

ARGONAUTA

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In this Issue

<i>Editorial</i>	1
<i>President's Corner</i>	1
<i>News and Views</i>	2
Articles	
- Valerie Casbourn "Naval Holdings at DHH"	3
- George Bolotenko "MS <i>Nelly</i> and the Port of Quebec"	7
- Alec Douglas "Iceland and Canadian Maritime History"	14
<i>CNRS West Coast Conference 2009</i>	16
<i>Minutes of the 2008 AGM</i>	16
<i>Conferences and Symposia</i>	25
<i>Recent Books by Members</i>	28
<i>Advertisements</i>	32

Editorial

Two thousand and ten is the 100th Anniversary of the establishment of the Royal Canadian Navy. Timely then is the work of Valerie Casbourne in re-working and forwarding a series of Reference Guides for the navy-related fonds at the Directorate of History and Heritage in Ottawa. Historians and aspiring writers will find these guides useful. They will get you closer to the material you need and they might, in age where research time and travel translate into expense, save you some money.

It is not fair to say this, since you had to be at the 2008 CNRS Conference to get the full impact of George Bolotenko's very evocative presentation about his arrival in Canada by ship. Canada is a country of newcomers and so this is a story told in a million different ways, but this is a touch different. Is it possible that George's first exposure to the sea as a youngster is responsible for his ongoing interest in matters maritime? Find the contemplative moment and read for pleasure. Your contribution along similar lines to these pages is welcome.

It is certainly a pleasure to see the work of Alex Douglas, our own CNRS "grand man of the sea and of scholarship" appear once again in these pages. The editors of *Argonauta* hope there will be more to come.

Finally Team West will be sending us a series of articles, quite frankly intended to lure you to British Columbia next year for our annual CNRS Conference.

MDS

President's Corner

Writing my first President's Corner is an honour; we have passed our silver anniversary with flying colours and I am proud to recognize the vision of our founders and the steadfast progress made by all before me - presidents, councillors and members - which have brought us to our current, highly respected position amongst the world's leading nautical organizations. My especial gratitude goes to Richard Gimblett who has had the helm for the past several years and whose calm yet indefatigable approach has led to myriad achievements and set a standard that will be

challenging to follow. I would like to express my gratitude to our Councillors, most of whom are continuing, and to welcome Chris Madsen who is returning from a sabbatical and Errolyn Humphreys, our new Treasurer.

Elsewhere in this issue, you will find the reports from our Annual General Meeting, kindly minuted by Faye Kert, that was held immediately after a most stimulating conference in Quebec. As to the latter, Richard Gimblett and Serge Durflinger deserve great credit for the organization which included simultaneous translations - a true "first" for our society, allowing extensive bilingual participation both by speakers and attendees. It is also most encouraging to reiterate the findings of Serge Durflinger, who chairs our awards committee, that the number of books competing for the Keith Matthews Prize was, at nineteen, higher than has been seen in recent memory and their quality presented a challenge to pick the winner. By the time you read this issue of *Argonauta*, you will have received this year's issue number two of *The Northern Mariner* and numbers three and four are very close behind. The latter will be bound as a double issue of papers presented at various NASOH conferences, edited by Bill Dudley and Roger Sarty, and represents a true tribute to ongoing collaboration with our colleagues south of the forty-ninth parallel. The three pillars of our Society - conference, awards and publications - can therefore be considered as being in good shape.

The challenge, as we move forward into a 21st century that is already questioning cultural relevance and budgets, will surely be found in maintaining our values and increasing our audience. While it is all too easy to be swayed by news of economic downturns, I feel that we have great potential to develop participation by at least two demographics - our younger student body and our Francophone colleagues. Might I suggest, in this approach to the holiday season, that we all look around us at our families, friends and professional contacts and consider making a gift of a year's membership. Who knows how many youthful minds might be inspired by thoughts such as those of Macaulay:

*Mine is the world of thought, the world of dream,
Mine all the past, and all the future mine.*

I look forward to your support as we move the Society into its second quarter century.

*Paul Adamthwaite,
President CNRS*

News and Views

Last Titanic Survivor Sells Mementoes to Pay for Care

[Channel News Asia, 16 October 2008] The last remaining survivor of the *Titanic* disaster is auctioning mementoes from the doomed liner to pay for her nursing home fees.

Millvina Dean was only two months old when the *Titanic* struck an iceberg on her maiden voyage and sank in 1912, but now at the age of 96 she is struggling to make ends meet and hopes to make 3,000 pounds (3,845 euros, 5,171 dollars) from the sale.

Personal items going under the hammer include a 100-year-old suitcase filled with clothes given to her family by the people of New York after they arrived there following the catastrophe.

Dean has lived in a nursing home for the last two years. "I was hoping to be here for two weeks after breaking my hip but I developed an infection and have been here for two years. I am not able to live in my home any more," she told the *Southern Daily Echo* newspaper. "I am selling it all now because I have to pay these nursing home fees and am selling anything that I think might fetch some money," she added. "The fees are quite expensive. The more money I can get from the auction the better."

Some 1,500 passengers and crew aboard the *Titanic* died when the White Star Line luxury ship sank in the frigid northern Atlantic ocean on her way from Southampton to New York. Dean's family were emigrating to Kansas

aboard the doomed liner. She was the youngest survivor, rescued along with her baby brother and mother Eva, although her father died.

In all, some 700 people survived the sinking, one of the worst maritime disasters ever. Their numbers have dwindled over the decades, leaving only Dean left after fellow Briton Barbara Joyce Dainton died last year.

Last Veteran of *Hood* Sinking Dies

[BBC 5 October] The last remaining survivor of the sinking of WWII battle cruiser HMS *Hood* in May 1941 has died at the age of 85, his naval association has said.

Ted Briggs, from Hampshire, was one of just three survivors out of more than 1,400 crew after an exchange of fire with the German battleship *Bismarck*. When asked about the sinking he said: "I was not a hero, I just survived."

Mr Briggs once said a sighting of HMS *Hood* as a boy had inspired him to join the Royal Navy as a signalman. The teenager was assigned to HMS *Hood* in 1939. When *Bismarck* was spotted in the Denmark Strait in May 1941, *Hood* was sent in pursuit.

During the Battle of Denmark Strait she was bombarded with shells, one of which caused a huge explosion that ripped through the ship, sinking her in less than three minutes.

In 2001, the wreck of HMS *Hood* was found 3,000m below the surface of the sea between Greenland and Iceland. Mr Briggs, who was 18 at the time of the sinking, said he had survived because he was caught in an underwater air pocket.

After a short period of leave following the loss of the ship, Mr Briggs was assigned to another vessel to continue his naval career. He served for another 30 years before retiring, later becoming president of HMS *Hood* Association and an MBE.

Mr Briggs died at the Queen Alexandra Hospital in Portsmouth on Saturday, his friend and the chairman of HMS *Hood* Association, Peter Heys, said.

Mr Heys described him as a "perfect gentleman." He added: "He was a humorous man but he did not like to be reminded of the sinking as he had to be pulled out of the freezing water." Mr Briggs is survived by his wife Clare.

Midshipman William Dundas, who died in 1965, and Able Seaman Bob Tilburn, who died in 1995, were the other survivors of the sinking.

Naval Holdings at the Directorate of History and Heritage

by Valerie Casbourn

Part 1 - DHH

The Directorate of History and Heritage (DHH) is part of the Department of National Defence and is mandated to safeguard and disseminate Canadian military history and heritage. DHH maintains an Archives and Library section to support the research and writing of official histories. Researchers can visit DHH at 2429 Holly Lane in Ottawa, Ontario. Archival and library materials, as well as copies of finding aids and guides, may be accessed via the public reading room on Tuesdays and Wednesdays between 8:30am and 4:00pm. For more information, please visit the DHH website at: www.forces.gc.ca/dhh/

Part 2 - Recently acquired and described naval-related fonds/collections

DHH holds a large number of documents related to Canada's naval history. New fonds and collections are received on a regular basis. The three fonds and one collection discussed below were accessioned into the Document Collection between 2004 and 2006, and described between January and April 2006.

The *M.E. Kletke* fonds (fonds number 2004/1) consists of a paper compiled in 2002 by

M.F. Kletke entitled "Royal Canadian Naval Vessels Days at Sea 1924-1984" Kletke is a former co-op student who completed his work term at DHH in 2000. It contains a compilation of days spent at sea for selected vessels of the Royal Canadian Navy/Maritime Command from 1924 to 1984. It also incorporates the place of departure and arrival along with the reason for each voyage. The selected vessels include HMCS *Magnificent*, HMCS *Uganda*, HMCS *Quebec*, HMCS *Thienval*, HMCS *Ontario*, HMCS *St. Stephen*, HMCS *Cayuga*, HMCS *Ojibwa* and HMCS *Bonaventure*.

The *Lisa Y. Dillon* collection (2004/8) consists of files concerning merchant ships that sank in Canadian waters during the Second World War. Dillon worked as a researcher for the Naval History Project at DHH. The files contain a variety of documents with information such as particulars of enemy attacks on merchant ships, inquiries into the sinkings, transcripts of evidence and other relevant documents about the ships, passengers, or the attacks. Most of the documents date from 1942, though some were created later. The collection also includes miscellaneous documents used for researching, including general information relating to sinkings and U-boats, extracts from war logs, and rough notes.

The *L.B. Jenson* fonds (2004/9) consists of profiles of Royal Canadian Navy (RCN) ships that served during the Second World War. Commander Latham B. Jenson (1921 - 2005) joined the RCN in 1938 and served with the RCN during the Second World War and afterwards. After retiring from the RCN he illustrated a number of books with pen and ink drawings including *Tin Hats, Oilskins & Seaboats: A Naval Journey, 1938-1945*. In 2004 he was awarded the Order of Canada for services to maritime heritage. Commander Jenson drew the profiles of RCN ships included in the fonds for the Naval History project circa 1990. The ships include HMCS *Algonquin*, HMCS *Kanuskasing*, HMCS *Vancouver*, HMCS *Georgian*, HMCS *Fraser*, HMCS *Athabaskan*, HMCS *Dunver*, HMCS *Niagara*, HMCS *St. Laurent*, HMCS *Alberni*, HMCS *Leaside*, HMCS *Prince David*, HMCS *Prince*

Henry, HMCS *Nabob* and HMCS *Uganda*. Also included are sketches of a Fairmile "D" Motor Torpedo Boat, Fairmile Motor Launch Type "B", BCP 70.5 Motor Torpedo Boat, Landing Craft Assault, Landing Craft Mechanized (Mark 1), Landing Craft Mechanized (Mark 3), and Landing Craft Infantry (Large).

