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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

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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

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Editorial

The record shows that quite a few Museum Directors are willing to cash in on any craze that will get people through the doors. The intention is mostly honourable, maybe the other exhibits will get attention and thus keep the visitor coming back. Few of us in this field are averse to the appeal of the "National Enquirer Effect" - death, destruction, sex, high society and of course shipwrecks. How can we deny our own curiosity or that of others? The high and mighty, and this includes the National Maritime Museum at Greenwich and the Ontario Science Centre have given in to this craze. They have added their own particular gloss to their *Titanic* exhibits, at least mixing infotainment with the usual higher goals of a public collecting/education institution. There is probably only one site in Canada that merits some attention in respect to the *Titanic* and that is Halifax. In the end it is all about money "and marketability"- and that is the message delivered with intimidating regularity by our political masters. It is also about bad archaeology - at least that is what the good archaeologists are telling us. Surely by this stage this picked over nest of Edwardian

goodies has been depleted as far as heritage and science are concerned - but apparently not. The sooner this testament to another seagoing failure is distributed to all parts of the world for closer examination the better. As one risk analyst tells me, most accidents are due to human failure, not the ship.

But for those of us who have watched the waxing and waning of the *Titanic* effect it is all weary dreary stuff. The most recent manifestation of the shipwreck cult is a book that includes some damning ideas about rivet quality. A regrettable target since "rivet counters" have their own cross to bear. An author has accused Harland & Wolff, the Belfast shipbuilder of shoddy workmanship. Belfast, a city desperately in need of tourism revenue is building a heritage centre on the site of the old shipyard with an emphasis on the *Titanic*. Nothing wrong about that, all forms of maritime heritage is to be commended. But they struck back, denying the use of bad rivets. Lack of quality control, impossible. Even the pixies and leprechauns were shaking their heads.

Old world craftsmanship was challenged. So we add to the list, feelings of inadequacy when in fact the building of these

three giant liners was a superb accomplishment. A few bad rivets out of millions (you count them, not me); what we should be marvelling at is the level of human organization and engineering skill required to build big ships in any shipyard - and long before Babbage and Turing ideas evolved into our controlling computer age. This is humanity operating at a conceptual level that is to be admired, and that includes the capitalists who put up the money.

There is only one good book about the Titanic and that is *Down With The Old Canoe: A Cultural History of the Titanic Disaster* by Steven Biel.

MDS

President's Corner

I had the great pleasure of hosting your Executive Council in Ottawa end-January for our semi-annual gathering to review the state of the Society. In truth, it was with mixed feelings, because the end of my three-year term as your President is nigh, and this is a really cohesive group of hard-working colleagues who have supported me so faithfully in our several initiatives over the past couple of years. It gets me to thinking of the whole process of renewal - and before I shift into Jim Pritchard's role as Past President, he has one last kick as Nominating Chair. With 1st Vice-President Paul Adamthwaite poised to come in behind me, and Roger Sarty having vacated the 2nd Vice slot to take up editorship of the journal, that means positions will be opening for two new Councillors. Treasurer Walter Tedman also has indicated a desire to move on, although not urgently (he has stayed on two years longer than he originally committed). So Jim will be delighted to receive responses to his call for nominations that you will find elsewhere in this newsletter - equally, if Jim approaches you to consider assuming a leadership role in the Society, please give him serious consideration.

More pleasing, however, is the news that we are in quite good shape financially, due to a combination of factors, the key ones being that membership has not only steadied but has

now started to show a slight increase, and that the journal publishing partnership with NASOH continues to realize efficiencies in production. Indeed, the whole publishing front is suddenly quite rosy. One of the decisions taken by Council in January was to approve the ambitious schedule put forward by Roger and Paul (the latter as executive editor), by which they fully expect to produce eight (8!) issues this calendar year, so that *The Northern Mariner / Le Marin du nord* XVIX:1 actually appears in the calendar month on its cover - that is, in January 2009. Having just received XVII:2 & 3 (April and July 2007) in the mail, I have every confidence this is an entirely reasonable prediction.

That solid financial footing has encouraged us to assume a small measure of risk with regard to this summer's conference in Quebec City - specifically, in order to hold our booking of the prime location in the Auberge Saint-Antoine, and to reserve the Thursday evening dinner cruise, we have had to pay some relatively hefty deposits. As these expenses are all in anticipation of actual expenditures, I fully expect to recover the outlay through the conference registrations - and I am already resting easier as a number of registrations have started to arrive. For those who have not yet sent it in, you will find a copy on the inside back cover of this newsletter, and it can also be downloaded as part of the conference package on our website. Similarly, if you have not yet booked your room, Quebec availability is beginning to get scarce - if you intend to stay at the Auberge, our reserved block of rooms will only be held until 26 May.

