

# ARGONAUTA



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

Volume XXXII Number 1 Winter 2015

# **ARGONAUTA**

Founded 1984 by Kenneth MacKenzie  
ISSN No. 2291-5427

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

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Annual Membership including four issues of *ARGONAUTA*  
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# Editorial

by Isabel Campbell / Colleen McKee



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This winter issue of *Argonauta* includes some outstanding articles on Canada's north and one on model ship-building. First, we draw your attention to an article about Larsen's 1944 Northwest Passage written by his daughter Doreen Riedel Larsen. After an exciting career, including nursing in the Third World, teaching nursing, and working for the Canadian government, as well as raising a family, Doreen is recording her father's very important contributions to Canada. She and her brother have taken on the formidable task of identifying thousands of photographs from their father's *fonds* at Library and Archives Canada. We hope you enjoy her article and her brief biography.

Next we have Janice Cavell. Many of our readers will remember Cavell as the co-author (with Jeff Noakes) of *Acts of Occupation: Canada and Arctic Sovereignty, 1918-1925* published by University of British Columbia Press in 2010. Here she introduces the Department of Foreign Affairs and International Trade and Development Canada document series on Canada's north which promises to be of enormous value to researchers in future years.

Then we have Michael Whitby's piece on the Royal Canadian Navy's northern deployments. Whitby, the senior naval historian, based this short overview on extensive research from a myriad of original documents held at the Directorate of History and Heritage and at Library and Archives Canada. The forthcoming official history will also draw from years of original research by naval historian Jason Delaney who has prepared extensive narratives about *Labrador* along with outstanding publications in the field, including a piece about O.C.S. Robertson (co-authored by Whitby) in *The Canadian Naval Review*, a biography of J. P. Croal given at the Maritime Security/Naval Centennial Conference in Halifax in 2010, and work on little known activities by Canada's naval divers. Isabel Campbell also contributed years of research, especially upon the early period from 1945 to 1954 before *Labrador* came into service, publishing about *HMCS Cedarwood* in the *Canadian Naval Review*, and giving a paper on the RCN's 1948 Hudson Bay cruise at the Maritime Security/Naval Centennial Conference in Halifax in 2010 .

One of the most satisfying aspects of getting pieces about Canada's north is the small, unexpected discoveries along the way. Just by happenstance, we found out that long time member and former President Jim Pritchard comes from a family with northern connections. Jim's father, Gordon Pritchard, was chief of northern construction at Public Works and travelled in the Arctic with Larsen during the mid-1950s. After playing a major role in the move of Aklavik to the new site of Inuvik, he wrote about this pro-

ject in *The Polar Record*, 11, 71 (May 1962), [145]-54. A longer article illustrated with many photos, appears in *The Geographical Magazine*, 38, 5 September 1964, 344-57. Pritchard produced about 3,000 coloured slides, all carefully identified which were deposited in the Archives of the Northwest Territories, Yellowknife.

We look forward to publishing another exciting piece by Don MacNeil on *Pogo* in the spring issue along with a piece from Kip Scoville's local history series. For those who don't know about *Pogo*, wait for MacNeil's piece in the spring issue to explain its role in Canada's north. In the meantime, we all wish all the best to our readers and look forward to hearing from you in the coming year.

Fair winds, Isabel Campbel and Colleen McKee

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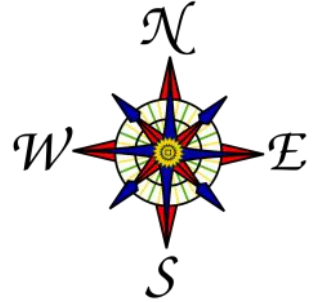
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# President's Corner

by Chris Madsen



It is that time of year again for renewal of membership in the Canadian Nautical Research Society. Thank-you to those members who are consistently in good standing and pay promptly. For those who have not still renewed for 2014 or even last year and years earlier, continued receipt of the journal will soon end unless action is taken. If you have any questions about the exact amount outstanding in particular cases, please contact Faye Kert, our membership secretary. The financial situation of the society is such that we can no longer have some people taking advantage at the expense of every-one else. Money is really tight and imposes a major constraint on activities and ambitions.

Reviewing the membership list with Faye earlier this Fall, I was struck by the geographical distribution and aging demographic of our present members. The CNRS is strongest in southern Ontario, British Columbia, and the Maritimes, though numbers are certainly not what they once were even in these locations. Some of our dear friends and colleagues have left (literally this world) or simply become interested in other pursuits and moved on. The reasons for not renewing and staying active in the CNRS are multi-fold. Our showing with younger members is simply abysmal. Student members are low in number and tend not to stay longer than one or two years after presenting a paper at a conference. The one saving grace on this front has been dual memberships with NASOH, which has attracted American students, some attending Canadian universities. Institutional members are also down overall, as libraries and research institutes shift from paper journal subscriptions to electronic accessibility. The bankruptcy of a Dutch third party service provider to universities and major libraries abroad and in Canada, which handled many of the TNM subscriptions, will also be felt in the coming year. Ebscohost has "kindly" offered to provide discounts for electronic access to affected parties. The Northern Mariner/Le marin du nord is available full-text through Ebscohost as well as back issues after two years on the CNRS web-site for download. Obviously, some of our past members have decided they can enjoy the journal through such means rather than maintaining a current membership.

TNM, now the last North American quarterly journal published in maritime history, relies entirely on membership revenues and efforts of committed volunteers for its continued existence. It really is the little engine that could. The journal was born from an idea among a small group of people interested in maritime research and will be entering its twenty-fifth year of publication in 2015 - quite a milestone. CNRS membership is hovering just north of 200, fewer if only fully paid-up members are counted. This num-

ber is about the minimum that can sustain the print journal going forward into the future, as the revenue will just not be there for the present format and frequency. The co-distribution arrangement with NASOH has helped in this regard, and in fact has been the journal's lifeline over the past few years. This is all just to highlight the intimate connection between paid memberships and publication of the journal, which accounts for the majority of expenses incurred by the society. This electronic newsletter, *Argonauta*, by comparison saves postage and printing costs, though the same volunteerism spirit is required to maintain quality and the timely schedule. Pressure will mount to have TNM go electronic, unless steady funding from a strong membership base can be assured to continue the print journal.

Please take a moment to fill out the membership renewal form included in this newsletter or go to the CNRS web-site to pay on-line by credit card. It is very important to the CNRS to have members in good standing. If you are feeling especially generous and in the holiday spirit, please consider an additional donation, which above a certain amount gets you a charitable receipt. All monies go to support the journal and other activities of the society. Faye's gentle reminders will go out to those still sitting on the fence. We welcome your fellowship and shared interest in maritime affairs.

Chris Madsen  
North Vancouver

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## The More Northerly Route - Looking Back 70 Years.

By Doreen Larsen Riedel

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For over 400 years, economic factors drove the British and European search for the Northwest Passage. By the time of the Victorian age at the end of the Napoleonic wars, many British naval officers and men had become unemployed, creating pressure for northern expeditions to provide employment for them. Yet it took many more decades before the Norwegian polar explorer, Roald Amundsen, made the first documented, successful transit of the sea route above the North American continent in 1905-06. This transit was not in a big warship or trading vessel with hundreds of men, but in a small Norwegian fishing vessel with a crew of 8. Nearly forty more years passed before the next two transits. These were made by Henry Larsen, a Norwegian Canadian, in a small wooden Royal Canadian Mounted Police schooner, *St Roch*, especially built as a floating police detachment, and with a crew of 7 and 10.



Captain Henry Larsen - on arrival of MV *St Roch*, Vancouver, B.C. October 16 1944. ( Vancouver Sun, Vancouver Maritime Museum).

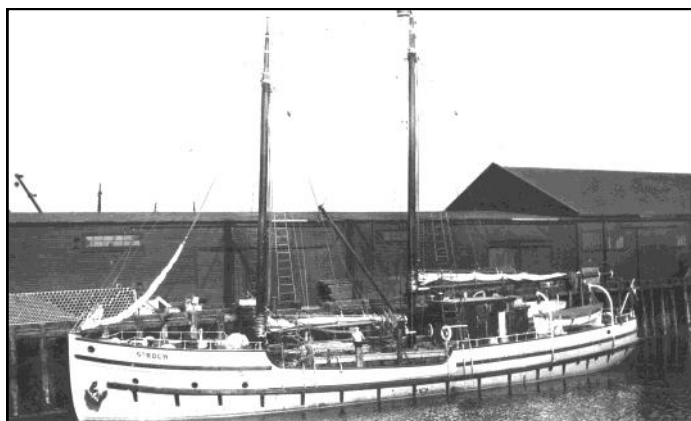
Ten years later, when the Northwest Passage became important for defence reasons, the Canadian icebreaker HMCS *Labrador*, the American icebreakers USCGS *Storis*, *Bramble*, *Spar* and American submarines USS *Nautilus* and *Seadragon*, took up the icy challenge. By the end of 2012, 135 vessels (excluding submarines) had crossed the Arctic Circle on each side of the North American continent, the points that officially mark the limits of the Northwest Passage.<sup>1</sup> Today we hear about so many cruise ships, research vessels, military vessels and commercial ships passing through these waters, as well as open rowboats, canoes, kayaks and small yachts, that we almost dismiss the difficulties of the earlier voyages.

The historic west to east voyage of the *St Roch* in 1940-42 is reasonably well known, although the breadth and difficulties of jobs carried out by the crews of that ship over its whole career, from 1928-1948, are not. The 1944 voyage is usually dismissed as taking only 86 days, leaving the impression that it was an easy passage. However on this 70<sup>th</sup> anniversary year of that voyage it is my intention to dispel this notion.

Up until the mid-1950s, members of the Royal Canadian Mounted Police assigned to Arctic service, including those on the *St Roch*, carried out activities outside the normal range of police work. They conducted regular patrols by dog team to con-



duct census, monitor game, issue licences and permits, distribute family allowances, carry mail, and check living conditions in Inuit communities. They administered federal regulations, enforced territorial ordinances, acted as notaries public, commissioners of oaths and inspectors of weights and measures. They wrote extensive reports, monitored weather, transmitted messages by radio, recorded flow in rivers, collected biological specimens, determined suitability of sites for posts and harbours, built new posts and relocated others. They transported children to school and cared for the sick, transporting the very ill to hospitals at Aklavik. They also moved trappers, ministers, priests and other Royal Canadian Mounted Police members from one post to another. They acted as coroners, justices of the peace and occasionally investigated murders or transported prisoners. They explored and mapped large and remote Arctic areas, raised and trained dogs for their patrol use, hunted walrus, bear, seals and fished for themselves and their sled dogs. During the long winters they dressed and travelled in native fashion, usually hiring a local man to go along to help. Their objective was the maintenance of Canada's sovereignty over the Canadian Arctic.



MV *St Roch* moored at Evans Coleman Evans, wharf, Vancouver, prior to maiden Arctic voyage June 1928 (Larsen fonds VMM).

The crew of the *St Roch* was appointed in the same manner as any other Royal Canadian Mounted Police detachment, usually for a year or two, and without prior maritime training. In addition to the myriad of responsibilities previously outlined, the crew loaded supplies in Vancouver or at the mouth of the McKenzie River and carried them to land detachments along Coronation Gulf. By 1948, *St. Roch* had overwintered 11 years. At the beginning of each of these winters, the crew selected a harbour and built a protective cover over the ship. They collected water for winter from freshwater pools on the sea ice or cut blocks of ice from nearby lakes. When spring approached, they used a pick and shovel to remove ice from around the hull and particularly from around the propeller, then scraped and re-painted the entire ship.



A protective covering was built over *St Roch* when overwintering. Here shown at Tree River in 1930's (Larsen fonds VMM).

water pools on the sea ice or cut blocks of ice from nearby lakes. When spring approached, they used a pick and shovel to remove ice from around the hull and particularly from around the propeller, then scraped and re-painted the entire ship.