The *Hydrographic Services Office* (Halifax, N.S.) fonds (2006/2) consists of several files containing forms, messages and correspondence between chart depots at various locations in the world and the Hydrographic Services Office in Halifax, N.S. The documents date from 1939 to 1947. The Hydrographic Services Office is an organization dedicated to providing geomatic products and information to Canada's military forces. The fonds includes files of the Hydrographic and Map Services Branch of the Canadian government and the Hydrographer Naval Service Headquarters (NSHO) Ottawa (formerly the Staff Officer Navigator) as well as the British Admiralty's Hydrographer and Chief Superintendent and several other organizations. The fonds also includes numerous requests for charts and other hydrographic publications as well as various documents describing the shipping, receiving and issuing of charts to various ships and other hydrographic offices. There is also personal correspondence of the Commander of the Halifax Chart and Chronometer Depot which describes personal inquiries and requests to the office. Standards on magnetic compasses, buoys and other nautical equipment are included in the fonds as well as numerous memoranda describing all administrative functions of the depot.

Part 3 - Excerpts from *The Quick Reference Guide to the Naval Kardex* collection

The following material is excerpted from *The Quick Reference Guide to the Royal Canadian Navy Historical Section fonds (Naval Kardex collection)*, written by Amy Bourgoin in August 2005. The Naval Kardex collection consists of thousands of documents dating from 1917 to 1966. The *Quick Reference Guide* is intended to assist researchers looking for

specific topics or types of document. The *Guide* lists the documents according to type, such as intelligence reports, historical narratives, reports of proceedings and photographs. Each list, with file name, dates and box number, is preceded by an introduction explaining the type of document. These introductions are being reproduced in this publication, in alphabetical order. The first five introductions follow.

Bulletins

The *Combat Information Center* (CIC) was published monthly during 1944-1952 by the US Chief of Naval Operations for the information of commissioned, warrant, enlisted personnel, and persons authorized, whose duties were connected with the tactical use and operation of electronic equipment.

The *United States Fleet Anti-Submarine Bulletin* was published monthly during the Second World War by the Commander-in-Chief, US Fleet, and provided reports of enemy submarine operations and anti-submarine operations.

Each *Western Approaches (WA) Monthly news bulletin* for 1944-1945 included the following: a Western Approaches U-boat report, a diary of events, support groups and carriers, a statistical review, a detailed narrative, an air review and Western Approaches news items. The bulletins were kept in the custody of Commanding Officers (COs). These bulletins were declassified and released by the Public Record Office, London. During the Second World War, the bulletins were distributed to the CO of all escort vessels and Flag Officers-in-Charge in Western Approaches Command, Commodore (D) Western Approaches and the COs at some Royal Navy ships. In Canada, they were distributed to: Naval Service Headquarters (NSHQ), Ottawa; Canadian Naval Mission Overseas (CNMO), London; Commander-in-Chief, Canadian Northwest Atlantic Command; Flag Officer Newfoundland; Captain (D) Newfoundland; and Captain (D) Halifax.

Collisions, Groundings and Mishaps

When a Royal Canadian Navy (RCN) ship was involved in a collision, the Commanding Officer would write a report of the damage

done to the ship and forward it to the Senior Officer present afloat. The damage to the ship was surveyed and a report of survey was forwarded containing a detailed list and nature of the damage. When a ship came into collision with another vessel, the CO forwarded to his Senior Officer in Chief Command a report on Form C.N.S. 232 (Report of Collision or Grounding). The report form detailed the circumstances regarding the collision. Most reports included a statement of the CO.

Commodore's Reports

Convoy Commodore's contained various reports and forms, including Convoy Form A.1, which indicated the cruising order of the ships, reports indicating the daily position of the convoy, and a report indicating the daily activities of the convoy. The reports were sent to the Naval Control Service Office (NCSO) in Halifax, as well as to Naval Service Headquarters (NSHQ) in Ottawa. Original copies, with signal and radio logs were sent to the Admiralty, as well as one additional copy to NSHQ for forwarding by bomber – the fastest means available – to Commander-in-Chief (C-in-C), Western Approaches. Occasionally, they were also sent to the Commanding Officer Atlantic Coast (COAC).

Damage Reports

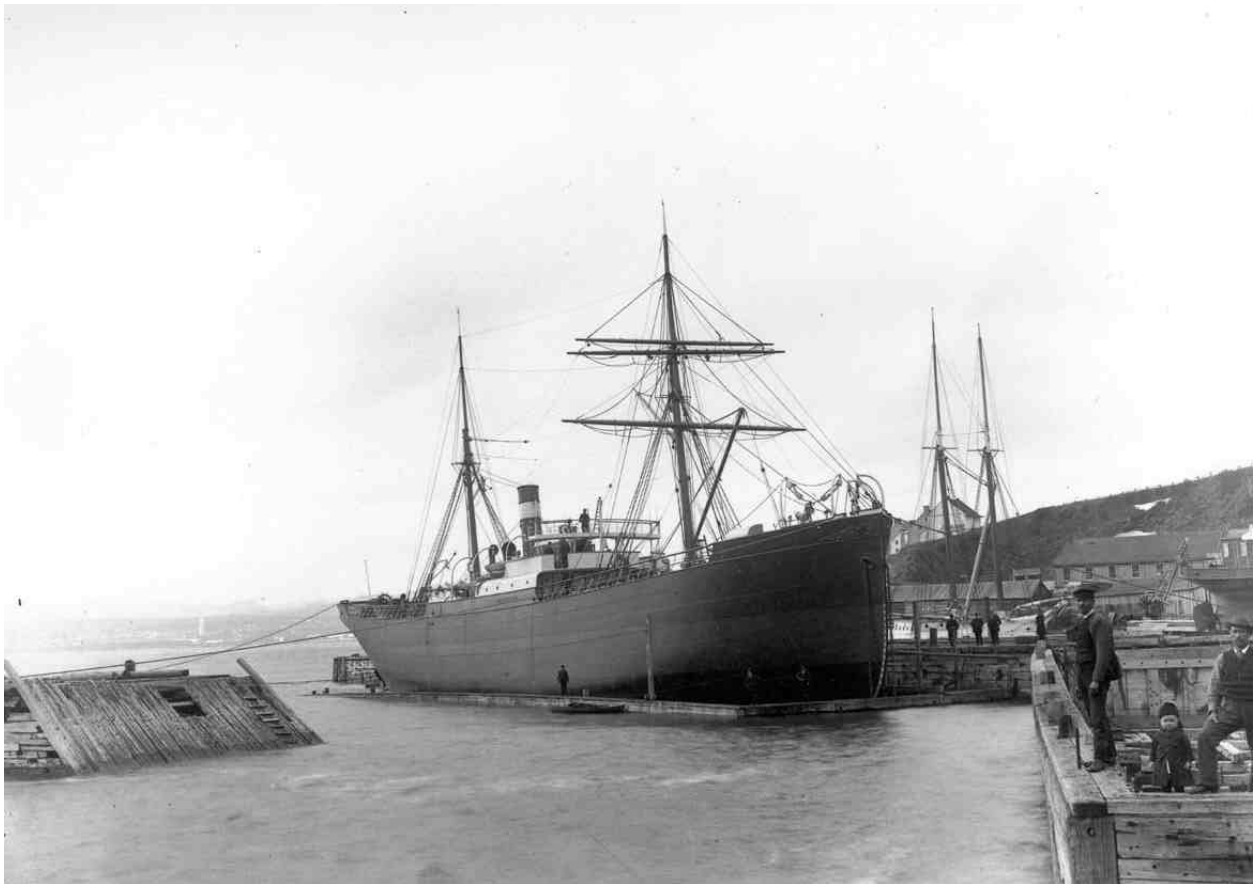
Damage reports for the Royal Navy (RN) during the Second World War were based on the reports of the ship's Commanding Officer and information obtained by the Director of Naval Construction's (DNC) representative who visited the ship on her return to port. The reports gave details on damage done by torpedoes, mines, bombs and shells. They included information on circumstances, explosion, type of weapon, subsequent events, structural design, flooding, damage control, machinery damage, electrical damage, and effect on fighting efficiency. Most reports included drawings and photographs.

Defects and Docking Reports

Defects and dockings reports were completed for the Commodore Superintendent Atlantic Coast, and pertained to refit and repair specifications (i.e. hulls, engineering defects and electrical defects). Copies were also

October 2008 ~ ARGONAUTA ~ Page 6

forwarded to the Naval Secretary, Naval Service Headquarters (NSHQ) Ottawa and to the Flag Officer Atlantic Coast (FOAC) who was limited to approving repairs up to \$5000.00. NSHQ approved any repairs that exceeded the sum. The refits and repairs were completed in HMC dockyards. Documents included correspondence regarding formal requests of parts for repair, requests for monetary funds, repair/refit summaries, etc.



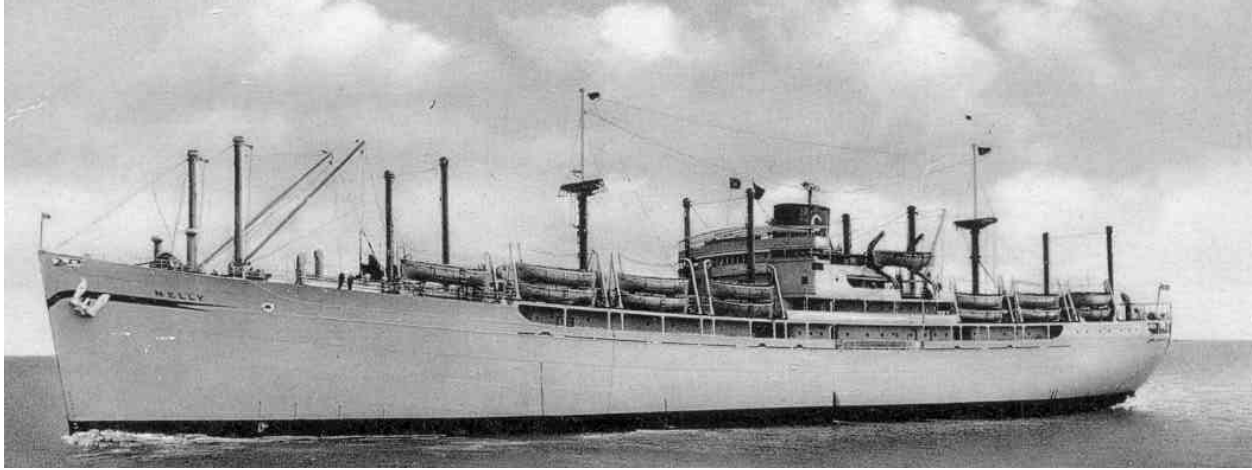
Eileen Reid-Marcil has contributed this photo showing the steamer *Bratsberg* at St Nicholas, Quebec c1889, and translated the caption sent by Jean-Pierre Charest:

Repairs on the *Bratsberg* were completed in Davie's floating dock in May 1889 .