Looking ahead, Council has settled upon a tentative conference cycle for the next several years. In this newsletter you will find the call for papers put out by Jan Drent, Michael Hadley, Robin Inglis and Barry Gough who have teamed to host us in Victoria, BC in August 2009 to discuss Pacific Navigation (an appropriate counterpoint to this year's transatlantic theme). In June 2010, Peter Haydon will spearhead a gathering in Halifax focussed on the centennial of the Canadian Navy. In 2011, NASOH have invited us to join them at Alpena, Michigan, on the shores of

Lake Huron. And in 2012, we will return the courtesy, as Paul Adamthwaite is looking to host in Picton, Ontario, in celebration of the bicentennial of the War of 1812.

Meanwhile, the Treasurer reports that donations this year already are higher than for all of last year, which I take as a really encouraging sign of the confidence of you the membership that the Society is moving in the right direction. It has always been my policy that we should not rely upon charity to make ends meet in producing the journal and newsletter – which we do not – but your generosity has allowed us to be more generous in the Matthews, Panting and Cartier Awards. These in turn have attracted more attention to the Society, evident in books put forward by publishers and theses and paper proposals by students. Most importantly is the evidence of new memberships.

All in all, a very good way to say hello to spring.

*Rich Gimblett,
President CNRS*

2007 Conference Update

- conference information, including registration form, can now be downloaded from the "conference" page of the Society web-site (www.cnrs-scrn.org)
- registrations (and/or a short note of intent) to Rich Gimblett by 01 June, please, to help predict overall attendance
- the preliminary programme can also be viewed on the web-site
- a special conference rate rooms at the Auberge Saint-Antoine must be booked before 26 May. Best to call the fluently bilingual staff toll-free at 1-888-692-2211, and just mention "CNRS" (no deposit required, other than credit card to hold).

News and Views

David K Brown, RCNC

On the 17th of April, your editors learned of the passing of Eur Ing David K Brown, RCNC – former Deputy Chief Naval Architect of the Royal Corps of Naval Constructors, and noted naval historian. He was a prolific author, and his many books and articles are the standard references on numerous topics. He will be greatly missed.

NASOH's Clark G Reynolds Award

The North American Society for Oceanic History (NASOH) announces the establishment of the Clark G. Reynolds Award to be presented to the author of the best paper by a graduate student delivered at its annual conference. The prize will consist of assistance in publishing the essay in *The Northern Mariner / le Marin du Nord*, the journal co-sponsored by NASOH and the Canadian Nautical Research Society, a membership in NASOH, a handsome plaque and the author's choice of ten books published by the University Press of Florida.

Archivist Accused of Selling Museum Pieces on eBay

[February, 2008 AP] A former Mariners' Museum archivist was in federal court on charges that he stole museum pieces and sold up to 1,400 of them on eBay - including documents from a mother and son who survived the 1912 sinking of the Titanic.

Forty-six year-old Lester F. Weber and his wife, 49-year-old Lori Childs, were indicted last week on charges of theft from an organization receiving federal funds, mail fraud, wire fraud, conspiracy to commit mail and wire fraud, and filing false tax returns.

Prosecutors say the couple fraudulently obtained maritime items from the museum from 2002 to late 2006.

Gutenberg-e History Monograph Series Now Available on the Web

Columbia University Press is pleased to announce that the award-winning Gutenberg-e history monograph series is now available as an open access website.

On November 1, 2007 all the titles in the series were made available for free at www.gutenberg-e.org with no user name or password required for access. The change accompanies the addition of the Gutenberg-e titles to the American Council of Learned Societies Humanities E-Book platform.

The Gutenberg-e initiative, coordinated with the American Historical Association, affords emerging scholars new possibilities for online publications, weaving traditional narrative with digitized primary sources, including maps, photographs, and oral histories.

Wartime Plane Crash Locations Found

[*Halifax Herald*, 1 March 2008]It was a sneak attack that should have lasted no more than five minutes. Make one pass: Fly level, aim just under the water, fire at the last possible second, and sink one of the last remaining German destroyers, a ship guarded by enemy ships in a Norwegian fjord.

But the Allied flyers, including mostly Canadian crews aboard 11 fighter bombers from the 404 Squadron, quickly realized they had lost the element of surprise. German fighter planes filled the daytime sky and the nine enemy ships below them were ready for the attack. The disastrous barrage lasted 30 minutes. Planes exploded into cliffs and crashed into the waters of the Fordefjord.

“It was just like flying through metal. These guys really didn't have much of a chance,” said Maj. Chris Larsen, historian for the 404 Maritime Patrol Squadron, which today flies out of Greenwood.

Of the 404 Squadron's 11 Bristol Beauforts that went into battle that day, only

five returned to their base in Scotland. Eleven crew members were dead. One was captured as a prisoner of war. Another three Allied planes were also lost, with mostly British and Australian crews on board.

Known as "Black Friday", Feb. 9, 1945, is one of the darkest days in the history of the Royal Canadian Air Force.

But more than 60 years later, a Canadian dive company accompanied by a Halifax film crew has shone light on the tragic tale with the recent discovery of the wreck sites of several of the planes that disappeared in a watery grave.

