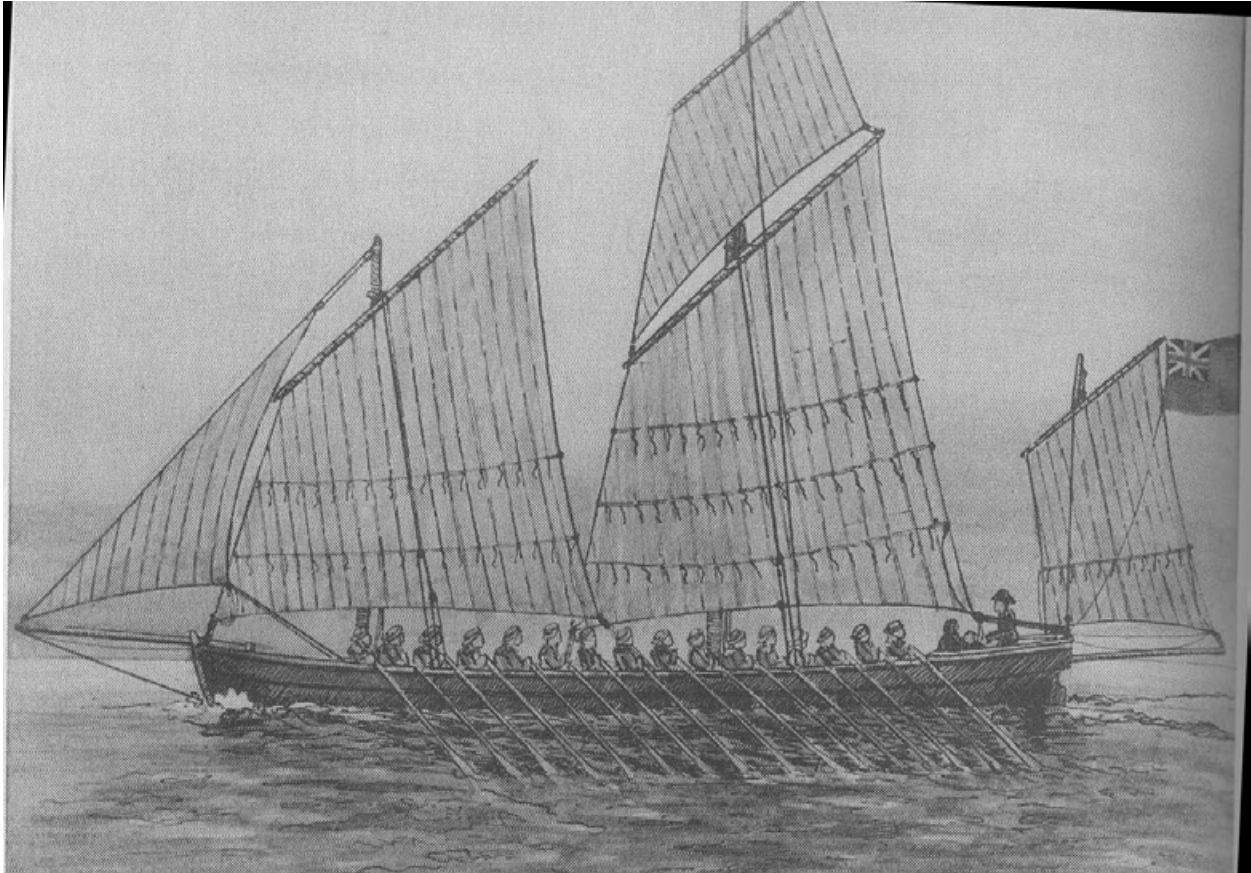


Figure 4. Gunboat with lugger rig proposed by Governor John Simcoe, late eighteenth century. Gunboats in the Great Lakes region would mount a long guns or carronade in the bow and stern, which could be stowed using slides. Gunboats were the only small watercraft to be named, although at a minimum length of about 40 feet, they are at the outer limits of what can be defined as 'small' watercraft. Source: Malcomson 1998, p. 96.

the remains of a 50 foot long gunboat sunk in Browns Bay, near Brockville, Ontario. The vessel had apparently been converted from an oared to a sailing craft sometime after 1820, for use as a small cargo carrier. Modifications included the addition of a mast and a centerboard to improve lateral resistance.²² The Browns Bay vessel shows how Royal Navy small watercraft could be converted from belligerent to mercantile purposes in peacetime.

The Jolly Boat

Hawkes, Moore, and Morgan found individual jolly boats at Ile aux Noix and Grand River and three at Kingston. They were small boats, the smallest 15 feet in length and the largest 18 feet, and ended in transom sterns. The term "jolly boat" had been used in the Royal Navy as far back as the seventeenth

century, but then fell out of favour. The name was resurrected in the late eighteenth century, when it referred to a small cutter with four oars. Since jolly boats were frequently used to transport fresh meat they were also colourfully named 'blood boats.'²³

The Launch

The launch seems to be a type of naval boat that was not well represented in Canadian inland waters, as only a single example is mentioned, at Kingston. Launches were boats originally used at dockyards, but began to replace longboats in the mid-eighteenth century because they were beamier and thus were better adapted for transporting casks of water and other provisions. The launch had a flatter bottom than the longboat and was propelled by more oars, which made it more suitable for