On seeing the *St Roch* as she is today, preserved in the Vancouver Maritime Museum safe on dry land, one can hardly imagine the experience of the crew aboard the ship when they voyaged in ice-ridden, dangerous northern waters years ago. The interior space was small and cramped; most of the crew were berthed below deck. It was impossible to see over the bow from the wheelhouse, a serious defect when navigating in ice. There was no satellite system, radar, weather report, ice reconnaissance, coast guard patrol or search and rescue. They carried all food and fuel supplies north with them. Radio contact extended about 200 miles, so messages were relayed between various posts. When the main engine was not running, kerosene or gasoline lamps were used until batteries were installed for electric light in 1940. The waters they passed through were largely uncharted, there was no depth sounder. The single magnetic compass in the tiny wheelhouse was impossible to use for taking bearings. Larsen was the only navigator until 1940. When the weather was good, he took his sightings using a sextant and a pocket stop watch because the chronometer in the wheelhouse was inaccessible. He spent many hours observing from the crow's nest, signalling directions by hand to a man on the deck who then passed the information to the man at the wheel, who in turn relayed orders to the engine room. Larsen, aware of the deficiencies of the ship wrote this after its historic 1940-42 voyage through the Northwest Passage: "In Halifax, the *St Roch*, being ugly, slow and uncomfortable to live on, was now like an unwanted stepchild, and looked upon with a criticising eye by people who did not know her many good qualities in a tight spot and especially in the waters she was built for."

By summer of 1943, the eastern Arctic had become important for defence purposes; airstrips and weather stations were being built. But many Royal Canadian Mounted Police and Hudson Bay Company posts had already closed and there was a shortage of ships to carry in supplies. So the *St Roch* was assigned to carry all she could handle. The Royal Canadian Mounted Police had no men to spare for crew. Larsen was authorized to pick up whatever men he could.

The following year (1944), after discussions in Ottawa with the army, navy and air force, Department of Transport and various government officials dealing with Arctic defence, Larsen received orders to take the *St Roch* westward to Vancouver through the more northerly Northwest Passage route. This voyage was not intended to be a feat of navigation, but rather to maintain Canadian sovereignty over her Arctic Islands. Over 35 years had passed since Captain JE Bernier, officially patrolling the Arctic on behalf of Canada, had claimed the territory between its east and west mainland borders as well as the entire Arctic Archipelago.<sup>2</sup> Now increasing numbers of Americans were in the Canadian Arctic without Canadian oversight. Could the Royal Canadian Mounted Police posts at Craig and Dundas Harbours be reopened; and in light of increased German U-boat threat, could the posts be supplied from the west? Might new detachments be established on islands along the more northern route, possibly at Winter Harbour on Melville Island? Larsen was directed to determine the topographical description of the land, and information about tidal ranges, water depth, direction of ice movement and currents, and the possibility of fog along the route. Just as in 1940, the 7295 mile mission was secret except to a few government and military officials. The route he

was to use was into Melville Sound then south through Prince of Wales Strait. The stretch through Melville Sound and McClure Strait had never before been navigated by any ship.

During the winter of 1943-44, the *St Roch* underwent refit at Dartmouth. During the war years, the shipyard was fully committed to work on navy and transport ships and it was a constant struggle to get supplies and equipment for *St. Roch*. The American government gave permission for Union Diesel to provide a 300 HP engine to replace the underpowered 150 HP engine. To carry out this work, the small deck house and part of the afterdeck were removed which provided an opportunity for Larsen's other requested alterations to be made.



*St Roch* , now rigged as a ketch, and with a larger deckhouse, leaving Nova Scotia, July 19, 1944. (Larsen fonds VMM)

While frozen in at Pasley Bay in 1941-42, Larsen had measured up the ship and made plans for a larger deck house providing space for several cabins, a wireless room, mess room and galley above deck, and allowing for more space below for fuel and provisions. He wanted to replace the original main mast and dangerous sail with a shorter mast near the stern on which to carry a small riding or storm sail.

Larsen faced a shortage of suitable men as crew. Corporal Bill Peters and Pat Hunt, from the 1940-42 voyage, volunteered as engineer and clerk. Seventy year old Rudolph Johnson, a Dane who had traded for years in the Arctic on several Hudson's Bay Company vessels, signed up as second engineer, and 65 year old arctic trader, Ole Andreassen, who had travelled with Stefansson, joined as mate. The others had never seen the Arctic, but at least two, Frank Matthews and Stan McKenzie, young fishermen from Port Aux Basque, Newfoundland, had been to sea. James Diplock was the only constable the Royal Canadian Mounted Police could spare. Two young fellows recently released from the air force joined them, L.G Russill as wireless operator and G.B. Dickens as cook. Russill had just finished radio school, but had never sent a ship to shore message. Bill Cashin, barely 17, an assistant to machinist on ships and who had to get his mother's consent to go, made up the complement.



Crew prior to departure. Front L to R: Diplock, Peters, Hunt, Johnson, Larsen. Rear L to R: Owen (for transfer to Pond Inlet), Dickens, Matthews, Cashin, Andreasen. Missing: McKenzie, Russell. July 1944 (Larsen fonds VMM)

But recruiting crew was the least of the problems. Their canned food which bore the proud legend, “Prepared Especially for the Royal Canadian Mounted Police” proved so salty that even the dogs wouldn’t eat it. All the cases were the same. Too late to replace it, and here they were, ready to leave for the Arctic on a voyage that might take a year or two, with their canned meat supply unfit to eat.

On July 19<sup>th</sup> 1944 *Roch* departed from Dartmouth shipyard. Larsen wrote: “I would venture to say, that never had anyone prepared to leave for an Arctic voyage which included the instruction to navigate the Northwest Passage under a more trying condition of unreadiness.” They were already late heading out into the Arctic. Sea trials were few and short, with not time enough for defects to show up. Rather, the defects developed a few hours later. The engine didn’t run well; the engine cooling system pipes leaked, the joints squirted water, and rubber connections pulsated like bellows. The engine room became flooded. They returned to Dartmouth. Two days later they set off again. The funnel and exhaust silencer extending through the deck became hot and the iron plate they sat on scorched the deck; the pitch in the deck seams around the plate was running. The water hose had to be kept running around it so the deck wouldn’t catch fire. Water leaked into the engine room. This time they headed for the naval base at Sydney NS. By the time they reached Curling Cove, Newfoundland for a final refuelling, they were over a week behind schedule. After more repairs, they headed north again. A few days later their eggs were found to be going bad; they had not been processed in water glass. The sailors checked the “fresh” vegetables. Potatoes, cabbages, turnips and onions - all rotten!

The usual heavy ice drift hampered them along the Labrador coast while the egg shaped ship rolled considerably. The more powerful engine improved speed, but they shipped more water. Determining their position was “by guess and by God” because it was too foggy to shoot the sun, the magnetic compass wandered all over, usually pointing towards the bow of the ship, and the newly installed gyro fluctuated with changing errors. Fourteen days after first leaving Dartmouth they were only at the south end of Baffin Island in tightly packed ice and burning up precious fuel. Knowing from sealers and whalers that the Greenland coast was usually clear at that time of year, Larsen headed there. It was clear and sunny with open waters except for a few giant icebergs. A bit north of Disco Island conditions looked improved westward. Then, scheduled to call at Pond Inlet, they cut across towards Baffin Island, but heavy ice forced them to shut down and drift with the pack. Thick freezing fog covered the ship and clung to the rigging. Suddenly a huge polar bear, well over a thousand pounds, loomed out of a fog on an ice flow. Larsen shot the bear; now they had meat. But they were again stopped for 3 days by a huge field of ice, unbroken to the shore.



Inuit family on *St Roch* hatch cover, Leitia (wife of Joe Panipakoocho) sewing, with baby boy in her amauti, Panikpak (Joe’s mother), and three girls (August 1944) (Larsen fonds VMM)

By August 12, they anchored at Pond Inlet and unloaded supplies for the police detachment. In case they had to overwinter, they took an Inuit family on board, Joe Panipakoocho, who had worked for the Royal Canadian Mounted Police at Pond Inlet, his wife Leitia, his mother Paninikpa, three little girls (aged nine, eight and four) and 15 year old step son, Arreak, their belongings and 17 dogs. The family set up a tent over the hatch. Joe had no knowledge of a ship the size of *St Roch*, but Larsen described Joe and Arreak as natural born seamen. Leaving Pond Inlet in heavy fog, they headed for Dundas Harbour on Devon Island, running into a south-east gale with snow and sleet as they crossed the strong current of Navy Board Inlet and Lancaster Sound. Ice encased the ship; the dogs, gathered into a little cargo scow and covered with a tarpaulin, were so miserable that they didn’t even fight. For hours they cruised back and forth under the lea of a mile long, flat iceberg for shelter until the gale subsided. Late afternoon of August 18 they anchored in front of the de-



Mary Panegoosho (6) daughter of Joe’s older brother Kayak , Anne Padlo (Pallug) (7), Sophi (Soopi)(4) (daughters of Joe & Leitia (1944)



Cylinders containing papers, ordinances and record of voyage were deposited at 9 locations. This one, deposited in Franklin's cairn high on Beechey Island was retrieved HMCS *Labrador* (1957). (Photo D Riedel , Cylinder in Prince of Wales Northern Heritage Center collection).

serted, very exposed police detachment, located at a small, ice free bight to the east of Dundas Harbour. Here they posted the first cylinder; prior to the journey, preparations were made for Larsen and his crew to build a series of cairns and to deposit brass cylinders containing a record of their visit, along with various papers and ordinances dealing with Canadian administration of Arctic islands into the cairns.

Leaving Dundas Harbour, they followed the straight cliffs of the Devon Island coast westward in a hard blowing wind and poor visibility to an opening that led to a long inlet ending in a deep, calm and protected cove. Here were three ancient stone and bone dwellings and grassy mounds, remains of people the Inuit call *Tunit*. It was impossible to determine their location from their old British Admiralty chart, but when cylinder #2 was located by crew of *CGS Labrador*<sup>3</sup> in 1968, it was determined to be Stratton Inlet.



Deserted RCMP building, Dundas Harbour ( D.Riedel, 2007)

After they left the sheltered inlet at 4 am, they again met heavy snowfalls, sometimes obscuring the land. The weather cleared while crossing Maxwell Bay from where Prince Regent Inlet appeared to be ice free. Late that afternoon they anchored in Erebus Bay of Beechey Island. Here in 1855 a cenotaph had been erected by Belcher and in 1857, a memorial to Franklin, Crozier, Fitzjames and their crew had been installed



Larsen, Mckenzie and Andreasen, Beechey Island, Aug 20 1944. At Franklin memorial placed by M'Clintock on behalf of Lady Franklin 15 Aug 1858. (Larsen fonds VMM)



Remains of Northumberland House, Beechey Island. Mast of yacht *Mary* was upright in the sand at the time.(Larsen fonds VMM).

by M'Clintock on behalf of Lady Franklin.<sup>4,5</sup> Here were the remains of Northumberland House cache, established in 1854 by Commander W.S. Pullen of HMS *North Star* and of the small yacht *Mary*, originally left on Devon Island by Sir John Ross, for the use of chance survivors of the Franklin expedition. Captain Bernier had visited the place in 1906 and left his record in a cairn on an elevated plateau referred to as "Franklin's cairn". Cylinder # 3, deposited by the flagpole, was found in 1957 by Capt T.C. Pullen and Lt J.A. MacNeil of HMCS *Labrador*.<sup>6</sup>

Leaving Beechey Island, they crossed Wellington Channel. Thick snow prevented them from landing at Resolute Bay on Cornwallis Island and heavy ice swept towards them. Proceeding westward, they spotted numerous walrus on the ice between Griffith Island and Resolute Bay and four of them provided a welcome change in diet for men and dogs.

Thirty-eight days after first leaving Dartmouth, they had passed Somerville and Brown Islands and were about 8 miles east of Cape Cockburn on Bathurst island and became trapped in the thickly packed ice moving eastward with great speed. It carried them backwards about twenty miles before they managed to get loose. Working their way inshore they anchored behind some shoals on which heavy ice had grounded, but which broke the flow of drift ice. Finally the wind changed, clearing the ice from the shore, enabling them to follow a lead up to Cape Cockburn. Here they built a cairn and



Larsen, Diplock and McKenzie with relics of yacht *Mary* left at Devon Island in 1850 by Sir John Ross for use by Franklin expedition survivors. Moved by Commander Pullen to Beechey Island 1852. (Photo taken at Vancouver 1944).

deposited Cylinder #4 (which was collected by the *Labrador* during a geological survey in 1968). Their position was recorded as approximate. Navigation had been very difficult for several days; constant snow fall and fog obscured the sun and land most of the time. Their magnetic compass was unresponsive with its North point fixed on the ship's bow regardless of direction so they were navigating by dead reckoning. The ice in Melville Sound was tightly packed to the west and south. Working northward in Austin Channel, alternately steaming and drifting, they reached Schomberg Point. In my father's personal diary, he recorded that he was dead tired from lack of sleep.

