

ARGONAUTA



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

Volume XXXII Number 2 Spring 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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Editorial

by Isabel Campbell / Colleen McKee



Many members of the Canadian Nautical Research Society will remember the winter of 2015 as an endless bitterly cold one. It was especially challenging for those on the East Coast of Canada who endured one storm after another – resulting in heavy, deep snow on land and high seas and winds. Given the past winter, our readers will particularly appreciate the article by Don MacNeil about *Pogo*. *Pogo* was the hydrographic launch carried by *Labrador* during her important and record breaking activities in Canada's North. Little gets written about small support vessels and even less about their design requirements. As MacNeil tells us, the design and construction of this particular vessel represented important innovation in the field. MacNeil also allows us to imagine what service aboard her might have been like and provides us with many photos to illustrate his particular design points. *Pogo* made a real contribution to hydrographic work in Canada's north – accomplishments that were important during the height of Cold War, but also laid down the ground work for continued scientific investigation and understanding.

Next we have Joshua Benjamin Graham's brief look at the history of the Mahone Bay. In this short illustrated article, Graham gives us a few highlights of the history of this important early ship-building centre which experienced an economic decline when that industry changed during the nineteenth and twentieth centuries. Graham challenges the myth that Confederation contributed to that decline, favouring the explanation that it was the technological shift from sailing to steam which transformed the ship-building industry. His bibliography contains a list of major works on local history which readers may wish to consult to follow up on these questions further. We suggest that interested scholars consult the following on-line guide available at Mount Saint Vincent University: <http://libguides.msvu.ca/c.php?g=114517&p=745669>. Their website contains links to broader studies and to primary documents of wider interest.

Members will also enjoy reading the NASOH conference abstracts which range over diverse and interesting topics. The NASOH website contains details about their forthcoming conference in Monterey, California in mid-May where our own Chris Madsen is presenting a paper.

As our President notes, CNRS draws upon all of its members and welcomes diverse contributions and views. We'd love to have more contributions about the smaller maritime and community museums, their exhibits, and their activities for our summer issue. We also welcome international contributions too.

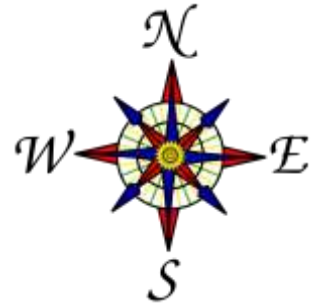
Finally we are looking forward to catching up with members at the annual conference here in Ottawa in June. See Rich Gimblett's draft schedule for some outstanding papers and don't forget to have a look at the by-laws which will be approved at the general meeting. Members may contact the Past President, Maurice Smith, with respect to nomination of he the Executive. Also if you are interested in helping the executive out in any capacity, contact Maurice and let him know that you are willing to volunteer for duty. The Canadian Nautical Research Society depends upon its members and their volunteer work to function.

Fair winds, Isabel and Colleen



President's Corner

by Chris Madsen



Your executive council held a very productive and cheerful meeting in Ottawa at the end of February, the minutes of which appear in this issue of *Argonauta*. Finances coming out of 2014 held up and thanks to the efforts of editors, authors, reviewers, and envelope stuffers, *The Northern Mariner* delivered two weighty double-issues, including the proceedings of the 2010 Royal Canadian Navy centennial conference focused on Commonwealth navies. Special thanks go out to Paul Adamthwaite, Roger Sarty, and Faye Kert (continuing as book review editor) for exceptional service to the society and journal over the years. The transition to a new editorship, with Bill Glover, is set to begin with the third issue of this year. At the meeting, a commitment was made to continue an in-house produced print TNM mailed out to members, while exploring various options that have presented themselves and integration with a possibly enhanced web presence. Perhaps the most significant outcome of that discussion around Faye's table, however, was better appreciation of who we are and what the society aspires to be.

The Canadian Nautical Research Society has been a home for the independent researcher in maritime affairs for the last quarter century. As reflected in the membership, persons belonging to the society come from a diverse range of backgrounds, different interests, and wide-ranging time periods of study. There are seafarers and those holding direct experience with the sea, serving officers, retirees from government, the navy, and business, curators of maritime-themed museums and cultural artifacts, enthusiasts of boats and ships, divers and underwater archaeologists, academics and students studying for advanced degrees, archivists and librarians, as well as those just plain interested in ships and nautical things, on the water and on the foreshore. The list is not exhaustive, and please do not feel offended if anyone is left out. The point is that the CNRS is an inclusive organization that brings people of shared outlook together, to exchange ideas and promote fellowship. Opportunities for dissemination of the scholarship that results from that interaction are provided through the annual conferences, this electronic newsletter, the print journal, and most importantly the personal contacts created and maintained between members. An enormous amount of trust and goodwill makes the CNRS and its activities happen. It has been that way from the start and remains true today. It is an all-volunteer organization that works on behalf of all its members, most of whom self-identify as independent researchers.

Member engagement takes place at various levels. Of course, you open up your wallets at least once every year to keep your membership active and ensure that the CNRS has the resources financially to meet its obligations. In return, each member receives the *Argonauta* and TNM four times per year. Members are then readers and consumers of the content delivered in those keystone publications, which provides an audience for interesting work on historical-themed maritime matters from Canadian, North American, and international perspectives. Much of that writing comes from our get-togethers in formal conferences and partnerships with member-based like organizations, in particular NASOH. Faye wears two, maybe three, hats: as membership secretary she gently nudges forgetful members with reminders to stay in good standing, hears the comings and goings of individual members engaged in research, and as book review editor, solicits the writing of reviews on the latest book offerings from publishers. Among the three main journals devoted to maritime history, TNM now devotes the largest space to book reviews. A perk of membership is occasionally getting a free book and a little pride of authorship in return for some sweat equity on behalf of TNM and the CNRS. More members are published in this way than going through the rigorous process of peer review that an article entails, though certainly a number of our members will take up that challenge to showcase their work to the membership and a broader audience. Isabel and Colleen, the editors of *Argonauta*, welcome submissions anytime from members, either on a regular or less frequent basis, to provide another way to engage with other members and get the fruits of your research and interests out there on the street. For the independent researcher, affiliation with the CNRS provides an excellent means to belong and be recognized.

Mark your calendars for the coming conference and annual general meeting in Ottawa during June, if you can make it. The details and line-up of presenters appear later in this newsletter. In the meantime, keep writing the book reviews, churning out the research and articles on which the journal and newsletter thrive, posting your thoughts and views to the CNRS social media sites on Twitter and Facebook, and making the CNRS such a pleasant place to find fellowship with like-minded nautical people.

Chris Madsen
North Vancouver

Auxiliary Support Vessels of Arctic Patrol Vessel - HMCS *Labrador*

By Donald R. MacNeil
with Contributions from Harold Fernberg,
Marc Laplaine & Stéphane Bouliane



Introduction

Commissioned in 1954, HMCS *Labrador* became the first major vessel to transit the Northwest Passage and the first warship to circumnavigate North America. While on this voyage and later expeditions, she helped protect Canadian Arctic sovereignty, pioneer Arctic navigation, maintain security and conduct extensive scientific work. *Labrador's* naval crew and civilian scientists also pioneered new areas such as diving in cold water, the operation of helicopters from ships underway, and modern electronic means of hydrographic surveying among others. The ship's accomplishments during her four year career in the Royal Canadian Navy (RCN) were nothing short of astounding, though largely unknown to the Canadian public. They garnered deep respect and appreciation from our allied neighbours to the South and the scientific community in North America and abroad.

Auxiliary Support Vessels

Labrador required two types of auxiliary support vessels not generally seen on an icebreaker in addition to auxiliary vessels more commonly used in RCN warships. These latter vessels included two standard RCN motor cutters, rowing dories and aluminum outboard motor equipped runabouts.

Labrador carried many tons of scientific gear, surveying equipment, construction equipment and material for land based geographic surveying, erection of temporary shore bases and the construction of navigational beacons. She needed two landing craft or Landing Craft Vehicle and Personnel (LCVPs for short) to ferry this equipment to beach heads that would be cleared of rocks and ice by a clearance diving team.

This article focuses upon the hydrographic launch carried by HMCS *Labrador* along with her other smaller auxiliary support vessels. Named “Pogo” after “Pogo Possum” the main character in the popular cartoon strip of the times created by cartoonist Walt Kelly and set in the state of Georgia section of the Okefenokee Swamp, the launch served *Labrador* well. Given the hazardous Arctic environment, a smaller hydrographic survey vessel to act as a pathfinder for *Labrador* in ice free waters and to follow her recording depth soundings, shoals, tides and currents proving data for accurate navigational chart making was required.

Marine Industries Ltd. of Sorel, Quebec, designed and built *Labrador* and her auxiliary vessels. Mr. Harold Fernberg, a young marine engineer and a Finnish war veteran, took on the task of meeting the navy’s requirements for *Labrador’s* larger auxiliary boats, including the hydrographic survey vessel and two landing craft.

In the photo to the right *Labrador’s* two cargo cranes can be seen and at the side of her helicopter hangar also visible is the hydrographic survey launch and the starboard motor cutter forward and below the ship’s funnel. *Labrador’s* two LCVP’s were stored on the ships port side.



HMCS *Labrador* & Unusual Iceberg
Photo Source: DND Via Karl Gagnon Collection

Navigational Need for a Hydrographic Launch

Although early explorers had charted some areas and passages within the Canadian Arctic, modern, deep draft, steel hulled vessels required a more thorough and accurate level of charting to safely manage navigation in Arctic waters strewn with thousands of islands surrounded by shoal waters and tricky channels. *Labrador* had to escort freighters, oil tankers and other transport vessels into DEW line construction sites throughout the eastern Arctic. Her crew and the crews of these ships needed accurate charts showing water depths, bearings, shore and hazard markers, radar beacons and harbour or anchorage approach information and photographs showing local shore features. *Labrador* and her survey vessel had to provide missing data, charts, harbour features and also erect the required navigational markers and install radar reflectors for navigation in poor visibility.

Sample Harbour Approach Guide for Brevoort Harbour

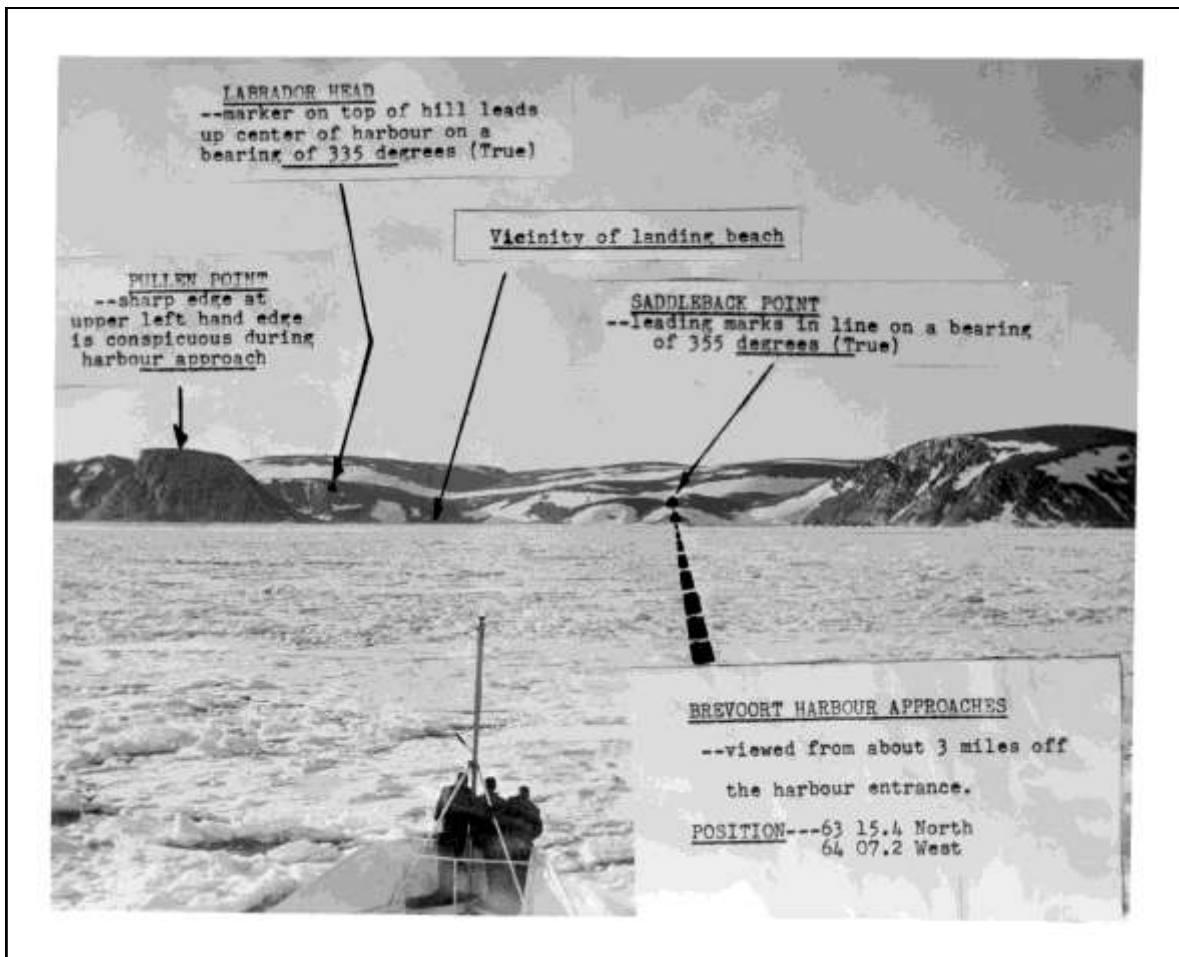


Photo Source: DND Via Authors Collection

Sample Chart

The following chart produced onboard HMCS *Labrador* was created as a record of the ship's navigational track during part of her 1956 Arctic cruise. *Labrador* and *Pogo* were instrumental in collecting the data required to produce these general and other more detailed charts.