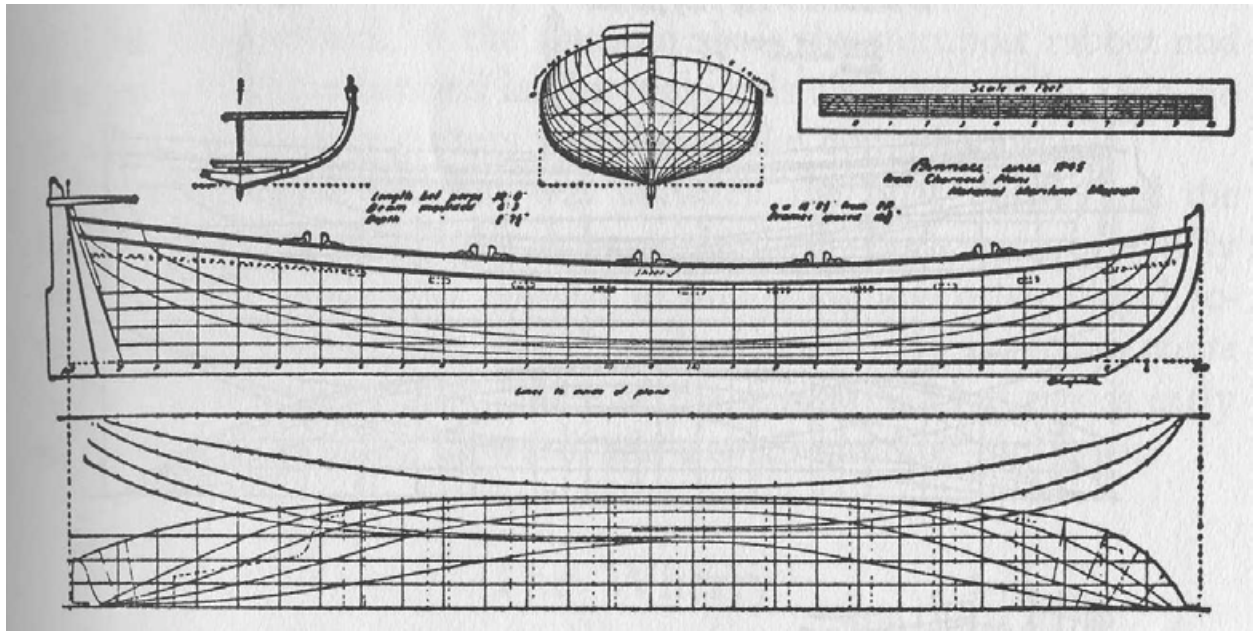


Figure 5. Plan of a pinnace. They were often used as ship's boats, and had a long, narrow shape and the transom stern common to the majority of Royal Navy small watercraft. Source: Chappelle 1951, p. 23.

shallow water conditions.²⁴ The launch at Kingston was 36 feet long and thus would have been a capacious boat useful in transporting supplies and material around the Point Frederick dockyard.

The Pinnace

Just like 'jolly boat,' 'pinnace' is another term whose meaning changed over time. In the seventeenth century pinnaces were small boats used for scouting, but by 1817 they had become larger, from 28 to 37 feet in length, and were propelled by as many as 18 pairs of oars.²⁵ The pinnace had a long and narrow shape, with a sharp stem and a square transom stern, as shown in Figure 5. They were rigged with sprit sails and even lateen rigs on occasion.²⁶ Two 25-foot pinnaces and one 30-footer were recorded at the Kingston Naval Yard, but were in a poor state of repair. It was judged that the former pair of pinnaces "may be repaired for harbour service," but the latter boat was "unserviceable."²⁷ Since the pinnace was often used as a ship's boat, and is not present at Ile aux Noix or Grand River, it is possible that the pinnaces at Kingston were ship's boats that had fallen into disrepair along with the rest of the Lake Ontario squadron.

The Punt

Two 11-foot long punts are listed in the inventory of the Kingston Naval Yard. This type is intriguing, and probably refers to a of flat-bottomed work boat used for repairing the hulls of ships. Figure 6 shows a punt from 1866

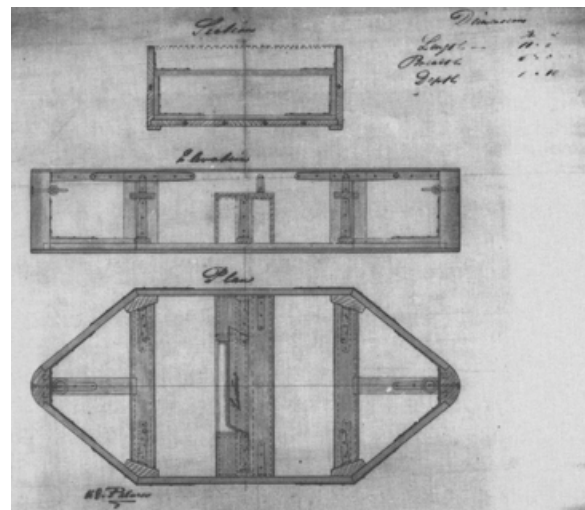


Figure 6. Two eleven-foot long punts are recorded at the Kingston Naval Yard. They may have been similar to this coppering punt of a later period, above, and were used as artificer's craft for specialized repairs on the hulls of ships. Source: May 1999, p. 84.