When good lead appeared to the north end of Bryam Martin Island they were able to land and build Cairn #5. Constantly sounding by hand lead, they followed the island's northern point then crossed to Melville Island. Now there was little ice and they enjoyed the first clear weather in days. Griffith Point on Melville was a long sand spit without rocks; Cylinder #6 was placed on a large, solitary boulder 2-3 miles from the spit and heaped up with sod. During the night and next forenoon they again worked through heavy snow with little visibility, and at midnight reached Palmer Point of Skene Bay. The place was a mass of boulders. Cylinder #7 was deposited in a pyramid of rocks looking much like a cairn. The weather cleared briefly the following day allowing them to proceed to Dealey Island where Captain Henry Kellet had wintered in *HMS Resolute* in 1853. On the top of the island, Kellet had left a cairn consisting of a huge pile of rocks on which is raised a spar surmounted by three barrels. The stone walls of the massive cache he also built still stood, but the roof had long since fallen in. At



Joe Panipakoocho with walrus shot off Griffith Point, Larsen at bow (Hunt fonds, VMM).



Johnson sounding on a approaching Dealey Island, 28 August, 1944 (Larsen fonds, VMM).

one end were iron tanks of hard, square ships biscuits (some wet and soggy), bearing a broad arrow stamp denoting them as property of the British Navy. Canned meat and vegetables stacked up and covered with sod, formed part of one wall. In the middle



was a conglomeration of broken barrels of flour, clothing, coal, salt beef, broken hardwood pulleys for ships blocks, and sea boots. Outside were scattered leather sea boots, soggy navy clothing, and broken barrels of chocolate, peas and beans. Two Ross Army rifles and ammunition were found on the beach, the latter left by Bernier in 1909.



Andreasen and Cashin at Kellet's cache, Dealey Island (Larsen fonds, VMM).

They found wooden headstones of three men who had died during Kellet's stay and took samples of the cache for analysis, collecting Bernier's record, and depositing their own (cylinder #8) by the flag pole and barrel. On the beach they found an 18 foot oak, light Pram left by Bernier. It was sheathed in unruined metal and shod with two steel runners. Because it was superior to the *St Roch's* own, clumsy, heavy and leaky skiff, they exchanged them. Winter Harbour, their next destination, lay west of Dealey Island. A wide expanse along the shore was ice free, but to the south, tightly packed ice could be seen in Melville Sound

In a few hours they passed the small headland named Cape Bounty by Lt William Parry, who passed there in 1819 with his ships *Hecla* and *Gripper*. Parry had been awarded the 5000 pounds the British Admiralty had offered to the first man who in the quest for the Northwest Passage passed the 110th meridian west of Greenwich, England. When Larsen and his crew reached Winter Harbour, they identified Parry Rock by the names of several seamen and HM *Hecla* and *Gripper* carved into it. The Northwest Passage had been within Parry's grasp in 1819, but on reaching Cape Providence, his group met impenetrable ice and wintered at Winter Harbour. Parry Rock bears a large copper plate inscribed with the Union Jack and the Canadian Coat of Arms which Bernier erected in 1909 when he took possession of the Arctic Archipelago lying north of the continent and between 60°W to 141°W and up to Lat 90°N. *St Roch* was the first ship to visit since 1910 when Bernier had endeavoured to negotiate the Northwest Passage, but had been forced back by impenetrable floes in M'Clure Strait. *St Roch's* Cylinder #9 was found on Parry Rock by the Franklin Probe Society in July 1962.

*St. Roch* left Winter Harbour on August 30, enjoying a clear day and a clear run for 30 miles, but they struck gigantic floes of old ice from the Polar Sea itself just as Parry and Bernier had in past voyages. There was no turning back. Fog, mist and heavy rain descended upon them. They moored to a large flow and waited. Now they were in waters never before traversed by any vessel, the eastern entrance of M'Clure Strait. Alternately tying up to the ice and drifting, hampered by thick fog and sleet, they gradually worked southward. The weather became almost dead calm. The ice flow they were moored to revolved slowly in an anticlockwise direction, repeatedly bringing them to the north side of the flow. When the fog lifted briefly they glimpsed the entrance to Prince of Wales Strait, but solid ice lay ahead of them. They alternately steamed and drifted, moored and waited in the heavy fog and ice. Two days later, they spied land ahead through the fog. They moored to a grounded ice flow close to shore to await better weather. The merry-go-round drift they had been through made it impossible to determine which side of Prince of Wales Strait they were on. By September 3 they determined they were in Richard Collinson Inlet of Victoria Island and followed the coast westward to the strait. Now the weather was wonderfully clear with sunshine, the only fine day during the entire passage. By nightfall on September 4 they were in familiar territory off the southern end of the Strait. Leaving Holman Island before midnight on September 5, they were now in a field of tightly packed ice along the mainland shore. Their "home waters" didn't welcome them. Buffeted by strong winds, they crawled westward through heavy ice in a blinding snow-storm, driven close to shore. Two days later they tied up to grounded ice at Toker Point. The following day, fog impeded them, lifting briefly at noon to reveal that their way west was completely closed. Worse, fresh north winds were driving more ice upon them. Larsen decided to head for Tuktoyakuk. The shallow waters and strong current of the McKenzie River kept a large stretch of water open there.



Crew on sea ice at head of Prince of Wales Strait (Larsen fonds, VMM)

The channel into the "Tuk" harbour is narrow, crooked and risky even with shore markers, but in the darkness the markers could not be seen and they grounded on the mud flats. They managed to back off and anchored in 3 fathoms to await daylight. Larsen hated to do this because he knew a gale was on its way. It arrived swiftly with pouring rain. By morning to seaward was nothing but ice with a shallow stretch of water inside. The mud quickly became churned up and the ship rolled violently. They needed deeper water, but could easily have been washed up onto the mud if they got too far leeward. With the swell and good luck they were fortunately lifted over the shallows.

Once in the harbour they dropped anchor and let out all their cable. The gale reached hurricane proportions in a matter of minutes. The water rose 10 feet, flooding the Hudson Bay Company buildings, washing away goods, equipment, and buildings and drowning 17 Inuit dogs staked on a nearby island. A small island of peat and willow drifted by them. They had entered the harbour just in time to save themselves from certain destruction. The following day revealed that the sand spit was completely changed. Blue permafrost was seen where land had been torn away. Mackenzie Bay was a solid mass ice. A passing aircraft reported unbroken ice to Herschel Island. Seemingly fated to spend the winter in Tuk, they set out nets for to trap winter food for the dogs.

A week later a fresh wind blew up from the east and northeast and Larsen decided to try to cross to Herschel Island. They barely floated out of the now shallower harbour and then steamed all night through leads in the ice. Some flows were 10 miles



Pack ice between Tuk-tuk and Herschel Island, Sept 17-18 , 1944. (Larsen fonds)

long and one carried 7 polar bears. Near the abandoned settlement of Herschel Island, fog returned again. The land was snowed under and the harbour choked with ice. That night a severe blow came up, but great slabs of grounded ice served as a breakwater. They installed the Inuit family in one of the empty houses and unloaded fuel and excess supplies. News from Point Barrow was that the ice was packed solid and no ships could get out. The season was the worst in years. Then a slight easterly wind came up. Larsen wrote, "That was just what I needed and after all these years I knew exactly what it would do in the way of loosening the ice pack, and leaving a narrow lead along the shore". They immediately ceased unloading and prepared to depart.

September 21, 1230 they were underway. Larsen prayed the breeze would hold until they got around Point Barrow. Fog again descended. They couldn't see the sun. Depending on the lead line, they groped their way along the north coast. Larsen knew the coast well, having sounded almost every inch of it over the years and he knew that if they could keep to 7 fathoms of water it would take them right to Point Barrow. The

evening of September 23, news came from Barrow that with the now changing winds, the little lead that had opened was rapidly closing. It was too late to turn back now. Taking chances greater than he ordinarily would have, Larsen "ordered the engineer to give her all he had". Accurate soundings were most important and the lead line soon became covered with ice. On the 15 foot mark Larsen tied a piece of bunting that would be visible in the light they hung over the side, close to the water's edge. Nearing Point Barrow, the ice was closer and closer to the beach and the water shoaled alarmingly. Suddenly at 0145h the lead-man shouted, "We've lost bottom". That was the call Larsen had been waiting for. Soon they saw the welcoming lights of the Cape Smyth settlement. The ice was pressing in close to the shore; they were in less than 15 feet of water with no room to turn around. They were now in touch by radio. People had turned on the lights along the shore to assist the crew in finding their way along the shoreline.

They continued straight on until 27 September when they finally reached King Island, Alaska where an Eskimo village perched like a bird's nest on its rocky shore, they hoped to get a bit of rest, but saw no signs of life. No one responded to their signals. Larsen ordered, "Hoist the Stars and Stripes!" The village suddenly came to life. Kayaks were put out to greet them. By-passing Dutch Harbour they instead docked at Akutan; from then on it was mostly plain sailing. It was at Akutan where Larsen was able to be out of his clothes to sleep for the first time since leaving Nova Scotia.

At 1900h on October 16, [1944] her hull pitted, scarred and dirty, *St Roch* crept into her home port. Stretched across the bridge was a large white pennant the youngest crew member, Billy Cashin, had made from a Royal Canadian Mounted Police bed sheet and green ship's paint, proudly announcing their achievement. So ended the long treacherous journey - one which most Canadians know very little about, but that helped to establish sovereignty in Canada's north.



Arrival in Vancouver, Oct. 16, 1944. Bill Cashin with his banner on the bridge of *St Roch*. (Hunt fonds, VMM)

## Footnotes

1. R. K. Headland, *Transits of the Northwest Passage to End of the 2012 Navigation Season*, Revised 3 March 2013, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge, United Kingdom, CB2 1ER
2. Alan MacEachern, "J.E. Bernier's Claims to Fame", *Canadian Journal of the History of Science, Technology and Medicine*, 2010, (Vol. 33, No. 2) p. 43-73.
3. Formerly Wind-class icebreaker *HMCS Labrador*, Canada's first modern and powerful icebreaker: commissioned in 1954.
4. David Murphy, *The Arctic Fox: Francis Leopold-McClintock, Discoverer of the Fate of Franklin*, 2004, p. 119.
5. Beechey Island is one of the most important heritage locations in Canada and in the history of arctic exploration by the Royal Navy in the nineteenth century according to Brian D. Powell, The memorials on Beechey Island, Nunavut, Canada: an historical and pictorial survey *Polar Record*, 2006 (Vol. 42, No. 04) p. 325-333.
6. Graham Rowley, "Captain TC. Pullen, RCN: Polar Navigator," *The Northern Mariner/Le Marin du nord*, April 1992, (Vol. 2, No. 2), p. 29-49

### A short biographical note from Doreen Larsen Riedel

My background didn't prepare me to be a historian or a writer. After graduating from Royal Jubilee Hospital School of Nursing (Victoria BC), I studied Biology at Carleton University and University of Western Ontario. While following my husband, an academic gypsy, I taught in several experimental programs in Nursing education, worked in Nursing administration, tropical disease and other health related research and education and later with the federal government. Since retiring I have had time to research much of the yet unpublished information about my father's career and the activities of the men who sailed on *St Roch* over its 20 years in the Canadian Arctic. Currently my brother and I are attempting to identify the subjects of the very large collection of Larsen photographs in Library and Archives Canada.

This year was the 70th anniversary of the historic east to west voyage of *St Roch* through the Northwest Passage. It was also 50 years since my father, Henry Larsen, passed away at age 65. So he was very much on my mind. I always think of how he liked to plan ahead and be prepared for all possibilities. In 2007, a year when there was little or no ice, I had been through the passage between Resolute Bay and Amundsen Gulf and was invited to travel this year on the *Akademik Ioffe* between Cambridge Bay and Iqaluit as a resource person. For several weeks I had been following the ice charts and watching the progress of the Norwegian team coming to salvage Amundsen's *Maud*, a derelict at Cambridge Bay. I was slated to give a presentation on the Ioffe. Anticipating delays along our route, I also took a second presentation I had prepared during the Amundsen year which described the backgrounds of Amundsen and my father, as well as a recorded interview of my father with Helen Creighton, and a digital collection of my father's Arctic photographs. The trip was wonderful, in spite of, or perhaps because heavy ice blocked the way down Peel Sound and going along Prince Regent Inlet wasn't feasible. Instead, after landing at Resolute Bay, we headed east through Barrow Strait and into Lancaster Sound. There we experienced enough fog and ice to give us an appreciation of what *St Roch* had faced in 1944.