The *Bratsberg* was a Norwegian ship under the command of Captain Neilson. She was under contract carrying coal between Sydney, N.S. and Montreal. As she travelled frequently on the St. Lawrence, she will undoubtedly have received upkeep or/and repairs in the years preceding this.

On the left, is the detached wharf, known locally as the "bloc(k)", where the tug *Lord Stanley* was generally berthed. The advantage of tying her up here is that the water was deep enough at low tide.

The *Bratsberg* is in the floating dock, and behind her is Davie's new salvage schooner *G.T.D.* She still has her two poles, as the modifications to her deck and after cabin have not yet been carried out. The men and the child appear to be in Davie's second and smaller floating dock. I have not been able to identify the tug on the marine railway.



MS *Nelly*, 1951

M.S. *Nelly* and the Port of Quebec – Not Just Pier 21

by George Bolotenko

[Editors' Note: this paper was originally presented at the 2008 AGM in Quebec City]

Introduction

On 30 October 1951, *Le Soleil* ran the following cursory announcement:

Le "Nelly", un navire étranger affecté cette année au transport des immigrants entre le Canada et l'Europe, est arrivé dans le port de Québec hier après-midi, avec à son bord un peu plus de 1,500 Neo-Canadiens. Le navire qui vient de Bremerhaven accomplit un de ses derniers voyages cette année.

The port of Quebec and Canadian immigration practices, especially following World War II to the early 1960s; the M.S. *Nelly* and her runs to Canada bringing in immigrants and refugees, largely to the port of Quebec; and the class of immigrants known as DP's, many of whom came on the *Nelly* – these are the component elements of this paper.

I. The Port (Immigration and Immigration Control)

First, a brief and somewhat episodic background to immigration into Canada by way of Quebec City. Quebec has a long history as the principal port of entry into Canada, and hence the processing of immigrants; they came from the time of canoes, small boats and, from the 1830's on, in horse-boats. Though the first immigration sheds were constructed only in 1886, on the Embankment in Louise Basin, and improved in 1887, the pattern of immigration through Quebec City was already well established.

Generally, Halifax has gloried in the legacy of being the principal immigrant gateway into Canada, and has the famed Pier 21 to show for it. True. But Quebec, even as Halifax was drawing in crowds, was no laggard in this regard: in the period 1829-1865 (over 36 years), 1,084,765 immigrants into Canada and the United States came through the port of Quebec; in 1913, the peak year of immigration into Canada, the number of immigrants through the port was 136,700, out of a total of 400,870; and the following year an even greater number entered Canada through Quebec. In fact, as one observer has remarked, in the early 20th century, "The boats disgorged their hundreds of thousands of arrivals at the 'immigration structures' situated on the Louise jetty, a veritable Canadian 'Ellis Island'". Simply put, taken in gross numbers over time, Quebec was the principal port of entry for immigrants into Canada.

Immigrants come – they must need be processed – and I will next look to the legal processing of immigrants as they entered Canada through the port of Quebec. It is a story worth the telling, based on archival sources from Library and Archives Canada. For a variety of reasons, immigration control developed in a unique manner in Quebec City. From the 1860s on, as shipping increasingly made Montreal its terminal point, there developed a unique practice in Quebec, the “Father’s Point” practice, which commenced in 1906 – namely, the sending out of Immigration Officers to board ships at Father’s Point, about 9 hours sailing time upstream from Quebec City to expedite the processing of travellers and immigrants. This compensated for the dockage and waterfront limitations in Quebec City, and shortened the turnaround time, thus lessening costs for shipowners, ever their, understandably, chief concern. This mobile service, to the best of anyone’s knowledge, was the sole such immigration control practice in the world.

By 1920 the following immigration control principles were in place: returning Canadian citizens and all first-class passengers were to be processed en route, from Father’s Point, and all others were processed at the Immigration Building at Louise Basin. Again, this shortened turnaround time for vessels after putting in to Quebec, to have had at least a portion of their passengers already screened when their ships docked.

However, from the mid-1920s onwards, this practice was curtailed; the intent of this new stricture was to bring ships into the port proper. Through the 1930s all examinations were dockside, at the Immigration Building at Wolfe’s Cove, which had been to the Department of Transport for this purpose. Shipping companies, displeased with this requirement, often petitioned for the restoration of the Father’s Point “flying practice” (perhaps “steaming service” would be a more apt allegorical expression). They had partial success. From 1937 on, all *Empress* and “Quebec City-as-terminal” vessels had the Father’s Point practice restored for Canadian citizen or resident passengers, while other

ships’ passengers were examined on board, once the ship had docked at Quebec’s port. In 1945, mandatory dockage for immigration control became the regular practice again for all vessels.

The coming of immigrants, in the post-war period, promised a boom in the ports business; but the issue for Quebec City was to secure that business, for Montreal was, frankly, a burgeoning threat to Quebec in this respect. It had already displaced Quebec, from the 1860s on, as the commercial and industrial port of primacy on the St. Lawrence. A metropolis with a far larger port, a terminal port for most shipping companies which found the forced dockage at Quebec an added burden, a great commercial and trade centre, situated deeper inland and linked to the railway transportation hub that lead into the heart of the continent – for these reasons and more the port of Quebec was under dire threat of eclipse by Montreal, with all its advantages.

That threat was manifested in June 1946, with a request from the CPR that all its *Duchess* ships bypass Quebec, and be examined en route from Quebec to Montreal; this practice had very occasionally been allowed in the 1920s and 1930s, on a one-time basis, when circumstances necessitated it. The Department of Immigration and Citizenship refused, stating that Quebec remained the first port of call where vessels would continue to be examined and cleared, and the Department provided a host of reasons to justify this decision. However, in a mild concession to the shipping companies, “to ease delays”, the Department did offer to send sufficient officers to examine cabin passengers aboard ship; all others, however, had to be examined in the port itself. Beginning in 1946, then, the federal centre, supported by Quebec interests, commenced an endless struggle with the shipping companies and with Montreal-based interests which contended that the port of Quebec was a relic of bygone years, its time done. What follows is a brief recapitulation of that struggle.

Strangely enough, though the port of Quebec had over historical time been the major point of immigration control into Canada, there

was no secure warrant for this, no legislated surety. Only practice and convention assured Quebec of its primacy as principal port of entry of immigrants into Canada. Quebec officials began to voice their desire, in January 1947, for more certainty in this regard. In January 1948, correspondence amongst officials addressed crucial complicating factors in securing for Quebec control of St. Lawrence immigration. The port's deficiencies, as per the experience of the S.S. *Tabinta* in the summer of 1947, had to be addressed. That vessel, inter alia, had been held at Quebec, and had passengers taken off, examined and returned to the ship. Upon arrival in Montreal, it had been again necessary to hold passengers until Customs was, because there was no Customs service in Quebec for the services to be effected coterminously. There were with 10,000 Dutch immigrants on their way, with fares paid to Montreal; it would be difficult, given these Quebec port difficulties, to justify forcing ships to stop at Quebec "with the extra dockage fees simply to meet the desires of the Quebec authorities". Nevertheless, the 12 Dutch ships were directed to Quebec, a decision taken at the highest political levels.

Cunard and the other great lines complained in April 1948 – to no avail. The Canadian Government continued to route immigrant ships to Quebec. The Immigration examination of passengers was more or less secured by 1950 as a port of Quebec privilege. But, given the deplorable conditions of the receiving sheds, agitation for appropriate facilities commenced. There had been talk of this throughout the latter 1940s, but now, given the choice of Quebec as the sole port of immigrant entry, it became a more pressing issue. In fact, were a new Immigration terminal built, it would almost cement Quebec's hold on the Immigration service.

Thus, at a May 1950 meeting, Laval Fortier, the Deputy Minister of Immigration and Citizenship, stressed the need for suitable facilities at Quebec, "where all trans-ocean passengers would be examined". What he was saying, in bare fact, was the following – the Federal Government, through the Department of Immigration, was granting Quebec this monopoly, and to secure it, would allow no

other receiving points to develop, as exemplified by the intended erection of a new Immigration Terminal in Quebec. The Harbours Board agreed to allocate some space immediately on the 2nd floor of Shed A. Moreover, the need was all the more imperative, given the Deputy Minister's recognition that "continual criticism by the public, immigrants, transportation companies make action essential". On 29 November 1951 Fortier addressed a memorandum to the Hon. W.E. Harris, Deputy Minister at Transport, encouraging him to raise the issue of facilities with the Minister.

It was a hard slog to get all levels of officialdom on board in this venture. Immigration officials continued to press the Department of Public Works and the Quebec Harbours Board on a new building. And they had the ammunition of numbers in their arsenal, pointing out, in 1953, that there had been a signal increase in overseas passenger traffic, from 5,863 in 1947 to 78,426 in 1952. That traffic, they pointed out, would only increase. Yet the companies, led by Cunard and CP, were not prepared to give up on the Quebec by-pass, making straight for Montreal. They raised the issue again in 1954, pointing out that the Father's Point Service had been curtailed (which cost them dearly in forced dockage), that larger ships required the more capacious berths of Montreal, and, most tellingly, that airline competition was driving them into the ground.

Fortier responded with some firmness on 29 June 1954 to Mr. Dudley Page, President of Cunard, declaring that while companies are free to choose Montreal as their terminal port, or any other for that matter, "it is considered Quebec must be retained as first port of call where examination of immigrants will take place". And, he added tellingly, the designation of examination points was the exclusive responsibility of the Department of Immigration and Citizenship.

The issue of the new Terminal building was finally resolved, and contracts let, by 1956. The opening of the new building, in 1959, secured Immigration examinations at Quebec

for the foreseeable future. The shipping companies struggled on, pointing out that to their knowledge that “there is no other country which insists on passengers landing at an intermediate point to undergo immigration examination”. But with the new Terminal, and the Department of Immigration and Citizenship staunchly defending its right to determine points of immigrant examination, Quebec’s role in immigration reception was assured.

This issue was finally, and irrevocably, put to rest on 18 November 1959, when the Minister of Immigration and Citizenship, Helen Fairclough sent the following note to H.T. Mason, President of the Shipping Federation of Canada:

After giving serious thought to both sides of the question, I have concluded that beginning with the 1960 season in the St. Lawrence, Immigration officers will no longer be despatched to Father Point and examination will be conducted at Quebec. Immigration examination will be available day and night, seven days a week, at no cost to the transportation companies.