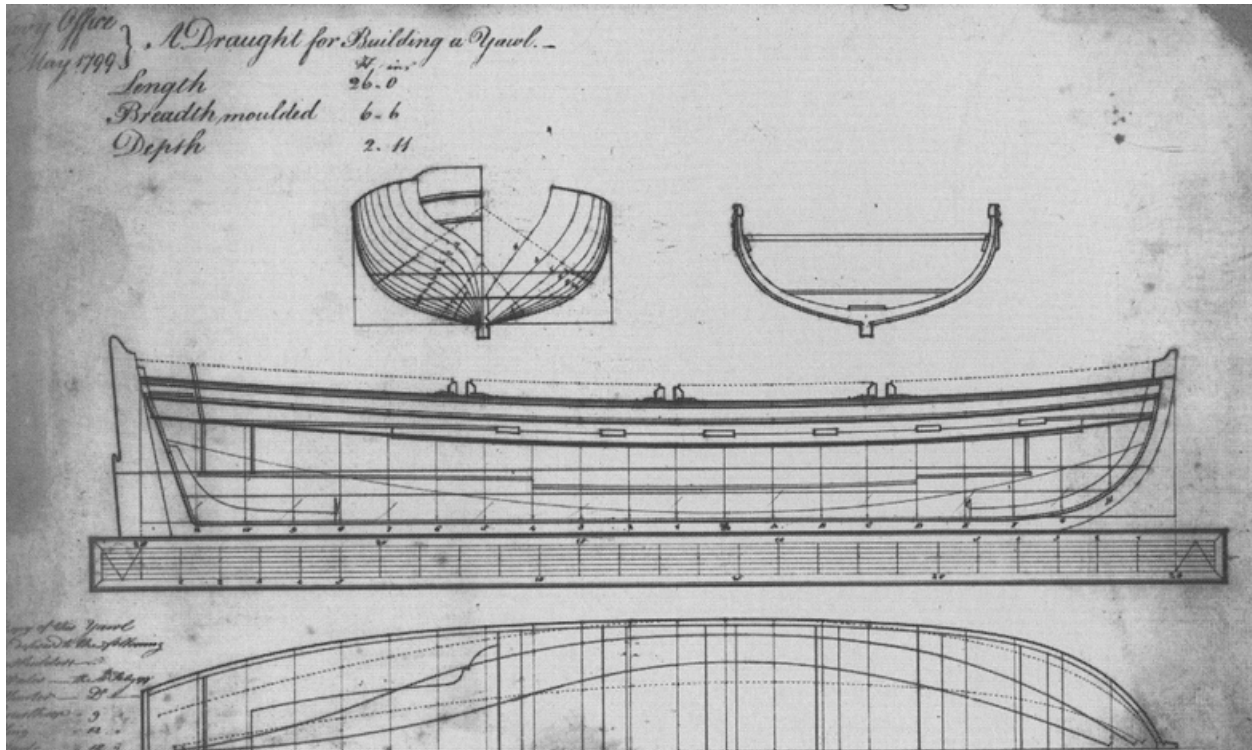


Figure 7. Plan of a 26-foot yawl from 1799. Yawls were usually clinker-built and may have a Scandinavian origin. Source: May 1999, p. 29

which was designed to clean the copper bottoms of ships, and was thus referred to as a ‘coppering punt.’ The hulls of warships in the British and French navies began to be sheathed in copper in the mid-eighteenth century to reduce fouling by marine organisms such as barnacles or the infamous ships worm, *teredo navalis*. Since these destructive organisms did not inhabit the fresh water, the warships on the Great Lakes were not coppered. However, the bottoms of ships on the Lakes could become encrusted with up to ten feet of weeds instead, greatly reducing speed.²⁸ Punts were admirably suited for cleaning the hulls of ships and any other repairs near the waterline, and reduced to spend time in a graving dock.

The punt in Figure 6 has a hexagonal plan and a locker in the centre to stow tools.²⁹ This coppering punt was either 11 or 14 feet in length, the former dimension matching those of the punt at Kingston exactly. As the major naval dockyard on the lakes, it makes sense that Kingston would be the only naval station to possess these specialized artificer’s boats.

The Skiff

The term ‘skiff’ is surely one of the most widely-used in boat nomenclature, but in the Royal Navy it referred to a small boat about 12 feet in length used for transporting only a few people at a time. According to the preeminent authority on Royal Navy boats, W.E. May, skiffs were not used in the Royal Navy until after 1825,³⁰ a claim which is flatly rejected by the surveyor’s records of 1820. However, as already noted the names for boats were not standardized, and there were undoubtedly local variations, especially in the colonies. The skiff at Ile aux Noix was 15 feet in length and classed as “unserviceable,” but the 10-foot skiff at Kingston was in good repair.

The Yawl

Yawls were first used by the Royal Navy in the seventeenth century, but the type may have originated in Scandinavia. As with all



Figure 8. Boat stowed on deck of 1/48 scale model of first-rate HMS *St. Lawrence*, on display at the Marine Museum of the Great Lakes. This boat could be a launch. Source: author.

boats built at Deal, they were clinker-built and became known as 'Deal-Yawls.'³¹ Yawls were usually between 18 and 24 feet in length,³² so the 20-foot yawls at Ile aux Noix and Kingston fall well within this range. As with the majority of types already discussed, the yawl had a transom stern and was rigged with sprit sails on two masts.³³

Transport and Stowing of Boats

With rare exceptions such as Captain Bligh's epic 3 600 km voyage in 1789,³⁴ naval boats were not intended for long voyages under their own power, and required another method of transport to their area of operations. The three main methods used to transport naval boats were towing, stowing inboard on deck, and stowing using davits.

The earliest ships boats such as longboats were commonly towed astern of their parent ship, as they were generally too heavy and awkward to hoist aboard. This method of transporting boats was not terribly satisfactory for a number of reasons. The towing lines were prone to part in bad weather, with the consequent loss of the boat and any men or supplies within. Towed boats were also lost when left behind by a captain anxious to get to sea, or cut loose before an action.³⁵ Clearly towing ships' boats was not an ideal solution.

A better way to transport ships boats was to stow them on deck amidships. Tackle would be rigged up on a yard to hoist the boat out of the water. Boats were sometimes nested within each other to save space, or the boats could serve as a storage space for such items as



Figure 9. This boat looks like a gig, and is stowed on the deck of a 1/48 scale model of the frigate HMS *Prince Regent* on display at the Marine Museum of the Great Lakes. Stowing boats on deck reduced their chance of loss or damage, which was more likely to occur while being towed astern. Source: author

spare anchors or chicken coops. Some boats were protected by canvas covers when stowed.³⁶ Many of the warships in Yeo's squadron on Lake Ontario stowed their boat on deck. Models of the first-rate HMS *St. Lawrence* and the frigates HMS *Prince Regent* on display at the Marine Museum of the Great Lakes in Kingston, Ontario show boats stowed on deck, Figures 8 and 9. Although boats stowed on deck were better protected from loss or damage than those towed astern, they did take up a considerable amount of space in an already cramped environment.