I much indebted to Don MacNeil, for suggesting that this story might be suitable for inclusion in *Argonauta*. (son of the late Lt. J.A. MacNeil, who with Captain T.C. Pullen, of *HMCS Labrador*, located the *St Roch* cylinder in Franklin's cairn on Beechey Island in 1957) and to One Ocean Expeditions for the opportunity to experience part of the path my father took along the Northwest Passage.

## Documents on Canadian External Relations: Special Arctic Volume

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Readers of *Argonauta* with an interest in Arctic history will likely be familiar with the series *Documents on Canadian External Relations (DCER)*, published since 1967 by the Historical Section at Foreign Affairs, Trade and Development Canada. Although several key documents on northern sovereignty have been published in the series, coverage has sometimes fallen short of the ideal, in many cases because material was not yet declassified or was difficult to locate. Therefore, a special Arctic volume is currently being produced by editor Janice Cavell and a team of researchers. It will begin with the negotiations over the transfer of the Arctic islands from Britain to Canada in 1874–1880 and end in 1950.

Among the documents with the most nautical content are the instructions to various official expeditions. William Wakeham's 1897 voyage in the chartered Newfoundland sealer *Diana* was intended both to investigate the navigability of Hudson Strait and to assert Canadian authority over Baffin Island and Hudson Bay.

23rd April 1897

Commander W. Wakeham

Sir,

As already intimated to you personally, I have appointed you to the command of the Hudson's Bay Expedition, and you will consider this letter a formal appointment, and enter upon the active discharge of your duties as such Commander.

You will take charge of the "Diana", about whose movements you already know, and appoint the different officials, officers and crew, as agreed upon between us.

You will proceed to Halifax at the earliest moment your duties will permit your leaving here, and make the necessary arrangements for the Expedition.

As I have already explained to you personally, you are to push forward the preparations so as to be with the "Diana" at the mouth of Hudson's Bay at the earliest possible moment when an entrance can be effected into the Straits, which I think we agreed was possible some time about the 1st of June.

You will make all necessary arrangements before leaving Halifax for fitting out the vessel in a manner suitable for the Expedition, and you will receive authority from the Department to spend such sums of money and incur such expenditures as may be necessary for that purpose.

I have approved of several memorandums made by you from time to time setting forth what you might require, and any further memoranda that you wish to submit with reference to the equipment or provisioning of the "Diana", or obtaining suitable appliances for facilitating the work that she has been detailed to carry out, I will be glad to approve of when submitted to me.

You will be accompanied on the Expedition by Captain Bourke, R.N. who goes more especially on behalf of and representing the interests of the Railways contemplated to be built from Hudson's Bay to the Pacific, or to the centre of the Great North West, and also by James Fisher, Esquire, who will go as representing specially Manitoba and the North West Territories.

I trust you will make such provision for these two gentlemen as will make their voyage comfortable, and that you will do whatever is necessary to give them every assistance to enable them to make any observations which they may desire to make.

With regard to the provisioning of the "Diana", I do not think it is desirable, as I have already intimated to you privately, that any grog or spirits should be served out to the men on the Expedition, but you will exercise your own judgment in taking such quantity of spirits, wine or beer as you may deem necessary for medicinal purposes.

As you are already aware, there will be a party accompanying you from the Geological Survey. Your instructions are to carry these men to the Straits, and land them as they may desire on the north or south shore of the Straits, leaving them there during the Summer months, and picking them up on your return home, according to any pre-arrangement you and the officer in command of the party may determine upon.

When you reach the entrance to the Straits you will understand that your duty will be to test their practical navigability, and you will continue with all due energy, but exercising, of course, proper care and caution, to press the Steamer through the Straits to ascertain their navigability.

After and when you have succeeded in reaching the inner waters of the Bay, you will at once reverse your course and again press backwards to the Ocean, and, subject to the discretion which you must exercise yourself, I would think it desirable that you should cruise in and out of the Straits two or three times before you sail into Hudson's Bay proper, for the mere fact of your being able to navigate once either in or out would not by any means settle the question of their practical navigability.

After you have settled the question as far as it can be settled in the spring, and when all doubt as to the navigability is past, you will leave the Straits and proceed into Hudson's Bay proper.

During the summer months you will cruise through the Bay and explore it as thoroughly as possible, and ascertain its capability for fishing purposes, and the nature and character of the fishes which it contains. In order to enable you to do this properly, you will take care to equip the vessel, before leaving Halifax, with all necessary appliances.

I need hardly say to you that it will be necessary for you to carefully note from

day to day the results of your investigations, so that they may, when put in the form of a proper report at the end of the Expedition, present a complete diary of the Expedition from the time you leave until you return.

Before leaving Halifax you will either make arrangements yourself for a schooner loaded with coal to go forward to the entrance of the Straits to meet you at such time as you may determine upon, or leave a memorandum for the Department to make such arrangements, designating the time when you will require the vessel to be at the entrance of the Straits.

If you arrange in Halifax for such a vessel, as I would prefer you should do, I would ask you to take counsel with the Hon. George Murray, Premier of Nova Scotia, who will be able to give you necessary information with regard to a schooner to sail from Sydney, and also a man to command her. Mr. Murray has already strongly recommended a man for captain, but I cannot recollect his name at the moment.

You are authorized to enter into a charter for this purpose.

After thoroughly testing the fishing capability of the Hudson's Bay, and making such biological observations as you desire, your instructions will be to resume the navigation of the Straits in the Autumn of the year with a view of determining for how long they are navigable, and for this purpose you will repeat the operation of cruising in and out of the Straits the same as you did in the spring.

After having thoroughly satisfied yourself on this point you will pick up the Geological party and return to Halifax.

You are authorized to employ a Private Secretary, who will assist you in writing, and who ought to be a photographic expert, and take with him a complete supply of photographic instruments for the purpose of taking views.

Rumours having reached this Department, more or less authenticated, that foreigners have been quietly establishing themselves and asserting more or less of sovereign powers on parts of the territory lying north of Hudson Bay Straits, it will be your duty to make a thorough investigation into the truth of these rumours.

With this object you will proceed up Cumberland Sound, make thorough enquiry into the extent of the trade carried on in this territory with the Esquimaux, and, also, the character and extent of the fishing carried on by aliens within Canadian territorial limits, and also the extent of the trade, if any, carried on without payment of duties, &c.

It will be your duty firmly and openly to declare and uphold the jurisdiction in all those British territories you may visit of the Dominion of Canada, to plant the Flag as the open, notorious evidence to the natives and others of our claim to jurisdiction, and our determination to maintain and uphold it.

I leave to your judgment and discretion the special steps you may deem it necessary to take to proclaim and uphold our sovereignty. You will to some extent be guided by circumstances, but the fact that all the Territories are unquestionably ours,



must be made patent to all natives, as well as foreigners, and in equipping the “Diana” you will specially bear in your mind the necessity of being able to enforce Dominion jurisdiction. I assume, therefore, you will deem it necessary to take proper fire-arms and ammunition, and I would suggest a suitable small cannon of the most modern and improved kind. On this point you would do well to consult with Commander Spain.

Bearing in mind the specific objects of the expedition as above outlined. you are invested with all general power and discretion, such as is necessary in the Commander of an Expedition of this kind, and the Department will rely upon your prudence and discretion in carrying them out with energy and zeal.

Your present pay will continue during your absence, and I will be very happy to make such an addition to it in the shape of a bonus as will fittingly represent the Department’s appreciation of the services you have performed.

I enclose you herewith a letter to the Librarian of Parliament asking him to assist you in obtaining such books as you require to form a library on board, but in addition to that I hereby give you authority, if the books furnished you are not sufficient, to procure in Halifax such necessary books as you think desirable for the purposes of reading and study.

Yours faithfully,

[No signature; the original might have been signed by either the minister of marine and fisheries, Louis Davies, or the deputy minister, François Gourdeau]

Source: Library and Archives Canada, RG 42, vol. 338, file 13205A

#### **About the Editor**

Janice Cavell was born and grew up in northern Ontario, and has always enjoyed reading polar history. She received her PhD from Carleton University in 2003. Since joining the Historical Section of DFAIT in 2004, she has focused on Arctic sovereignty issues. Her articles have appeared in the *Canadian Historical Review*, *Polar Record*, *Arctic* and other journals. In 2010 she and co-author Jeff Noakes published *Acts of Occupation: Canada and Arctic Sovereignty, 1918–25* (UBC Press), which was shortlisted for the Canadian Historical Association’s Political History Prize.

# Deployments by Ships of the Royal Canadian Navy into Canadian Northern Waters, 1949-2014

By Michael Whitby

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*"This Arctic, this Canadian Arctic is our business – ours to exploit, ours to defend."*

Commodore O.C.S. Robertson, RCN

Astonishingly, the numerous deployments by the ships of the Royal Canadian Navy into the Canadian North have never been tabulated. Because of this, it is not known precisely how many ships went North, when they did so, and where they went. In recent years, with individual RCN ships proudly proclaiming "farthest North status" during the now regular NORPLOYS, the RCN Command Historian, Dr Richard Gimblett and Michael



CCGS *Henry Larsen* with the HMCS *Montréal*, 2006  
Image: Department of Fisheries and Oceans, Canada

Whitby, Senior Naval Historian at the Directorate of History and Heritage, discussed the need for a basic chronology of Canadian naval deployments into the North. The idea languished until the autumn of 2014 when Rear-Admiral John Newton, Commander MARLANT and a passionate veteran of Arctic operations, lit the fuse that got this particular northern research expedition under way.

Much has been written about the RCN's forays into the North, especially in recent years when the operations have taken on increased importance for environmental, political and strategic reasons. However, when analysts and historians have attempted to lay out the RCN's missions into the North, the material is sometimes fraught with inaccuracies and oversights—not the fault of the various authors since the precise facts were unknown or sometimes shrouded in secrecy. This survey attempts to rectify that situation. It is based upon research of primary sources, including naval messages, operational schedules, reports of proceedings, ship's movement data, Annual Historical Reports and other such documents. In support of that effort, sailors who went North on the various missions have provided important research lead marks. It must be understood, this compendium is only meant to provide the bare bones of 'what', 'where' and 'when' concerning these deployments; the next and more important step is to continue to pose the important questions 'how', 'why' and 'so what' in regard to the RCN's experience in the Canadian North.

Some parameters behind the list require explanation. Most important, 'North' has been defined as any deployment beyond Lilliniq Island at the southern entrance of Hudson Strait in the east, and past the Diomedes Islands in the Bering Strait in the west. Although Maritime Forces Pacific designated some deployments as 'NORPLOYS' in the mid-1970s, these took place along the southern coast of Alaska, and, as with the numerous operations along the coast of northern Labrador, have not been included. Similarly, several planned deployments that were cancelled for various reasons have not been listed. The survey only traces deployments by ships, and so does not include critical work such as that done by the navy clearance divers who worked on the Distant Early Warning (DEW) Line and other projects, and the communications personnel who manned naval radio detachments. Likewise, the exploits of individual sailors who played a pioneering role in expanding the navy's knowledge of the North—such as Commander C.T. Beard who accompanied the government's 1935 Arctic Patrol, Commodore O.C.S. Robertson who travelled the region in a USN icebreaker, blimp and two nuclear submarines, and Commander J.P. Croal, the naval staff's resident Arctic expert into the 1960s—have not been included. The survey also does not incorporate the many Coast Guard vessels and Canadian Naval Auxiliary Vessels that routinely supported and acted as research partners to the RCN deployments. Finally, the survey only covers operations in the Canadian North, and thus excludes the many warships that ventured beyond the Arctic Circle in the Eastern Atlantic during the Second World War and the Cold War.