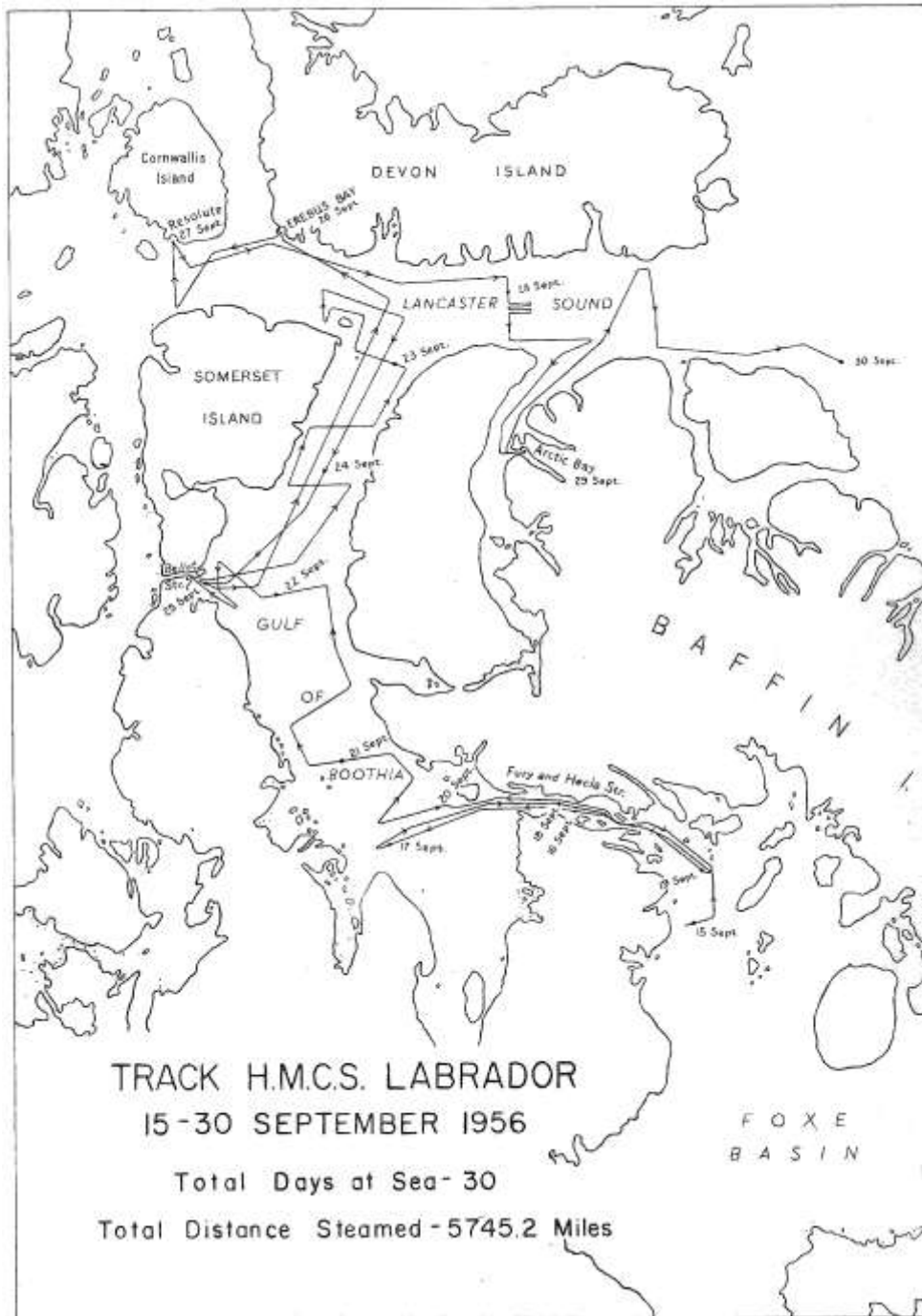
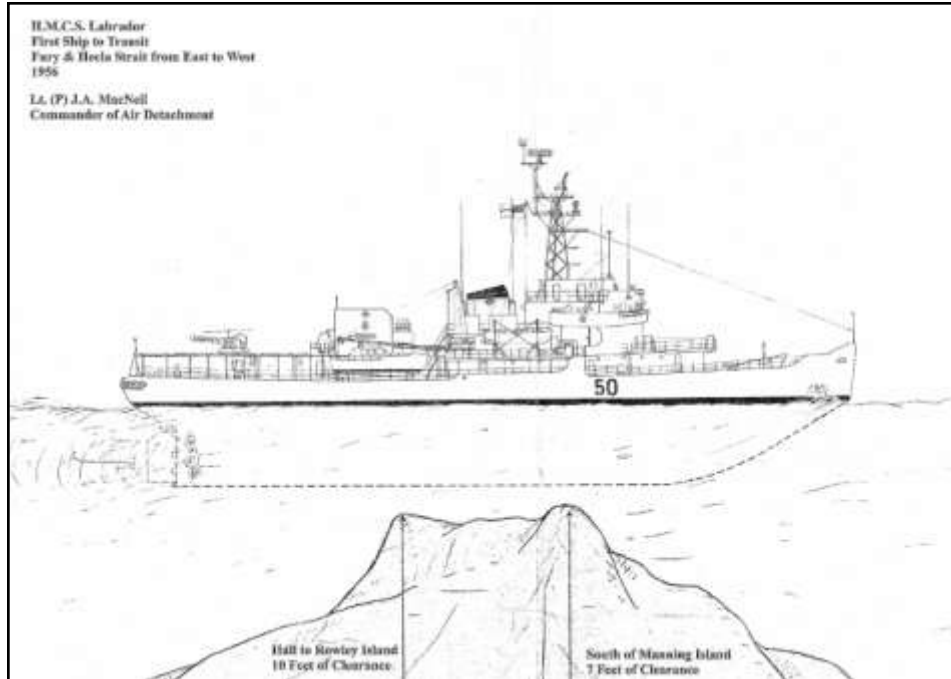


Chart Source: DND via Author's Collection

Labrador went through the Fury & Hecla Strait located between Baffin Island and the Melville Peninsula on mainland Canada transiting the North West Passage from west to east. Here we see a drawing created onboard *Labrador*, showing two navigational hazards, sea mounts located in the strait, with a water depth below her keel measuring at seven and ten feet (2.1336 to 3.048 meters). Without a hydrographic survey vessel, the icebreaker would have been unable to navigate safely in such treacherous waters.



Drawing Source: Author's Collection

In the photo to the right, *Labrador* with *Pogo* leading navigates through Beloit Strait past ice in background and past Magpie Rock which is causing the waves and foam in the photo right bottom foreground. At times the hydrographic launch and the ship's helicopters were required to help the ship through such hazardous channels.



Magpie Rock - 24 August 1957
Photo Source: Lt. (P) R.H. Murray Collection

Hydrographic Survey Launch

Pogo, just 36 feet long, was carried on *Labrador's* starboard side main deck just below the hangar deck. *Pogo's* weight could not exceed the lifting capacity of *Labrador's* starboard cargo crane. Close observation of the photo below shows how *Pogo* was stored and launched using four cables rigged from the crane to lifting rings on each side of the survey vessel's deck.

Pogo was lightly constructed entirely of 3/16th inch thick marine aluminum as a steel hulled vessel of her size would be too heavy. She had a shallow draft to navigate, survey, and chart hazardous waters. Because of her light weight construction, she rolled badly in rough waters and was later modified with wing keels¹ to reduce her rolling tendency.



Labrador Preparing to Launch *Pogo*
Photo Source: DND Via Karl Gagnon Collection

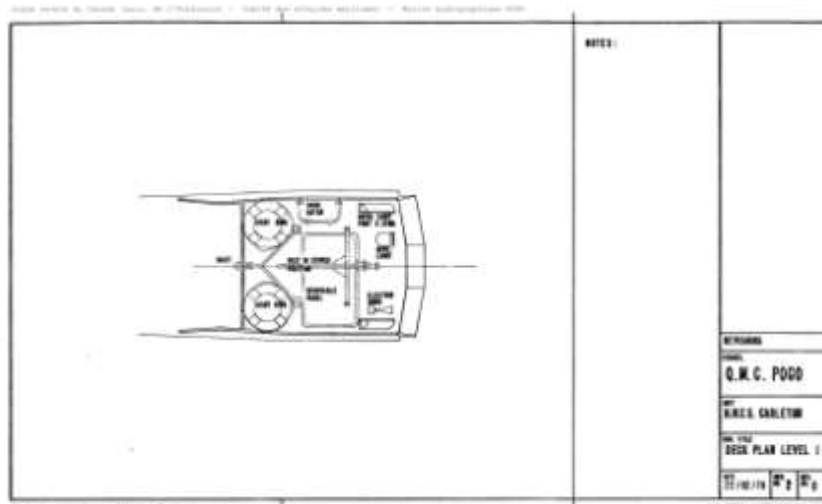
Harold Fernberg found it very challenging to design adequate space for all of *Pogo's* equipment. She had to carry an array of electronic equipment for her hydrographic survey role as well as a radio-telephone, two gyro compasses (main cabin and flybridge), an echo sounder, a radar, and electronic and conventional navigational instruments including a standard size navy plotting table².



Plotting Station Today & Modern Electronics
Photo Source: Stéphane Bouliane
Navy League of Canada

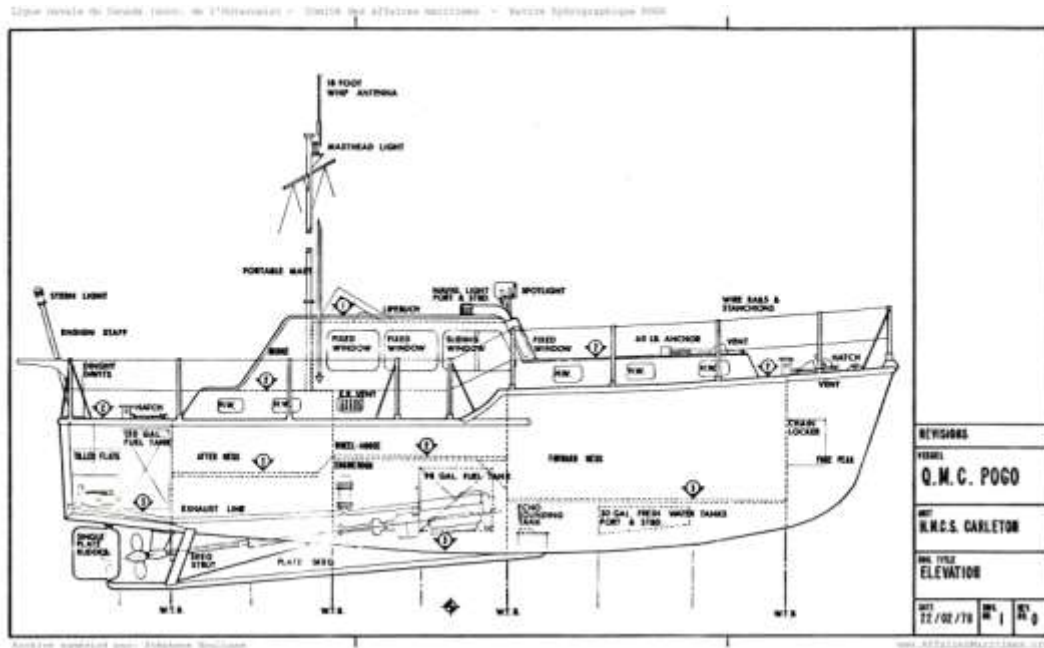
Pogo had to operate independently from *Labrador*, be manned by a crew of up to six and be capable of sustained operations for days at a time. She was equipped with quarters, a head³, a galley and food stores to sustain the crew for up to six weeks in an emergency. To provide power for her electronics and heat for both crew and electronics she carried a 7 kilowatt generator and a 70,000 BTU heater⁴.

The drawing opposite and on the next page, courtesy of the Navy League, provide an overview of the design created by Harold Fernberg to meet these requirements. *Pogo's* main cabin roof deck is illustrated below showing a removable panel, navigation lights and life rings.



Fly Bridge Roof Deck
Drawing Courtesy: Navy League of Canada

The following elevation drawing provides details of the vessel's main features, compartments and hull profile.



Drawing Courtesy: Navy League of Canada

A recent photo below, also courtesy of the Navy League, shows the profile of *Pogo* restored close to her original condition when in service with *Labrador*. She is now operated as a Sea Cadet training vessel. Originally designated as YFL-104 or “Yard Ferry Light” vessel number 104 by the RCN as seen on her bow below she is currently registered in Québec as a pleasure craft with license number QC2068327. The original name *Pogo* and RCN hull number are retained for historic reasons.



Photo Courtesy: Navy League of Canada

The photo on the previous page and the one to the right show two of the four reinforced lifting eye plates which look like three fingered hands just aft of *Pogo's* registration at deck level in the bow and about a meter from the transom.



Pogo in Cradle for Winter Storage
Photo source: Author's Collection

In the photo to the right, *Labrador* has just launched *Pogo* from her starboard side cargo crane. Also visible in this photo are the port and the starboard mooring booms used to dock *Labrador's* auxiliary vessels when *Labrador* was at anchor. These booms were rigged using cables attached from the ship's superstructure to the tip of the booms with the base of the booms anchored to the main deck. Additional cables running fore and aft kept the booms at 90 degrees to the ship's side.



Labrador Launching *Pogo*
Photo Source: Karl Gagnon Collection

Pogo's Key Statistics

Specifications	
Type:	Hydrographic sounding boat
Constructor:	Marine Industries Ltd.
Year constructed:	1954
Hull number:	HO 300-53
Length:	35' 11" (10.95m)
Width:	12' (3.7m)
Height (no mast):	12' 4" (3.76m)
Displacement:	19 500 lbs (8 845 kg)
Inventory #:	HC 303-53
Permit	#QC2068327

Pogo's Construction

Construction of this vessel, said to be the first all aluminum welded seam vessel constructed in Canada proved challenging as the welding of aluminum at this time using Argon-Arc technology was an evolving art. Consequently, each weld had to be inspected using X-ray equipment and any suspect welds chipped out with an air hammer to be re-welded if found deficient. Weight saving measures even extended to the use of a honeycomb sandwich decking material made of aluminum skins with cardboard honeycomb cores as an alternative to traditional and heavier wooden deck coverings⁶.

Pogo was powered by a Red Wing Model D00D 66 hp inboard diesel engine with a conventional straight drive shaft allowing her to reach a speed of 8.5 knots (15.742 km/h). Internal fuel capacity provided a range of up to 430 nautical miles (796.4 km).

Pogo's Compartments

Main Helm Station

The photo opposite is how the main helm appears today. Although the original woodwork remains, modern engine instruments and electrical switches are installed for the newer Perkins diesel which replaced the original Red Wing main engine.

Much of her 1950's vintage navigational and survey equipment has been replaced by modern state



The Helm
Photo Source: Author

o f

the art marine electronics all of which are fully integrated using National Electrical Manufacturers Association (NEMA) digital standard compliment devices including: recording depth sounder, digital radar, digital charts, automatic position reporting, VHF marine radios and multiple GPS sensors tied into the NEMA network. Her original gyro compasses were located to the right of the throttle quadrants in the photos opposite and below of the main and bridge helm stations.