In closing this section on immigration control aspects, these are the summary points:

- post-WWII immigration to Canada marked a new chapter in the history of immigration into Canada
- the role of the port of Quebec became a signal issue
- unlike before, most immigrant traffic was directed not to Halifax, but into the St. Lawrence
- by custom and convention, the port of Quebec, as first major port on the river coming in from the estuary, had been the place of dockage for immigration purposes
- but that had been only custom – and as it became manifest that Canada would open her borders on a massive scale, to take in the DPs and other post-war refugees and immigrants, the port began to fight to assure its role in this process

– it meant, of course, jobs for Immigration officials, pilot’s fees, dockage fees, as well as the additional business gains from the shipment of tens of thousands of refugees out through the CNR and CPR lines out of Quebec

– Quebec had never lost its friends in the Immigration department, as well as amongst politicians, who fought off the pressures of shipping companies to cut Quebec out of the immigrant traffic and allow direct sailing to Montreal

– this perhaps best accounts for why the port became, in large measure, a “Pier 21” after WWII. As G.R. Benoit, Director of Immigration in Ottawa, put it in 1953 when responding to criticism of the necessity to put into Quebec with immigrant-laden ships, “There is only one reason for ICEM-chartered ships to dock at Quebec: the prestige of that venerable city”

Yes, politicians, basing their decisions on political and other imperatives, gave the port life with the immigration process – but then ports, like so much else in life, are also subject to politics. And why not Quebec? Was it not, after all, a “venerable” city?

II. The Ship

The next component of this paper is “a ship”, the MS *Nelly*, intimately connected with immigration to the port of Quebec. I think it more than the case for all here – we are all lovers of ships. They fascinate, because though insensate products of human crafting, yet they live. There is a faithful servant in them, yet also a vagabond and a risk-taker. Thoughts of a ship raise other wondering? Who were the people and what the cargo they carried, whom the passengers and travelers, whence and wither and why they journeyed? How did they end their days? And some ships, in their time, lived many lives through serial re-incarnations, which render them ever that much more fascinating. Such a ship was the one I noted with my incipitory citation as she made port, in Quebec City, in the very early hours of 30 October 1951 – the M.S. *Nelly*. Later, I will

explain how I upon this unique ship, and why I selected her for the purposes of this paper.

The *Nelly*, in her time, had seven incarnations, as follow:

First Incarnation – M.S. Mormacmail

The *Nelly*'s hull was laid down in July 1939 at yards in Chester, Penn, for Moore McCormack line; she was an intended passenger and mail carrier. Launched 15 January 1940, she was of 12,575 tons gross, 492' overall, with a beam of 69.2', with one funnel, one mast and a single screw capable of a speed of 16 knots, diesel-powered.

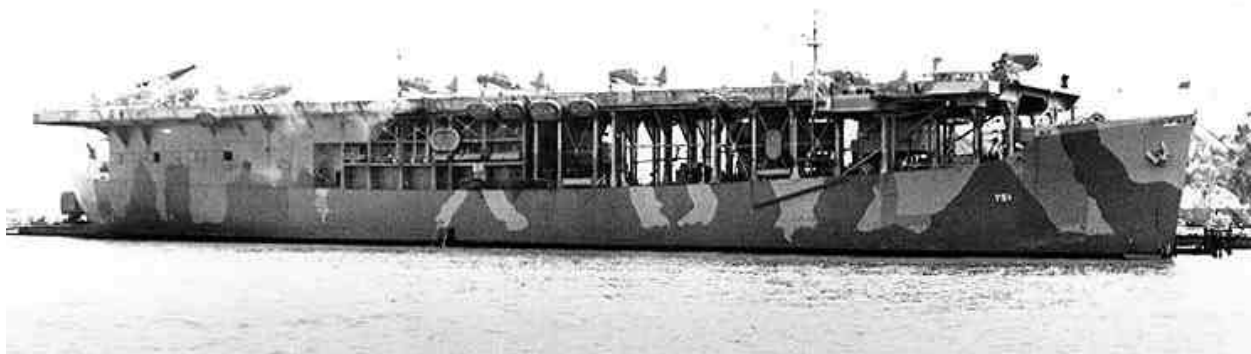
Second Incarnation – USS Long Island

Before she could see any civilian service, the *Nelly* was acquired by the US Navy in March 1941, and commissioned in June 1941 as the USS *Long Island*, the first converted escort carrier, (also called "baby" carriers, and known as naval auxiliary carriers). She was sister ship to the British *Archer*, which the UK

Pacific. In April 1947 she was sold to a Portland, Oregon yard for scrapping.

Third Incarnation – M.S. Nelly

Purchased in March 1948 at auction by the Caribbean Land & Shipping Corp, (based in Colon, Panama), the ship was renamed *Nelly*. She was converted to merchant service, specifically to transport migrants, with accommodation for 1,300 to 1,500 passengers with the most basic of services. Once conversion was completed, she became an immigrant carrier between Europe and Canada, and also Australia won renown for the Australia service. In fact, until 1953 the majority of her runs were to Australia; however, she did make a significant number of trans-Atlantic crossings from Europe (largely Bremerhaven, Germany's great port ion the Baltic) to Canada.



The USS *Long Island* at Pearl Harbor, 17 July 1942.

acquired under Lend-Lease; in fact, both vessels were originally laid down for the MorMac Line. She could carry 21 planes for combat, and was gunned with one 5" gun, a pair of 3-inchers, and was the first escort carrier to reach the South Pacific, where she participated in operations at the Battle of Midway in June 1941, and in August 1941 at Guadalcanal, earning one battle star for war service in

Fourth Incarnation – M.S. Seven Seas (As Passenger Liner)

After an extensive re-fit in 1953 in Bremerhaven, *Nelly* was renamed *Seven Seas*. There was some intent that she serve as a passenger luxury liner. However, in 1953 she was chartered to the Europe-Canada Linie GmbH, of Bremen, formed in 1955 as a joint subsidiary of the Holland America Line and the



Long Island's hanger deck, March 1942.

KoninklijkeRotterdamsche Lloyd. Holland America Line became sole owner of the ship in 1963 (the company was renamed ECL in 1966).

Nelly transported emigrants from Germany to North America. Save for one charter run to Australia (May 1953), she was in the Canadian trade until April 1963, after which the ship began operating the Bremerhaven-New York route.

Fifth Incarnation – M.S. *Seven Seas* (as Floating University)

At the end of the summer season of 1963, the ship was chartered by Chapman College, in the United States, for study cruises for their University of the Seven Seas, sailing all around the world. In 1964 and 1965 the *Seven Seas* alternated between Australia runs and floating university, still owned by the Holland-America Line. She resumed Atlantic service during the summer months in 1965, with her last voyage commencing 13 September 1966.

Sixth incarnation

In 1966 ECL sold the ship to *Studenthuisvesting*, and at Rotterdam was hulked as a student hostel, near the Erasmus university grounds for the university's students.



MS Nelly.

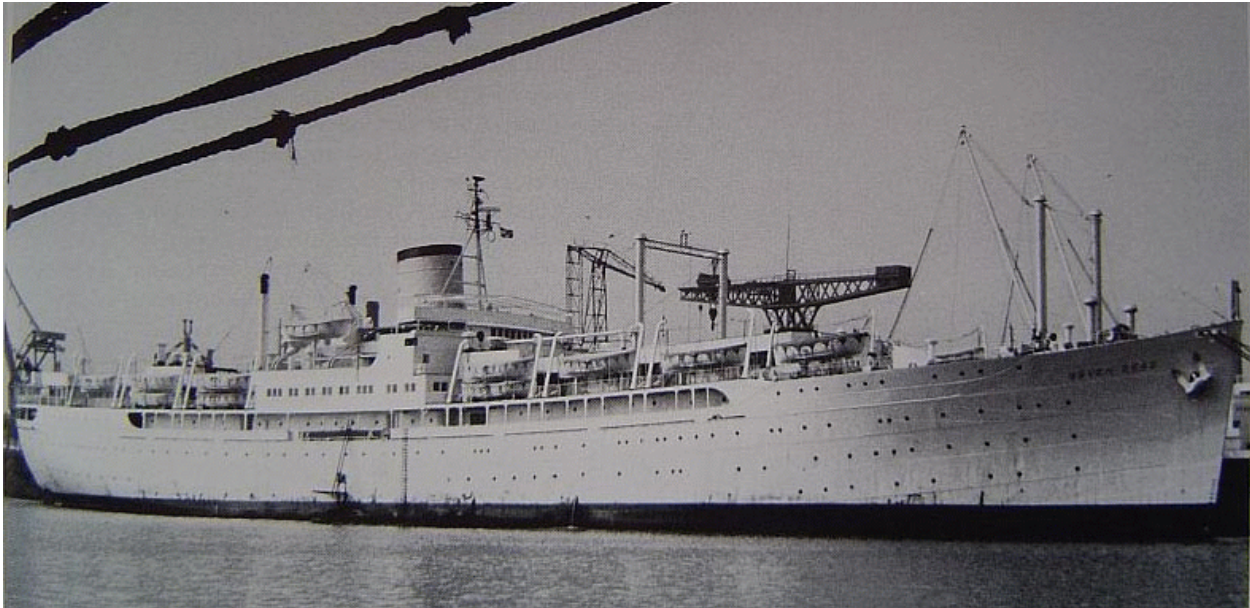
Seventh Incarnation –

The vessel was later sold to Verolme United Shipyards as a local hostel ship for shipyard workers.

The ship was finally sold to ship-breakers in April 1977. On 4 May she was towed away, and a day later was at the Ghent yards of Van Heyghen Freres, where she was broken up. And that was the end of *Nelly*. In her Atlantic crossings, especially as *Nelly*, she bore tens of thousands of post-war immigrants and refugees to Canada, largely to Quebec City (but to Montreal as well, particularly in the 1960s) as a receiving port. Amongst the latter category there was a particular subset of refugees, the Displaced Persons, to which I would like now to turn.

III. Displaced Persons

The DP's as a category were a unique grouping from amongst the millions of refugees which clogged non-Communist Europe following WWII. In 1947 their numbers stood at approximately 410,000 in Austria and 700,000 in Germany. Of these latter, approximately 200,000 were Volksdeutsch, persons of German ancestry driven from ancestral homes in central and Eastern Europe, and 50,000 from Germany proper. They resided in camps run by either U.N.R.R.A. or the local military, constituting, in the words of a London Times correspondent who wrote in 1947, "a Sargasso sea of lives, the driftwood of history ...[filled with] crimes, fears, revenges and tragedies of Europe as two wars and an immense political change have left it". The salient question was – what to do with them? The simplest solution – send them all to go back to their former countries. But what would



The *Seven Seas* alongside in Bremerhaven.

their own countries, who perceived them as quislings and politically unreliable, do to them? On that, everything got gummed up.

So the DP problem festered, as Europe gradually cleared itself of refugees returning to their homelands. For the DP's, however, this routed was closed off. Given that the new Communist governments in their homelands, largely in Central and Eastern Europe, were manifestly hostile to the DP's, they had no option but to wait for countries to open to them. In Canada the uncertainty of post-war dislocation and conversion to peace-time economies, and especially the opposition of unionized labour to the influx of cheap workers, froze the fate of the DP's until more or less 1949, although from 1947 on, small numbers of particular groups were allowed into Canada.