The solution was to hang boats from davits, which were initially nothing more than timbers projecting from the side or stern of a ship from which a boat was hung, shown in Figure 10. Davits reduced the hazards associated with towing boats as well as preserving space on deck for other purposes. Davits that hung over the stern were introduced on warships in the 1790s, and can be seen on the model of the frigate HMS *Wolfe*, in Figure 11. It is odd that these two ships from the War of 1812 are shown with stern davits, as an Admiralty order of 1798 specifically prohibits stern davits, due to the risk of the boat being

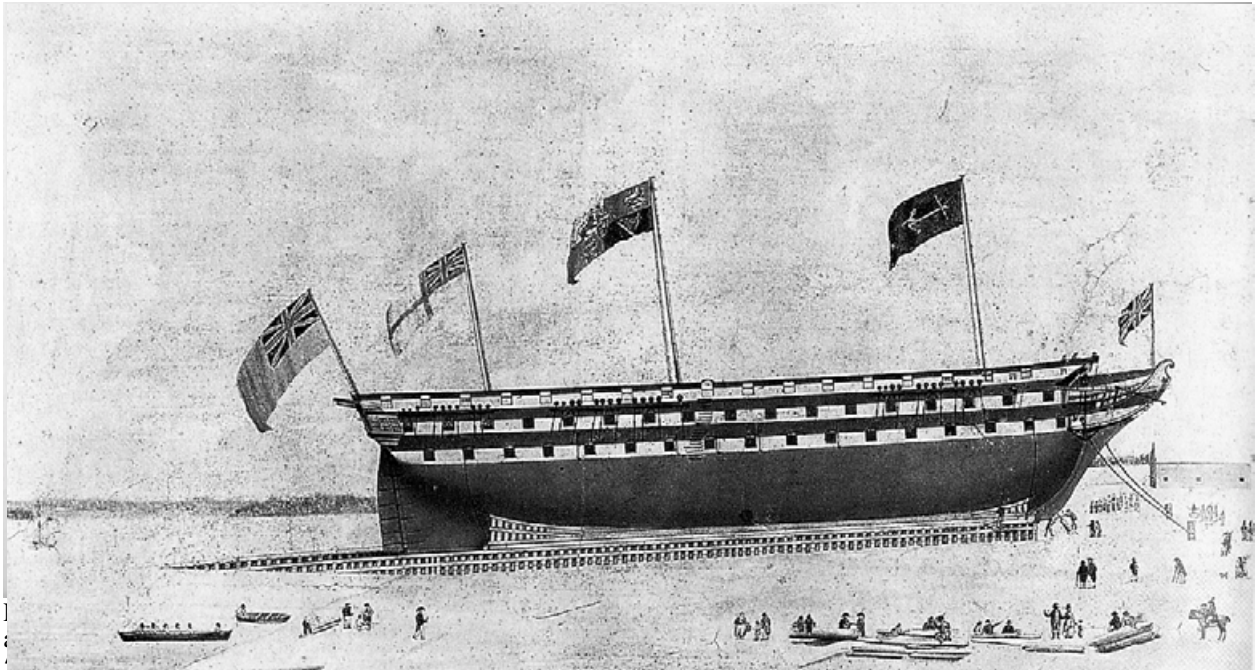


Figure 12. The launching of HMS St. Lawrence, 1814. The small watercraft in the lower left foreground may be standing by to gather in cables after the launching. Based on their size, the larger boat could be a jolly boat, while the smaller might be a skiff. Source: Royal Ontario Museum collection.

swamped if lowered while underway. Stern davits were replaced by quarter davits in the early 1800s, which simply moved the existing stern davit technology to the side of the ship.



Figure 11. Another launch, hung from the stern davits of a 1/48 scale model of the frigate HMS Wolfe, on display in the Audrey E. Rushbrook Memorial library at the Marine Museum of the Great lakes. Source: author.

This allowed boats to be lowered while the ship was underway and reduced the possibility of swamping.³⁷ It seems that the Royal Navy warships on the Great Lakes employed a combination of all three transportation and stowage methods. Boats were towed on occasion, such as the bateau for the raid on Sackets Harbour in 1813,³⁸ while ships boats were stowed both on deck and hung on davits, as shown on the models at the Marine Museum of the Great Lakes.

Uses of Naval Small Watercraft

Naval watercraft on the Great Lakes were employed in a variety of roles and were vital for logistics as well as offensive operations. Boats could also be used to aid the movement of their parent ships, by providing assistance when raising anchors, or through the process of warping. Some types of boats such as bateau and cutters were extremely versatile, while others such as the dockyard punt had a very specific role.

Boats were vital to the navy to keep their ships properly supplied. In the frequent absence of deepwater ports warships were

forced to anchor offshore while supplies and men were transferred by boat. One of the chief duties of longboats had always been to transport casks of freshwater,³⁹ although of course on the Great Lakes an adequate supply of water to drink was never a problem. Boats were also the principal means of transportation between ship and shore and around the harbour. In Figure 12, which shows the launching of HMS *St. Lawrence* in 1814, two small boats full of men can be seen in the foreground. Based on their relatively small size they could be either jolly boats or skiffs, and are probably taking up station to gather in lines once the ship has slid off the stocks. Small boats for transport around the harbour continued to be used in Kingston long after the war was over. During the fortification of the harbour in the 1840s a Martello tower was built on isolated Cedar Island, to the east of Fort Henry. One evening tragedy struck when a jolly boat overloaded with 23 masons returning to town capsized, drowning 17 men.⁴⁰