Fly bridge Helm Station

The photo opposite shows the flying bridge helm station which is above and to the rear of the main helm providing exposed but better all-around visibility. The modern electronic charting instruments have been removed for winter storage in this photo. A white life raft container in this photo is not original to *Pogo* but is used today as a convenient and waterproof deck locker.



Flybridge HelmStation
Photo Source: Author

Forward Cabin & Galley

This photo shows the door to the head⁷ at the left and the galley to the right with a modern refrigerator installed. Two settees on either side make up into upper and lower births sleeping four people in this compartment. The modern radar antenna and mast are ready for winter storage.



Forward Cabin, Head Door & Galley
Photo Source: Author

This small galley was used in *Pogo's* Arctic days to prepare three

meals a day for up to six or more people. Since *Pogo* was often accompanied by either or both of *Labrador's* two landing craft which were not fitted with any means to prepare food, this small galley could sometime be called on to feed many more hungry sailors, ship's clearance divers, officers and scientific staff.

After Cabin

Filled with gear for winter storage this after cabin was also used for crew accommodations. It is believed that this cabin was the sleeping quarters and mess for *Pogo's* two officers as only two berths are fitted in this compartment. Four naval ratings were accommodated in the main forward cabin.



After Cabin
Photo Source: Author

Sonar Compartment

This recent photo opposite shows the original sonar compartment with respective transmitter and receiver wells.



Port and Starboard Sonar Wells
Photo Source: Author

Engine Compartment

Located under the floor of the main navigation compartment and helm area is the single Perkins diesel engine which had been poorly maintained in later years and installed by the military to replace the original Red Wing diesel in the hope of increased cruising speed and reliability. Commenting on this decision recently, *Pogo's* designer pointed out that increased horsepower would not have made a difference in speed as there is insufficient hull clearance to install a larger propeller to utilize the additional power.



Engine Compartment
Photo Source: Author

Pogo's Status on *Labrador's* Decommissioning

Pogo was retained by the navy after *Labrador* was handed over to the Canadian Coast Guard in 1957. She led a diverse career. First, she served in Halifax as a harbour personnel launch. Then she was re-designated as QMC-104 (Queens Motor Cutter 104) serving from the late 1950's into the 1960's as the Queens Harbour Master's launch again in Halifax harbour. Unwanted there, she was next assigned to HMCS *York*, the navy's reserve base in Toronto where she was used by reserve members as a training launch.

At *York* she sank due to a burst water line but was raised by RCN Reserve divers and placed back in service. When no longer needed by HMCS *York* she was transferred to HMCS *Carleton*⁷, the navy's reserve base in Ottawa situated on beautiful but small and shallow Dow's Lake where she served as a diving tender.



Lifting *Pogo* for Transport
Photo Source: Navy League of Canada - Outaouais Branch

Note: The wing keel added by the navy to reduce rolling can be seen in the photo above

While in service at HMCS *Carleton*, *Pogo*'s overall condition began to deteriorate due to a lack of regular maintenance. *Pogo* became surplus to navy needs - due in part to being accidentally damaged when dropped to the ground while being transported for winter storage and subsequently deemed uneconomical to repair - and because the navy was equipping reserve units with the more modern rigid hull inflatable boats (RHIBs), *Pogo* was retired.

Seemingly unwanted yet again she was saved by the Canadian War Museum who expressed an interest in adding the vessel to their collection. However, she languished for several years in storage.

In 2003, the War Museum determined that *Pogo* didn't fit its mandate as she had not seen combat so she became an orphan. The museum then contacted the National Office of the Navy League of Canada to determine if they had any interest in using her as a training vessel for Royal Canadian Sea Cadets.

Requiring extensive repair and refurbishment she was then moved from Vimy House, the museum's storage facility in Ottawa to Navy League partner, the Centre de formation professionnelle de l'Outaouais (CFP) in Gatineau, Quebec. Teachers and students at CFP repaired the hull damage *Pogo* incurred in 1994 and also constructed a steel cradle for transporting her to a marina in Gatineau, Quebec where she began a restoration process bringing her back close to her original condition when serving with *Labrador*^β.

Pogo's restoration and modernization are an ongoing project with the electrical and electronics stages nearing completion. All other restoration work will be undertaken as funds and volunteers become available. The Outaouais Branch of the Navy League of Canada spearheads fund raising to pay for maintenance and operation of this historic vessel with the City of Gatineau, Quebec also a most generous sponsor of the vessel to date and thereby helping provide recreational opportunities for youth



Pogo in Royal Canadian Sea Cadet Service
Photo Source: Navy League - Outaouais Branch



Pogo Under Navy League Command
Photo Source: Stéphane Bouliane
Navy League of Canada

in their community. See the Navy League site at www.affairesmaritimes.org or contact them at info@affairesmaritimes.org if you wish to support the preservation and operation of *Pogo* through a charitable donation.

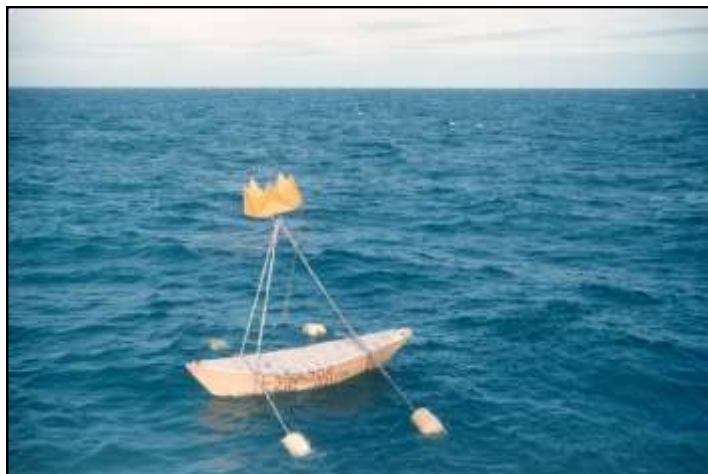
Pogo is well utilized during summer months as a Royal Canadian Sea Cadet training vessel. Her summer base of operations is the Marina de Hull/Club de Yachting Portage Champlain in the centre of the recently amalgamated City of Gatineau⁹, Quebec situated next to the Alexandra Bridge (Interprovincial Bridge) and near the Canadian Museum of History. This marina has been one of the major Outaouais Navy League branch partners since they obtained their first boat in 1995 and until 2013 providing free space for Navy League boats in the summer.

Pogo operates on the Ottawa River in the Ottawa/Gatineau area and has circumnavigated eastern Ontario and southeast Quebec via the Ottawa River and St. Lawrence Seaway visiting the Ports of Montreal and Kingston and then returning to Ottawa and Gatineau via the picturesque and historic Rideau Canal.

In recent years, *Pogo* was welcomed into the fleet of the prestigious US based Historic Naval Ships Association (HNSA) (www.hnsa.org) and is the third former Canadian naval vessel after HMCS *Sackville* and HMCS *Haida* to receive this historic status.

Other Auxiliary Support Vessels

HMCS *Labrador* also carried several small support vessels including: two landing craft, a ship's motor cutter, life boats, aluminum outboard runabouts and wooden rowing dories one of which was used to make a floating radar beacon as seen in the photo to the right.



Labrador's Floating Radar Beacon
Photo Source: Lt (P) J.A. MacNeil

On July 26, 1956, one of *Labrador's* three helicopter pilots, S/Lt. FitzGerald, was forced to make an emergency water landing three miles from the ship on the way to Enauolik when both engine fan belts on his Bell HTL-4 helicopter were lost in flight. *Labrador* reached the disabled machine and lowered a Newfoundland Dory. It held helicopter mechanic Able Seaman Kowalski onboard and none other than the ship's Executive Officer Cdr. Charles A. "Tony" Law DSC, CD, RCN who rowed to reach the stranded FitzGerald. The crew on "Goofers" stations¹⁰ observed, while those with cameras documented the event from the foc'sle. Soon afterwards, FitzGerald was able to lift off the water in his now serviceable machine and return to *Labrador* with no damage other than to his pride.



Rescue of Bell HTL-4 Helicopter
Photo Source: DND Via Lt (P) J.A. MacNeil Collection

Landing Craft

In addition to the hydrographic launch, *Labrador* carried two "Landing Craft Vehicles and Personnel" or LCVPs. Harold Fernberg designed these vessels of marine aluminum to fit with the weight lifting limitations of *Labrador's* two cargo cranes. They were fitted with a hinged ramp in the bow employing rubber seals and a hand operated locking mechanism to maintain watertight integrity when closed. He also designed a removable wheelhouse enclosure to provide protection for the crew and passengers in Arctic weather conditions. In all, three of these sturdy shallow draft vessels were built for the RCN but only two LCVPs (Numbered 1 and 2) were ever deployed onboard *Labrador* during her RCN career. Their designer believes that LCVP #3 was deployed to naval air station HMCS *Shearwater* near Dartmouth, Nova Scotia.



LCVP Constructor Trials
Photo Source: DND Via Lt (P) J.A. MacNeil Collection

These craft were well designed for the transfer of personnel, vehicles and cargo of all sorts between ship and landing beaches of the Canadian Arctic. In the photo on the previous page taken during Marine Industries sea trials with navy crew onboard their young designer, Harold Fernberg, wearing a white tee shirt, can be seen standing in the wheelhouse just aft of the anchor light mast.



LCVP "Albert" Loaded & Ready to Launch
Photo Source: DND Via Lt. J.A. MacNeil Collection

An example of the considerable and sometimes dangerous cargo which these small landing craft were required to transport would be the 30 tons of explosives which *Labrador's* diving unit used during her deployment to clear landing beaches of ice and obstructions. *Labrador's* divers used the smaller aluminum motor boats to carry enough explosives to clear a landing area for the LCVP which could then safely reach shore and offload additional explosives or materials needed to construct navigational markers or supply tents, generators, fuel and food for the temporary camps used by shore based mapping and charting teams.



HMCS *Labrador* Personnel Unload LCVP #2
Photo Source: Harold Fernberg Collection

To date, the author has been unable to confirm the disposition of these two auxiliary vessels which are thought to have been stored at HMCS *Shearwater*.

Conclusions

The critical role that these three small aluminum vessels and their crews would play in the success of *Labrador's* operations over a four year period are a tribute to MIL's marine engineer, Harold Fernberg, and the designs he produced for their construction. His design for the landing craft proved so successful that the RCN "borrowed" his design to construct two landing craft each for the new RCN fleet supply ships HMCS *Provider* (AOR 508), *Protecteur* (AOR 509), *Preserver* (AOR 510) which were ordered and built after *Labrador* had been turned over to the Canadian Department of Transport in 1957.

Pogo continues her contribution to Canadian society into the 21st century by helping train Canada's next generation of seamen almost sixty years after her launch. Having made such an important contribution to navigation in Arctic Canada, *Pogo* deserves more recognition than she has received to date within Canada.

A search is in progress to determine the fate of *Labrador's* two LCVP landing craft. If found and if restorable, the Navy League would be interested in adding them to their fleet alongside old shipmate *Pogo*, the "*Tough Little Boat*" as she is sometimes called.



**HMCS *Preserver* - Landing Craft Stowage Location
Aft of the Starboard Funnel
Photo Source: Warrant Officer Randolph Rice - DND**

Footnotes

1. Removed after being decommissioned from the RCN on the advice of her architect to eliminate any chance of holing her hull through contact with docks or other underwater obstructions. Also, her use as a fair weather Sea Cadet training vessel eliminated their need.
2. Fernberg, Eric M, "A Tough Little Boat", *Canadian Military History*, Volume 5, Number 2, Autumn 1996, pp.71-76.
3. Naval term for a toilet.
4. Fernberg, Eric M, "A Tough Little Boat", *Canadian Military History*, Volume 5, Number 2, Autumn 1996, pp. 71-76.

5. Fernberg, Eric M, "A Tough Little Boat", *Canadian Military History*, Volume 5, Number 2, Autumn 1996, pp. 71-76.

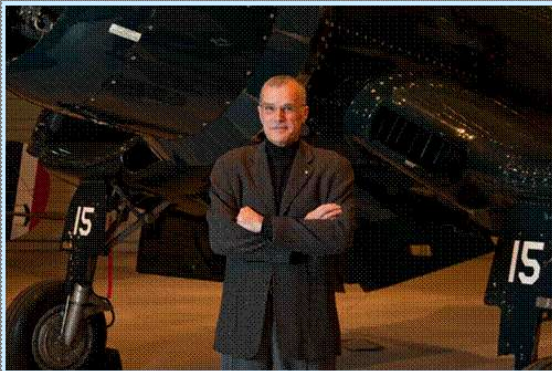
6. Ibid.

7. According to Chief Petty Officer Chuck Rolf, RCN Ret'd, CD, who was Cox'n and the Chief Diver from January 1976 to April 1989 at HMCS Carleton, *Pogo* was never used as a diving boat other than one round trip from Ottawa via the Ottawa River to the St. Lawrence River, Kingston and return via the Rideau Canal. He further states that *Pogo* was only used to participate in the annual Ottawa Spring Float festival to the National Arts Centre and back to Dows Lake, and the odd jaunt up the Rideau Canal through two or three locks and back on day trips.

8. Laplaine, Marc, *Pogo - Historical Highlights*, Navy League of Canada - Outaouais Branch.

9. Formed by amalgamating the former cities of Hull and Gatineau, Quebec.

10. "Goofers Stations" is navy slang which refers to the practice of off duty crew assembling at any convenient location onboard ship to observe any event of interest taking place that might provide some form of entertainment.



Don MacNeil in Front of Vintage Wing's FG-1D Corsair
Photographer: Richard Lawrance

Don MacNeil is the son of the late Lt. (P) John A. MacNeil, CD and the helicopter detachment officer in charge onboard the RCN's Arctic Patrol ship HMCS *Labrador* for her 1956 Arctic voyage. Don also served in the RCN from 1963 to 1966 onboard HMCS *Columbia*, *Yukon* and *Ottawa* and later worked for Pratt & Whitney Canada as a Stationary Engineer.

Moving to Ontario in 1972 Don joined Bell Canada where he worked as an Associate Director of Marketing involved with the creation of new high speed data, email and internet services. Taking early retirement from Bell in 2004 he was hired by Cognos

(Now IBM/Cognos), the leading Business Intelligence software company where he was as a Senior Product Marketing manager responsible for performance management software products and from where he finally retired in 2007.