By May of 1949, Canada had accepted a total of 64,860 DP's, a relatively small number. However, new needs began to manifest themselves about that time. In Cabinet discussions, on 21 December 1950, W.E. Harris, Minister of Citizenship and Immigration, indicated a breakthrough moment for immigration to Canada which proved a signal moment for DP's in European camps. Inter alia, "a manpower shortage may exist in Canada in 1951", Harris declared, and thus "it

is desirable to obtain as many workers as possible from Displaced Persons camps in Europe". Later, in 1951, Laval Fortier, the Deputy Minister of Citizenship and Immigration declared that all indicators suggested that Canada could easily absorb 100,000 refugees a year. And thus the numbers of immigrants soared – 211,220 immigrants were admitted in 1952, amongst them many DP's, an overall increase of 147% over the 85,536 refugees admitted in 1951. Of the overall number of immigrants admitted to Canada, most of them here by 1953, the DP's constituted 163,984.

IV. Conclusion: *Nelly*, the Port of Quebec and the DP's

And now, to tie all this together. The *Nelly* was engaged heavily into the DP and immigrant trade, delivering its immigrants, amongst them large groups of DPs, through the port of Quebec, which by governmental fiat, as well as by practice and convention, was the true Pier 21 of Canada, both in the 19th century and in the post-WWII era. *Nelly's* runs to Canada, in transporting DP's in the 1951-1953 period, were relatively few, no more than four to six; she was a workhouse in the Europe-Australia trade. From 1953 to 1963, however, the *Nelly* was exclusively on the Europe-Canada sea

lanes, averaging somewhere in the area of eight runs annually, probably 10,000 immigrants annually. Many made their way into Canada through Quebec City, repeating the experience of countless others who reached the New World over the preceding centuries.

Those who came as sea-borne immigrants, as their ships made way for the port of Quebec, were, all of them, affected by their first sight of the port. All were humbled, many stunned, by the rearing beauty and visceral grandeur of Diamond Head as their ships approached the port. Andre Duval, in a sweet little book of 1979 titled *La Capitale*, recounts that Diamond Head signified many things to those who sailed or steamed up to it over the past 400 years. To returning Quebecois it signified the surety and permanence of their *pays*; to arriving British it bespoke the glory of their fabulous Empire, suggesting another Gibraltar, this one in the New World; to the poetic it breathed sublime majesty; to the mystical it promised a virgin land of incomprehensible natural forces; to merchants it signaled a cornucopia from which untold wealth would flow.

And to a young DP boy, 5 years of age, who experienced the splendour of the Rock as the *Nelly* nosed its way slowly towards the port in the dawn of 30 October 1951, the image of Diamond Head that morning is fixed in his mind to this day, without the slightest diminishment or fading. The rock reared, imperious and imposing, a looming silhouette soaring high into a crackly-frozen early-dawn



The *Nelly* in Bremerhaven.

blue, with stars, their fire paling with the first lightening of day, still twinkling in the firmament above. The rock was stern; but it was also solid. And at its foot flickered lights in human habitations, and they warmed the boy inside, and called him towards the land.

That boy was me. And that is how I came upon the *Nelly*, both figuratively and literally, and how I, along with 1,500 others, came to this port as a “Neo-Canadien”, almost 56 years ago now. And why I so wanted to be here for this occasion – to celebrate Quebec and its port, and to see once again the Rock of the St. Lawrence. I don’t know that this paper has introduced to you any eureka intellectual moments – I rather doubt that. But I do hope that you have enjoyed this *raconte* as much as I have enjoyed telling it.

Iceland and Canadian Maritime History

By Alec Douglas

In July five Canadian historians, Alec Douglas (former official historian), Marc Milner (University of New Brunswick), Jeff Noakes, (Canadian War Museum), Roger Sarty (Wilfrid Laurier University) and Michael Whitby (naval team leader at the Directorate of History and Heritage) attended a five-day conference organized by the University of Iceland, in Reykjavik, on “The Arctic Convoys: A Lifeline across the Atlantic”. Participation in the conference included a wide cross-section of maritime historians, mostly from Europe and Russia. Veterans of the arctic convoys from various countries also took part and formed their own panels, an interesting and useful addition to the proceedings. Sadly absent from their number were Ray Philips and Admiral Bob Welland, both of whom had to cancel because of illness. However the son and grandson of Rear-Admiral Dan Hanington, who survived the sinking of the armed merchant cruiser HMS *Rawalpindi* and was brought to Reykjavik in November 1939, came to the conference and laid an impressive wreath in memory of the ship during a ceremony at the Fosburg Cemetery, on the last day of the conference.

The large number of Russians on the program, quite a significant presence, illustrated a belated recognition of the importance of the convoys to Murmansk and Archangel, 1942-5. Included among them were three secondary school students who gave most impressive papers on the subject, in English. These young people, from Murmansk, had won a competition for essays on the subject. The historians and veterans not from the other side of the Atlantic included the five Canadians, one American and one Australian. There was no representative from the United States Navy: the one American, Michael Whalling, was the author of several book on the U.S. Coastguard. The Australian, Augustine Meaher of the University of Melbourne, spoke on Australians and the Russia run.

This was a most interesting and valuable conference, and the Canadian presence opened the eyes of many who had not realised what a significant part the RCN and RCAF had played in the war at sea. It also provided the opportunity to explore the idea of sending Canadian students to Iceland, as part of the Canadian Battlefields Foundation annual student tour. Of particular Canadian interest there is the memorial to HMCS *Skeena*, which was driven aground with considerable loss of life at Reykjavik during a vicious North Atlantic storm in 1944. As the naval prayer says "preserve us from the violence of the enemy and the dangers of the sea". The graves of Canadians, who died in or near Iceland during the Second World War, are in the Commonwealth War Graves section of the Fossvogur Cemetery. The airports at Kevlavik and Reykjavik were extensively used by Canadian, British and American aircraft during both the Second World War and the Cold War, and the Reykjavik in particular was used by 162 Squadron RCAF in 1944-5. Near Reykjavik is Hvalfiord, an enormous, indeed a spectacular natural harbour, that was used extensively by Allied naval forces, and for which a former liberal member of parliament (the Althing), Magnus Thor Halfsteinsson, has an incomparable collection of wartime photographs. We visited all these places, and were most warmly welcomed by the family of Einar Sigurdsson, who took us to Videy Island.

Einar Sigurdsson had rescued most of *Skeena's* ship's company by some heroic efforts in 1944, and his descendants have a very strong feeling of association with Canadians.

We returned with a new appreciation of the strategic importance of Iceland in maritime affairs, and with a strong feeling that future visits would be rewarding, both from the historical importance of the place and its remarkable if stark beauty.

Museums and Ships

Cerberus

On 25 July 2008 Peter Garrett, Minister of Environment, Heritage & the Arts, on behalf of the Australian Government, announced that \$500,000 had been allocated to assist with stabilising *Cerberus*. The funds are being held in a tax deductible account by the National Trust of Victoria. This funding allocation marks the first time that any Australian government has provided funding towards saving *Cerberus*. Announcing the grant at Half Moon Bay, Minister Garrett thanked Friends of the *Cerberus* for raising the awareness of the plight of *Cerberus* and also acknowledged the important contributions of Heritage Victoria and the National Trust of Victoria for their role in working towards saving *Cerberus*. Minister Garrett showed a genuine interest in and enthusiasm for saving *Cerberus*. As part of his remarks about the important role that *Cerberus* played in the Victorian and Australian Navies, Peter Garrett quoted from the 1926 *Herald* newspaper when he said- "Aptly named, the old ship prowled around the bay for half a century, a watch dog with fearful barks from her 18 ton muzzle loaders, a veritable 'Old Ironside.' She was the cradle of the fleet - the nursery where two generations of sailors learned their art and craft."

CNRS West Coast Conference 2009

Planning for the 2009 Conference in Victoria BC August 12-15 is well underway. The theme is Pacific navigation; proposals for papers have already been received from Australia, the UK, several locations in the U.S.A. and from across Canada. Decisions by the organizers on which papers to accept will be made early in 2009. The topics submitted thus far range from Elizabethan voyages through to the little-known 1,000 voyages across the North Pacific by Russian freighters carrying lend lease cargoes 1942-45. The programme includes an after dinner talk by Dr. Michael Hadley on Jack Aubrey's cuisine and a lunch address on the celebrated removal in the 50s of Ripple Rock, a natural obstruction in the deepwater channel between Vancouver Island and the mainland. Visits to the state of the art naval coastal navigation (pilotage) and shiphandling trainer and the hydrographic section at the Pat Bay Ocean Sciences Centre are planned.

The Conference opens Wed Aug 12 with a reception at the Maritime Museum of BC and keynote address by noted west coast historian Dr. Barry Gough and ends Saturday noon. Sessions will be in the downtown Naval Reserve division HMCS *Malahat* which is on the site of one of the ephemeral wartime shipyards which built 10,000 ton freighters.

Following the conference there will then be an optional excursion to Bamfield, located on the Pacific Ocean on Vancouver Island's rugged coast and site of both a historic cable station designed by Francis Rattenbury for the "All Red" underwater cable route which linked the British Empire early in the 20th century and of one of BC's earliest lifeboat stations. Travel will be by coach to Port Alberni on Saturday and in the *Lady Rose* (a relic from the 30s but still active carrying freight and passengers) out to Bamfield and return via scenic and unspoiled Barclay Sound on Sunday August 16.

Conference fee including catered opening reception, all lunches and coffee breaks, banquet at Union Club of BC **\$ 185/person**.

(CNRS bursaries available for students)

Optional Excursion to Barkley Sound and Bamfield \$ 275/person (includes transport and hotel in Port Alberni)

Proposals for Papers will be accepted up to Jan 31 2009 and should be directed to

Robin Inglis
4165 Doncaster Way
Vancouver BC v6S 1W1
604 228 0241
E-mail: robininglis@hotmail.com

Administrative enquiries to:

Jan Drent
1720 Rockland Avenue
Victoria BC
250 598 1661
E-mail: jdrent@pacificcoast.net



Lady Rose

Minutes of the Annual General Meeting Quebec City, Quebec Saturday, 09 August 2008

1. Call to Order and Approval of Agenda

The meeting was called to order by the President at 10:00 a.m. in the meeting room of the Auberge St-Antoine. The Agenda was approved.

2. Minutes of the Previous Meeting

AGREED (F. McKee/Hadley) to accept the minutes from the 2007 meeting in Churchill. There being no business arising, the President moved to his report.

3. **President's Report**

In presenting his final report as outgoing President, Richard Gimblett confirmed, that since the loss of MUN's support in 2001, and thanks to the efforts of several society presidents over the years, the CNRS is finally financially stable with its publication schedule on track.