Maj. Larsen said the divers, led by Rob Rondeau of Calgary, were planning Friday to raise a section of the tail of one of the planes in order to use its serial number to confirm its identity. “Now that we know where most of the crash locations are, it's almost like a sense of closure,” Maj. Larsen said “It's very symbolic to know exactly where these guys died, where they rest. It can be logged, it can be written about, and people can pay their respects.”

Maj. Larsen said the courage of those men, who remained in battle knowing that they would likely be shot down, is remarkable.

“A lot of the guys, when they came back, talked about seeing their buddies blow up and hit the cliffs, and yet they carried on and did it. I think we tend to forget that kind of courage is just amazing. It would have been so easy for the guys to cop out...even not to put in an attack at all. [But] they were there to get the job done.”

The story is all the more harsh for its timing, just a few short months before the war would end in victory for the Allies, and its futility, he said. “They didn't sink anybody, which makes it even more tragic. For that kind of sacrifice, it's numbing.”

While the story of "Black Friday" is well known in Norway and among members of the 404 Squadron, it will soon be brought to a wider audience. John Wesley Chisholm said

his company, Arcadia Entertainment of Halifax, is producing a documentary for National Geographic and the History Channel on the search. The documentary is to air this fall.

HMS *Hunter* Found

With over 100 souls still on board HMS *Hunter* was lost on the 10th of April 1940 and has remained unlocated and undisturbed 305m under the icy waters of a Norwegian fjord until the Norwegian Minehunter HNOMS *Tyr* found her this week.

HNOMS *Tyr* was participating in a large multinational exercise involving the Royal Navy, Royal Norwegian Navy and the Royal Netherlands Navy along with ships from Spain, Belgium and Germany when she discovered the sunken vessel with her echosounder. On dispatching her remotely operated submersible to investigate, it became clear that this was the long lost HMS *Hunter*, lying as she was when she had finally succumbed to the unforgiving waters after bravely fighting during the Battle of Narvik; an action that would result in the first VC of WW2 being awarded.

Professor Robert Erwin Johnson

One of the finest scholars of the nineteenth century US Navy and the US Coast Guard, Professor Emeritus Robert Erwin Johnson of the University of Alabama has died, aged 84. Bob, whose signature neckwear earned from his students the affectionate nickname “Bowtie Bob,” was born in Marshfield, Oregon in 1923 and, following service in the Coast Guard during World War Two, earned his BA (1951) and MA (1953) from the University of Oregon, where he was also inducted into Phi Beta Kappa. He then entered the Claremont Graduate School, by which he was awarded his PhD in 1956. He began teaching at the University of Alabama the same year, where he remained until his retirement in 1993.

When Bob came to Alabama, the History Department’s mission was teaching

first and foremost: research rated a distant second. And yet despite the lack of emphasis on scholarly publication, he was a prolific and path-breaking author. At the time he defended his dissertation—“United States Naval Forces on the Pacific Station, 1818-1923”—US naval history was dominated by accounts of famous battles and great commanders. In his quiet fashion, Bob charted a different course, exploring the roles—surveying, establishing commercial contact with other nations, fostering trade, protecting and upholding American interests—the navy played in peacetime, a condition that, we should be thankful, has largely prevailed during the country’s history. His first book—*Thence Round Cape Horn* (Naval Institute Press, 1963)—was based on his dissertation and focussed on the activities of the navy’s Pacific Squadron from 1818 to the aftermath of World War One. He then turned to biography, examining the life of Rear-Admiral John Rodgers II (Naval Institute Press, 1967), one of the most influential senior officers of the Civil War and post-Civil War navy. His third book, *Far China Station* (Naval Institute Press, 1979), returned to the subject of peacetime operations, documenting the activities of the navy in East Asian waters from 1800 to the outbreak of the Spanish American War. Bob’s later works turned to America’s other maritime force, the United States Coast Guard. In 1987 he published *Guardians of the Sea* (Naval Institute Press), a history of the service from 1915 forward that won several book awards. He followed that with *Bering Sea Escort* (Naval Institute Press, 1992), an account of his own experiences aboard a Coast Guard cutter escorting convoys during World War Two.

During the past thirty years, scholarly military and naval history has followed Bob’s lead, moving away from its narrow focus on combat operations, toward situating military institutions in their larger socio-economic contexts and toward examining what armies and navies do when they are not at war. In this regard, Bob was ahead of the curve, and such was the quality of his scholarship that his works remain required reading on their respective subjects. Indeed, two of his four monographs—*Thence Round Cape Horn* (Arno

Press, 1980) and *Rear Admiral John Rodgers, 1812-1882* (Arno Press, 1980)—have been reprinted. Christopher McKee offers this verdict on his corpus of work: “[i]n addition to his fine personal qualities as a human being, Bob left an important legacy of work that will long survive him. His knowledge of our field was wide and deep, his research thorough, his writing a pleasure to read, his judgments sound. It is hard to image how anyone could find anything to fault or denigrate in the body of scholarship that he produced. I always knew (and know) that I could (and can) turn to Bob's books for reliable information and insights on any topic that he explored.”