He's had a life long interest in aviation and is currently a volunteer with the Canada Aviation & Space Museum where he researches and writes the histories of specific aircraft in their collection. He is also an active member of the Canadian Aviation Historical Society's (CAHS) Ottawa Chapter and past member of the CAHS National executive where he served as National Membership Secretary. Don also spent four years helping Vintage Wings of Canada research and document the history of the aircraft in their collection, train tour guides and develop educational packages for high school students visiting the Vintage Wings aircraft collection.

A Brief Look at the history of Mahone Bay, Nova Scotia

by Joshua Benjamin Graham

Mahone Bay, Nova Scotia, is a picturesque little town nestled at the head of a bay containing hundreds of small islands. Most accounts of Mahone Bay's history begin with the arrival of Captain Ephraim Cook in 1754, a mere five years after the founding of Halifax, but the recorded history of the area dates back to the arrival of Samuel de Champlain. In 1604, a map published by Champlain indicates that the area was populated by the Mi'kmaq. The area was first colonized by the French. When Nicolas Denys mentioned the bay in his 1672 "The Description and Natural History of the Coasts of North America," he described an area full of red oaks.¹ A lumber camp was established there in the 1630s and the area to the east of Mahone Bay is still known as Oakland. Oak and other trees native to the area would prove to be an important factor in the community's future.



Photo courtesy of Joshua Graham

In 1713, the mainland of present-day Nova Scotia ceased to be a French colony, having been ceded to the British by the *Treaty of Utrecht*. By this time, Acadians had joined the Mi'kmaq in Mahone Bay living in peace and with some inter-marriages among the two cultural groups. Under the terms of the treaty, the Acadians were required to move to the fortress at Louisbourg on Cape Breton Island or remain where they were and swear an oath of allegiance to the British Crown. However, since the British did not directly control the territory around Mahone Bay, many Acadians who had not taken the oath remained for the time being.

The British established Halifax in 1749 as a counterbalance to Louisbourg. In that same year, the governor of Nova Scotia, Edward Cornwallis, ordered a survey of the area to the west of Halifax, including present-day Lunenburg and Mahone Bay. His agents discussed the prospects for settlement with the local inhabitants: “They assured us the Indians are quite peaceable and not at all to be feared—there are none hereabouts.”²

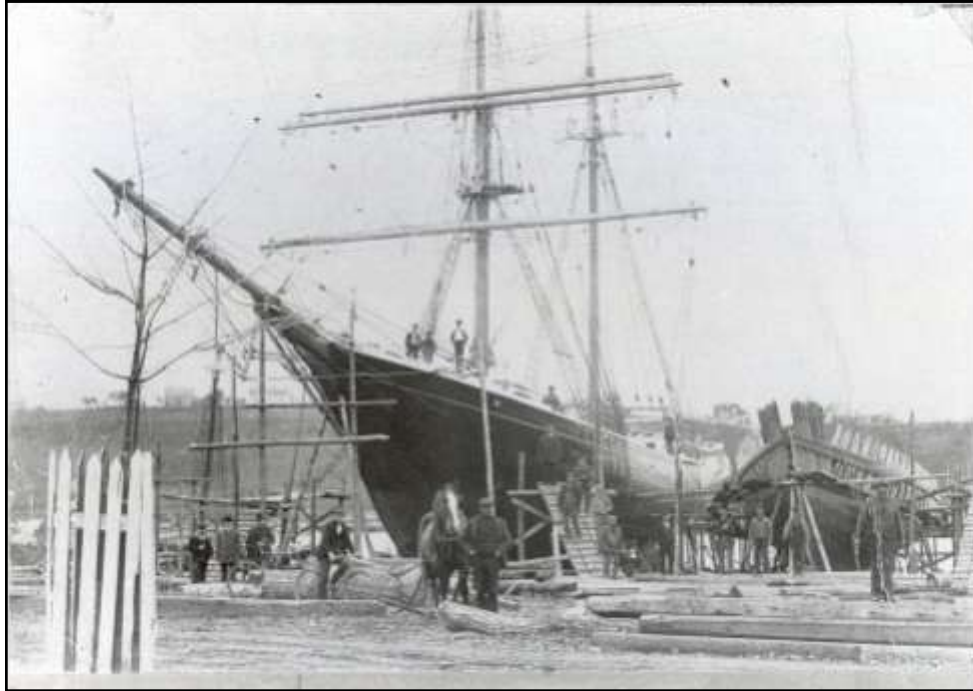


Photo courtesy of the Mahone Bay Settlers Museum

Yet Cornwallis worried that the Acadians might not be mindful of his colonial authority:

The founding of Halifax as a naval and military station ... was not felt to be enough. In view of the fact that the existing population of the province was entirely French, Nova Scotia must receive also widespread settlement, if not entirely by British, then at least by people who would be glad to become British subjects and would have every reason and inclination for loyalty to the British interest.”³

To bolster these aims, the government began a settlement program, bringing “foreign Protestants” to Nova Scotia. Cornwallis suggested that those from Switzerland and Germany would make especially good subjects, most likely because he had heard reports of the industriousness of similar settlers who had made Pennsylvania a wealthy colony. Ships full of hopeful German and Swiss settlers began arriving in Halifax in the fall of 1750.⁴ German was still commonly spoken in the area decades later and those who spoke English did so with a very unique accent.⁵ Settlers from the American colonies also began to trickle in.

The stage was set for the arrival of Mahone Bay's ostensible founder, Captain Ephraim Cook – apparently a “cantankerous character” who arrived on a ship from Boston.⁶ Taking advantage of the area's natural resources of water and lumber, Captain Cook established a mill and shipyard at the mouth of the Mushamush river which flows into Mahone Bay. The following year two of his ships - perhaps the very ships built in Mahone Bay - transported Acadians south as part of the Great Expulsion. Mahone Bay was thus tied to a major cultural exodus. Perhaps ironically this new settler, Captain Cook, proved to be a particularly troublesome individual. He was frequently before the courts, accused of embezzlement and entangled in property disputes, and he didn't last long in the new settlement: “It was characteristic of everything that is recorded of Cook that before the first year of his undertaking in Mahone Bay was up he was involved in squabbles there”⁷ In 1755, a London court ordered all his property, including his vessels to be seized. He moved on to Boston.

After this initial period of settlement, the town began to grow slowly. American privateers made several raids on the area during the American Revolutionary war, including a substantial raid on Lunenburg. By 1812, new hostilities caused a resurgent fear of privateering. A group of Lunenburg privateer vessels chased the *Young Teazer* when it sailed into the bay in 1813.

What they didn't know was that one of the officers on *Young Teazer*, Lieutenant Frederick Johnson, was a deserter from the Royal Navy and faced execution if captured. In desperation, he decided that suicide was preferable to hanging and ignited the ship's magazine, destroying the vessel and killing most of the crew as well as himself.⁸

Mahone Bay's Pirate Festival and Regatta has reenacted the burning of the *Young Teazer* over the past few years. Past maritime events thus help distinguish Mahone Bay even today.

By the middle of the 1800s the town was doing very well. In 1857, some residents gathered to charter the town and to officially name the place, and they settled on the name “Kinburn,” which they claimed meant “kindred streams,” referring to the Mushamush and the Maggiemaggie rivers which both enter into the bay at this spot. However, a major naval battle of the Crimean War had taken place near the Kinburn peninsula in 1855, and it's likely that the name was inspired by patriotism.⁹



Photo courtesy of
the Mahone Bay Islands Conservation Association

In any case, the new name didn't take. Mather DesBrisay, in his 1870 history of Lunenburg County, explained why he thought the old name stuck.

It has been said that this name was originally given to the bay, because it was a place much resorted to by pirates, and as their vessels were low crafts, often propelled by long oars, called sweeps, the French word *Mahonne*, which means 'a Venetian boat,' was very appropriately employed to designate the bay, and was subsequently anglicized, and extended to the village on its shores. Being, as it is, so intimately connected with the earliest history of the place, to say nothing of its euphony, it is to be hoped that no further attempt will be made to change it.¹⁰

The railway connecting Mahone Bay to the rest of the province arrived in 1889. By 1902 the town had its first electrical power station. With a ready supply of lumber and two rivers to deliver wood to local mills, the town's economic mainstay during the 19th and early 20th century was shipbuilding. The families of Ham, Ernst, Zwicker, McLean, Langille, Burgoyne, Schnare, and Smeltzer ran shipyards and most of the local economy depended upon shipbuilding.¹¹



Photo courtesy Joshua Graham

The decline of shipbuilding, or at least the beginning of its decline, has been blamed on Confederation in 1867, which shifted a north-south trade alignment between the Maritimes and New England to an east-west route that included Quebec and Ontario. However, the decline of wooden boatbuilding was unavoidable for other reasons. The age of sail inevitably gave way to the age of steam. Canada's production efforts during the First and Second World Wars helped keep some shipbuilders in business, but most of the boatyards in Mahone Bay had disappeared by the 1950s. Some remained building pleasure craft and yachts, but the town's last commercial shipyard closed in 1975.¹²

William Hirtle in his "Study of Mahone Bay" in 1951 had his own theory about the decline of shipbuilding.

Although the coming of steel ships and Confederation had a great deal to do with influencing progress and the industry of the town, I think there is another factor which has influenced prosperity in these fields. Rum-running, which was rampant about the 1930s, drew attention away from the worth-while industries at a time when the depression was at its peak.¹³

There might be something to this theory as fishermen were drawn away from fishing to make easy money during this time, but other historians who have looked closely at the matter feel that the economic impact of rum running was probably exaggerated.¹⁴

Though Hirtle was hard on his fellow town folk, he waxed poetic about in his hometown.

It [Mahone Bay] creates an atmosphere of peace and quiet. It creates within the town folk a sense of beauty which remains even when they move away. It keeps one yearning for the day when he can return to that atmosphere and drink in all the beauty abounding in its hills and islands. Topography has enabled the development of skilled shipbuilders which has added considerably to our culture.¹⁵

These days, Mahone Bay uses its picturesque views and heritage streetscape filled with charming retail shops and artisan studios to attract tourists. It's probably best known for its three churches, as the Anglican, Lutheran, and United churches all sit next to one another on the waterfront. Its proximity to Halifax and other tourist towns along the South Shore ensures a brisk trade in the summer.

For many years, Mahone Bay was known for its Wooden Boat Festival, which attracted as many as 10,000 visitors to the town in its heyday. Now a local group of amateur historians is identifying and cataloguing all the ships that were built locally and documenting them for use. Another local group, the Heritage Boat Yard Co-Operative, commissioned a feasibility study in 2013 to develop a working shipyard to build boats under 25 feet, a model shop, and an interpretive centre. This project is seen as a way to attract tourist and boatbuilding enthusiasts who are interested in a hands-on experience. Local history has become an industry.

The Mahone Islands Conservation Association formed in 2002 with the mission "To protect and conserve the natural environment of the islands and shoreline of Mahone Bay, and the traditional, social and recreational opportunities valued by its various communities." They have brought several of the bay's islands to preserve for wildlife habitat and for recreational use.



Photo courtesy of the Mahone Bay Islands Conservation Association

For more information on the history and heritage of Mahone Bay, contact the Mahone Bay Founders Society, which operates the Settlers Museum. Founded in 1979 on the town's 225th anniversary, the museum is dedicated to preservation of Mahone Bay's heritage and culture.

Mahone Bay Settlers Museum
P.O. Box 583
Mahone Bay
Nova Scotia, Canada
B0J 2E0
phone: 902-624-6263
email: info@settlersmuseum.ns.ca
website: www.settlersmuseum.ns.ca

Footnotes

1. Joan Dawson, *Before Lunenburg There Was Merligueche: A Survey of the Area before 1753* (Nova Scotia, 1996) p. 7.
2. *Ibid.*, p. 3.
3. Winthrop Pickard Bell, "Foreign Protestants" and the Settlement of Nova Scotia: The History of a Piece of Arrested British Colonial Policy in the Eighteenth Century. (Toronto: University of Toronto Press, 1961) p. 9.
4. *Ibid.*, p. 17.
5. B.D. Tennyson, *Historic Mahone Bay. Images of Our Past.* (Halifax, N.S.: Nimbus Pub., 2006) p. 10.
6. Winthrop Pickard Bell, "Foreign Protestants" and the Settlement of Nova Scotia: The History of a Piece of Arrested British Colonial Policy in the Eighteenth Century. (Toronto: University of Toronto Press, 1961) p. 482.
7. *Ibid.*, p. 485.
8. B.D. Tennyson, *Historic Mahone Bay. Images of Our Past.* (Halifax, N.S.: Nimbus Pub., 2006) p. 8.
9. *Ibid.* p. 13.
10. Mather B. DesBrisay, *History of the County of Lunenburg*, (Belleville, Ont.: Mika Pub. Co. 1980).
11. *A Forgotten Industry.* 1.
12. Tennyson, *Historic Mahone Bay*, 59.
13. William W. Hirtle, *A Study of Mahone Bay, Nova Scotia*, (S.I: S.n, 1950) 15.
14. Tennyson, *Historic Mahone Bay*, 65.
15. Hirtle, *A Study of Mahone Bay, Nova Scotia.* 9.

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Joshua Graham is a freelance writer and editor living in Mahone Bay, Nova Scotia. He is a member of the Mahone Bay Founders Society which operates the Mahone Bay Settlers Museum and holds an MA in English from the University of Alberta

Obituary

PRITCHARD, James Stewart
MAY 11, 1939 - APRIL 14, 2015
PROFESSOR EMERITUS -
DEPARTMENT OF HISTORY
QUEENS UNIVERSITY,
KINGSTON, ONTARIO

Born at Toronto, son of Enid Mary Gray and Gordon Beattie Pritchard. Jim is survived by his loving wife Suzanne (nee Hyslop), their daughter Laura, son Michael, daughter-in-law Inge, and much loved grandson Henry. Predeceased by his younger brother, David (2011). As Jim wished, cremation has taken place. A Celebration of Life will be held at the Donald Gordon Centre, 421 Union Street on Saturday, May 2, 2015 at 2:00 p.m. In remembrance, donations may be made to U.H.K.F - St. Mary's of the Lake Hospital, Palliative Care Unit. Arrangements entrusted to CATARAQUI CEMETERY AND FUNERAL SERVICES (613-546-6545). You are invited to share your memories and condolences online at www.cataraquicemetery.ca.