Enumerating the society's achievements over the past three years of his presidency, Gimblett mentioned the establishment of the CNRS website, the increase in the number and value of the prizes established by the Awards Committee, and the completion of digitizing the first fifteen volumes of *The Northern Mariner/Le marin du nord* and posting it to the website (allowing a gap of two years before issues were placed on the site to encourage membership.) Some ambitious and delightful conferences had been undertaken with great success, including the 2006 Churchill conference which was the society's most expensive but first truly northern conference site, and the current Quebec City conference during the city's 400th anniversary year, which is our first truly bilingual conference. Ongoing partnerships and collaboration with other groups such as the RCN and SNR had been strengthened and a new level of cooperation with NASOH had been reached with that society's adoption of *The Northern Mariner/Le marin du nord* as their journal.

As he stepped down as President, Gimblett expressed some regret for the society's seeming inability to attract young scholars. The lack of applicants for the Panting bursary for new scholars over the past two years, as well as very few new young members was indicative of the ongoing challenge facing the new President, Treasurer and council members slated for this year. As he

thanked Council and the rest of the society for their immense support over the years, Gimblett urged members to continue supporting the new President of CNRS, Paul Adamthwaite.

4. **Treasurer's Report**

The financial report was presented by R. Gimblett on behalf of Walter Tedman, who would also be stepping down this year. Members were given the balance sheet and income statement for 2007 to review.

At the end of July, 2008, conference receipts indicated that the Quebec conference would likely break even. The NASOH/CNRS cooperation on publication of TNM/LMN was proving very successful, thanks to reduced production costs resulting from new protocols and the efforts of the various editors. Regulatory filings had been completed and the end-of-July revenue from memberships and donations was \$9,000.

A new treasurer, Errolyn Humphries, agreed to succeed Walter Tedman as part of her voluntary service requirements. Kert and Gimblett had met with her earlier and thought she would be an excellent addition to the society.

MOVED (Ruffman/ Glover) to accept the transition of Treasurer from Walter to Errolyn by October 1 (or November 1, at the latest). AGREED.

Among the issues discussed was a suggestion by A. Ruffman that a space be included on the membership form to allow for bequests such as the Maritime Museum of the Atlantic and other organizations do. Fraser McKee mentioned the \$47 cost of NOAC membership with a \$50 Keep the Change option. There was also an acknowledgement that the editorial

positions within the society were filled by volunteers and this type of contribution was not even recognized by many universities. Fraser McKee made the point that newsletters were “the glue holding the organization together” and as such, were extremely valuable to the society. Andrew Cook suggested that the society needs to quantify the opportunity costs of this volunteer work in order to determine the real operating cost of the society. Gimblett reminded members that this lack of understanding of the real cost of publishing both the journal and the newsletter was one of the shocks CNRS experienced when taking over from MUN and the reason why the first few treasurers were unable to reach a smooth accounting process. To Bryan Elson’s enquiry about the need for external audits, it was stated that they were not really necessary due to CNRS’ charitable status, but Maurice Smith suggested a review every few years might be a good idea.

Paul Adamthwaite’s proposal for a vote of thanks to NASOH for their physical and financial help in distributing the journal was accepted unanimously.

It was MOVED(Glover/F. McKee) to convey the society’s thanks to Walter Tedman for his exemplary service as Treasurer, playing a critically important role in setting the society on a rigorous financial path. AGREED.

5. Publications

a) *Northern Mariner* – Paul Adamthwaite reported on the progress of the journal, indicating that thanks to Roger Sarty’s efforts, the publication should be back on track by October 2008. Although slow, the peer reviewing backlog was also moving under control. Of even more importance was the

completion of the digitization of all back issues of *The Northern Mariner/Le marin du nord*. All articles and reviews will be posted on the CNRS website except for the previous two years, to allow members to have access to the latest issues as a benefit of membership. Now that each issue is prepared in PDF format, however, when it is time to post them, they can easily be added to the web site.

The participation of NASOH members in the journal has raised the numbers printed to 550 which has contributed to lower per-unit costs and more efficient production techniques have not only reduced production time but have resulted in savings of approximately 20% in production costs. Jim Pritchard also congratulated the editors on the improved quality of photos in the journal and suggested that a piece be placed in *Argonauta* to call attention to the new software and technical improvements in the journal. Andrew Cook reminded members that the acquisition of new technology for the journal and *Argonauta* should also be recognized as opportunity costs for the purposes of cost management. Book review editor, Faye Kert, reminded members about the need for more reviews and suggestions for titles.

b) *Argonauta* – Maurice Smith reported that the newsletter put out 196 pages last year with the duties shared between Bill Schleihaufer who handled the layout and PDFs and Maurice, who did the editing. He

reminded members that Bill did the bulk of the work as co-editor and should be recognized for his efforts. Richard Gimblett reiterated the importance of having a newsletter for the society and, since Bill Schleihauf was unable to attend the meeting, suggested members contact him personally to convey their appreciation. Maurice also reminded members that more content was needed for the newsletter and to expect him or Bill to be contacting them. There was a brief discussion regarding timing of issues of the journal and the newsletter, but now that they are prepared in two different locations, i.e. Picton and Kingston, and the changing regulations from Canada Post, it is probably more efficient to send the two publications out separately. Bill Glover recalled a 1996 meeting where the fate of *Argonauta* hung in the balance and how important it has proven to the membership. He reminded members of Fraser's comments about the newsletter being the "glue" of the society and how valuable it was as a vehicle for the society to get information out.

It was MOVED (Glover/C. McKee) that the editors of *Argonauta* and *The Northern Mariner/Le marin du nord* receive the society's thanks for their outstanding work during the past year. AGREED.

6. Committees

- a) **Matthews/Cartier/Panting Awards** – Serge Durflinger
[Editors' Note: see the Awards Committee report elsewhere in this issue]

Having announced the winners of the various awards at the banquet the night before, Serge Durflinger reported that there seemed to be increased awareness of the Matthews Award among publishers this year with an unprecedented 19 submissions to the awards committee. On the other hand, the Cartier prize for MA students failed to generate more than a couple of nominations, possibly because fewer students are writing MA theses. Similarly, the Panting Bursary failed to attract any applications for the second year in a row. Serge announced that the winners of the first \$1,000 cash award for the Matthews prize, W.A.B. Douglas and Roger Sarty, would be generously donated their prize back to the society, reflecting their continuing support for the CNRS. Gimblett mentioned that this had been discussed by Council and it was felt that the money should be used to support a specific project, such as the ongoing digitization of the journal, rather than just go back into general funds.

Serge thanked the members of the committee and reiterated how complex the selection process had been since several members were nominated in different categories and had to be replaced on the committee. The committee was set up to include people with a range of interests and their membership was reviewed by council from time since there was no set period of service. Members of the committee could dispose of the books that were considered at their discretion, donating them to their university libraries

or to the Archives and Collections Society as appropriate.

Recipients of the Panting and Cartier awards receive one year's free membership in the society. In the discussions that followed, A. Ruffman suggested having a donor endow a prize to keep it self-sufficient. J. Pritchard mentioned that small endowment funds like that sometimes pose problems for the treasurer and it might be better to leave Council free to use donations at their discretion.

b) Membership – Faye Kert

Faye Kert presented the 2008 membership report indicating that the conference had generated six new members, an important addition to the society to balance those who had cancelled memberships over the last year. Membership in the society has remained relatively stable (or static) over the past few years, sitting at 245 members plus 18 complimentary or reciprocal memberships, both institutional and individual as of Aug. 1, 2008.

No. of Individual members – 182 (8 students) + 5 complimentary (21% non-Canadian)

No. of Institutional - 63 + 13 comps (52% non-Canadian)

This is down from the February report following the elimination of 14 members whose dues remained outstanding for 3 years or more.

The ensuing discussion about attracting new members included a suggestion from A. Ruffman to offer those who had fallen away back issues of the journal for rejoining. Gimblett wondered whether the lack of university

courses specifically focused on maritime history might be responsible for the difficulty in recruiting young scholars. Bettina McCulloch, a new member and ExO of the Navy League Cadet Corps in Ottawa offered to see if there was interest among her colleagues and Gimblett agree to follow up.

c) Nomination Committee – Jim Pritchard

Before proposing the new slate of officers for election, Jim Pritchard announced that a new Treasurer, Errolyn Humphries (DND - Ottawa) had agreed to replace Walter Tedman in that position. Former member of Council, Chris Madsen, who had stepped down while on sabbatical, would be returning to council. Since the Chair of the Nomination Committee was usually the society's Past President, Jim would be stepping down to be replaced by Rich Gimblett at the end of the meeting. With no new nominations from the floor, the chair expressed his pleasure in serving as chair and sadness at leaving Council and moved on to the election of new officers.

6. Election of Officers

The complete list of CNRS officers for 2009 was proposed:

President - Paul Adamthwaite

1st Vice President - Serge Durflinger

2nd Vice President - Roger Sarty

Treasurer – Errolyn Humphries

Secretary – Bill Schleihauf

Membership Chair - Faye Kert

Past President: Richard H Gimblett

Honorary Councillor: W.A.B. Douglas

Honorary Councillor: James Pritchard

Councillor: Chris Bell

Councillor: Isabel Campbell

Councillor: Christopher Madsen

Councillor: Maurice D. Smith

MOVED (F. McKee/M. Hadley) to accept the slate of officers as proposed.
AGREED

In accepting the President's chair, Paul Adamthwaite offered Rich Gimblett his sincere thanks for his efforts on the society's behalf. He also proposed as a first order of business that Jim Pritchard be named an Honorary Council Member with voice but no vote, as WAB Douglas had been named. Members were asked for a consensus and there being no objections, Pritchard was so named by unanimous consent. Adamthwaite thanked his colleagues on the CNRS Executive and introduced himself to members. After an early academic career as a mathematician in France, Adamthwaite had moved on to sailing and other maritime pursuits, a marriage and partnership with his wife, Betty Ann Anderson, and the creation and management of the Archives and Collections Society in Picton, Ontario. In speaking of his goals as President of CNRS, he proposed not only to maintain the prize programs and publications of the society but also to improve them. He would also like to increase the Francophone component within the society as well as encouraging students and younger members to join the society. Finally, he would like to recapture lost institutional members for CNRS and expand the overall membership of the society.

7. Annual Meetings and Conferences

The new President expressed sincere thanks to R. Gimblett, S. Durlinger and their team for organizing the 2008 conference which was a great success.

- a) **Victoria – Aug. 12-15, 2009** – Michael Hadley reported for Barry Gough on plans for next year's conference. The proposed theme is Pacific Navigation which will cover the Pacific, transpacific and other relevant activities (e.g. passage making, accidents, etc.)

Conference chairs are Jan Drent and Michael Hadley

(michaelhadley@historyatsea.com). The proposed conference location is HMCS *Malahat* on the inner harbour. Arrangements are under way to include a visit to the Naval Officer Training Centre.