This impressive publication record should not obscure Bob's dedication to teaching, nor the affection he inspired among the thousands of students he taught in more than thirty-five years in the classroom. In addition to his perennially popular course on the history of the US Navy he was also for many years responsible for the department's offerings in eighteenth and nineteenth century British history. In addition, he taught graduate level courses in naval history and mentored Masters and Doctoral students, among them two of the most prominent US maritime historians currently active, Professor William Still Jr, and Dr Robert Browning. Both have fond memories of their friendship with Bob and his wife Vivian, and both continue to cherish the guidance he furnished. Bill Still remembers him thusly: “I entered the graduate programme at Alabama the same year he joined the faculty. I did not know or work with him initially. My thesis director was another faculty member. However, Bob was on my committee and as a matter of fact should have been the director as my director virtually left it up to Bob. Bob did direct my PhD dissertation and was instrumental in getting my first book published. I found his knowledge of naval history, both British and American, phenomenal. I recall how impressed I was with his knowledge of ship machinery, a topic in which I was especially weak. No one had more influence on my professional career than he did.” Bob Browning has similar memories: “He was a tough taskmaster--but I am a much better historian because of his high standards of

scholarship. His high standards, however, caused some graduate student to seek other advisors. The students that avoided him certainly lost in the end. His devotion to scholarship, his students and teaching were paramount in his life.”

Bob was interim History Department chairman in 1993, the year I was hired by the University. It was his last year as an active member of the faculty, so our tenures barely overlapped. In fact, he officially retired in May, three months before I started teaching. Yet he and his wife remained part of the department's social network, inviting me to dinner shortly after my arrival in Tuscaloosa. This was also characteristic of him. As Bob Browning remembers, “He and Vivian were gracious hosts. They invited graduate students to their home for dinner. When my wife and I went, we almost felt like family, not invited guests. One instantly noticed how devoted he and Vivian were to each other.”

I was hired to fill the spot that Bob vacated, an impossible task, but one that meant that we had common research interests. More importantly (and characteristically) he generously allowed me to sit in on the sole course he taught as an Emeritus Professor, a graduate colloquium in American Naval History during the fall 1994 semester. To be sure, I had been hired to teach naval history, but my concentration was on Great Britain and its navy, not America's. Bob's colloquium was therefore of immense value in helping me get up to speed on the latter subject, and furnished the additional benefit of allowing me to get to know him well. We quickly discovered that we held similar views on many subjects—he memorably recounted to me his distress and discomfort at arriving fresh from graduate school in 1956 in pre-Civil Rights Alabama—and for several years afterward we attended important conferences in our field together. In 1993, 1995, and 1997, for instance, we made the trip to Annapolis, Maryland, for the US Naval Academy's Naval History Symposium in tandem, an experience that not only enriched my personal and professional life, but made me aware of how highly Bob was regarded as a scholar and venerated as a teacher

and friend in the field. To him I owe a debt of gratitude for introducing me to many of the most important scholars in naval history.

Such a brief recitation of his activities and accomplishments cannot begin to capture Bob's personal qualities: his conscientiousness, his devotion to learning, his eagerness to share his vast knowledge, or his kindness. Christopher McKee has vivid memories of their first face-to-face encounter: "Many years ago at a Naval History Symposium—I do not remember which one—I arrived at Annapolis to find that the Maryland Inn had cancelled my reservation in error and that there were no hotel rooms to be had in the city. Somehow I was able to learn which other Symposium participants were staying at the Maryland Inn, spotted Bob's name, called his room, and asked if he would be willing to share with me. (Pretty cheeky of me—Bob and I knew each other only through our books—but I was desperate!) Although it was evident that Bob had some initial misgivings about sharing his comfortable single room, he graciously consented, and I got to attend the Symposium after all."

Nor does it capture his wry take on the human condition, his understated irony, or his dry sense of humour. One of the students in naval history colloquium I audited once had the temerity to complain of the course's reading load, to which Bob responded with a mischievous twinkle in his eye, "Mr. Williams [the name has been changed to protect the guilty], it's high time you mastered the fine graduate student art of *skimming*." His humanity, wisdom, and wit will be missed by all who knew him.

John Beeler, with the help of Robert Browning, Christopher McKee, and William Still, Jr.

A Plea for Archival Support

Early in March 2008, Library and Archives Canada announced the closure of the Canadian Book Exchange Centre. The Centre will shut its doors permanently effective June 30, 2008. The Centre has for the last thirty five years redistributed millions of documents,

mostly serials and periodicals, from excess holdings of libraries and archives to other institutions in a position to conserve them and make them available to the public. As of March 6, 2008, the Centre no longer accepts publications from the private sector or from government and international organizations for redistribution among libraries.

I would argue strongly that dismissing the closure of the Canadian Book Exchange as just another victim of the digital age, abetted by a "green" urge to cut down on the use of paper, is short-sighted; it is impossible to either estimate what proportion of the printed word is already or soon to be digitized let alone guarantee perpetual access to the printed words of many centuries. Any loss whatsoever represents a loss to current educational values and a real gap in our cultural responsibility to future generations.