The survey is comprised of four sections. The first details the various deployments, including their date, a basic description of their purpose and some of the locations visited during the operation—the goal is not to provide a history of the deployments, just to outline the basic information. The second section names the ships that have steamed the farthest into the High Arctic. The third and fourth sections break down the deployments by ship type and by individual ship: the former conveys that almost all of the types used by our navy—from Second World War destroyers to modern frigates, aircraft carriers to minesweepers; auxiliary oiler replenishment (AOR) to submarines—have ventured North at one time or another; the latter, which totals 42 ships, shows that many, many sailors went with them.

As a final point, the author sees this as a 'living document' and recognizes that it may contain omissions and inaccuracies. He humbly requests that any veterans, analysts, historians or students of the North who have knowledge of other naval deployments to the North or comments about those listed, please inform Michael Whitby at [Michael.whitby@forces.gc.ca](mailto:Michael.whitby@forces.gc.ca) so that the list can be amended to make it as definitive as possible. The resultant product and supporting research will be deposited into the archives of the Directorate of History and Heritage, National Defence Headquarters, Ottawa.

Michael Whitby  
Senior Naval Historian  
Directorate of History and Heritage

Ottawa  
November 2014

## SECTION ONE

### **Deployments**

#### **1949** – HMCS *Cedarwood*

- Western Arctic – July-August 1949
- Chukchi Sea - proceeded as far north as latitude 73° 15' North
- Part of the Joint Canadian-American Aleutian Scientific Expedition investigating, among other things, the challenges associated with operating submarines in the Arctic – in company with submarine USS *Baya* and other vessels

#### **1948** – HMCS *Magnificent*, *Haida* and *Nootka*

- Hudson Bay cruise – 2-28 September 1948
- *Magnificent* proceeded as far as Hudson Strait; *Nootka* and *Haida* continued into Hudson Bay to visit Wakeham Bay, Churchill and Coral Harbour
- The RN was asked to provide a submarine for this and *Swansea*'s 1949 deployment but demurred

#### **1949** – HMCS *Swansea*

- 25 August-15 September 1949
- Frobisher Bay, Koojessin Inlet and Nuuk (formally Godthaab), Greenland
- Familiarization with Arctic conditions and scientific research

#### **1954** – HMCS *Labrador*

- July-November 1954
- Resolute, Craig Harbour, Alexandra
- north of Arctic Circle from 28 July-20 September (55 days)
- transited Northwest Passage and completed first circumnavigation of North America

#### **1955** – HMCS *Labrador*

- July-November 1955
- Supporting construction of DEW Line in Eastern Arctic
- Foxe Basin, off Baffin Island

**1956** – HMCS *Labrador*

- July-October 1956
- Supporting construction of DEW Line in Eastern Arctic
- Bellot Strait

**1957** – HMCS *Labrador*

- June-October 1957
- Supporting construction of DEW Line in Eastern Arctic
- transited Bellot Strait
- recovered the anchors of HMS *Fury* from Franklin Expedition

**1961** – HMCS *Cap de la Madeleine*

- August-September 1961
- Frobisher Bay - to erect a communications facility on southern Baffin Island

**1961** – HMCS *Bonaventure, Restigouche, St. Croix, Haida, Algonquin, Huron, HMS Aurochs* and USS *Neosho*

- Ex *Trampoline*: 2-8 October 1961
- Entrance to Hudson Strait and Ungava Bay - anti-submarine exercise
- *Aurochs* was from 6<sup>th</sup> Submarine Squadron on loan to RCN, while USS *Neosho* was a fleet oiler lent to the RCN for this operation.

**1962** - HMCS *La Hulloise, Buckingham, Lauzon* and *Swansea*

- August-September 1962
- Transited Hudson Strait for port visits to Churchill and Port Harrison
- University Naval Training Division cruise

**1970** – HMCS *Protecteur, Skeena, Annapolis, Fraser, Terra Nova, Ojibwa* and *Okanagan*

- NORPLOY 70: 28 July-31 August 1970
- Carried out in two stages: first, was a series of port visits in Hudson Bay/Hudson Strait area; second, was MARCOT 2/70 , a six-day anti-submarine exercise in Frobisher Bay and Labrador Sea
- *Protecteur* put into Churchill, Rankin Inlet, Coral Harbour and Frobisher
- *Annapolis* put into Frobisher Bay, Rankin Inlet, Coral Harbour
- *Skeena* put into Churchill, Rankin Inlet, Chesterfield Inlet and Wakeham Bay
- *Fraser, Terra Nova, Ojibwa* and *Okanagan* deployed only for MARCOT 2/70

**1971** – HMCS *Preserver*, *Margaree* and *Assiniboine*

- August-September 1971
- Frobisher Bay, and Nuuk, Greenland

**1972** – HMCS *Protecteur*, *Yukon*, *St. Laurent*, *Fraser* and *Onondaga*

- NORPLOY 72: 1-17 August 1972
- Lower Davis Strait and Hudson Strait – exercising anti-submarine capability in northern waters
- *Fraser* put into Lake Harbour and Wakeham; *St. Laurent*, Koartac; and YUKON did port visit to Nuuk, Greenland
- intent was for *Onondaga* to head into upper Davis Strait but larger than expected ice concentrations limited her to lower Davis Strait and Hudson Strait

**1973** - HMCS *Protecteur*

- NORPLOY 73: August-September 1973
- Pond Inlet, Mackinson Inlet, Grise Fjord, Resolute Bay, Beechy Island and Iqaluit

**1974**– HMCS *Preserver*, *Saguenay* and *Assiniboine*

- NORPLOY 74: 6-29 August
- Hudson Strait/Hudson Bay
- *Saguenay* operated independently and visited St Anthony, Chesterfield Inlet, Rankin Inlet and Churchill
- *Assiniboine*: Eskimo Point, Churchill, Frobisher Bay and Resolution Island

**1975** – HMCS *Protecteur*

- NORPLOY 75: 6 August-18 September 1975
- Port Burwell, Lake Harbour, Wakeham Bay, Cape Dorset, Povungnituk, Iruijivik, Sugluk, Arctic Bay and Resolute
- Replenishing “303 Ball Ammunition” for Canadian Rangers - scientific research

**1977** – HMCS *Preserver*, *Ottawa* and *Assiniboine*

- NORPLOY 77: 1 August-9 September 1977
- Hudson Strait, southern shore of Baffin Island, Eskimo Point, Pritzler Harbour, Lake Harbour, Cape Dorset, Lancaster Sound, Resolute Bay, Barrow Strait
- Scientific study and logistical support to Princess Patricia’s Canadian Light Infantry during Ex NORTHERN VIKING

**1978** – HMCS *Protecteur*

- OP BOXSTOP II: 13 July-4 August 1978
- sealifting 1100 tons of stores from Montréal to Thule, Greenland for onward transit to CFB ALERT

**1979** – HMCS *Preserver*

- NORPLOY 79: 3-24 August 1979
- Lancaster Sound to Radstock Bay
- Forced to terminate operation early due to deteriorating ice conditions and engineering problems
- *Cormorant* was scheduled to accompany NORPLOY 79 but forced to cancel due to engineering problems; gear and personnel transferred to *Preserver*

**1982** – cancelled

- *Cormorant* sailed for an Arctic deployment in August but forced to abandon that part of the operation due to engineering problems and instead conducted a Canadian Atlantic sub area patrol off Labrador
- *Protecteur* also assigned to conduct a NORPLOY but had to cancel due to lack of availability of helicopters

**1986** – HMCS *Cormorant*

- NORPLOY 86
- Northern reaches of Lancaster Sound, Clyde River, Nanisivik, Arctic Bay, Pond Inlet
- Each of *Cormorant's* three Northern deployments were supported by Canadian Naval Auxiliary Vessel QUEST

**1987** – HMCS *Okanagan*

- Operational Surveillance Patrol: 14 September-2 October 1987
- Hudson Strait

**1988** – HMCS *Cormorant*

- NORPLOY 88: 3 August-13 September 1988
- Iqaluit, Pond Inlet, Bylot Island, Nuuk (Greenland)
- Acoustic research along edge of and into ice pack

**1989** – HMCS *Cormorant*

- NORPLOY 89: 21 August-5 October 1989
- Lancaster Sound, Grise Fjord and Nanisivik
- Military operations and scientific research – ice punched a hole in *Cormorant's* hull

**1989** – *Preserver, Annapolis and Fraser*

- Ex ICE EDGE 89 - to exercise anti submarine warfare against nuclear powered general purpose attack submarines in ice conditions – USS *Sturgeon* (SSN-637) provided the opposition
- near the edge of the polar ice in Davis Strait

**2002** – HMCS *Goose Bay* and *Summerside*

- NORPLOY 02: 22 July-15 August 2002
- Kimmirut, Iqaluit and Resolution Island
- the inaugural OP NARWHAL exercise with Joint Task Force North

**2004** – HMCS *Montréal* and *Goose Bay*

- Ex NARWHAL 04: August 2004
- *Montréal*; Iqaluit, Pangnirtung Fjord, Cumberland Sound
- *Goose Bay* first Maritime Coastal Defense Vessel to cross Arctic Circle (29 Aug 2004) – *Goose Bay* then re-crossed with *Montréal* on 30 August

**2005** – HMCS *Fredericton, Glace Bay* and *Shawinigan*

- August-September 2005
- *Fredericton* deployed as a contingency fuel resupply asset for two Maritime Coastal Defense Vessel's and conducted an Arctic Fishery Patrol in Davis Strait
- Nuuk, Greenland, Clyde River, Pond Inlet, Iqaluit– reached 74° 19' North, which Annual Historical Report says was “highest latitude for a Canadian Patrol Frigate”
- *Glace Bay* and *Shawinigan* on Ex HUDSON SENTINEL in Hudson Bay
- *Shawinigan*: Arviat Harbour, Rankin Inlet, Coral Harbour and Cape Dorset
- *Glace Bay*: Whale Cove, Rankin Inlet and Chesterfield Inlet

**2006** – HMCS *Montréal, Goose Bay* and *Moncton*

- OP LANCASTER: 12-25 August 2006 – “patrol of Arctic waters”
- *Montréal*: Nuuk, Greenland, Iqaluit, Pond Inlet
- *Moncton*: Iqaluit, Dundas Harbour, Pond Inlet *Moncton* reached 76° 31.4381' North, “...entered now in the Historical Report as the furthest north of any vessel currently in service with the Navy”



**2007** – HMCS *Corner Brook*, *Fredericton* and *Summerside*

- OP NANOOK: August 2007
- Iqaluit
- *Fredericton* and *Summerside* conducted boarding exercises, and anti-submarine serials with *Corner Brook*
- *Fredericton* last minute replacement for *Toronto* due to engineering problems

**2008**- HMCS *Toronto* and *Shawinigan*

- OP NANOOK: August 2008
- Frobisher Bay

**2009** - HMCS *Toronto* and *Corner Brook*

- OP NANOOK 09: August 2009
- Davis Strait, Frobisher Bay
- Amphibious exercise with Canadian Coast Guard Ship *Pierre Radisson*; anti-submarine exercise
- *Glace Bay* sailed for NORPLOY 09 but forced to abandon deployment before reaching northern waters due to engineering problems

**2010** - HMCS *Montréal* and *Goose Bay*

- OP NANOOK 10: 3 August-2 September 2010
- *Montréal* : Groenedale and Nuuk Greenland, Nanisivik and Grise Fjord (Annual Historical Report says furthest North of any Canadian Patrol Frigate)
- *Goose Bay*: Iqaluit, Pond Inlet and Nanisivik – in company with United States Coast Guard Cutter *Alder*, later joined by HMDS *Rasmussen*

**2011**- HMCS *Summerside*

- OP NANOOK 11: August 2011
- Iqaluit, LAV site on Baffin Island, Qikiqtarjuaq
- Accompanied by United States Coast Guard Cutter *Willow*
- Conducted a Fishery Patrol off Frobisher Bay
- Did 'Relief-in-Place' with crew of *Goose Bay*

**2012** – HMCS *St. John's*

- OP NANOOK 2011: 7-31 August 2012
- Nuuk, Greenland, Cape Dorset, Churchill, Frobisher Bay
- Exercises with HDMS *Triton* (*Danish ship*)

## 2013 – HMCS *Shawinigan* and *Summerside*

- Op NANOOK 2013
- *Summerside* conducted hydrographic surveys for Canadian Hydrographic Services (CHS), charting and surveying for deep sea shipping at Milne Inlet in preparation of mine shipments out of Mary River.