- b) **Halifax – mid-June, 2010.** This conference is scheduled to coincide with the centennial of the RCN and will be held jointly with Dalhousie University.
- c) **Alpena, MI – May, 2011.** This conference will be held in conjunction with NASOH at Alpena on the shores of Lake Huron.
- d) **Picton, ON – May-June 2012.** This conference will focus on the bicentennial of the War of 1812.

8. Other Business

- a) **LAC Shipping Registers** – The destruction of old shipping registers by Library and Archives Canada has been called to the attention of the Executive Committee. This follows on the heels of LAC's dismantling of the Canadian Book Exchange after 35 years and fears for the loss of valuable historical data. Council has agreed to follow up and try and ensure the preservation of shipping material.
- b) **Submission of Abstracts with conference paper proposals** – A. Ruffman initiated a debate on the use of abstracts for CNRS conferences. He suggested that *Argonauta* or the journal publish these abstracts as a means of promoting the society's conferences and they

could eventually be put on the CNRS web site, as is done for scientific conferences. Adamthwaite replied that Council had discussed the matter and decided that they would rather publish the papers than abstracts. As chair of this and other CNRS conferences, S. Durflinger stated that participants were not really asked for abstracts, just a paragraph or so of explanation so that the organizers could decide whether the paper would be appropriate or not. Although there might be some merit in them, the practice among historians was not to prepare abstracts for conferences. Abstracts were generally confined to published works when the article was published in French or a language other than English.

It was MOVED (Pritchard/Gimblett) that the meeting be adjourned just before noon to allow members to check out of the hotel. AGREED.

2007 Keith Matthews Awards Committee Report

The committee to judge the best book was made up of the following members: Ian Yeates, Michael Hadley, and Serge Durflinger (Chair).

More than 30 publishers were invited to submit works for the 2007 Matthews Prize for best book. The committee reviewed 19 books, more than in any recent year. Eleven publishers were represented in the selection, though none from Canadian academic presses. The only academic work was submitted by a publisher in the Netherlands, the only non-Canadian entrant. Two other clearly academic books were published by Canadian commercial presses. All the books were written in English.

A list of entrants is attached to this report. The most common genres were seafarers' reminiscences followed by west coast exploration and settlement, while other entrants covered such varied subjects as ship or ships' histories, the salmon fishery, the Great Lakes, naval biography, marine art, Newfoundland's maritime culture, and other topics. While the majority of the entrants were popular accounts, some were very professionally crafted.

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

It was the unanimous decision of the committee that the winner of the 2007 Keith Matthews Prize for best book be awarded to W.A.B. Douglas, Roger Sarty, Michael Whitby, et. al., *A Blue Water Navy: The Official Operational History of the Royal Canadian Navy in the Second World War, 1943-1945*, Volume II, Part 2, Vanwell Publishing.

The winner of the 2007 Keith Matthews Prize for best book

W.A.B. Douglas, Roger Sarty, Michael Whitby, et. al., *A Blue Water Navy: The Official Operational History of the Royal Canadian Navy in the Second World War, 1943-1945*, Volume II, Part 2. Vanwell Publishing.

A collaborative effort by several of Canada's best naval historians, *A Blue Water Navy* is a work of massive research on Canadian Second World War naval operations and organization. In reflective, penetrating, and uncommonly informative text, supplemented by numerous rare images of Canada's naval war, the authors carefully detail, in addition to the navy's ongoing anti-submarine warfare role, the many other meaningful and wide-ranging

achievements of the RCN in the final years of the war. An organizational triumph, the whole is skillfully interwoven into evolving strategic, institutional, and technological contexts. The authors engagingly recount a complex and important history of success and, occasionally, under-achievement. *A Blue Water Navy* has immediately become an indispensable, authoritative, and influential source for anyone researching Canada's wartime naval history.

Honourable Mentions:

Barry Gough, *Fortune's a River: The Collision of Empires in Northwest America* (Harbour Publishing)

Fortune's a River is a wonderfully written, impressively researched account of a complex topic of major historiographical importance. Using the coveted Columbia River watershed as the basis of his study, Gough richly details early nineteenth-century US expansionism in the Pacific Northwest and deftly places the related hotly contested international territorial rivalry in sweeping geostrategic and commercial contexts. In challenging popular misconceptions of the famed Lewis and Clark expeditions, Gough offers compelling approaches to state formation and the origins of Anglo-American co-habitation in North America. *Fortune's a River* is a quick-flowing, expertly interwoven collage of exploration, settlement, trade, entrepreneurship, biography, and international relations.

Dionisius A. Agius, *Classic Ships of Islam: From Mesopotamia to the Indian Ocean* (Brill – Netherlands)

Classic Ships of Islam is a work of penetrating scholarship linking the nature of watercraft construction and commercial undertakings in the Western Indian Ocean, including the Persian Gulf, Red Sea, and major river systems, from the 7th to the 16th centuries to broader seaborne cultural exchanges and technological transfers. Employing a complex integrated research approach borrowing from iconography, archaeology, ethnology, and linguistics, Agius provides a detailed

assessment of the building processes of numerous vessel types and the multitude of communities of which they were a reflection. Impeccably researched and well illustrated, *Classic Ships of Islam* is also a superb production value.

Hilda Chaulk Murray, *Of Boats On the Collar: How it was in One Newfoundland Fishing Community* (Flanker Press)

Part history, part nostalgic recollection, *Of Boats On the Collar* reignites the fading memories of Newfoundland's fishing and boat-building culture as it existed in generations past in the remote outpost community of Elliston. Murray's highly detailed, lovingly rendered, and profusely illustrated work is a testimony to the versatility, creativity, and courage of the local craftsmen and fishers who were so deeply engaged with the sea. *Of Boats On the Collar* is about Elliston, community, family, cod, the sea, and a lost way of life. It is an important contribution to understanding Newfoundland's history and folklore.

A cash prize of \$1,000 was provided to W.A.B. Douglas to be divided among the authors of *A Blue Water Navy* and certificates suitable for framing were sent to all the winners.

The 2007 Keith Matthews Prize for best article in *The Northern Mariner*

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

It was the unanimous decision of the committee that the prize be awarded to Christopher Paul Magra for "Beyond the Banks: The Integrated Wooden Working World of Eighteenth-Century Massachusetts' Cod Fisheries," which appeared in Vol. XVII, No. 1, 1-16.

"Beyond the Banks" is an important contribution to 18th century US labour, commercial, colonial, and maritime history, clearly demonstrating the manpower overlap

and seafaring connections in the fishing and fish-export trades. Christopher Paul Magra takes us behind the scenes of the late 18th century working and hiring practices of Massachusetts deep-sea fishers and export merchants to show that the same vessels, often with the same crews, plied both ends of this highly lucrative trade. It is a well-researched, highly detailed, convincingly argued piece.

A cash prize of \$250 and a certificate suitable for framing was sent to the author.

The 2007 Jacques Cartier MA Prize in Nautical History

The committee was made up of the following members: James Pritchard, Ian Yeates, and Serge Durflinger (Chair). Approximately 20 Canadian universities were advised of the Cartier Prize and requested to disseminate information about it through their internal communications channels.

Two submissions were received: 1) Erin Weir, "The Nazi Submarine Blockade: A Near Victory of Economic Warfare?" (University of Calgary) and 2) Julie Redstone-Lewis, "The Creation of the Women's Royal Canadian Naval Service and its Role in Canadian Naval Intelligence and Communications, 1939-45" (Wilfrid Laurier University).

It was the unanimous decision of the committee that Erin Weir be awarded the 2007 Jacques Cartier Prize.

The winner of the 2007 Jacques Cartier MA Prize

Erin Weir's "The Nazi Submarine Blockade: A Near Victory of Economic Warfare?" is an ambitious and fascinating challenge to the accepted views of the effectiveness of the German submarine campaign during the Second World War. Adopting an economic model of investigation rather than the more traditional battle-focussed analysis, Weir argues that despite the enormous

volume of Allied tonnage sunk, British seaborne imports during the Second World War remained more than adequate to sustain Britain and allow it to wage war – even taking into account the resources devoted to combatting the submarine menace. Weir's convincing use of wartime economic indicators and statistical analysis strongly suggests that Germany never came close to winning the Battle of the Atlantic. It is a well-researched, highly organized, cogently argued, and thought-provoking thesis.

A cash prize of \$500 and a certificate suitable for framing was sent to the author.

I would like to thank Ian Yeates, Michael Hadley, Roger Sarty, James Pritchard, Faye Kert (who arranged for the certificates), Walter Tedman, and Richard Gimblett for their valuable assistance to this committee.

Serge Durflinger, Chair
2007 Keith Matthews Award Committee
July 2008

CNRS Keith Matthews Award 2007 – Book Entrants

Marq de Villiers, *Witch in the Wind: The Story of the Legendary Bluenose* (Thomas Allen)

Anthony Dalton, *Alone Against the Arctic* (Heritage House)

Peter Vassilopoulos, *John M. Horton: Mariner Artist* (Heritage House)

Maura Hanrahan, *The Alphabet Fleet* (Flanker Press)

Hilda Chaulk Murray, *Of Boats on the Collar* (Flanker Press)

John Chipman, *The Obsession: Tragedy in the North Atlantic* (Viking Canada (Penguin))

Heather Harbord, *Desolation Sound: A History* (Harbour Publishing)

Barry Gough, *Fortune's A River: The Collisions of Empires in Northwest America* (Harbour Publishing)

Doreen Armitage, *Tales from the Galley: Stories of the Working Waterfront* (Harbour Publishing)

Tim Bowling, *The Lost Coast: Salmon, Memory and the Death of Wild Culture* (Nightwood Editions)

James Raffan, *Emperor of the North: Sir George Simpson and the Remarkable Story of the Hudson's Bay Company* (HarperCollins)

Wayne Kelly, *Capturing the French River* (Dundurn Press)

Herb Pohl, *The Lure of Faraway Places* (Dundurn Press)

Tom Koppel, *Ebb and Flow: Tides and Life on our Once and Future Planet* (Dundurn Press)

James Goodwin, *Our Gallant Doctor: Enigma and Tragedy – Surgeon Lieutenant George Hendry and HMCS Ottawa, 1942* (Dundurn Press)

Don Bamford, *Freshwater Heritage: A History of Sail on the Great Lakes, 1670-1918* (Dundurn Press)

Adam Mayers, *Beyond Endurance* (McClelland and Stewart)

W.A.B. Douglas, et. al., *Blue Water Navy* (Vanwell)

Dionisius A. Agius, *Classic Ships of Islam from Mesopotamia to the Indian Ocean* (Brill (Netherlands))

Conferences and Symposia

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

**Eighteenth Annual World History Association Conference
Salem State College, Salem, Massachusetts
25-28 June 2009**

**Theme: Merchants and Missionaries:
Trade and Religion in World History**

Call for Papers

Salem State College will host the Eighteenth Annual World History Association Conference in Salem, Massachusetts, June 25-28, 2009. The conference theme will be "Merchants and Missionaries: Trade and Religion in World History."