In times of fiscal restraint especially, public money must be spent with care and economy. It is equally important that all levels of government under the pressure of immediate circumstances do not adopt a "penny-wise-pound-foolish" policy that may result later in heavy and perhaps irreparable loss. Pleas for the preservation of historical records are too seldom put forward. We wish that this paper, inspired in part by a note in the *Canadian Historical Review* of 1934, could be read and carefully considered by every elected representative in the country at the federal, provincial and municipal level. Its argument could be proved to the hilt with illustrations many times over.

The principal function of archival holdings is not merely to meet the requests of private individuals or even of educational institutions, but to keep and preserve the records for the proper conduct of public business and the accurate determination of national, provincial, municipal and individual rights. The commercial value of the records to the nation and to the business man must be recognized and financial support must be provided. In the annals of the courts, for example, over the years there is abundant evidence that vast sums have been saved to the

nation as well as to the public by the timely production of documents, surveys, maps and plans at one time considered worthless. The great monetary value, to the Governments and private citizens, of material rescued from destruction is apt to be overlooked by those who consider the use of archival holdings as being solely for historical purposes.

Hundreds of thousands of documents now in an excellent state of preservation, in portfolios or neatly bound volumes, were received in a dirty, dilapidated state, and, before they were safe or fit to handle, had to be cleaned, pressed and repaired. Hundreds of runs of serials, whose continuity is often primordial, have been completed. Thousands of maps that seemed fit only for the rubbish heap have been skilfully treated, and with care will last indefinitely. Much of this one-time discarded material is now a most valuable national asset. Over the years, invaluable work has been done at the federal level and in the provinces through archives, public libraries, and historical societies. It would appear now, however, that in Ottawa, in some of the provinces and in most of the municipalities throughout the country the indifference is appalling. All levels of government would be well advised to consider that, even from the political point of view, they stand to gain by providing the modest financial support which makes possible a real advance in the development of archival holdings. Governments will find that the advice and assistance of interested and well-trained people will be given gladly and without expense, which to say the least is not usual in cases where the expert is called in.

It is neither practical nor advisable that the preservation of provincial, regional and local records should be undertaken by Library and Archives Canada. Centralization would here defeat its own aims. Regional and specialized records should be available for consultation both by students and government departments in the regions or localities of interest. There are non-federal interests and loyalties which can only be served adequately by a network of decentralized archiving.

The Canadian Book Exchange Centre has run an active and effective programme for thirty five years that has enormously assisted in meeting these criteria. I am in a unique position to judge the effectiveness of the programme, as I have the responsibility for collections management at the Archives and Collections Society - a federally incorporated charitable organization. As Executive Director, I also have overall responsibility for fundraising. Given these two roles, I can unequivocally state that without this programme responsible for perhaps twenty per cent of our serial holdings the Society would not hold several near complete sets of highly consulted publications amongst more than six hundred periodical titles that we make available.

In all seriousness, on practical not merely on sentimental grounds, we urge the plea for adequate support of archives and historical studies. No self-respecting society can neglect or wantonly destroy the records of its own development without living to regret it.

Paul Adamthwaite, Ph.D.,
Executive Director
Archives and Collections (ACS) Society,
205, Main Street,
Picton, Ontario, Canada
K0K 2T0
Telephone 1-613-476-1177
E-mail ACS@AandC.org
Web <http://www.AandC.org>

Editors' Note:

Our Society is taking a close interest in the closure of the Canadian Book Exchange Centre, and as more information comes to light, it will be published in Argonauta. Madame Josée Verner, Minister of Canadian Culture, Status of Women and Official Languages is the Minister responsible.

Nautical History Is a Tribute to the Creativity of the Human Race
by Paul Adamthwaite

Has the notion of computerized information relegated paper to the dark ages? How much time does the younger generation

spend in libraries and art galleries? Is the naval architect's transition from half models to lines drawings to CAD/CAM a harbinger of the demise of what previous generations took for granted in verbal and pictorial representation of our maritime heritage?

All these and other questions can be debated until the last copy of older issues of *The Rudder* and *The Yachtsman* fall to pieces and are relegated to Davey Jones' locker (or more probably a landfill). Walking the walk is more challenging than the debate, but there is light at the end of the tunnel, in Prince Edward County and within easy walking distance of Picton harbour – or within an easy two hour drive from Toronto.

The beginnings

The "County" has a history of shipbuilding dating back to Loyalist days, through barley days in the nineteenth century, rum running during American prohibition days, the *Telegram's* CHJ Snider's thirteen hundred "Schooner Days" articles, down to smaller vessels in wood, fiberglass, steel and aluminium. About ten years ago, wooden boat builder Bob Davis, originally from Oakville but a Pictonian for more than forty years, passed away and, at the request of the Davis family, close sailing friends and neighbours Betty Ann Anderson and Paul Adamthwaite took over the guardianship of his magazine collections, combining them with their own library.