During the course of the Napoleonic Wars the Royal Navy became increasingly aggressive in its use of small boats. Offensively, boats were used for reconnaissance, stand alone raids, or as landing craft for amphibious operations. The naval war on Lake Ontario has sometimes been called “a warfare of Dockyards and Arsenals,”⁴¹ since the US and British squadrons rarely became embroiled in decisive battles like Perry’s famous engagement on Lake Erie. Contemporary observers such as James Richardson blamed the stalemate on the differing armaments of the opposing fleets. Yeo’s ships were armed mostly with shorter-range carronades, while the American forces under Isaac Chauncey possessed more long guns, which made Yeo inclined to keep his distance.⁴² In this situation boats became one of the primary vehicles to carry the fight to the enemy. In 1813 Sir James Yeo decided to attack the nearby American naval base at Sackets Harbour. The force of five frigates was augmented by a fleet of bateaux which were towed behind the ships, as well as gunboats and canoes. When they were near their objective Yeo used his personal gig to ascertain the strength of the American forces. The bateaux

were used as landing craft to ferry a force of 800 British troops to shore, shown in Figure 14, while the gunboats provided covering fire.⁴³ A similar amphibious operation was carried out against Oswego, New York, the following year.

During the attacks on Sackets Harbour and Oswego the naval boats played a crucial, yet subsidiary role, supported as they were by a squadron of warships. However, small boats were also used on independent offensive operations. In 1813 Yeo ordered a ‘cutting-out’ expedition against the American ships gathered Sackets Harbour, 60 kilometers away across Lake Ontario. The purpose of a ‘cutting out’ mission was to board enemy vessels at their moorings and capture them, cutting their anchor lines. A mixed force of 700 seamen, marines, and soldiers embarked on gunboats, armed only with cutlasses, boarding pikes and the like in order to avoid the excess noise of firearms. Yeo’s plans were foiled by the slowness of his oared gunboats and the duplicity of two of his men. The force did not make it to Sackets Harbour the first night, and so spent the day in a wooded bay. Two men deserted the force and informed the Americans, so the ‘cutting-out’ expedition was forced to return ignominiously to Kingston.⁴⁴

Conclusion

The flurry of naval activity on the Great Lakes subsided when news of the Treaty of Ghent arrived in 1815, which began a trend of disarmament accentuated by the Rush-Bagot Agreement of 1817.⁴⁵ The mighty warships were allowed to rot at their moorings, and judging by the report of Hawkes, Moore, and Morgan by 1820 many of the navy’s small boats were in a similar state of disrepair. As Garth Wilson notes, it is difficult to establish a direct link between the naval small boats and the fishing and other commercial boats that followed, but the naval arms race did leave a legacy of trained shipwrights and a strong tradition of boat and ship building on the lakes.⁴⁶ In addition, the conclusion of the war spurred the development of small watercraft through the British government’s policy of settling ex-servicemen on land in the colonies as a deterrent to future invasions.⁴⁷ The new

January 2008 ~ ARGONAUTA ~ Page 22

colonists used boats for pleasure, evident in Kingston's early regattas, as well as for transport and fishing.

Editors' Note: John Ratcliffe was employed by the Marine Museum of the Great Lakes at Kingston, Ontario for four months in the fall of 2007. This paper is one of two watercraft "assignments" he took on in addition to many regular duties – all performed to a high standard. John expects to enter graduate school in the fall of 2008.

Location	Date	Type of Boat	Name	Length (Feet)	Condition	Expense - Material	Expense - Workmen	Total Expense (in pounds, shillings)
Grand River, Naval Establishment	Sept 9, 1820	jolly boat		16	small repair	1.12	2.4	3.16
Grand River, Naval Establishment	Sept 9, 1820	cutter		24	small repair	2.10	3.10	6.0
Grand River, Naval Establishment	Sept 9, 1820	cutter		25	small repair	2.10	3.10	6.0
Grand River, Naval Establishment	Sept 9, 1820	gig		26	large repair	8.0	11.4	19.4
Grand River, Naval Establishment	Sept 9, 1820	bateau		43	middling repair	4.0	5.15	9.15
Grand River, Naval Establishment	Sept 9, 1820	bateau		43	middling repair	4.0	5.15	9.15
Ile aux Noix, Lake Champlain	Aug 22, 1820	skiff		15	unserviceable			
Ile aux Noix, Lake Champlain	Aug 22, 1820	jolly boat		18	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	yawl		20	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	gig		21	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	jacle???		31	in good condition			
Ile aux Noix, Lake Champlain	Aug 21, 1820	gunboat	Cochrane	32	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	bateau		35	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	bateau		35	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	canoe		35	in good condition			
Ile aux Noix, Lake Champlain	Aug 22, 1820	canoe		35	in good condition			
Ile aux Noix, Lake Champlain	Aug 21, 1820	gunboat	Berrisford	46	large repair - planks are split, built with softwood	58	68	126
Ile aux Noix, Lake Champlain	Aug 21, 1820	gunboat	Brock	46	large repair - planks are split, built with softwood	58	68	126
Ile aux Noix,	Aug	gunboat	Popham	46	large repair -	58	68	126