The conference begins with registration and a reception on the afternoon of 25 June. Panel sessions and other conference-related activities commence on the morning of 27 June and continue to midday 28 June. The local committee has included activities at local venues of historical significance as well as pre-conference tours. At least one session will be held at the Peabody Essex Museum, the USA's oldest and largest maritime museum. Salem State College is also making a social room available where attendees can meet informally.

The local Conferences Committee, headed by Dane Morrison, has made arrangements for reasonably priced accommodations, at substantially reduced rates, at the Hawthorne Hotel (a charming hotel out of another era), and the Peabody Marriott (which will be ideal for those bringing their families and who want amenities such as a pool). Housing will also be available on the Salem State campus in its new student suites. Information regarding housing, registration, the keynote speakers, and related issues will begin appearing on the WHA website www.thewha.org in September 2009.

The World History Association (WHA) invites proposals from scholars and teachers for full panels, single papers, and roundtables on academic topics and pedagogical issues related to the conference's themes. Proposal forms will soon be available at the WHA website www.thewha.org and should be filled out and submitted electronically.

PLEASE NOTE: When filling out the form, be sure to include ALL of the following required information. 1) Each panel or

roundtable proposal must include a title and a brief (300 words or less) description of the topic and, in the case of panels, a 100- to 200-word abstract of each paper. 2) Single paper proposals must also include an abstract. 3) Proposals should include the names and e-mail addresses of all participants and a short CV for each.

The Programme Committee will give preference to proposals for full sessions and roundtables and will schedule them in the most advantageous time slots. As warranted, the Committee will fill out the programme by placing individual papers into sessions of its own devising. The Committee also reserves the right to add appropriate participants to panels having only two scheduled presentations. Papers and sessions that do not directly address the conference theme will be considered and may be accepted as the programme allows.

Proposals are due by 15 January 2009, to allow time for early notification and travel planning. Notwithstanding acceptance of a proposal, any presenter not registered for the conference by 1 May 2009 will be dropped from the programme.

Call for Papers

**The 2009 Annual Conference of the
North American Society for Oceanic
History, Steamship Historical Society of
America and
National Maritime Historical Society**

Hosted by the California Maritime Academy,
CSU
Vallejo, California

"Ports, Forts and Sports: Maritime Economy, Defence and Recreation through Time and across Space," the 28th Annual Conference of the North American Society for Oceanic History (NASOH) co-sponsored by the National Maritime Historical Society and Steamship Historical Society of America, will be hosted by the California Maritime Academy in Vallejo, California, May 14-17, 2009. The Conference Programme Committee invites proposals for papers and sessions exploring all

fields of study related to saltwater or navigable freshwater environments. Suggested areas of research include, but are not restricted to, archeology and anthropology, arts and sciences, history, and/or museum exhibitions. Proposals that identify the unique characteristics and influence of maritime economy, defence and recreation in the Pacific and other ocean regions are especially encouraged.

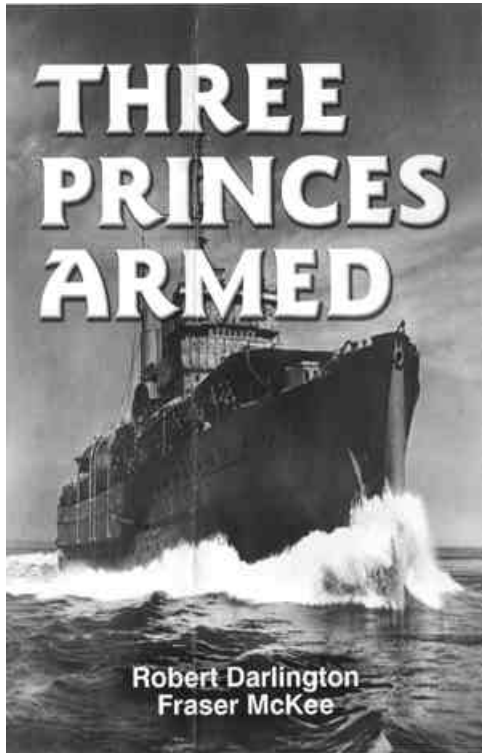
The Programme Committee welcomes the submission of individual papers and full sessions, preferring panels with three papers and a chair. Proposals should include a brief abstract of 500 words for each paper, plus a one-page abstract for proposed panels, and a brief bio of 200 words for each participant, including chairs. Graduate students are strongly encouraged to submit proposals for presentations. Accommodations for PowerPoint presentations will be provided; however, any other requirements, including audio-visual equipment, special outlets, or accommodations for disabilities should be included in the proposal. Scholars interested in chairing sessions are welcome to send a brief bio to the Programme Committee Co-chairs. Please note that all participants must register for the conference. Specific questions may be directed to Programme Committee Co-Chair, Bill Thiesen at thiesen@earthlink.net. The deadline for submissions is December 1st, 2008. For further information, visit NASOH's web site at www.nasoh.org and click on the "Annual Conference" button.

Send or email submissions to the two Programme Committee Co-Chairs listed below:

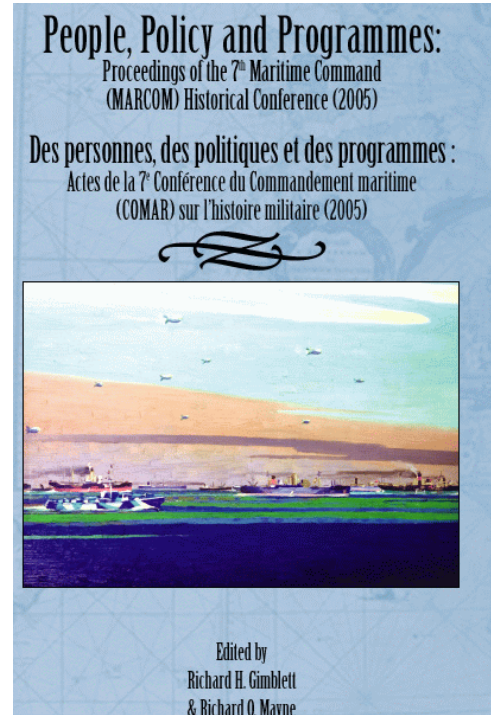
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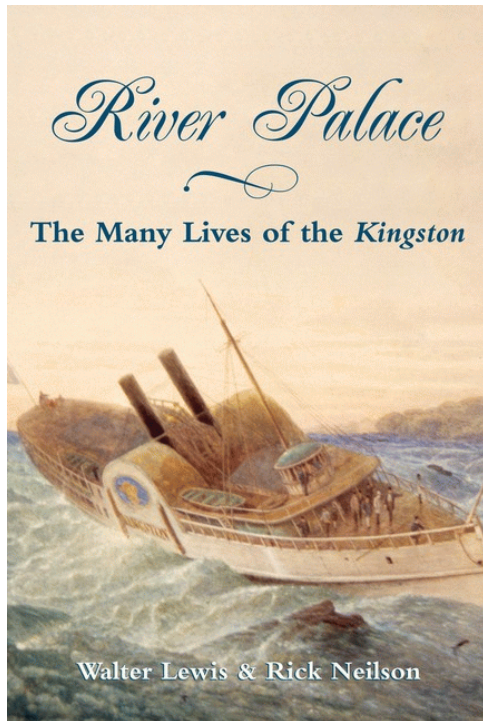
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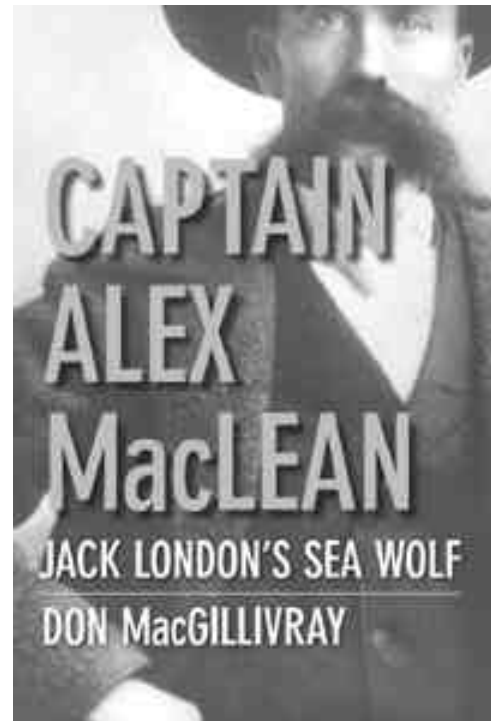
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Richard H. Gimblett
& Richard O. Mayne
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*People, Policy and Programmes:
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Ottawa: Canadian Naval Heritage Press, 2008



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www.dundurn.com



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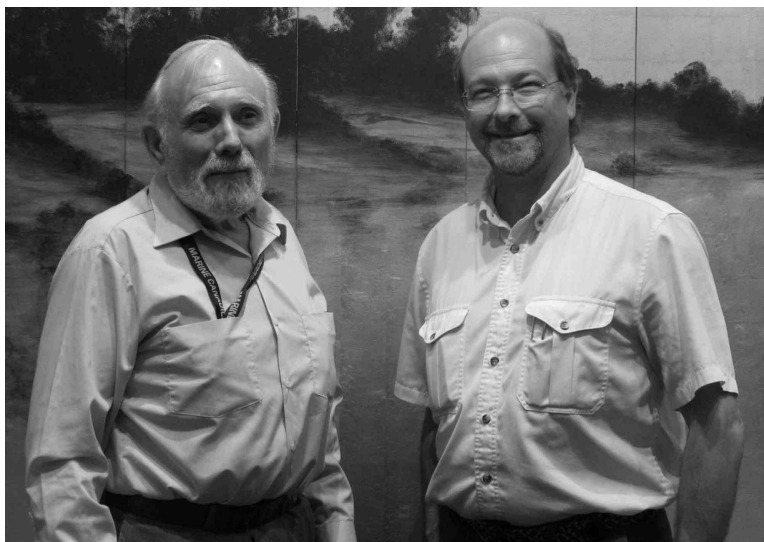


Speakers and Contributors at the 2008 Quebec City Conference

Top Row (l-r): Paul Adamthwaite, Pierre Camu, Alain Morgat, Ann Zuliani, Bryan Elson, Michael Hadley, Richard Mayne, Jenny Wraight, Jim Pritchard, Christopher McKee

Middle Row (l-r): John Hattendorf, Alan Ruffman, Fraser McKee, Stephen Salmon, Vic Suthren, William Glover, Carl Christie, Chris Andreae, Jonathan Dull

Front Row (l-r): David Parsons, Bob Blakely, Richard Gimblett, Myriam Alamkan, Alec Douglas, Hugh Murphy



New and Past Presidents: Paul Adamthwaite (l) and outgoing CNRS President Rich Gimblett

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