Special Notices

CNRS Dues Reminder

If you have not already renewed your membership for 2015, stop reading and do it now. The first issue of Volume XXV, the 2015 edition of *The Northern Mariner/Le marin du nord* is at the press. It is full of interesting articles and book reviews and the rest of the year's issues promises to be similarly rich in maritime content. If you can't remember paying your dues for 2014, you probably didn't! We try to be understanding, but the society needs its members and their membership dues to keep operating. *The Northern Mariner/Le marin du nord* is now the only maritime journal of international scope published in Canada; with your dues we can continue to publish this significant resource.

Book Reviews

Have you published a book lately? The Reviews Editor would love to hear about it. Have you read about a new book that you would like to review? Pass it on to the Reviews Editor. Have you read a book that you are longing to tell everyone about? Send the Reviews Editor a copy. Where else can you pick up a \$100 book for a mere 800-900 words? One or two book reviews will more than pay for your membership in the society and give you a chance to join the hundreds of reviewers who have made the book review section of *The Northern Mariner/Le marin du nord* one of the best in the world.

Contact the Reviews Editor at fkert@sympatico.ca

Canadian Nautical Research Society Conference & Annual General Meeting

11-13 June 2015
Ottawa, Canada

Provisional Programme

This year's conference will take place in Ottawa, the nation's capital, which is located at the confluence of three rivers, the Gatineau, Rideau and the Ottawa, and at the northern debouche of the Rideau Canal, a UNESCO Heritage Site. Conference sessions will take place in the Wardroom (officer's mess) of the historic quarters of HMCS Bytown, which, since 1943, has been the mess for naval officers serving in the national defence headquarters.

The conference registration form will be available on the Society web-site in late-April. The fee of \$50 (or \$25 single day) includes Friday & Saturday morning and afternoon breaks and soup-salad-sandwich lunch (cash bar only on Thursday). Dress throughout is summer casual (open neck shirt, no T-shirts or jeans). No block booking of hotel rooms has been made, as a variety of accommodation options at reasonable rates are available in the immediate area (the mess is located at 73 Lisgar St, in the general vicinity of Elgin St – Laurier Ave). The general course of events will be as follows:

Thursday 11 June

Afternoon strategic planning session (Chaired by President Madsen)
Evening no-host meet & greet at nearby Deacon Brodie's Pub

Friday 12 June

All-day sessions
End-of-day tour of "Pogo" (survey tender to HMCS *Labrador*)
Evening banquet (no-host) at nearby Johnny Farina's Italian restaurant

Saturday 13 June

Forenoon sessions
Afternoon AGM
Evening no-host informal dining at site to be confirmed

The papers selected to date will address a variety of perspectives on related themes involving ships, people, ports or trade. The Society reserves first right of refusal for publication in our journal *The Northern Mariner / Le marin du nord* or newsletter *Argonauta* as appropriate. The following papers (listed by author in alphabetical order) are confirmed as of 25 March:

Hugues Canuel, "Laying the Course for a Stormy Peacetime Friendship: Reluctant American Support to French Wartime Naval Rearmament, 1943-45"

Jim Carruthers, "Combat Control Systems in the Canadian Navy, 1950-90"

Norman Jolin, "Observations on the RCN Flag Officer List, 1910-2015"

Walter Lewis, "Down to the Sea in Boats: Great Lakes Vessels that went to Sea in the First World War"

Roger Litwiller, "Herb Ditchman Goes to War: Shipbuilding in Trenton, Ontario during the Second World War"

Donald R. MacNeil, "Auxiliary Support Vessels of the Arctic Patrol Vessel HMCS *Labrador*" [includes post-presentation tour of the tender *Pogo*]

Chris Madsen, "The Shipping Federation of British Columbia, the International Longshoremen's and Warehousemen's Union, and Employment on the Fraser River Waterfront 1947-1958"

Sam McLean, "Typecasting Institutions: The Royal Navy as State and Empire"

Michael Moir, "Global war, local conflict: the requisition of Canadian shipping during the Great War"

Administrative enquiries should be directed to:

Dr Richard Gimblett
CNRS 2015 Conference Coordinator
49 South Park Drive, Ottawa, Ontario, K1B 3B8
Telephone: 613-971-7696
email: richard.gimblett@forces.gc.ca

NASOH Annual Conference Monterey, CA 2015 Session and Paper Schedule

Wednesday, 13 May

- 1600-1900 Registration at Museum of Monterey
1900-2100 NASOH Council Meeting

Thursday, 14 May

- 0800-1500 Registration
0900-0930 Opening Remarks – NASOH, NHF, SHNM
0930-1045 **Session 1 – Bringing Peace and Comfort to the Pacific
Chair, TBD**

The First Use of Wireless Telegraphy by U.S. Vessels
C. Douglas Kroll, Independent Scholar, College of the Desert in Palm Desert

The Eye of the Whale: Captain Charles Melville Scammon, U.S.R.C.S.
Dennis L. Noble, Independent Scholar

Revenue Cutter *Bear*: The Coast Guard's Symbol of "*all the service
represents for steadfastness, for courage, and for constant readiness
to help men and vessels in distress*"
William H. Thiesen, United States Coast Guard

- 1100-1215 **Session 2 – Regulating the Maritime Commons?
Chair, TBD**

Outrage in Far Seas: U.S. Navy Counterpiracy at Sumatra, 1831-39
Benjamin "BJ" Armstrong, King's College, University of London

21st Century Gunboat Diplomacy and Strategic Sea Areas
Mustafa Avsever, Turkish Naval War College

The Abolition of Prize Money in the United States Reconsidered
Michael J. Crawford, Naval History and Heritage Command

- 1215-1315 **Lunch**

1315-1445 **Session 3 – Trade and Maritime Business in a Globalized World
Chair, TBD**

Adaptation, Collapse and Failure: the Globalised Maritime Trade System
1914-1916

Mark Bailey, University of New South Wales, Australian Defence Force
Academy

Norway, America and Canned Fish

Piers Crocker, Norwegian Canning Museum, Stavanger, Norway

Maritime and Environmental Impediments to Russian Imperialism in Alaska

Alexander Herbert, University of Chicago

Entrepreneurship and Business Transition at Pacific Coast Terminals,

New Westminster 1926-41

Chris Madsen, Canadian Forces College

1500-1635 **Session 4 – That Overbearing Power on the Sea: Naval Science
and Technology, 1883-1922
Chair – John Hattendorf, Naval War College**

The Imperial Imperative: “Strategy Depends on Logistics for its Effectiveness”

Larry Bartlett, Texas Christian University

Nautical Charts and the Hydrography of American Empire, 1898-1901

Jason Smith, U.S. Naval Academy

Oil Fuel, the Great War, and Anglo-American Hegemony

David Snyder, Delaware Valley University

Commentator Thomas Legg, West Chester University

1800-2100 Reception - Naval Historical Foundation at Casa Serrano

Friday, 15 May

0800-1500 Registration

0900-1030 **Session 5 – Post Mortem of the Sea
Chair, TBD**

Into the Blue: Underwater Archaeology in California State Parks

Tricia Dodds and Denise Jaffke, California State Parks

Archaeological Investigation of Four Early Nineteenth-Century Steamboats
from Lake Champlain
Carolyn Kennedy, Texas A&M University

The Time Machine? Using Replica Analysis to Understand
Merchant Ships, 1600-1800
Phillip Reid, Memorial University of Newfoundland

Lost and Found in the Gulf of Alaska: A Russian-American Company Ship
Timothy J. Runyan, East Carolina University

1045-1215 **Session 6 – California as the Base of Operations**
Chair, Chris Madsen, Canadian Forces College

Baleen Supports High Fashion: Charles W. Morgan in San Francisco
M. Lynn Barnes, Independent Scholar

The Naval Department of San Blas, Spain's Maritime Presence in
the North Pacific, 1768 - 1810
Alan Kemp, Independent Scholar

The Amphibious Conquest of California
Gary J. Ohls, Naval Post Graduate School

Origins of the Naval Reserve in California
David F. Winkler, Naval Historical Foundation

1215-1330 **Lunch**

1330-1445 **Session 7 – Imagery on the Seascape**
Chair, TBD

The Navy and Popular Heroic Values in America, 1899-1917
Lori Lyn Bogle, United States Naval Academy

A Public Historiography of Monterey Bay “Monsters”
Kelly P. Bushnell, Royal Holloway at the University of London

Dragon Boat Racing: 2000 Year Hong Kong Tradition Engages America
Carol A. Olsen, Independent Scholar

1500-1615 **Session 8 – Medical Care in a Pressurized Sewer Pipe: World War**
II Pharmacy Mates assigned to Submarines (sponsored by Society for the
History of Naval Medicine)
Chair, Annette Finley-Croswhite, Old Dominion University

Pharmacist Mate Training in WWII
Anthony Wilson, USS Pampainito World War II Submarine
Museum and Memorial

Sub Docs: A Cultural Analysis of the Day to Day Activities of Pharmacist's
Mates aboard American Submarines During the Second World War
Zach Mason, East Carolina University

Ordinary Men, Extraordinary Deeds: The Forgotten Pharmacy Mates
of World War II
Diane Cooper, USS Pampainito World War II Submarine Museum
and Memorial

1700-1930 Evening Cruise of Monterey Bay

Saturday, 16 May

0800-1200 Registration

0900-1015 **Session 9 – Pacific Naval Theater in World War II**
Chair, Hal Friedman, Henry Ford College

Japanese Auxiliary Cruisers in World War II: Strategic Anomaly?
Michael Kegerreis, Texas A&M

World War II in the Pacific - A Global Context
Salvatore Mercogliano, Campbell University

Echoes of the Pacific War: How World War II in the Pacific continues to
shape perceptions of sea power
Chuck Steele, United States Air Force Academy

1030-1145 **Session 10 – Personal and Family Narrative**
Chair, TBD

Wreckers at 2 Campbell's Wharf: B & J Baker of Norfolk
Anna Gibson Holloway, Maritime Heritage Program
of the National Park Service

The father, the son, and the spectre of anxiety
Marti Klein, California State University - Fullerton

The "Cheerful Side of Savage Life": Joshua Slocum and Selling Pacific Island
Way of Life
Donald A. Laskey, Central Michigan University

1145-1300	Lunch
1300-1400	NASOH Business Meeting
1730-2130	Awards Banquet

NASOH Annual Conference Monterey, CA 2015 Abstracts

Title: Outrage in Far Seas: U.S. Navy Counter Piracy at Sumatra, 1831-39

Abstract: In the early months of 1831 the American spice trader *Friendship* was attacked by pirates on the northwest coast of Sumatra. Several sailors were killed and more than \$30,000 worth of goods stolen. When the Jackson administration was informed of the attack Commodore John Downes aboard the frigate USS *Potomac* was dispatched to investigate the event and castigate the perpetrators. Once on the coast he launched an attack on the village of Kuala Battoo and burned it to the ground, leaving it as a warning to pirates on that coast.

In the fall of 1838 the American spice trader *Eclipse* was set upon by pirates in the same region. The ship's master was murdered and the vessel was robbed. At the time, the U.S. Navy's first deployment of the East India Squadron was in port at Colombo. Upon learning of the attack, Commodore George Read ordered the squadron to sea. The aftermath of Downes expedition had included a political firestorm in Washington DC, as President Andrew Jackson was forced to answer questions about his Navy's attack on women and children half a world away.

Commodore Read arrived on the Sumatran coast with Downes' experience on his mind and attempted to take a different approach. However, in the end he also bombarded and burned coastal towns. The two American deployments illustrate elements of naval diplomacy, maritime security, and naval irregular warfare, and this paper intends to compare the two missions to study these elements.

Bio: Benjamin "BJ" Armstrong holds an MA in Military History from Norwich University and a BS in History from the U.S. Naval Academy. He is a PhD Candidate in War Studies, King's College, London. Studying under the supervision of Dr. Andrew Lambert, his research explores the history of maritime security operations and irregular warfare in the U.S. Navy. He is an active-duty Lieutenant Commander in the U.S. Navy and has served as a helicopter pilot, flying amphibious search and rescue and special warfare missions, as well as duty in the Pentagon.

BJ serves on the Naval Institute Editorial Board and the H-Maritime Advisory Board. He has lectured on strategy and innovation at Special Operations Command, the Defense Entrepreneur's Forum at University of Chicago, and the U.S. Naval War College. He was the 2013-2014 Samuel Eliot Morison Scholar with Naval History and Heritage Command and received the 2013 *Alfred Thayer Mahan Award for Literary Achievement* from the Navy League. His book *21st Century Mahan: Sound Military Conclusions for the Modern Era* was published in June 2013 and his second book *21st Century Sims: Innovation, Education, and Leadership for the Modern Era* will be released in February 2015.

Title: 21st Century Gunboat Diplomacy and Strategic Sea Areas

Abstract: Throughout history, states have attached great importance to seas in terms of economy and security. Advanced civilizations were founded in coastal regions, expanding trade over time. The seas which cover 71% of the earth, provide economic opportunities for access to raw materials and the world market. As a result, seas have become the important areas of conflict over the course of time.

Coastal states use seas as a tool for defence zone, trade, marine transportation and power transfer. Some have acquired colonies overseas and increased their capital, raw materials and labor. Societies have increased their economic prosperity and achieved foreign policy objectives through their navies. Sometimes they have imposed demands through the use or threat of limited naval force in accordance with their interests, that is by gunboat diplomacy.

Gunboat diplomacy has been and continues to be applied consistently in solving problems by states with greater naval power. Today we can see samples of gunboat diplomacy used in the Eastern Mediterranean, during Ukraine crisis, in disputes between North Korea and South Korea and the ongoing power struggle in Asia-Pacific.

The purpose of this article is to examine the methods of using gunboat diplomacy as an active instrument of foreign policy and security policy and to reveal the strategic sea areas in which gunboat diplomacy is used effectively in the matrix of international politics in the 21st century.

Bio: Mustafa Avsever was born in Kütahya, Turkey. He graduated from Turkish Naval Academy with an electrical engineering bachelor degree (2006). He had 5 years experience on Turkish Naval Forces platforms as an ASW Officer (2006-2013) and 2 years experience on Turkish Naval Forces Fleet Headquarters as a planning officer. He is still pursuing a degree from Turkish Naval War College. He is also working on antisubmarine warfare, maritime security, and oceanography. N.B. Mustafa Avesver will not be able to attend the conference, but his abstract is included for the interest of our members.

Title: Adaptation, Collapse and Failure, the Globalised Maritime Trade System 1914-1916

Abstract: The British Empire depended on smoothly functioning international trade and financial systems for survival: these, in turn, depended on general peace. The Empire could not afford extended periods of military expenditure, it did 'defence on the cheap', by avoiding the costs of a large standing army and relying upon a functioning and efficient global maritime transport system with a free market. By the time of the First World War, the Pacific Empire was essential to feeding the UK itself and it developed new strategic importance as the war progressed.