January 2008 ~ ARGONAUTA ~ Page 23

Lake Champlain	21, 1820				planks are split, built with softwood			
Kingston Naval Yard	Aug 8, 1820	skiff		10	in good condition			
Kingston Naval Yard	Aug 8, 1820	punt		11	in good condition			
Kingston Naval Yard	Aug 8, 1820	punt		11	in good condition			
Kingston Naval Yard	Aug 8, 1820	jolly boat		15	unserviceable			
Kingston Naval Yard	Aug 8, 1820	yawl		16	serviceable for harbour duty			
Kingston Naval Yard	Aug 8, 1820	cutter		17	in good condition			
Kingston Naval Yard	Aug 8, 1820	jolly boat		17	in good condition			
Kingston Naval Yard	Aug 8, 1820	jolly boat		18	in good condition			
Kingston Naval Yard	Aug 8, 1820	yawl		20	serviceable for a short time but not worth repair			
Kingston Naval Yard	Aug 8, 1820	cutter		22	unserviceable			
Kingston Naval Yard	Aug 8, 1820	gig		23	unserviceable			
Kingston Naval Yard	Aug 8, 1820	gig		25	small repair	2.10	3.15	6.5???
Kingston Naval Yard	Aug 8, 1820	cutter		25	serviceable			
Kingston Naval Yard	Aug 8, 1820	cutter		25	may be repaired for harbour service	3.15	5.12	9.7???
Kingston Naval Yard	Aug 8, 1820	pinnace		25	may be repaired for harbour service	3.15	5.12	9.7???
Kingston Naval Yard	Aug 8, 1820	pinnace		25	may be repaired for harbour service	3.15	5.12	9.7???
Kingston Naval Yard	Aug 8, 1820	cutter		29	unserviceable			
Kingston Naval Yard	Aug 8, 1820	cutter		29	unserviceable			
Kingston Naval Yard	Aug 8, 1820	cutter		29	in good condition			
Kingston Naval Yard	Aug 8, 1820	cutter		29	in good condition			
Kingston Naval Yard	Aug 8, 1820	cutter		29	in good condition			
Kingston Naval Yard	Aug 8, 1820	pinnace		30	unserviceable			
Kingston Naval Yard	Aug 8,	launch		34	in good condition			

January 2008 ~ ARGONAUTA ~ Page 24

	1820							
Kingston Naval Yard	Aug 8, 1820	gig		36	in good condition			
Kingston Naval Yard	Aug 8, 1820	gig		36	in good condition			
Kingston Naval Yard	Aug 8, 1820	canoe		36	in good condition			
Kingston Naval Yard	Aug 8, 1820	gunboat	Blazer	43	in good condition			
Kingston Naval Yard	Aug 8, 1820	gunboat	Cockburn	48	in good condition			
Kingston Naval Yard	Aug 8, 1820	gunboat	Boxer	49	midling repair - planks are split and worn, rotten	35	53	88
Kingston Naval Yard	Aug 8, 1820	gunboat	Musquitos	49	large repair - planks are split and worn, rotten	50	75	125

1 Bogue, Margaret Beattie. *Fishing the Great Lakes*, 2000. Pp. 5-6.

2 Chapelle, Howard I. *American Small Sailing Craft*, 1951. P. 34.

3 Moore, Jonathan. *Archaeological and Historical Investigations of Three War of 1812 Wrecks at Kingston, Ontario*, 2006. P. 28.

4 Formerly known as the PRO – Public Record Office.

5 Moore 2006, P. 28.

6 Gardiner, Robert. *Fittings for Wooden Warships. Part 2: Boats. Model Shipwright* No. 19, 1976. P. 235.

7 May, W.E. *The Boats of Men-of-War*, 1999. P. 35.

8 Chapelle 1951, p. 33.

9 Chapelle 1951, pp. 34-35.

10 Stewart, J. Douglas and Wilson, Ian E. *Heritage Kingston*, 1973. Pp. 28-29.

11 Chapelle 1951, p. 36.

12 Greenhill, Basil. *The Archaeology of the Boat*, 1976. Pp. 124-127.

13 Greenhill 1976, p. 174.

14 Gardiner 1976, p.235.

15 Chapelle 1951, p.25.

16 May 1999, p.91

17 May 1999, pp.46-47.

18 Malcomson, Robert. *Lords of the Lake*, 1998. P. 130.

19 McKee, Eric. *Working Boats of Britain*, 1983. P. 15.

20 Malcomson 1998, pp. 56-57.

21 May 1999, p. 116.

22 Amer, Christopher F. *The Construction of the Browns Bay Vessel*, 1985. P. 124.

23 May 1999, pp. 43-45.

24 May 1999, pp. 41-43.

25 May 1999, pp. 23-25, 71.

26 Chapelle 1951, p.22.

27 Admiralty Documents (ADM), Group 106, No.14.

28 Maurice Smith, personal communication. December 3, 2007.

29 May 1999, 84.

30 May 1999, 73.

31 May 1999, 28.

32 Chapelle 1951, p.28

33 May 1999, p. 91.

34 Kemp, Peter. *The Oxford Companion to Ships and the Sea*, 1976. P. 88.

35 May 1999, p. 32.

36 Gardiner 1976, p. 241.

37 White, David. *Boat Davits in the Royal Navy. Model Shipwright* No. 98, 1996. Pp. 52-54

38 Malcomson 1998, p.130.

39 May 1999, p.70.

40 Stewart and Wilson 1973 pp. 84-85.

41 Miller, Nathan. *Broadsides*, 2005. P. 350.

42 Malcomson, Robert (ed.). *Sailors of 1812*, 1997. P. 36.

43 Malcomson 1998, pp. 129-133.

44 Malcomson 1997, pp. 34-35.

45 Moore 2006, p.19.

46 Wilson, Garth. *A History of Shipbuilding and Naval Architecture in Canada*, 1994. p. 30.

47 Department of Fisheries and Oceans 1985, p. 33.

Conferences and Symposia

**Quebec / Québec 1608-2008
Four Centuries of North Atlantic
Crossings / Quatre siècles de voyages
transatlantiques
06 – 09 August 2008**

To celebrate the quatercentenary of Samuel de Champlain's founding of Quebec, the Canadian Nautical Research Society will host its annual conference for 2008 in that city.

The registration form may be found at the end of this issue.