This inauspicious start quickly took on a life of its own - first as a "not-for-profit", the *Archives and Collections Society* (ACS) received its Letters Patent on 21 October 1999 - then as a federal charitable organization, its charitable status starting in the fiscal year 2000.

In 2003, the Society expanded somewhat dramatically when it assumed responsibility for all aspects of the *Canadian Society of Marine Artists* (CSMA), previously based on the Pacific Coast. It was pure coincidence that the date set for the ACS annual Gala Dinner (a major fund-raiser that is now a sold out annual event on the social calendar) corresponded exactly to the founding date of

the CSMA twenty years earlier on 8th March 1983, so the dinner became the "Twentieth Annual Exhibition" with some forty works on display at the Waring House Convention Centre. The tradition has continued to this day, and 2008 will see the Silver Anniversary of the *Canadian Society of Marine Artists* with an expanded program starting Saturday 3rd May, again with a Gala Dinner.

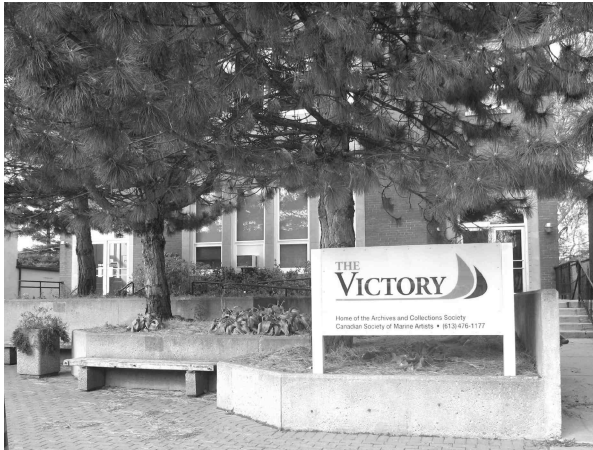
Concept

The two marine societies, ACS and CSMA, have developed policies dedicated to conservation, preservation, and education in an environment where research is encouraged, where maritime heritage and history are made important, and marine tradition is maintained. The broad goals of the Societies were facilitated in 1999 by the establishment of a small "cultural centre" - a rebuilt coach-house in a residential area of Picton - with a total floor area of just under two thousand square feet; a library, with reference, research and academic resources, was established together with a reading room table, computerized indexing and paintings and models crowding the rapidly diminishing wall space.



Young people fascinated by a close and personal hands-on approach; part of the Society's program to engage young minds and encourage exploration and new learning. The Society's Executive Director shows differences between First Nation hull form and that of a builder's half model of a lake schooner.

Over the first few years, specific activities and aspects started long-term objectives dedicated to youth and their accessibility to programmes promoting a broader educational role in the area of local



The Victory and so much more - home of the Canadian Society of Marine Artists and of the Archives and Collections Society which was incorporated on Trafalgar Day, 1999 and home of our model of HMS *Victory*, which is a centre piece built in the 1960s by local resident, Captain Harry Clarke, of Canada Steamship Line.

history as it affected our seafaring heritage and how best young people could get involved in nautical conservation. This emphasis on cultural research provides for students, scholars, artists and authors a means towards excellence in their fields. The preservation of collections of material about the ships and the boats, the waters and the men and women who constitute our maritime heritage promotes a broader understanding of many more aspects of local, regional and world history. These activities, carried out in a centre which is pleasing aesthetically and an important community focus, has truly begun to take shape as an important legacy.

Today

The Society's hallmark event for 2007 was the expansion into new premises. The Society recognized in late 2003 that the coach-house premises could not be made elastic enough - particularly in view of the greatly increased art holdings. With the invaluable assistance of Toronto sailor and architect Allan Rae and that of Kingston consultant Bryan Bowers on matters of feasibility, the ACS examined a number of potential projects and properties. One stood out above all others, negotiations started, proceeded at snail pace (how many readers have tried to buy a heritage

building from a Crown Corporation) and on 28th February 2007, the Society closed on the purchase of the former Post Office and Customs House. Now renamed *The Victory*, at 205 Main Street, Picton, some thirteen thousand square feet allow for all the collections to be under one roof.

A most important phase, the renovation of the first floor, was completed by the end of June allowing for a "soft" opening to the public on 1st July, and a formal ceremony on 27 July. This allowed for nearly four thousand feet of gallery space with ceilings over fourteen feet and well over a thousand square feet for the reference library and reading areas; smaller areas are dedicated to retail sales of books, prints and gifts, and there is a small reception office. Full barrier free access is provided.



The Grand Opening on 27th July 2007. Cutting the ribbon, from left to right, the Honourable Lyle Vanclief, Betty Ann Anderson, Paul Adamthwaite, Mayor Leo Finnegan and George Cuthbertson, Chair of National Fundraising. Photo Sean Ferguson.

The number of visitors has been impressive and their response has been overwhelmingly positive with comments such as: 'a wonderful place', 'lovely collection', 'what a glorious venture - thank you for doing this for us'.