The outbreak of war in 1914 stopped maritime trade in its tracks, demanding immediate and unprecedented government intervention to restart it. From this point, the privately-run global maritime trade system began to fail, but collapse was protracted as the commercial system showed remarkable elasticity. The Imperial government progressively replaced an efficient, fluid maritime trade system with a centralized and controlled system to mobilize the war-time economy. By July 1916 this process was complete and a most remarkable example of international administration was well advanced: centralized control of the global maritime trade system to feed multi-national economic demands of war economies.

Bio: Mark Bailey joined the Royal Australian Naval College in 1979 as a Seaman officer, serving aboard a variety of vessels including the carrier HMAS *Melbourne* and the frigate HMAS *Yarra*. He also served on the training staff at the RAN Naval College and in security and intelligence positions. He began researching trade protection in the early 1990s and undertook the RAN Staff Course in 1993, subsequently specializing in intelligence at the Maritime Intelligence Centre and Joint Intelligence Centre before transferring to the RAAF as an Intelligence Officer. In 2002 he joined the Australian Public Service, as a strategic logistics analyst in the Strategic Logistics Branch and has since filled a variety of liaison, intelligence and security roles. Mr. Bailey has published articles on the Imperial Japanese Army's transport submarine fleet of the Second World War and has researched and written extensively about the Imperial trade system, its performance, management and protection in the global wars, and Australia's role in that system. Mr Bailey is a Doctoral candidate at the University of New South Wales, Australian Defence Force Academy.

Title: Baleen Supports High Fashion: *Charles W. Morgan* in San Francisco

Abstract: Whaling was an established industry in Europe for over three hundred years by the time North America was colonized in the seventeenth century. Boned underpinnings and fashion accessories supported by the harvesting of baleen were utilized since the mid-sixteenth century. By the mid-eighteenth century the American whaling industry was instrumental in supporting the global fashion industry through the use of baleen: Paris and London were the fashion centers, while Nantucket and New Bedford were the baleen centers.

As a fashion scholar and participant of the recent #38th Voyage project on board the restored whaling vessel *Charles W. Morgan*, I observed firsthand the "whaling" experience that captured the nexus between the danger, hardship, and labor required to produce end-use fashion products. As the fashion silhouette changed throughout the nineteenth century an increase demand for baleen occurred as a result. The whaling industry responded with increased baleen harvesting creating a financial connection between the two industries.

In response to scarcity of whales in the Atlantic and the indigenous Arctic location of the bowhead whale, known for its high quality baleen, the *Charles W. Morgan*

and the majority of American whaling ships relocated to San Francisco during the 1880s. Throughout her service as a whaling ship from 1841-1921, the *Charles W. Morgan* harvested 152,934 pounds of baleen, most of which was obtained from the Pacific Ocean. This study explores the relationship that existed between the fashion industry, the demand for baleen and the role of the *Charles W. Morgan* and her home port of San Francisco.

Bio: **M. Lynn Barnes**, Ph.D., is a dress historian with a research and academic emphasis on Gilded Age fashions and textiles, 1870-1920. She also has an interest in examining the social and material culture of specific time periods as expressed in maritime fashions and the use of textiles and fabrics in ship and yacht interiors. Of particular interest to Dr. Barnes are the private luxury yachts of the Gilded Age, the social customs that accompanied their use and display, and their prominence in a distinct period of American culture.

Dr. Barnes holds a master's degree in international trade and quality perception of outsourced apparel from San Francisco State University and a Ph.D. from The Ohio State University in historic dress with an emphasis on the interiors of luxury yachts of the Gilded Age.

She has held faculty positions at Bluffton University, Eastern Kentucky University and West Virginia University. During the summer of 2014 she participated in the 38th Voyage of the restored wooden whaling vessel the *Charles W. Morgan* studying the relationships between the fashion and the whaling industries. She is currently a dress history and maritime history consultant and has recently opened a fashion design studio in the historic district of Troy, Ohio.

Dr. Barnes is also involved with the presentation of historic fashion shows that emphasize maritime textiles and clothing, and first person interpretations of history figures. She frequently uses period music, art, technology and politics as methods of illustrating the social setting of dress and textiles.

Title: The Imperial Imperative: “Strategy Depends on Logistics for its Effectiveness”

Abstract: The United States began rebuilding its navy in the 1880s. All agreed that the new ships should be built of steel. The question of sail versus steam power proved far more contentious. The obvious tactical advantages conferred by steam power convinced virtually all officers that future battles would be fought under steam. The strategic picture was less clear-cut. Steam power did bring predictability to ship movements. Commanders could issue orders and be reasonably confident that ships would arrive at the desired location at the desired time. But steam power also introduced a significant liability: limited range and the consequent need for frequent refueling. Opinions among officers divided sharply on the best way to solve the dilemma. Efforts to address the range problem necessarily involved discussions on ship design, the Navy's

peacetime missions and wartime strategy, and the status of coal during wartime. Some argued for the retention of sail power for long passages. Some urged maximizing coal carrying capacity at the expense of other military characteristics. Still others called for the acquisition of overseas bases. The Navy even explored methods of re-coaling while underway. Daniel Headrick has argued that technology made imperialism possible. American naval officers of the late nineteenth century argued that the technology of steam power made imperialism necessary. Only the acquisition of sovereign overseas territories, they argued, could provide the coaling facilities necessary to support the Navy's peacetime missions and wartime strategy.

Bio: **Larry Bartlett** is an adjunct professor of history at Texas Christian University where he received his Ph.D. in 2011. Prior to that he was owner and president of Lube 'n Go Inc., a Texas lube company with eleven locations and served the industry for four years as president of the national trade association. He has also served as a commissioned officer in the U.S. Army.

Title: The Navy and Popular Heroic Values in America, 1899-1917

Abstract: During the Spanish American War, American mass media proclaimed Admirals George Dewey, William T. Sampson, and Winfield S. Schley, Lieutenant Richmond Hobson, Colonel Theodore Roosevelt and a bevy of other brave military officers as the epitome of the nation's highest patriotic and masculine ideals. Deweymania, the Hobson Craze, and other examples of mass hysteria spread like wildfire across the nation culminating in a series of extravagant homecomings for each returning hero. By December, 1899, however, each celebrated man's heroism had been discounted in some fashion. Without a homegrown hero to honor, the public chose Admiral Pasquale Cervera, the humiliated enemy commander who had lost his entire fleet to American naval forces at Santiago Bay, Cuba, as the most "durable hero" of the war. While Cervera's peculiar reign was short-lived, forgotten by the public after they turned to new champions in World War I, the belief that the Spanish Admiral was an American hero was widespread at the turn of the century. Mass media's new fascination with celebrities sped up the traditional hero-making process and increased the pressure on a war hero to maintain an unblemished public image. Unlike Dewey and the others, Cervera had escaped the press scrutiny that comes with celebrity (he had returned home to Spain) and lived on as the only true representation of American chivalry. His story is worthy of study, despite the fact that he won his title by default, because it clearly demonstrates how mass media's creation of celebrity war heroes has made it nearly impossible for an American war hero to remain "pure" for long.

Bio: **Lori Lyn Bogle** is currently an associate professor of history at the United States Naval Academy, Annapolis, Maryland where she teaches a variety of courses on social cultural military topics. She received her Ph.D. from the University of Arkansas in 1997. Her first book, *The Pentagon's Battle for the American Mind: The Early Cold War* (2004), examined the military's traditional role in establishing and maintaining the contours of the American character and will. That study led to her current monograph on

Theodore Roosevelt's use of publicity and modern sociological principles to govern the nation. She has written numerous articles and has edited a five volume collection of essays on the cold war. She also directed the 2013 McMullen Naval History Symposium and is the editor of the symposium proceedings.

Title: A Public Historiography of Monterey Bay “Monsters”

Abstract: A central tenet of Jeffrey Cohen's 2007 *Monster Theory* is the assertion that scholars can learn a great deal about a culture from the monsters it creates, and Monterey is a spectacular place to discuss this fixture of oceanic history. In 1925 a decomposed creature now called the “Monterey Monster” washed shore and was excitedly misidentified as a prehistoric plesiosaur before being confirmed a rare Baird's beaked whale. In the twentieth century alone Monterey Bay has also boasted the sea serpent “Old Man of the Sea” and the elephant-like sea monster “Bobo.” In truer tales, just this autumn the Monterey Bay Aquarium Research Institute captured the first live specimen of the “black seadevil” anglerfish, which was quickly touted as a sea monster (if a miniature one) in the media.

This paper examines the cultural archaeology of Monterey Bay and its submarine canyons as a landscape for the monstrous. Unlike the ocean at large, the Pacific microcosm of Monterey Bay has allowed for a uniquely public ecology of marine life: canneries, commercial fishing, tourism, the Monterey Bay Aquarium and MBARI, Ed Ricketts' Pacific Biological Laboratories, and John Steinbeck's depictions of maritime Monterey. (As Steinbeck wrote while sailing the Pacific with Ed Ricketts, “Men really need sea-monsters in their personal oceans... An ocean without its unnamed monsters would be like a completely dreamless sleep.”) These creature narratives represent our cultural and historical connections with an ocean which is not (little-p) pacific at all, with important implications for environmental, indigenous, military, and scientific areas of oceanic history.

Bio: Kelly P. Bushnell is a final-year PhD candidate in the faculty of English at Royal Holloway at the University of London, where her research focuses on the material culture of sea monsters in the nineteenth century. She received her MA from Mills College in Oakland, California, and her BA in English Literature and History from the University of California at San Diego. In addition to her doctoral research, she is currently writing several entries for ABC-CLIO's forthcoming two-volume work *The Sea in World History* (edited by Stephen K. Stein of the University of Memphis) as well as the entry on Victorian Maritime Literatures for the new *Oxford Bibliography of Victorian Literature*. Her interest in the ocean was shaped by the Monterey Bay Aquarium which she visited often as a child, spending as much time as possible on (and *in*) the Pacific Ocean, and studying her ancestor David Bushnell's revolutionary *Turtle* submarine. She resides in Virginia where her spouse, a US naval officer, is stationed at Naval Station Norfolk and she teaches in the Humanities Division at Tidewater Community College. She also serves as a volunteer educator on the Virginia Aquarium's programs at sea and as one of the aquarium's seven Stranding Team Response Leaders (responding to whales, dolphins, manatees, seals, and sea turtles stranded, sick, injured, or dead).

Title: Ordinary Men, Extraordinary Deeds: The Forgotten Pharmacy Mates of World War II

Abstract: Submarine Pharmacy Mates tended to deal with minor first aid and the dispensing of medicine. On occasion, however, the Second World War Pharmacy Mate found himself faced with major medical crises that required him to stretch beyond his training and, in some cases, his sanctioned duties to care for those in his charge. This paper will look at some of those atypical situations and the men who rose to those challenges. During the course of Second World War, three Pharmacy Mates serving on board U.S. submarines performed appendectomies, another dealt with severe mortar wounds, and four others came face to face with a sudden influx of men suffering from numerous and varied tropical diseases, dehydration, and starvation. In each case, the Pharmacy Mate chose to act outside the normal perimeters of his assigned duties, in some cases risking the life of his patient in an attempt to insure his patient had a chance to live. Their actions and willingness to act saved the lives of those in their care and made waves throughout the military's medical corps. Through the use of primary sources and artifacts, this paper will document their actions as well as the personal and official responses those actions generated.

Bio: Diane Cooper is Curator at the USS *Pampanito* World War II Submarine Museum and Memorial. Diane earned her Masters in Maritime history from East Carolina University where she wrote her thesis on the development of shipbuilding on the Pacific Coast during the latter half of the 19th century. She has worked as an independent research historian and museum cultural resource specialist and has held positions with the San Diego Maritime Museum, San Francisco Maritime National Historical Park, and the USS *Pampanito* World War II Museum and Memorial. She has published a number of articles.

Title: The Abolition of Prize Money in the United States Reconsidered

Abstract: Efforts to end prize money - monetary awards to naval personnel for the capture of enemy ships and cargoes in wartime - for the United States Navy began shortly after the War of 1812. They were redoubled following the Civil War. *The Naval Efficiency Act* finally abolished prize money in 1899¹. Only three historians have considered why Congress ended prize money when it did. Harold Langley suggests the abolition was simply intended to save the government money². Donald Chisholm reasons that the Navy acceded to the abolition in order to remove a traditional excuse for keeping naval pay below army pay³. Nicholas Parrillo argues that the Navy abandoned prize money when it abandoned commerce cruising in favor of large fleet actions as its primary strategy⁴. Each of these historians has a piece of the puzzle, but none provides the whole picture. My paper will show how numerous particularly American motives - ideological, fiscal, pragmatic, psychological, and strategic - among several constituencies - some even with opposing motivations - came together to put an end to prize money in the United States in 1899. In contrast, the United Kingdom maintained naval prize money another fifty years. Sources for this study include Congressional testi-

mony, navy publications, and newspaper and magazine articles⁵. Secretary of the Navy John D. Long, former Assistant Secretary of the Navy Theodore Roosevelt, and Captain Charles H. Stockton, USN, a leading thinker on international law, all stated their positions on the issue.

Bio: Michael J. Crawford holds a doctorate in American History from Boston University. He taught history at Texas Tech University and served a fellowship at the Adams Papers at the Massachusetts Historical Society before joining the staff of the Naval Historical Center in 1982. A specialist in the navy of the age of sail, as well as in early American religious history, Crawford has written or edited fifteen books of scholarship, including volumes in the award-winning series *Naval Documents of the American Revolution* and *The Naval War of 1812: A Documentary History*. In 2008 the USS *Constitution* Museum bestowed on him its Samuel Eliot Morison award in recognition of his scholarly contributions to maritime history, and in 2011 the Department of the Navy presented him its Meritorious Civilian Service Award. At the Naval Historical Center and its successor agency, the Naval History and Heritage Command, he has been Head of the Early History and Reference Branches, Acting Head of the Histories Branch, Deputy Director of the Histories and Archives Division, and Acting Deputy to the Assistant Director for Histories and Archives, Integration and Outreach. Since 2008 Crawford has been the senior historian at the Naval History and Heritage Command.