## 2014 – HMCS *Kingston* and *Shawinigan*

- Op NANOOK 2014, Op QIMMIQ 2014
- Iqaluit, Erik Harbour
- *Shawinigan* reached latitude of 80° 28' N. – this has been recognized as the furthest north by any Canadian warship. She also did a Search and Rescue scenario with HDMS *Triton* (Danish ship) and HMDS *Knud Rasmussen* (Danish ship)
- *Kingston* was assigned to the Victoria Strait search for the lost ships of the Franklin Expedition but pack ice prevented her transit to the search site. She instead executed hydrographic surveys on behalf of CHS in Milne Inlet and Eclipse Sound.

### SECTION TWO

#### **Farthest North:** (Not yet verified through log books)

- 2014—HMCS *Shawinigan* reached 80° 28' North
- 1954—HMCS *Labrador* reached 79° 58' North
- 2006—HMCS *Moncton* reached 76° 31.4381' North

### SECTION THREE

#### **Deployments by type:**

AGSC – 1  
AOR - 10  
ASL - 3  
AW - 4  
CPF- 8  
CVL - 2  
DD - 5  
DDE - 4  
DDH - 13  
FF - 7  
MCDV - 16  
SSK - 6

### SECTION FOUR

## Deployments by individual ships:

*Preserver* – 5

*Protecteur* – 5

*Goose Bay* – 4

*Labrador* – 4

*Shawinigan* – 4

*Summerside* – 4

*Assiniboine* – 3

*Cormorant* – 3

*Fraser* – 3

*Montréal* – 3

*Annapolis* – 2

*Corner Brook* – 2

*Fredericton* – 2

*Haida* – 2

*Okanagan* – 2

*Swansea* – 2

*Toronto* – 2

*Algonquin (DDE)* – 1

*Bonaventure* – 1

*Buckingham* – 1

*Cap de la Madeleine* – 1

*Cedarwood* – 1

*Glace Bay* – 1

*Huron (DE)* – 1

*Kingston* – 1

*La Hullose* – 1

*Lauzon* – 1

*Magnificent* – 1

*Margaree* – 1

*Moncton* – 1

*Nootka* – 1

*Ojibwa* – 1

*Onondaga* – 1

*Ottawa (DDE)* – 1

*Restigouche* – 1

*Saguenay* – 1

*Skeena* – 1

*St. Croix* – 1

*St. John's* – 1

*St. Laurent* – 1

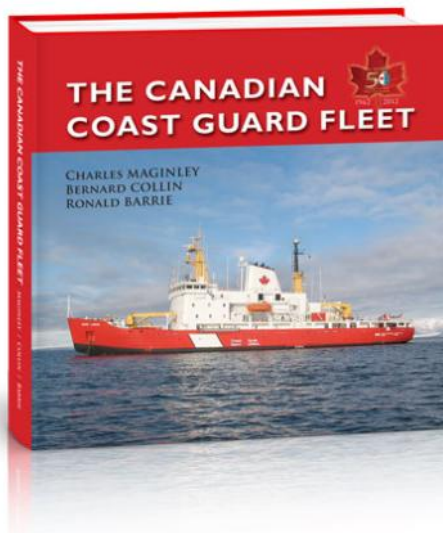
*Terra Nova* – 1

*Yukon* – 1



## New Book

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### **The Canadian Coast Guard Fleet 1962-2012**

By: Charles D. Maginley, Bernard Collin, & Ronald Barrie

Publisher: Longhill Publishing

Website: [www.longhillpublishing.ca](http://www.longhillpublishing.ca)

ISBN-10: 0973394641

ISBN-13: 9780973394641

### **About**

THE CANADIAN COAST GUARD FLEET 1962-2012 *Saluti Primum* by our member Charles (Doug) Maginley (together with Bernard Collin and Ronald Barrie) is a pictorial and technical survey of the ships, hovercraft and helicopters that served in the Canadian Coast Guard during its first fifty years. There are over 300 photographs in black and white and in color with ship descriptions and technical details. The authors have all served in the Coast Guard and have written or contributed to other books about Canada's nautical heritage.

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### **Where to order**

Available in hardcover (\$50)  
or paperback (\$40)  
from Long Hill Publishing  
Mahone Bay  
[www.longhillpublishing.ca](http://www.longhillpublishing.ca)  
Phone 902 624 6243

## Scale Model To 'Anchor' at Loch Katrine Handcrafted Model of Historic Steamship Gifted to Visitor Attraction

By Carol MacInnes

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A scale model depicting the one of the world's oldest operational steamships has been gifted to its operators and will be on public display from next spring.



**Steamship *Sir Walter Scott***  
Image courtesy: Steamship *Sir Walter Scott* Trust

Lovingly hand-crafted by model enthusiast Mr Bill Peberdy, with the help of his great friend Mr Bill Sutton, the 4.5ft long model Steamship *Sir Walter Scott* has been entrusted to the Loch Katrine Visitor Experience at Trossachs Pier, the embarkation point from where tourists have sailed aboard the SS *Sir Walter Scott* for over 114 years.

Built on the Clyde by Denny Bros of Dumbarton in 1899, and sailing Loch Katrine since 1900, the 110ft Steamship *Sir Walter Scott* is one of the world's oldest steamships still running a scheduled timetable. In 2009 the historically recognized vessel's future was secured through an extensive renovation and restoration programme which saw the installation of new 'clean' bio-fuel boilers and the creation of a comfortable new lounge allowing panoramic views of the loch, a feature enjoyed by the thousands of visitors who sail aboard the steamship every year.

Now, a perfect scale model of the *Sir Walter Scott* – depicted as she was in 1992

– has been discovered and will be on display at the Trossachs Pier, Loch Katrine from next Spring.



Steamship *Sir Walter Scott* scale model  
Image courtesy: Mr. B. Peberdy

Crafted from scratch more than 20 years ago, the ½ inch to a foot model SS *Sir Walter Scott* was created by retired Cheshire dentist Mr. Bill Peberdy. A lifelong ‘modeller’, Mr Peberdy was introduced to the *Sir Walter Scott* during a trip to the Trossachs in 1991. Inspired by the steamship’s elegant Victorian lines and “completely bowled over” by her history, Bill determined to create a perfect scale model of the SS *Sir Walter Scott* and together with fellow model-enthusiast Bill Sutton, he set about researching the vessel’s layout, plans and construction. Six years of painstaking research and construction later, and the 4.5ft long miniature Steamship *Sir Walter Scott* was complete.

For over a decade, the model remained in Mr Peberdy’s workshop (his former dental surgery), and earlier this year his family suggested it be offered to the team at Loch Katrine. After a few repairs, the artefact has now been delivered to Trossachs Pier, where she will be placed on display from next year.

Mr Peberdy (86) said: “Our efforts were far more than just wanting to make a model of a ship. We were motivated by considerable affection for the vessel and indeed her crew, and made us determined to make as detailed and accurate a model as we possibly could. The model Steamship *Sir Walter Scott* is entirely hand made. Its

hull required planking of 275ft of ¼ x 1/8 inch obechi wood cut to length and secured by fine brass nails. All in all, the model is made up of 5,493 pieces.”

“I am pleased to see her go to a good home, indeed her rightful home, and hope that very many visitors to Loch Katrine will enjoying seeing her.”

Gordon Allan, Managing Director of the Steamship *Sir Walter Scott* Ltd, added: “We are thrilled to receive this unique and wonderful artefact for the Steamship *Sir Walter Scott*. It is an incredibly intricate model and the detail is fascinating, all the more so as it depicts the steamship as she was in the late twentieth century. Having personally collected her from Cheshire, it is now wonderful to see “little sister” united with her older, bigger sibling here in Loch Katrine. She is, however, very fragile, and over the winter months we will determine how best she may be displayed and preserved, hopefully to have her on public display by spring of next year.



Mr. & Mrs. Bill Peberdy & Daughter Janet  
In the wheelhouse of the Steamship *Sir Walter Scott*  
Image Courtesy: Mr. B. Peberdy

“On behalf of everyone at the Steamship *Sir Walter Scott*, I’d like to thank Mr Peberdy and his family for this kind and generous donation. I am certain his creation will be of great interest to visitors to Loch Katrine and the steamship for years to come. As a token of our thanks we offered to donate £1000 to the charity of Mr Peberdy’s choice and we were please to present this to the RNLI in Helensburgh.”

Last weekend, the Steamship *Sir Walter Scott* concluded her 2014 sailings with a special Pudsey Bear cruise for BBC Children in Need. The ship is now berthed for winter servicing, with sailings set to resume in mid March 2015. All details of the steamship, and other sailings on Loch Katrine, are available at [www.lochkatrine.com](http://www.lochkatrine.com).

# Call for Papers

## Canadian Nautical Research Society Conference & Annual General Meeting

12-13 June 2015  
Ottawa, Canada

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Ottawa, the nation's capital, is strategically placed for this conference, located at the confluence of the Gatineau & Rideau with the Ottawa Rivers, and at the northern mouth of the UNESCO Heritage Site Rideau Canal. Conference sessions and banquet will transpire in the historic quarters of HMCS Bytown, since 1943 the Wardroom (officers mess) for naval officers serving in the national defence headquarters. A variety of accommodation options are available in the immediate area.

Papers are invited to address any variety of perspectives on related themes involving ships, people, ports or trade. The Society reserves the first right of refusal for publication in our peer-reviewed journal *The Northern Mariner / Le Marin du nord* or in our less formal quarterly publication *Argonauta* as appropriate.

Paper proposals and administrative enquiries should be directed to:

Dr Richard Gimblett  
CNRS 2011 Conference Coordinator  
49 South Park Drive  
Ottawa, Ontario, K1B 3B8

Telephone: 613-971-7696

email: [richard.gimblett@forces.gc.ca](mailto:richard.gimblett@forces.gc.ca)

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# Call for Papers

## 47th Annual Meeting



Canadian Archaeological Association  
Association Canadienne d'Archéologie

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The CAA/ACA 2015 Organizing Committee is delighted to announce that the 47th Annual Meeting of the Canadian Archaeological Association will be held at the Sheraton Hotel, St. John's, Newfoundland and Labrador from April 29-May 3, 2015. All sessions, professional meetings, and the conference banquet will be hosted at the Sheraton. We invite you to participate in the conference as a session organizer, presenter of a paper or poster or simply by attending the conference. Sessions, papers and posters on all areas of interest to the Canadian archaeological community may be submitted. Given that this conference will take place in Newfoundland and Labrador we would like to encourage participants to submit sessions, papers or posters that reflect the interplay between Aboriginal cultures, between Aboriginal cultures and European newcomers, and among European settlers. These topics are particularly appropriate for Newfoundland and Labrador, a province rich in First Nations, Inuit, and Metis history and the scene of some of the first European landfalls in the New World. We would also like to highlight northern research through our partnership with the Polar Archaeology Network (PAN) who will coordinate all northern sessions.

Forums encouraging professional development for students and professionals are welcome, as are efforts to engage provincial archaeological societies.

Session and Forum abstracts must be submitted by Friday January 9th, 2015. Please forward details to Lisa Rankin ([lraink@mun.ca](mailto:lraink@mun.ca)).

For more information, please see our website at [www.mun.ca/caa2015](http://www.mun.ca/caa2015)

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# Call for Papers

## “Pacific – The Peaceful Ocean?”

### North American Society for Oceanic History

2015 Annual Conference

Hosted by the Naval Postgraduate School

Monterey, California

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“Pacific – The Peaceful Ocean?,” the 41th Conference of the North American Society for Oceanic History (NASOH), will be hosted by the Naval Postgraduate School in Monterey, California, May 13-17, 2015.

Using the international connection of the Pacific Ocean as a backdrop, the 2015 Program Committee invites paper and session proposals that explore a wide range of maritime connections, cultural landscapes, or an interweaving of both to examine the meaning and processes of our maritime heritage. Suggested topic areas include cultural connections, race, gender, archaeology, empire, military (e.g., First World War), indigenous, environmental, public history, and parks and protected areas. Additional topics and geographic focuses are welcome for submission and the Program Committee will consider papers and sessions exploring all aspects of history and archaeology related to saltwater or navigable freshwater environments. Papers from graduate students and junior scholars with fresh approaches to maritime history are greatly encouraged.