The *Archives and Collections Society*, since its founding has been active in pursuing its goals of conservation, preservation, research and education. Currently, the holdings amount to well over 10,000 books and 100,000 serials (magazines, journals, periodicals, etc), together with some five hundred paintings, engravings,

lithographs and giclées. Add to this many thousands of maritime and nautical pamphlets and catalogues, videos, music, charts, photographs and a fair number of models and half models, the collections have expanded exponentially with the databases providing much improved marine and nautical research capability. Of note is the fact that there some very unique holdings, for example some early charts and pilot books and a series of some 350 Customs documents detailing schooners seized for smuggling, ferry licences etc for a period from 1803 to Confederation .



A partial view inside **The Victory**. With the entry to the library to the far left, George Cuthbertson examines a limited edition print by Peter Rindlisbacher, CSMA, of a painting commissioned by the Canadian Hydrographic Office as a 200th Anniversary present to the US Coastal Survey department. Photo Sean Ferguson.

Perhaps of particular interest to *Classicboat* readers would be the Society's collections on yachting - including a number of early designs from numerous sources, designers and builders, plus compendia such as *The Rudder* publications, *Nautical Quarterly*, *MotorBoat* and *Yachting* and a complete collection of the *Journals of the Royal Cruising Club* - as well as sail and steam sections that include a number of Georgian Bay and Lake Ontario details. Complete runs of *WoodenBoat* and the "other" *Classic Boat* are also available. Partial listings can be found at <http://aandc.org/holdings> and <http://aandc.org/collections>

The Society has had a significant impact promoting marine heritage through collaboration with other organizations, newsletters, online presence, scholarship, and summer students. Through the years open house events, an impressive six day

International festival in 2001, annual art shows and dinners as well as community art shows including local artists, and scholarship awards to the local high school have been the history of this organization. The collections have become a noteworthy Canadian treasure attracting not only local attention but also international interest. **The Victory** has become a dynamic cultural centre.



Summer students charting new territory; Natalie Anderson and Isabel Slone giving back to the Society as much as they learn.

The *Canadian Society of Marine Artists*, has a mandate to bring together the finest marine painters, sculptors and model makers and encourage excellence in marine artistic expression. These fine works of art are available to the members and the public in general. The Society continues to keep these ideals and traditions, established twenty four years ago. Adding the excellence in fine arts that is the hallmark of the CSMA to the ACS's dedication to the written word can only add to the richness of Canadian culture. The membership is now a dynamic and growing steadily. The Silver Anniversary Exhibition in 2008 promises to be one of the most stunning events imaginable.

Events which celebrate maritime history, particularly now that they are being held in inspiring surroundings, are attracting a good following. Since July of this year, there have been numerous activities: the Grand Opening with honoured guests and politicians, a CKWS TV presentation, the Trafalgar Day



"Grand Banks Schooners," an oil on canvas, 24" by 36", 2007, by Dusan Kadlec, CSMA. Dusan Kadlec trained in Europe and has retained an extraordinary artist's eye as to colour, feeling and detail. His works are in worldwide demand.

party with HMCS *Quinte's* Sea Cadets Ship's Band impressing all, and a Book Fair with Canadian publishers Vanwell and John Lord Books participating. Members and the public alike congregated to celebrate benchmarks of achievement and significant events in the Society's history.



A celebratory tune on Trafalgar Day from the Ship's Band of Sea Cadets from HMCS *Quinte*, where youth and history interact. The band continued to delight the public inside for another hour or so.

The Society's educational component includes young people in a broader role in providing a means to excellence for students, scholars, artists and authors and promoting collaboration with other centres. The summer students have been encouraged and supervised in the programmes that they have created for all age groups. Natalie Anderson (3rd year at Western, History of Music) had a group of 16 children between the ages of 6 and 12 learning about the art and music of the collections, in which the children participated with interest and delight. While Isabel Slone (12th grade, Centennial Secondary) has given two special and unique historical presentations, one on the history of the settlement of Prince Edward County and the second on the Barley Days era, to the members and the general public. A special historical presentation to the grade six from Queen Elizabeth school will be held in November. The third presentation that Isabel has prepared is on the water quality and the implications of our water environment with a

historical perspective. These programmes have been largely facilitated by the new premises where the public can be comfortably accommodated.

The *Archives and Collections Society* also has an outreach program where projects and topics are taken to schools, seniors groups, clubs, organizations and festivals. Group visits are encouraged.

Membership includes some research time by staff and permits access to our copying services - including scanned attachments to e-mail - so Members are never more than a few clicks or a phone call away from one of the largest nautical documentation sources in North America.

The future

The future that is envisioned for *The Victory* includes continuing classroom visits and group venues; art classes to promote personal expression via the techniques of different mediums of the fine arts; spaces for youth to present and develop traditional and historical interpretive scenes; all components to be complimented with modern technology - internet café, interactive components, etc; lecture / video / audio room area that will focus on community history, model making, travel dialogues and more. The gallery space will benefit from sufficiently frequent dynamic changes to ensure member/visitor returns.