Title: Norway, America and Canned Fish

Abstract: The USA has always been - from the late 1800s until today - the prime market for Norwegian canned fish, particularly sprats (“sardines”) and herring. But the relationship was not always problem-free. This paper examines some aspects of “The American Connection” as follows: firstly, the establishment of markets, production, and export figures to the USA, tying them in to national and international political and economic events. This segment will include a brief consideration of the participation of Norwegian canning companies in American international trade fairs, particularly Philadelphia in 1876 and Chicago in 1893. Secondly, as export figures rose, US canners were affected, and they lobbied the US government to introduce protectionism. The protective measures implemented and the Norwegian responses are examined. A third area considered is canning technology: some American ideas were patented in Norway, and, conversely, Norwegian Knut Hovden was a major player in Monterey.

As a postscript, there will be a presentation of a small selection of advertising material which was designed for the US market, but printed in Norway: primarily label including representations of Presidents Washington (and Martha Washington), Lincoln and Wilson; several variants of the Statue of Liberty, the House of Congress and American Indians; and finally a number of posters from marketing campaigns.

Bio: Piers Crocker is a Curator at the Norwegian Canning Museum, Stavanger, Norway. He holds a B.A. in Egyptology and a M. Phil in African Archaeology, Cambridge, UK. He has lectured in Archaeology, University of Khartoum, worked as the education

officer at the Australian Institute of Archaeology, Melbourne, serving as director there from 1988-1999, while also lecturing at University of Melbourne.

From 1999 to the present, he has served as Curator, Norwegian Canning Museum, Stavanger. He has published widely on the Norwegian canning industry and presented conference papers internationally.

Title: Into the Blue: Underwater Archaeology in California State Parks

Abstract: The marine conservation areas of California State Parks are located along the coastline from Mendocino County in the north to San Diego County in the south. Mono Lake, D.L. Bliss, Emerald Bay-Lake Tahoe, and Lake Perris represent inland underwater conservation areas. The California Department of Parks and Recreation's underwater parks program was established in 1968 to preserve the best and most unique representative examples of the state's natural and cultural underwater ecosystems found in coastal and inland waters. Since that time, Parks has established 19 underwater conservation areas with over 60 proposals for new ones under consideration. Currently, State Parks manages almost one third of California's coastline. This paper will provide an overview of this important program, review our current knowledge of submerged cultural resources by highlighting projects already accomplished, and outline our goals for future underwater archaeological projects to continue protecting California's heritage.

Bio: Tricia Dodds works as an archaeologist for California State Parks out of the Ocotillo Wells District. She is also a member of the State Parks Dive Team and assists California State Parks in protecting its underwater cultural resources. She received her B.S. in underwater archaeology from University of Georgia and earned her M.A. in Maritime History and Nautical Archaeology at East Carolina University. Since graduating, Tricia has worked on various maritime projects that include surveys and research for the Channel Islands National Marine Sanctuary through NOAA, the recovery and documentation of a Civil War gunboat in Texas, and coastal prehistoric sites in California. Currently, she is working to develop a program to manage the submerged cultural resources at California State Parks. She has been involved in various underwater projects at California State Parks so far, and Tricia is looking forward to continue uncovering the past along the West Coast.

Bio: Denise Jaffke manages California State Parks, Sierra District Archaeology Program based in Tahoe. She is a member of the State Parks Dive Team and serves as the Submerged Cultural Resource Advisor on the Diving Safety Board. She received her B.A. and M.A. in Anthropology/Archaeology from Chico State University with a research focus in prehistoric mobility patterns and seasonal resource procurement. Jaffke is working with Tricia Dodds to establish an active submerged cultural resources program at California State Parks which will continue to discover and document prehistoric and historic resources in the state's lakes, rivers, reservoirs, and along the California coast.

Title: Maritime and Environmental Impediments to Russian Imperialism in Alaska

Abstract: The paper examines Imperial Russia's effort to colonize Alaska through its relationship with the environment in the Northeast Pacific and the technology employed to move within the ocean. It begins by identifying the ways in which Russian merchant-hunters and then the Russian-American Company (RAC) faced a series of obstacles unlike any experienced by expansionists in Russia's other colonial holdings in Siberia and the Eurasian steppes. Then it highlights the failed agricultural projects in Alaska and Fort Ross, California which necessitated the importation of provisions to supply the colonies with grain, fuel, and other goods. This demand for imports rendered Russia's existence in Alaska dependent on shipments crossing the ocean. As the Eastern Ocean frequently swallowed Russian ships attempting to cross the seascape, RAC administrators realized that neither the Russian traders nor the Imperial Government had the resources or funding to build, supply, and man ships fit to traverse the Pacific. Instead they began hiring American and British shipbuilders who brokered transportation deals with the RAC in exchange for a share of the fur profits. The end of the story foreshadows the rise of the American whaling industry and the expansion of the Hudson's Bay Company, arguing that Russia's impediments, embodied by agricultural disaster and frequent shipwrecks, precipitated the future of North Pacific commercial competition after Russia's final withdrawal. I conclude with some possible directions to take the research within imperial, global, and environmental forms of analysis.

Bio: Alexander Herbert is a first year PhD student in the University of Chicago's Department of History. He received a Master's degree in Russian History from Indiana University in 2015. He spent a year living in Moscow working at the Moscow State Historical Museum. At the University of Chicago Alexander is working with questions concerning Russian environmental history, particularly oceanic and maritime forms of analysis that conceptualize human relationships and perceptions of the ocean. He is also working on an independent project chronicling the history of underground music from the late Soviet Union to the present day. In the summer of 2014 he received money from a Kickstarter campaign in order to conduct interviews and gather sources in Russia for this project. With roots in New England and a family full of marine upholsters, Alexander still enjoys sewing and the occasional boat ride away from civilization. Besides academic projects, Alexander finds pleasure in playing drums in various bands, traveling throughout the Midwest, and collecting United States' coins.

Title: Wreckers at 2 Campbell's Wharf: B & J Baker of Norfolk

Abstract: In the 1840s, brothers Barnabas and Joseph Baker of Massachusetts moved their families to Norfolk, Virginia in order to launch a much-needed maritime wrecking service in the mid-Atlantic. B & J Baker and Company, later incorporated as The Baker Salvage Company, would eventually become one of the premier salvage firms in the nation during the 1870s and 1880s. However the coming of the American Civil War to their doorstep in 1861 led the brothers, their employees, and their family members to make both business and personal decisions which often led them to oppo-

site sides in the conflict. This firm, which raised the burned hull of the *Merrimack* for the Virginia State Navy in late May 1861, also employed the young mariner Eben Stoddard who would earn his fame off the coast of Cherbourg, France as acting master of the USS *Kearsarge*. Post-war, the firm, managed by Stoddard, would once again salvage the *Merrimack*, and take part in hundreds of rescue and salvage jobs, including that of the USS *Huron* off the Outer Banks of North Carolina in 1877. While there have been studies done on Pacific wrecker Thomas P.H. Whitelaw, and New York wreckers Israel Merritt and Thomas Scott, there has been no comprehensive look at the Bakers of Norfolk. Using Union and Confederate naval records, period newspapers, and archival resources in repositories in Virginia and New England, I propose to bring much-needed attention to this highly successful, fascinating, and yet largely-unknown firm.

Bio: **Anna Gibson Holloway** is the Maritime Historian for the Maritime Heritage Program of the National Park Service in Washington, DC, where she acts as an advocate for and provides expertise relating to NPS maritime history. She also conducts primary source research on topics related to American Maritime History for publication, and consults with and shares expertise with Federal, State, and private agencies with maritime resources. She came to the NPS after nearly two decades with The Mariners' Museum in Newport News, Virginia. There she served as Vice President of Museum Collections and Programs as well as Curator of the award-winning USS *Monitor* Center. She previously worked for the Chrysler Museum of Art in Norfolk, VA, the Colonial Williamsburg Foundation, and as part of the interpretive ship's crew for Jamestown Settlement in Williamsburg, VA where she learned to hand, reef, and steer. This Winston-Salem native graduated from The University of North Carolina at Greensboro with baccalaureate degrees in English Literature and Medieval Civilization. She received her MA in Tudor/Stuart History and her Ph.D. in American History from the College of William and Mary.

Title: Japanese Auxiliary Cruisers in World War II: A Strategic Anomaly?

Abstract: The development of the Imperial Japanese Navy from 1854 to 1943 is a fascinating contrast to the major European navies and that of the United States because the Japanese had the advantage of starting from a blank slate. The decision to employ auxiliary cruisers during the Second World War despite an overwhelming commitment to *guerre d'escadre* and the subsequent decision to reconvert them back to their original forms in 1943 might at first seem like an aberration. This research project places the decision to use them into the context of Japanese strategic thought, examines that decision and their performance in comparison with the German case, and explains the ironic decision to reconvert them. The destruction of most Japanese military records at the end of the war and the language barrier for most Western researchers has led to little discussion of this subject particularly from the vantage point of asymmetric warfare.

This study concludes that the decision fits well within two aspects of the development of the Imperial Japanese Navy, the tradition of drawing on European and

American navies for inspiration, and its adoption for a time of a principal strategy of *guerre de course*. The decision to abandon the commerce warfare attempt is particularly ironic because it was proximately caused by the success of the US submarine commerce war and was, on the larger scale, a reflection of the total failure of Japan's *guerre d'escadre* strategy.

Bio: Michael Kegerreis is currently an ABD History PhD and completed Certificate in Advanced International Affairs student at Texas A&M. He has an undergraduate degree with a double major in History and Philosophy and an MA in Military History (Counterinsurgency in the Greco-Roman World) from East Carolina University. He has an MA and PhD with a specialty in Social and Political Philosophy from Rice University. His doctoral dissertation in history, currently being written, is on counterinsurgencies against Communist insurgencies in Latin America focusing on Cuba, Nicaragua, and Venezuela. The dissertation, and his ongoing further research on takfiri jihadi insurgency, ties my background in social and political philosophy to the military history of the most political form of war, insurgency. He is also expanding his research beyond counterinsurgency/insurgency to include other types of asymmetric warfare including naval warfare especially commerce raiding at sea. He lives in Winterville, NC near the campus of East Carolina University.

Title: The Naval Department of San Blas, Spain's Maritime Presence in the North Pacific, 1768 - 1810

Abstract: During seven decades of Hispanic rule, California was literally an island. Without viable overland trails connecting California with New Spain, maritime supply was essential to the colony's survival. Established in 1768 on the coast of Nayarit, the Spanish Naval Department of San Blas provided a maritime connection until Napoleon's 1808 invasion of the Iberian Peninsula plunged New Spain into revolution.

The Naval Department of San Blas was a critical, and generally overlooked, element in the establishment and maintenance of the presidios and missions of Alta California. Fray Junípero Serra, Pope Francis' controversial candidate for Sainthood and a frequent passenger on the department's vessels, understood the importance of operations from San Blas and successfully lobbied Viceroy Antonio María de Bucareli to expand the department during his famous 1773 visit to Mexico (city).

The naval department was also involved in a variety of military operations, including the suppression of Sonoran Indian revolts in 1768, the attempted interdiction of Captain James Cook's third expedition in 1776, the reinforcement of the Philippines at the outbreak of war in 1779, the confrontation at Nootka Sound in 1789 (which nearly provoked a war with Britain), the fortification of Alta California in the early 1790s, and the suppression of American smuggling at the turn of the 19th century.

This paper will include an introductory overview of the Naval Department of San Blas, highlighting the influences of the port, the vessels, and the crews on its varied activities.

Bio: **Alan Kemp** retired as Chief Engineer on U.S. Navy missile propulsion programs for Pratt & Whitney's Space Propulsion Operations in 2004. During the early 1980s he directed engineering consulting and software management for the design/construction of ships/marine structures at Control Data Corporation's Cybernet Services.

An avid sailor, who has crewed on square-rigged vessels and schooners, Alan has a longstanding interest in maritime history and marine illustration.

Alan now applies his engineering and research skills to the sailing vessels and transportation networks of Spanish Alta California and the Pacific Northwest Coast. He is a regular lecturer at the California Mission Studies Association, San Jose State University, and California State University Monterey Bay. He has been a speaker for the National Endowment for the Humanities program *The Fourteenth Colony*, several maritime museums, and a viability conference for a proposed UNESCO World Heritage project. He has published papers in three California history journals, CMSA's *Boletin*, the Santa Barbara Trust for Historical Preservation's *La Campana*, and *Vaquero Heritage Times*.

Formerly on the Board of Directors of the Monterey History and Art Association, Alan now sits on advisory panels for MHAA's *Museum of Monterey* and the University of Oregon's *Anza Colonists Project*.

Title: Archaeological Investigation of Four Early Nineteenth-Century Steamboats from Lake Champlain

Abstract: Steamboat construction of the early nineteenth century remains largely forgotten and unstudied. Historical records provide little detail about how construction techniques evolved during this experimental phase of steam-powered vessels. A survey of Lake Champlain's Shelburne Shipyard revealed the remains of four nineteenth-century steamboats, three of which were built prior to 1840. The four hulls were recorded for comparative study during a field school in June, 2014. Their unique and differing features illustrate the innovative approaches shipwrights specifically adapted to steamboats. This presentation discusses the results of this archaeological survey, including the similarities and differences observed between these four steamboats and other contemporary steamboats.

Bio: **Carolyn Kennedy** is a graduate student in the nautical archaeology program at Texas A&M University. Prior to beginning in the program at Texas A&M University in 2013, Kennedy studied anthropology and classics at Concordia University in Montreal, QC, and worked with the Lake Champlain Maritime Museum. Her master's thesis focuses on early nineteenth-century steamboat development, using four steamboat hulls from Lake Champlain as a case study. With supervisor, Dr. Kevin Crisman, Kennedy was co-principal investigator of a field school that took place in June, 2014, in which ten students and researchers from Texas A&M University and the Lake Champlain Maritime Museum studied and recorded four steamboat hulls in the Shelburne Shipyard.

Title: The father, the son, and the spectre of anxiety

Abstract: Personal truths are often based on perceptions and beliefs of others, as communicated to an individual, rather than on facts. Regardless of the reasons or motivations behind such a communication, it may ultimately deceive the individual, affect how they are treated, and influence the course of their life. Such appears to be the case with Richard Henry Dana Jr., author of *Two Years Before the Mast*. Richard was his father's eldest son and favorite child, and Richard Henry Dana Sr. was always outspokenly anxious about his son's well-being. Having been rusticated from Harvard, Richard Jr. was planning to resume his studies when he contracted an illness. His father was out of town, but family correspondence recorded the course of his illness, including his symptoms and the reactions of his doctors. This information, supported by contemporary medical treatises, suggested one disease, but Richard Sr. decided it was more serious, and confined his son to dark rooms for several weeks, eliminating distractions such as books. Believing his father, Richard Jr. embraced the apparently incorrect diagnosis. The unnecessary extended confinement, coupled with continuing exposure to his father's chronic depression and religious fervor, caused him to make the improbable choice of a life of hardship as a common sailor, culminating in his famous, influential book. If he had been told what appears to be the factual truth about his illness and treated accordingly, he probably would have resumed his education instead of going to sea, thus altering the course of history.