Students may apply for a Chad Smith Travel Grant to assist in travel to present a paper at the conference. Additionally, the Clark G. Reynolds Student Paper Award is provided each year to the author of the best graduate student paper delivered at the society's annual conference. Please see the awards section of the NASOH website for details.

The Program Committee welcomes the submission of individual papers and full sessions, preferring panels with three papers. Session and individual paper proposals should include: A) Title not to exceed 10 words; B) Abstract, not to exceed 250 words; C) A 200-word bio for the presenter; D) Contact information including phone number, address, affiliation, and email. 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. Please note that all participants must register for the conference.

The deadline for proposal submission is February 1, 2015. Please submit proposal packets electronically to the Program Committee. These should be sent to: Vic Mastone at [victor.mastone@state.ma.us](mailto:victor.mastone@state.ma.us). NASOH members interested in serving as panel chairs, please send an email to the Program Committee at the same address.

Program Committee:

James Allan, St. Mary's College  
John Jensen, Sea Education Association  
Chris Madsen, Canadian Forces College  
Victor Mastone, Board of Underwater Archaeological Resources  
Salvatore Mercogliano, Campbell University  
Gary Ohls, Naval Postgraduate School

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# Call for Papers

## International Maritime History & Culture Conference 2015

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René Taudal Poulsen Associate Professor, PhD, Copenhagen Business School

Venue: Dalian Maritime University, China.

Dates: June 25th-28th, 2015

Sponsors: Maritime History & Culture Research Center, Dalian Maritime University.

We are pleased to announce that the International Maritime History & Culture Conference (IMHC) 2015 will take place at Dalian Maritime University (DMU), Dalian, China on June 25th-28th, 2015. The year 2015 marks the 70th anniversary of victory in World War II, in which the seamen around the world made great sacrifices in the service of their own nations. The international maritime history and culture conference aims to review their history and inherit their spirit.

The conference is scheduled to coincide with the annual World Seafarers Day on June 25th. This conference will provide scholars with an opportunity to share their latest academic achievements and develop friendships on Maritime History & Culture. Dalian Maritime University, located in the beautiful coastal city Dalian, is one of the key universities in Liaoning Province and is a multi-disciplinary university with students from all over the country. The University enjoys a long history of over 105 years. We hope that the conference will be a fruitful and grateful event for all of the participants, and we are looking to seeing you at the beautiful campus of Dalian Maritime University.

Mr. Han Qing, President of IMHC

### **SYMPOSIUM TOPICS.**

- Merchant seamen in World War II
  - Maritime Cultures
- Underwater Archaeology
- Other Related Topics

Conference language: English

Website: <http://dc.dmu.edu.cn/meeting/>

E-mail: [imhc2015@163.com](mailto:imhc2015@163.com)

### **DEADLINES AND IMPORTANT DATES**

Title and Abstracts Due (One page): 31st March, 2015

Full papers Due: 30st April, 2015

### **REGISTRATION**

Deadline: 31st May 2015

Fee: USD \$150

[dc.dmu.edu.cn](http://dc.dmu.edu.cn)



## The Admirals' Medal Foundation Fondation De La Medaille Des Amiraux



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

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

We Canadians are increasingly aware that a large portion of our prosperity stems from our ability to use the oceans to engage in international trade and to harvest our resources at sea, be they minerals, fish or other marine assets. For these reasons, Canadians have been prepared to protect national maritime interests both in times of peace and times of war.

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

### ***Fondation de la Médaille des amiraux***

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

Les Canadiens se rendent de plus en plus compte que la prospérité de notre pays provient en grande partie de l'accès aux océans pour le commerce international et l'exploitation des richesses de la mer qu'il s'agisse de minéraux, de poissons ou autres richesses maritimes. C'est pour ces raisons que les Canadiens ont toujours été prêts à protéger leurs intérêts maritimes en temps de paix comme en temps de guerre.

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

***La Médaille des amiraux***

## ***The Admirals' Medal***

The Admirals' Medal (established in 1985 in conjunction with the 75<sup>th</sup> anniversary of the Naval Service of Canada) provides a means by which outstanding achievements in Canadian maritime activities can be publicly recognized. The name of the medal is associated with the diverse achievements of three distinguished men, now all deceased. Their outstanding personal performance illustrates how individuals can make a permanent and significant impact on the development of maritime affairs in Canada.

A group of prominent Canadians with backgrounds in various maritime fields serve on the Awards Committee and make the award annually, except when no qualified recipient is nominated.

### ***Nominations***

The Foundation invites nominations for the award of the Admirals' Medal. Individuals and organizations who are in a position to identify outstanding achievement in the wide range of maritime affairs are urged to submit nominations. Nominees need not be members of any organization or a member of the nominating organization. A list of recipients can be found at:

<http://www.navy-marine.forces.gc.ca/en/about/in-depth-admirals-medal-recipients.page>

Nominations close on the 01<sup>st</sup> of March annually, and should be made by letter with the attached nomination form fully completed. Please include relevant biographical information, a brief description of the work, achievement or display of

La Médaille des amiraux (instituée en 1985, à l'occasion du 75<sup>e</sup> anniversaire de la du Service naval du Canada) constitue un moyen de signifier publiquement la reconnaissance des contributions exceptionnelles aux activités maritimes canadiennes. La médaille commémore trois hommes, aujourd'hui décédés, qui se sont distingués par leurs réalisations diverses. L'œuvre méritoire de chacun d'eux prouve qu'il est possible, à titre individuel, de laisser une marque positive et durable dans l'histoire des affaires maritimes au Canada.

Des Canadiens distingués, possédant une bonne expérience dans divers secteurs de l'activité maritime, forment le comité d'octroi de la Médaille. Celle-ci est décernée tous les ans, à moins qu'aucun candidat admissible n'ait été désigné.

### ***Candidatures***

La Fondation lance un appel de candidatures en vue de l'attribution de la Médaille des amiraux. Quiconque, personne ou organisme, a l'occasion de remarquer des réalisations exceptionnelles dans le vaste domaine des affaires maritimes est prié de soumettre des candidatures. Les candidats ne doivent pas forcément appartenir à l'organisme qui les a recommandés, ni même faire partie d'un autre organisme. Voici les récipiendaires : <http://www.navy-marine.forces.gc.ca/fr/aperçu/en-profondeur-recipiendaires-medaille-amiraux.page>

Il faut soumettre les candidatures au plus tard le 01 mars de l'année en cours et il serait préférable de le faire par lettre accompagnée par la feuille de candidature qui est attaché.

Veuillez donner, dans toute lettre de mise en candidature, des notes biographiques,

practical skill that it is proposed to recognize, along with the name of the individual or organization submitting the recommendations.

Nominations and all correspondence related to the Admirals' Medal should be addressed to:

**Executive Secretary  
The Admirals' Medal Foundation  
PO Box 505, Ottawa, ON K1P 5P6  
Email / courriel: Richard.Gimblett@forces.gc.ca  
Tel: (613) 971-7696  
Fax: (613) 971-7677**

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une brève description du travail, des exploits ou des connaissances pratiques qu'il est proposé de souligner, ainsi que le nom de l'auteur des recommandations.

Les lettres de mise en candidature et tout courrier ayant trait à la Médaille des amiraux doivent être adressées au

**Secrétaire exécutif  
La Fondation de la Médaille des amiraux  
CP 505, Ottawa, ON K1P 5P6  
Email / courriel: Richard.Gimblett@forces.gc.ca  
Tel: (613) 971-7696  
Fax: (613) 971-7677**

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Members are invited to send any suggestions, recommendations, or comments on the bylaws to the executive council for vote and acceptance at the Annual General Meeting in Ottawa in June 2015

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## Canadian Nautical Research Society

### By-Law 1

#### NAME

1. The name of the corporation hereinafter called the Society, shall be The Canadian Nautical Research Society.

#### DEFINITIONS

2. The following definitions apply:

“Act” means the Canada Not-For-Profit Corporations Act S.C. 2009, c. 23 including the Regulations made pursuant to the Act, and any statute or regulations that may be substituted, as amended from time to time;

“articles” means the original or restated articles of incorporation or articles of amendment, amalgamation, continuance, reorganization, arrangement or revival of the Society;

“by-law” means this by-law and any other by-law of the Society as amended and which are, from time to time, in force and effect;

“council” means the board of directors and the members are the officers of the society elected by the annual general meeting to their positions and the councillors at large elected by the AGM, all of whom have voice and vote. The past president of the society is an ex officio member of council and also has voice and vote at meetings of the council. Additionally honorary members of the society and chairs of committees appointed by the council but who are not otherwise members of council are ex officio members of council, but have voice only.

“meeting of members” includes an annual meeting of members or a special meeting of members; “special meeting of members” includes a meeting of any class or classes of members and a special meeting of all members entitled to vote at an annual meeting of members;



“Officers of the society” means a president, a first vice president, a second vice president, a secretary, a treasurer, and a membership secretary.

“ordinary resolution” means a resolution passed by a majority of not less than 50% plus 1 of the votes cast on that resolution;

“proposal” means a proposal submitted by a member of the society that meets the requirements of section 163 (Member Proposals) of the Act;

“Regulations” means the regulations made under the Act, as amended, restated or in effect from time to time;

“special resolution” means a resolution passed by a majority of not less than two-thirds (2/3) of the votes cast on that resolution.

## INTERPRETATION

3. In the interpretation of this by-law, words in the singular include the plural and vice-versa, words in one gender include all genders, and “person” includes an individual, body corporate, partnership, trust and unincorporated organization. Other than as specified above, words and expressions defined in the Act have the same meanings when used in these by-laws.

## HEAD OFFICE

4. The head office of the Society is at the City of Ottawa in the Province of Ontario. The Society may establish branches elsewhere in Canada by resolution as the council may deem expedient.

## CORPORATE SEAL

5. The seal, an impression of which is stamped in the margin of this document, shall be the seal of the corporation. The secretary of the Society shall be the custodian of the corporate seal.

## OBJECTS OF THE SOCIETY

6. The purpose of the Society is to promote in Canada the study of ships, shipping affairs, the men and women associated with them, and their relationship and development of societies and maritime environments.

7. To this end the Society shall:

a) Sponsor interdisciplinary nautical research among members by organizing meetings, arranging for the exchange of information, and co-operating with other groups, museums, universities, schools and interested persons;

- b) publish a quarterly newsletter reporting developments in the field of nautical research and containing original articles, notes and transcripts of documents;
- c) publish a journal of nautical research;
- d) offer awards recognizing merit of articles and books published on maritime subjects;
- e) offer an award promoting new scholarship; and
- f) offer an award for merit in special recognition of excellence in Canadian nautical research applicable to individuals or institutions or for an extraordinary contribution to the Society.

#### MANAGEMENT OF THE SOCIETY

- 8. The management of the Society shall be vested in the council.
- 9. The council shall meet together for the despatch of business, adjourn and otherwise regulate its meetings as it deems fit.
- 10. The quorum necessary for the transaction of business by the council is four members.
- 11. The council may fill any vacancies among the officers or councillors at large. Persons selected under this clause will hold office until the next general meeting of members, at which time vacant offices will be filled by election.

#### EXECUTION OF DOCUMENTS

- 12. Contracts, documents or any instruments in writing requiring two signatures of the Society must be signed by the president or the first vice president or the second vice president and the secretary. All contracts documents and instruments in writing so signed are binding upon the Society without any further authorization or formality. The seal of the Society when required may be affixed to contracts, documents and instruments in writing.

#### FINANCIAL YEAR END

- 13. The fiscal year and business year of the Society will commence on the first day of January and terminate on the last day of December.

## BANKING ARRANGEMENTS

14. The banking business of the Society will be transacted at such bank, trust company or other firm or corporation carrying on a banking business in Canada as the council may designate. The banking business or any part of it shall be transacted by the treasurer. Cheques drawn against an account held by the Society will be signed by the treasurer and one of the president, the first vice president and the second vice president.

## BORROWING POWERS

15. Borrowing money is not permitted.

## ANNUAL FINANCIAL STATEMENTS

16. Annual financial statements will be presented to the membership at the annual general meeting and then included in the minutes of the meeting as reported in *Argonauta*, the Society's newsletter.