Both Societies are governed by a Board that hails from the County but includes Directors from Vancouver, Toronto, and Kingston. The Board relies on its members and volunteers who have had the vision and the ability to bring this dream into reality. The *Archives and Collections Society* and the *Canadian Society of Marine Artists* have become a catalyst in establishing a legacy based around our nautical heritage, marine traditions and quality of life.

With the belief that everyone will find pride and satisfaction in the Societies' goals towards the enhancement and well being, now



Vision of the future for The Victory, the plans of architect Allan Rae, that adds a further dimension to the reality of the dream. The rebuilt façade is based upon late 19th and early 20th century plans and photographs except that it brings access down to street level. Rendering by David Dawson.

and for the future, of our communities and Country, an invitation is extended to all to visit and participate in a very exciting and challenging future by becoming a member and supporter. Great strides have been taken towards establishing a magnificent legacy - the future will be defined by the unlimited inspiration of all who participate.

Contact information:

Archives and Collections (ACS) Society
Canadian Society of Marine Artists

The Victory
205, Main Street, Picton,
Ontario, K0K 2T0, Canada

Telephone: 1 613 476 1177
Web: <http://www.AandC.org> and <http://www.ultramarine.ca>
E - mail: info@aandc.org and
info@ultramarine.ca

Canadian Charitable Organization 88721 9921
RR0001

Betty Ann Anderson, M.A., Executive
Secretary and Treasurer
Paul Adamthwaite, Ph.D., Executive Director

Members' News

The Shastri Indo-Canadian Institute has awarded a grant to help Dalhousie University's **Alan Ruffman** to develop a tsunami research partnership with the University of Madras in Chennai, India. The devastation wrought by the Indian Ocean tsunami in December 2004 was not a freak occurrence, and better predictive capabilities will allow lives to be saved in the future. This partnership will involve both geological studies as well as archival research, Alan noting that there are over 40,000 unanalyzed Tamil language manuscripts going back two millennia.

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.

Arctic Convoys Conference Registration

You can register online for the conference at: www.hugvis.hi.is/page/Convoys

If you prefer to register by mail or telephone, please contact:

Your Host in Iceland
Thingholtsstraeti 6
101 Reykjavik Iceland
Tel: +354 551 1730 (from US/Canada 011 354 551 1730)
Fax: +354 551 1736 (from US/Canada 011 354 551 1736)

The conference will take place from July 9 – 13 in Reykjavik Iceland. There is **no cost** for the conference or the gala dinner for veterans or people accompanying them (or for speakers at the conference). The fee for all others attending (if paid by 15 April) is USD 213 (EUR 146, ISK 13,400), including two lunches, conference materials, and coffee (the gala dinner is also at an extra cost).

The conference includes:

- Two days of academic presentations by leading historians and academics
- A panel of veterans of the convoys from Allied countries
- Two lunches at the University of Iceland and a gala dinner on Videy Island
- A day of commemoration events and memorial services for the veterans of the convoys

- Access to a photographic and video exhibition of veterans' wartime experiences
- Optional tours to the Blue Lagoon and Golden Circle

Veterans of the convoys who are unable to attend the conference are welcome (and indeed encouraged!) to send photographs or written memories of their experiences for use in the photographic exhibition can contact me at this email address or by mail. Please send all materials by April 1.

Eliza Reid eliza@elizareid.com

Tel. +354 893 4173 (from US/Canada 011 354 893 4173)

Lágholtsvegur 13
107 Reykjavik
Iceland

**Call for Papers/Appel de communication
Pacific Navigation/Navigation sur l'Océan
Pacifique
August 12-15, 2009 Victoria, BC**

The Canadian Nautical Research Society will host its annual conference for 2009 in Victoria BC.

Papers topics may include exploration, trade, war, ships, individuals, indigenous peoples, shipwrecks, marine disasters and any other topic related to maritime activity in the Pacific. Papers on such topics in other geographic areas will be considered on their merits. Proposals should be directed to:

Dr. Michael Hadley
802-630 Montreal Street
Victoria BC
250 598 0072
e-mail: mlhadley@telus.net

and Robin Inglis
4165 Doncaster Way
Vancouver, BC V6S 1W1
604-816-4852
e-mail: robininglis@hotmail.com

The conference will be held in the historic downtown section of Victoria. Activities will include guided visits to local sites relating to the conference themes.

An optional overnight group excursion by ship at the end of the conference to Barkley Sound on Vancouver Island will also be offered. Bursary available for students presenting a paper in English or French.

Administrative enquiries should be directed to:

Jan Drent
1720 Rockland Avenue
Victoria BC V8S 1W8
250 598 1661
Email: jdrent@pacificcoast.net

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

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)

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.hmeshaida.ca

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>



Dedicated to maritime history and conservation, marine research and nautical education.

205, Main Street, Picton, Ontario, K0K 2T0, Canada
Tel: 1 613 476 1177 Web: www.AandC.org
Canadian Charitable Organization 88721 9921 RR0001

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: _____

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