**Fifth IMEHA International
Congress of Maritime History
23-27 June 2008**

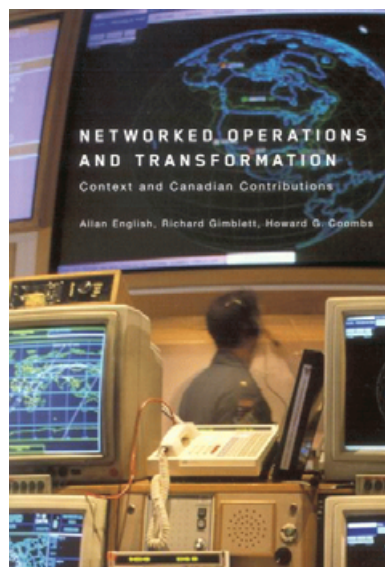
More than 250 papers will be presented by expert speakers from over 30 countries at this major five-day international congress, organised by the Greenwich Maritime Institute, University of Greenwich, UK, and held at the historic Old Royal Naval College, Greenwich, London.

The congress covers every possible aspect and period of maritime history across five continents, from classical times to the present day. There will be sessions on merchant shipping, naval history, medieval maritime history, maritime policy and governance, defence and security, fishing and fisheries, maritime culture and communities, port labour, seafarers, maritime disasters, maritime imperial history, piracy, Mediterranean shipping and trade, maritime archaeology, heritage and tourism, technology, and shipbuilding. Keynote lectures will be given by Professor Gopalan Balachandran, Professor Nicholas Rodger and Dr David Williams.

Social events include a welcome reception in the Queen's House, National Maritime Museum, and a dinner in the Painted Hall.

This congress is supported by the British Academy, the national academy for the humanities and the social sciences. For further information, including the provisional programme and details of how to register, please visit our website or call the Greenwich Maritime Institute on +44 (0)20 8331 7688. www.imeha2008.com

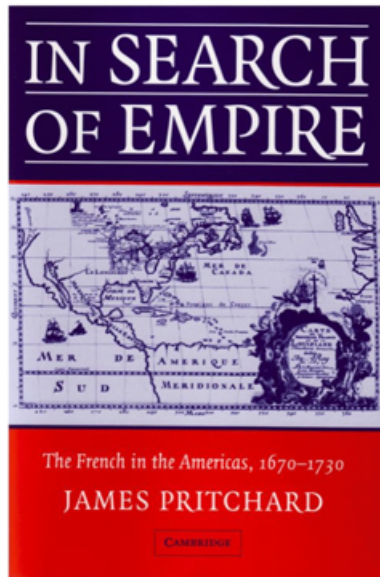
Recent Books by Members



Allan English,
Richard Gimblett,
Howard G. Coombs
*Networked Operations
and Transformation*
Montreal, Quebec:
McGill-Queen's
University Press, 2007
[//mqup.mcgill.ca](http://mqup.mcgill.ca)



Eric Lawson, Illustrated by John Mackay
*The Egeria: An Example of Mid-Nineteenth
Century New Brunswick Ship Construction*
Bown Island, BC: Ship Research Services,
2007
ISBN 978-0-9780998-0-0
[no website, contact dlawson@direct.ca]



James Pritchard
In Search of Empire
Cambridge: Cambridge University Press,
2007
(paperback release)
ISBN: 13 - 9780521711111
www.cambridge.org

Minutes of the Annual General Meeting Churchill, Manitoba Monday, 06 August 2007

1. Call to Order and Approval of Agenda

The meeting was called to order by the President at 8:30 a.m. in the restaurant of the Churchill Motel, Churchill. Due to the relatively small number of members in attendance, the Agenda was approved without discussion.

2. Minutes of the Previous Meeting

AGREED (Glover/McKee) to accept the minutes from the 2006 meeting.

3. President's Report

Richard Gimblett raised several main issues of concern to the membership.

The first was the approach by the North American Society for Oceanic History (NASOH) to incorporate *The Northern Mariner/Le marin du nord* as the journal of their society.

This would involve the printing of 250 extra copies of the journal but NASOH would increase their cost of membership to cover the printing costs.

The journal would remain revenue neutral but the pool of authors for articles and reviewers would increase. The cost of mailing copies of the journal to NASOH's US and foreign members would be assumed by NASOH.

The President congratulated Bill Glover on the successful transition of the editorship of the journal to Roger Sarty.

Paul Adamthwaite's work on digitizing and posting back issues of TNM/LMN to the website was also praised. Some two year's worth of issues had been completed and more were coming. It was hoped that making this material available on the web might encourage younger researchers to use the web site and perhaps even join the society.

4. Treasurer's Report

The financial report was presented on behalf of Walter Tedman. Membership revenues were down, but this may be due to the delays in publishing and reluctance on behalf of the Membership Chair to push renewals too hard until the publication schedule was somewhat caught up. Other costs for publication and the addition of NASOH copies were designed to be revenue neutral so they were not seen as a factor.

The actual financial report for 2006 was not available for members to review due to a computer failure when the new year's books were transferred. The Treasurer did have end of 2006 data available for the Canada Revenue Agency and with a letter of explanation to them was able to clear the accounts.

It was **MOVED** (Drent/Christie) to accept the Treasurer's Report. **ACCEPTED**

5. Publications Report

The successful transition between journal editors was reported and Roger Sarty was thanked for accepting the duties of editor, as well as bringing the added support of Sir Wilfred Laurier University to the position.

Paul Adamthwaite was also recognized for his work in taking on a managing editor position for the journal which expedited the layout of the journal and the transformation of photographs and artwork to publication-ready content.

The editors of *Argonauta* were praised for their efforts in keeping the newsletter current and continuing its popularity with members.

Members were promised an additional issue of the journal in 2007 as the editorial staff worked to catch up on overdue issues. With the first issue of 2007 out early in 2008 and one or more extra issues published in

2008, it is hoped that TNM/LMN will be caught up by 2009.

6. Annual Meetings and Conferences

The 2008 conference in Quebec City is proceeding well with Serge Durlinger and Rich Gimblett serving as Programme Co-ordinators. The Auberge St-Antoine is the conference hotel. As one of the best hotels in the city, it promises to be a wonderful site to celebrate the 400th anniversary of Quebec.