## MEMBERSHIP

17. Every individual and institution supporting the objects of the Society is eligible to become a member.

18. Either individual or institutional membership may be obtained by application to the Society through the head office and the membership secretary and upon payment of the subscription hereafter mentioned.

19. Every member must abide by and be bound by these by-laws and by other rules of the Society. Acceptance of membership in the Society is deemed to be an undertaking to abide by and be bound by all such by-laws and other rules.

20. The right to vote in the affairs of the Society is limited to members in good standing.

21. On recommendation of the council, members at a general meeting may, as a special mark of recognition for an extraordinary contribution to the Society and/or to the field of nautical research, grant Honorary Membership in the Society to an individual. Such Honorary Membership will be for life unless it is later resigned or terminated as described below. A person so honoured will receive all publications from the Society free of charge, will have voice and vote at all members' meetings, and voice but not vote at all meetings of council.

22. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendments to this section of the by-laws if those amendments affect membership rights and/or conditions described in paragraphs 197(1) (e), (h) (l) or (m).

## LIMITATIONS

23. The Society is non-sectarian and non-political and will not have any religious, racial or political affiliation.

## NO PECUNIARY GAIN TO MEMBERS

24. The Society is a non-profit organization and will be conducted without the purpose of pecuniary gain for its members, officers or councillors. Any profits or accretions to the Society must be used solely for the support of the objectives of the Society. Officer and councillors may not receive any remuneration for the services.

## MEMBERSHIP TRANSFERABILITY

25. Membership is not transferable.

26. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to add, change or delete this section of the by-laws.

## NOTICE OF MEMBERS' MEETINGS

27. Notice of the time and place of a meeting of members shall be given to each member entitled to vote at the meeting by the following means:

a) by mail, courier or personal delivery to each member entitled to vote at the meeting, during a period of 21 to 60 days before the day of the meeting to be held; or

b) by telephonic, electronic or other communication facility to each member entitled to vote at the meeting, during a period of 21 to 35 days before the day on which the meeting is to be held.

28. Notice of the meeting must also include the agenda.

29. Pursuant to subsection 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change the manner of giving notice to members entitled to vote at a meeting of members.

## MEMBERS CALLING A MEETING

30. The council must call a special meeting of members in accordance with Section 167 of the Act, on written requisition of members carrying not less than 5% of the voting rights. If the council does not call a meeting within twenty-one (21) days of receiving the requisition, any member who signed the requisition may call the meeting.

## ABSENTEE VOTING AT MEMBERS' MEETINGS

31. No form of absentee voting is permitted at members' meetings.

32. Pursuant to Section 197(1) (Fundamental Change) of the Act, a special resolution of the members is required to make any amendment to the by-laws of the Society to change this.

## MEMBERSHIP DUES

33. Each institutional member and each individual member will pay a subscription fee due and payable by 31 March each year. The rates for subscription will be prescribed by the council subject to the approval of the members at the annual general meeting.

## TERMINATION OF MEMBERSHIP

34. Membership may be terminated at any time by:

a) the member resigning in writing in which event all payments due to the Society must accompany the resignation; or

b) the member omitting to pay the annual subscription prescribed.

## EFFECT OF TERMINATION OF MEMBERSHIP

35. Upon any termination of membership, the rights of the member automatically cease to exist.

## DISCIPLINE OF MEMBERS

36. The council may terminate a membership where, in its opinion a member has acted contrary to the interests of the Society, provided that before terminating a membership under this clause, the member has first been given the opportunity to explain his or her position in writing. A member may appeal the council's ruling to a general meeting of the Society.

## NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

37. There will be a nominating committee. Normally the past president will chair this committee with such other members as may be appointed by council. No officer or councillor or member standing for election or re-election may be a member of this committee. The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting.

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the

nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

39. A call for nominations shall be included in the January issue of *Argonauta* each year. Such notice must include the date on which nominations will close, to whom the nominations must be forwarded, and the date of the annual general meeting at which the nominating committee report will be received, or, if necessary, and election will be held.

40. Nominations from the floor are permitted at the annual general meeting only if there would otherwise be a vacancy for a position.

41. The council may fill any vacancy not filled by election at the annual general meeting in accordance with section 68, (Vacancy in Office).

#### COST OF PUBLISHING PROPOSALS FOR ANNUAL MEMBERS' MEETINGS

42. Cost of circulating the nominating committee report, other committee reports and other proposals for consideration at the annual general meeting will be borne by the Society. They may be distributed electronically to members.

#### PLACE OF MEMBERS' MEETINGS

43. The annual general meeting of the Society will be held at a time and place to be determined by the council. Normally it will be in conjunction with the annual conference, between the end of April and the beginning of September. The annual general meeting may be held outside Canada if the annual conference is held jointly with another society. Any two consecutive annual general meetings must not be scheduled more than fifteen months apart.

44. Special meetings will be held at a time and place determined by the council.

#### PERSONS ENTITLED TO BE PRESENT AT MEMBERS' MEETINGS

45. Members, non-members, members of council and the public accountant of the Society are entitled to be present at a meeting of members. However, only those members entitled to vote at the members' meeting according to the provisions of the Act, articles and by-laws are entitled to cast a vote at the meeting.

## CHAIR OF MEMBERS' MEETINGS

46. Meetings of members will be chaired by one of: the president, the first vice president or the second vice president.

## QUORUM AT MEMBERS' MEETINGS

47. At all members meetings ten voting members present shall constitute a quorum for the transaction of business, but a lesser number may adjourn to a date and place at the call of the president.

## VOTES TO GOVERN AT MEMBERS' MEETINGS

48. At any meeting of members every question shall, unless otherwise provided by the articles or by-laws or by the Act, be determined by a majority of the votes cast on the questions. The chair may only vote in the event of a tie.

## PARTICIPATION BY ELECTRONIC MEANS AT MEMBERS' MEETINGS

49. Participation at meetings of members may not be by telephonic, electronic or other communication facility. However any member at their own expense may use electronic means to monitor a members' meeting.

## MEMBERS' MEETINGS HELD ENTIRELY BY ELECTRONIC MEANS

50. Members' meetings may not be held by electronic means or other communication facility.

## NUMBER OF COUNCILLORS AT LARGE

51. There will be four councillors at large, elected at the annual general meeting.

## TERM OF OFFICE OF OFFICERS AND COUNCILLORS AT LARGE

52. All officers and councillors at large will be elected annually. The president and the vice presidents shall not serve more than three consecutive terms in their respective offices.

## CALLING OF MEETINGS OF THE COUNCIL

53. Meetings of the council may be called by the president, or either of the vice presidents. The council will normally meet early in the new calendar year, and again in conjunction with the annual general meeting. Between meetings of the council, electronic means of communication may be used to facilitate business, but any consensus so obtained must be ratified when the council next meets formally.

## NOTICE OF MEETINGS OF COUNCIL

54. The president or secretary will give notice of a meeting of council by telephone, electronic, or other means after having ascertained a date that is most convenient for the majority of members of council.

## QUORUM FOR MEETINGS OF COUNCIL

55. A quorum for a meeting of council is four members with vote.

## PARTICIPATION BY ELECTRONIC MEANS AT MEETINGS OF COUNCIL

56. Participation at meetings of council may be by telephone, electronic or other communication facility at the expense of the member of council. For the duration of such participation, it will count towards quorum.

## VOTES TO GOVERN AT MEETINGS OF COUNCIL

57. At all meetings of the board, every question will be decided by a majority of the votes cast on the question. The chair may vote only in the event of a tie.

## COMMITTEES OF COUNCIL

58. In addition to a nominating committee, other committees, boards or advisory panels may be appointed by council to act as advisory bodies to council and to further the objectives of the Society. The council will appoint a chair for each such committee or body as well as the members, and draft or approve the terms of reference.

59. The president is an ex officio member of all committees, boards and advisory panels established by council unless specifically stated otherwise.

## APPOINTMENT OF OFFICERS

60. Officers of the Society will be elected by the members present at the annual general meeting.

## DESCRIPTION OF OFFICES

61. The president is charged with the general supervision of the business and affairs of the Society. S/he will preside over all meetings of the Society and council, and do, perform and render such acts and services as the council prescribes and require. No person will more serve more than three consecutive annual terms in this office.

62. The first vice president will, in the absence of the president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.



63. The second vice president will, in the absence of the president and the first vice president, have all the powers and duties of the president. No person will serve more than three consecutive annual terms in this office.

64. The secretary will conduct and act as custodian of correspondence relating to the affairs of the Society, record the meetings of council and of the Society, and perform such other duties as may from time to time be prescribed by the council.

65. The membership secretary will maintain the Society's master mailing list; keep records on all members, past and present; organize membership recruitment; lead membership retention; report on the status of membership at the first council meeting in each year and at the annual general meeting, and perform such other duties as may from time to time be prescribed by the council.

66. The treasurer will keep full and accurate books of account in which are to be recorded all receipts and disbursement of the Society, and under the direction of council will control the deposit of money, the safekeeping of securities, and the disbursement of funds of the Society, and prepare an annual budget. S/he will prepare quarterly reports for the council of the Society's year to date revenues and expenditures compared against the annual operating budget. S/he will render an account of all his/her transactions as treasurer and of the financial position of the Society at council meetings or whenever required of him/her. S/he will perform such other duties as may from time to time be prescribed by the council.

#### VACANCY IN OFFICE

67. In the absence of a written agreement to the contrary, the board may remove, whether for cause or without cause, any officer or councillor of the Society. Unless so removed, an officer or councillor shall hold office until the earlier of:

- a) the officer's/councillor's successor being appointed,
- b) the officer's/councillor's resignation,
- c) such officer or councillor ceasing to be a member of the Society, or
- d) such officer's/councillor's death.

68. If the office of any officer or councillor of the Society shall be or become vacant, the council may, by resolution, appoint a person to fill such vacancy.

#### INVALIDITY OF ANY PROVISIONS OF THIS BY-LAW

69. The invalidity or unenforceability of any provision of this by-law shall not affect the validity or enforceability of the remaining provisions of this by-law.

## OMISSIONS AND ERRORS

70. The accidental omission to give any notice to any member, director, officer, member of a committee of the board or public accountant, or the non-receipt of any notice by any such person where the Society has provided notice in accordance with the by-laws or any error in any notice not affecting its substance shall not invalidate any action taken at any meeting to which the notice pertained or otherwise founded on such notice.

## RULES OF ORDER

71. Roberts Rules of Order will govern proceedings at all members' and council meetings.

## BY-LAWS AND EFFECTIVE DATE

72. Subject to the articles, the council may, by resolution, make, amend or repeal any by-laws that regulate the activities or affairs of the Society. Any such by-law, amendment or repeal shall be effective from the date of the resolution of the council until the next meeting of members where it may be confirmed, rejected or amended by the members by special resolution. Notice of the proposed amendment or repeal must be included in the notice of meeting.

73. If the by-law, amendment or repeal is confirmed or confirmed as amended by the members it remains effective in the form in which it was confirmed. The by-law, amendment or repeal ceases to have effect if it is not submitted to the members at the next meeting of members or if it is rejected by the members at the meeting.

74. This section does not apply to a by-law that requires a special resolution of the members according to subsection 197(1) (fundamental change) of the Act because such by-law amendments or repeals are only effective when confirmed by members.



# The Canadian Nautical Research Society

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## Membership/Renewal Form

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

Members receive:

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

Membership is by calendar year and is an exceptional value at \$70 for individuals, \$25 for students, or \$95 for institutions. Please add \$10 for international postage and handling. Members of the North American Society for Oceanic History (NASOH) may join the CNRS for a reduced rate of \$35 per year. Individuals or groups interested in furthering the work of the CNRS may wish to subscribe to one of several other levels of membership, each of which includes all the benefits of belonging to the Society. CNRS is a registered charity and any donation above the cost of basic membership to the Society is automatically acknowledged with a tax-receipt.

	Canadian	International	
Individual	\$70	\$80	Benefactor \$250
Institutional	\$95	\$105	Corporate \$500
Student	\$25	\$25	Patron \$1000 or above
NASOH	\$35	\$35	

Please type in or print clearly and return with payment (all rates in Canadian \$).

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Should the CNRS publish a members directory for members only access please indicate with a check mark personal contact information you wish to disclose

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Payment by Cheque  Money Order  Visa  Master Card

Credit Card Number \_\_\_\_\_ Expiry date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_