The site of the 2009 conference has not been confirmed. Victoria and Vancouver are still being considered but the society has also been invited to participate in joint conferences in St. Michael's, MD and Thunder Bay. The executive have been charged with determining which sites would be the most appropriate in terms of cost and attendance.

The 2010 conference will recognize the centenary of the RCN and will likely be in either Halifax or Ottawa.

A location for the 2011 conference remains open but the Society has a firm invitation from the Archives and Collections Society to hold the 2012 conference commemorating the bicentennial of the War of 1812 in Picton, Ontario.

7: Election of Officers

A new Councillor has been nominated. He is Chris Bell, Associate Professor of History at Dalhousie University in Halifax. Paul Adamthwaite has agreed to accept the nomination as 1st Vice-President.

There were no nominations from the floor.

It was MOVED (Glover/Dove) to accept the nominations of Bell and Adamthwaite as proposed. ACCEPTED

8: Membership Secretary

- 255 members, of which:
- 193 are individuals (22% being foreign; 5 complimentary; 4 students)
- 61 are institutional (50% being foreign; 12 comp. or reciprocal)
- 1 honorary
- There are a number of members who have not renewed for 2007 and some who have been removed from the list after 2 years of non-payment of dues.
- In 2007 there have been 6 new institutional and 8 new individual members while 3 individuals cancelled their memberships, 2 died and 2 did not update their addresses.
- Members of both CNRS and NASOH can decide which organization is their primary membership in order to avoid duplication of the journal mailings. CNRS members will receive 4 issues of *Argonauta* as

well as the journal. There will be a message to this effect added to the membership renewal form and posted on the CNRS web site.

It was MOVED (Glover/Mayne) to accept the membership report. ACCEPTED.

9. Other Business

Jan Drent congratulated President Richard Gimblett and the rest of Council for the work.

It was MOVED (Mount/Drent) that the meeting be adjourned. AGREED.

Faye Kert, Membership Secretary

NOMINATIONS FOR 2008 ELECTION OF COUNCIL

The following positions need to be filled by election at our annual general meeting in Quebec City, Quebec, on Saturday, 9 August, 2008.

- President
- Treasurer
- Membership Secretary
- and four members of council
- Secretary
- 2nd Vice President
- 1st Vice President

Any two members in good standing may nominate any other member in good standing for any of these positions. Nominations, or suggestions for nomination, should be sent not later than 30 June, 2008 to:

James Pritchard
CNRS Nominating Committee
48 Silver Street,
Kingston, ONT K7M 2P5
or by e-mail to: jp@post.queensu.ca

I, _____, nominate
_____ for the office
of _____
_____. This
nomination is seconded by
_____.

The nominee has agreed to serve if elected.

Argonauta Advertisements

Rates: \$20 per issue for a business card sized advertisement

The Gordon C. Shaw Study Centre

The full resources of the Museum are available for study or consultation in the Study Centre. These resources when combined with those of Queen's University and the Royal Military College make Kingston an ideal location in which to base research.

Marine Museum of the Great Lakes at Kingston

www.marmuseum.ca
(follow the research links)



Archives & Collection Society

Dedicated to Marine History
and Conservation

PO Box 125, Picton, Ontario,
K0K 2T0, Canada

<http://www.aandc.org>

Visit HMCS *Sackville* – Canada's Naval Memorial

Summer months: Sackville Landing, next to
the Maritime Museum of the
Atlantic (902-429-2132)

Winter months: berthed at HMC Dockyard –
visitors welcome, by
appointment (winter phone:
902-427-0550, ext. 2837)

e-mail: secretary@hmcssackville-cnmt.ns.ca
<http://www.hmcssackville-cnmt.ns.ca>

**SUPPORT CANADA'S MOST
FAMOUS WARSHIP**

HMCS *Haida*, the last of the Tribal Class
Destroyers now located in her new home
port of Hamilton, Ontario. Tax receipts
issued for all donations over \$25.

Friends of HMCS *Haida*

658 Catharine St. N.
Hamilton, ON L8L 4V7
www.hmcshaida.ca

CNRS-MARCOM / QUÉBEC 2008 REGISTRATION

Dr Richard Gimblett
49 South Park Dr
Ottawa, CANADA
K1B 3B8
richard.gimblett@rogers.com
(613) 830-8633

CMS / SO Heritage / Command Historian
NDHQ / 101 Colonel By Drive
Ottawa, CANADA
K1A 0K2
Gimblett.RH@forces.gc.ca
(819) 997-3720

NAME (for badge): _____

E-Mail: _____

ADDRESS: _____

Note: All fees in Cdn \$'s

Conference Fee – Check one (1):

- Full (includes lunches and banquet but NOT excursions) \$150 _____

After 30 June: \$175 _____
- Day only (includes coffee and lunch). Check as applicable:
 - Thursday, 07 August (Conference) \$40 _____
 - Friday, 08 August (Conference) \$40 _____
 - Saturday, 09 August (CNRS AGM / Coffee only) \$20 _____
 - Banquet only and / or Additional Guest(s) @ \$40 ea _____
- Walk-in (no lunch) / each day \$20 _____

Membership CNRS – New / Renew check one (1):

- Canadian: Individual \$65 / Student \$20 _____
- International: Individual \$75 / Student \$30 / NASOH \$30 _____

Excursions extra (fee assessed per actual cost)

- Wednesday Walking Tour of Lower Town / Cultural Tours @ \$30 ea _____
- Thursday Evening Dinner Cruise / Croisières Coudrier @ \$70 ea _____

TOTAL: _____

Payment – Check one (1):

Cheque / Money Order enclosed / **Payable to: Canadian Nautical Research Society**

Visa: _____ Exp: _____ Signature / Date:

MasterCard: _____ Exp: _____ Signature / Date:

Published by the Canadian Nautical Research Society

<http://www.cnrs-scrn.org>