Bio: Marti Klein A historical geographer with particular interests in California and maritime history, Ms. Klein is interested in the intersection of history and the humanities. Her primary research has involved Richard Henry Dana, Jr., author of *Two Years Before the Mast*, and the motivations of young gentlemen in early nineteenth century New England who shipped before the mast. She presented her initial findings at the 2011 NASOH conference, but her new research indicates that important information upon which Dana relied, and which Ms. Klein and other researchers and biographers of Dana used and perpetuated in their work, is probably the relict of an incorrect assumption made and acted upon by his father. The paper she will present today is based on these new findings.

Ms. Klein is also currently conducting research on literature and music of the sea written about the stolen prosthetic limb of Antonio Lopez de Santa Anna, with emphasis on how these types of communications, replete with accidental or deliberate historical factual misstatements, have the effect of rewriting the public's perception of historical fact. Ms. Klein teaches social science for the Liberal Studies Department of California State University, Fullerton, including her favorite course, "The California Experience".

Title: The First Use of Wireless Telegraphy by U.S. Vessels

Abstract: Many believe the crowning achievement of the Gilded Age was Guglielmo Marconi's establishment of wireless communication by electro-magnetic waves in 1898. By 1915, wireless telegraphy revolutionized communication at sea. The U.S. Lighthouse Service and the U.S. Revenue Cutters Service, both predecessor agencies of

today's U.S. Coast Guard, played pioneering roles in the use of this new technology. In 1899, a year after Marconi developed wireless communication, a U.S. Lighthouse Service vessel off the coast of California became the first U.S. vessel to transmit a wireless message from sea. A few years later, in 1904, the U.S. Revenue Cutter *U.S. Grant*, while cruising in the Straits of Juan de Fuca and Puget Sound, became the first U.S. vessel to employ wireless telegraphy for tactical purposes. The U.S. Navy was much slower in adopted wireless communication for its ships. My paper will tell the story of both of these pioneering events as well as the first use of wireless telegraphy in a dramatic rescue in 1908.

Bio: **C. Douglas Kroll**, a U.S. Coast Guard Academy graduate and a former Coast Guard officer, holds an M.A. degree in history from the University of San Diego and a Ph D. in history from the Claremont Graduate University. He is the author of numerous articles in Coast Guard and maritime journals and in maritime encyclopedias as well as author of *Commodore Ellsworth P. Betholf: First Commandant of the Coast Guard* (Naval Institute Press), *Friends in Peace and War: The Landmark Visit of the Russian Navy to Civil War San Francisco* (Potomac Books) and *A Coast Guardsman's History of the U. S. Coast Guard* (Naval Institute Press). An emeritus professor of History at College of the Desert in Palm Desert, CA, he now resides in Keizer, OR.

Title: The “Cheerful Side of Savage Life”: Joshua Slocum and Selling Pacific Island Way of Life

Abstract: Capt. Joshua Slocum was the first person to sail around the world. This voyage made him an international celebrity and he wrote a book about the experience which gave him literary immortality. *Sailing Alone Around the World* has never gone out-of-print since its debut in 1901. However the motives for this voyage have never been thoroughly examined. Slocum and later biographers suggest his love of sailing and of the water was the motive for the voyage. However, recently found evidence calls this theory into question and reveals that Slocum was interested in financial gain and hoping to become a global traveler and writer rather than merely acting out for the love of the water. As adventure writer, his goal was selling the story of the peaceful way of life on the Pacific Islands, or what Slocum called the “cheerful side of savage life.” In addition to this new evidence I draw upon on the larger context of small boat voyagers before and during 1890s, which previous biographers have neglected.

Bio: **Donald A. Laskey** is a historian, currently pursuing graduate studies at Central Michigan University in Mount Pleasant, Michigan. In 2013 he graduated with honors from Lee University in Cleveland, Tennessee, with a Bachelor of Arts in history. He has given numerous paper presentations at the undergraduate level, along with a few at the graduate and professional level. Most of his historical work has been focused on maritime history, with an emphasis on naval history. As such he is a member of maritime history societies in both North America and Britain. Currently, his work is centered on single and shorthanded sailors of the late 19th century. Donald is in the process of writing his thesis on the motives behind of Joshua Slocum's circumnavigation.

Title: Entrepreneurship and Business Transition at Pacific Coast Terminals, New Westminster 1926-41

Abstract: Billed as the largest fresh water port on the west coast and "Canada's Liverpool", New Westminster on the Fraser River, one of British Columbia's principal waterways, emerged as an important shipping point for export commodities - lumber, metals, fertilizers, and agricultural produce - distinguished from nearby Vancouver and Seattle in the Puget Sound. Central to harbour development was Pacific Coast Terminals, a unique public-private partnership backed by civic leaders, the city's board of trade, investors, and local business promoters. The company made substantial capital outlays and built state-of-art dockside facilities for handling cargo from rail to ship. Although expected shipping came to New Westminster, Pacific Coast Terminals struggled to turn a profit in operations sufficient to satisfy stakeholders and even teetered on insolvency. The executive management confronted conditions of severe economic depression, major labour unrest amongst longshoremen, and the negative impact on international commercial trade caused by the advent of global war. These challenges taxed the talents and abilities of key decision-makers running the company. In spite of heavy odds, Pacific Coast Terminals persevered and survived to continue as a major employer and economic engine on New Westminster's waterfront. It did so by surrendering some of the entrepreneurial spirit that infused the start-up enterprise as the city acted to protect its investment and corporate control passed to Consolidated Mining and Smelting, a subsidiary of the monopolistic Canadian Pacific Railway. Pacific Coast Terminals offers rare insights into the management and travails of a waterfront freight-handling, storage, and dockage company, made possible by available business and archival records preserved at the local and national levels.

Bio: Chris Madsen is a Professor in the Department of Defence Studies at the Canadian Forces College in Toronto, Ontario. During sabbatical leave 2014-15, he is a visiting scholar in the Urban Studies Program at the Vancouver downtown campus of Simon Fraser University, collaborating on a government-funded community partnership project involving Simon Fraser University, the City of New Westminster, and International Longshore and Warehouse Union Local 502. Professor Madsen is president of the Canadian Nautical Research Society.

Title: Sub Docs: A Cultural Analysis of the Day to Day Activities of Pharmacist's Mates aboard American Submarines during the Second World War

Abstract: This paper will examine the everyday lives and routines of Pharmacist's Mates on American submarines during the Second World War. A large part of this work will focus on the "submarine doc" and his relationship to the rest of the crew. This paper seeks to answer the fundamental question of: was the Pharmacist's Mate a true member of submariner culture? That is, did he take part in the same rituals, use the same language, and carry on the same traditions as the rest of the submarine crew did on a daily basis? The daily activities of the Pharmacist's Mate can serve as excellent evidence of the submarine doc's place in the submariner folk group. This paper will rely

mainly on primary sources. These sources include memoirs, drawings, poems, and other firsthand accounts of life on submarines. In addition to written sources, this paper will draw on personal interviews of submarine veterans, some conducted by the author, and some transcribed in various museum archives. This paper will also use the artifact collections of three different submarine museums to augment the historical sources already mentioned. The museum collections that will be used for this paper are the collections of the Wisconsin Maritime Museum in Manitowoc, WI, the Submarine Warfare Museum in Groton, CT, and the *Pampanito* Museum at the San Francisco National Maritime Park in San Francisco, CA.

Bio: Zack Mason, A 2011 graduate of Towson State University for his undergraduate degree, Zack Mason attended East Carolina University for his M.A. in Maritime Studies. He graduated from ECU in December of 2014. He is currently working for the National Park Service and has been accepted into the Baltimore City Teaching Residency to teach English in high need schools for the 2015-2016 school year. Mr. Mason's research interests include the evolution of submarine technology, cultural landscapes, folk groups, and the history of emergency medicine.

Title: World War II in the Pacific - A Global Context

Abstract: Many works have analyzed World War Two in the Pacific. What has been lacking in most historiographies is how the Pacific fit into the overall context of the global maritime struggle, a true macro-history of the maritime conflict. This presentation — part of a larger study — examines the roles of the seven major naval powers with an emphasis on global strategy, the maintaining of the sea lines of communications between the allies, and preventing a link up of the Axis naval forces.

The focus of this presentation is the role of the Pacific during a key moment in this titanic struggle. Chiefly, the naval deployments and the decision that led to the shift of the U.S Fleet from its operating base in San Diego to Pearl Harbor, with a quarter of the Pacific Fleet dispatched to the Atlantic in conjunction with the establishment of a British Far East Fleet and Force Z. The American and Royal navies demonstrated true inter-operability with units from both fleets either by supporting, serving, or making use of facilities to provide a deterrence to German, Italian, and Japanese maritime operations.

These events, leading up to the winter of 1941-1942, played a crucial role in elevating the war in Asia and Europe into a true global conflict. This reinterpretation of the Second World War, with a focus on the Pacific, will provide a comprehensive link between many previous studies on the hostilities and provide a narrative on the overall control for the seven seas.

Bio: Salvatore Mercogliano, Assistant Professor of History at Campbell University in Buies Creek, North Carolina, earned his B.S. in Marine Transportation from the State University of New York Maritime College along with his merchant marine deck officer

license, his M.A. in Maritime History and Nautical Archaeology from East Carolina University and his Ph.D. in Military and Naval History at the University of Alabama. Professor Mercogliano has produced articles and reviews for *Sea History*, *Parameters*, *The Nautical Research Journal*, *Northern Mariner*, and the *Journal of Military History*. He has taught at Methodist University, East Carolina University, the University of North Carolina-Chapel Hill, and the U.S. Military Academy. He is an adjunct professor at the U.S. Merchant Marine Academy offering a course in Maritime Industry Policy.

Title: The Eye of the Whale: Captain Charles Melville Scammon, U.S.R.C.S.

Abstract: Charles Melville Scammon (1825-1911), a young captain of merchant ships in the East Coast coastal trade in 1849 sailed to San Francisco and continued in the merchant service from Chile to San Francisco. By 1851, he became a whaler in the Pacific and continued in that profession until entering, in 1863, the Revenue Cutter Service, one of the predecessors of the U.S. Coast Guard, and remained in that service - with much of his time in the Pacific region - until shortly before his death. Each one of the different types of sea duty could merit a long examination. For example, during his years on the Pacific Coast in the Revenue Cutter Service while commanding the cutter *Shubrick* Scammon became the officer in charge of the ships of the ill-fated 1866 Western Union Telegraph Expedition to the Bering Strait region, marking him the first senior officer of the service in that northern clime. This is just one part of the story of this little-known sailor.

Scammon's years as a whaler led to yet another aspect of his life. The animals put him on the path to becoming a respected self-taught amateur naturalist, a very good writer and artist, all of which are showcased in his major work *The Marine Mammals of the North-western Coast of North America and The American Whale Fishery* published in 1874, the first in depth study of whales in the Pacific.

Bio: Dennis L. Noble entered the enlisted force of the U.S. Coast Guard in 1957 and retired as a Senior Chief Petty Officer (E-8) in the rating of Marine Science Technician in 1978. Shore duty was on the East and West Coasts, plus the Great Lakes. Sea duty took him to the Arctic six times, the Antarctic twice, International Ice Patrol and other areas between these extremes. On his off-duty time Noble earned a BA in Liberal Studies and a MS in Library Science.

After retirement, Noble held positions as a librarian in three public libraries and a library manager in a closed security prison in Western Washington. Also in his years after retirement from the U.S. Coast Guard he earned a Ph.D. in U.S. history from Purdue University. Noble is the author of fifteen books on maritime, military and naval subjects and numerous articles and book reviews. His books and articles have received a number of awards.

Dennis L. Noble now writes full-time from where he lives in Sequim, Washington, with his wife, Loren, and a spoiled cat.

Title: The Amphibious Conquest of California

Abstract: As an outcome of the Mexican-American War of 1846-1847, large portions of what is now the southwest United States fell into the hands of the United States. This resulted from combat operations in Mexico proper, New Mexico, and California. Although the fighting in California was never as severe as that in Mexico proper, it was important and contributed significantly to the Treaty of Guadalupe Hidalgo. The point of this paper is that the conquest of California by U.S. forces was essentially naval and amphibious in character, despite the presence of notable leaders such as Stephen W. Kearny, John C. Fremont, and Kit Carson (among others) who are primarily associated with land operations. Activities began to take a distinctly naval character when U.S. consul to Monterey, Thomas O. Larkin, began utilizing naval leaders such as Commodores John D. Sloat and Robert F. Stockton at first to finesse and later conduct operations to acquire California for the United States. The fighting that occurred in California during the war was usually led by naval commanders using the Pacific Ocean as maneuver space to conduct landings at various locations along the coastline, which were often supported and even controlled by naval officers afloat.

Bio: **Gary J. Ohls** currently serves as Associate Professor of "Joint Maritime Operations" in the Naval War College Program at the Naval Post Graduate School, Monterey, California. He is also on the adjunct faculty of the Marine Corps Command and Staff College. Professor Ohls received a Ph.D. in History from Texas Christian University in Fort Worth, Texas, holds three Masters Degrees, and is a distinguished graduate of the U.S. Naval War College in Newport, Rhode Island. Professor Ohls has previously taught at Texas Christian University and served as Associate Professor of Naval Science and Marine Officer Instructor with the Naval ROTC unit at the University of Colorado.

Colonel Ohls served thirty-six years in the United States Marine Corps including duty as an enlistedman, regular officer, reserve officer, and reserve officer on active duty. During this service, he served in both command and staff positions at various locations worldwide and at sea. Additionally, he worked in management positions with Northrop Grumman Corporation and the Aerospace Corporation.

Ohls is the author of *Somalia...From the Sea* published by the Naval War College Press in 2009; has written the chapter "Naval Aviation in the Korean and Vietnam Wars," published in *100 Years of Naval Air Power* by U.S. Naval Institute, in 2010; and is in the final editing stages of a forthcoming book on amphibious warfare in early America. He has also published numerous articles on military history and military affairs.

Title: Dragon Racing: 2000 Year Hong Kong Tradition Engages America

Abstract: Presenter Carol A. Olsen visited the Tung Yee Hing Shipyard in Hong Kong in 1989 where manager Mrs. Lau discussed with pride her husband's 30 years of boat-building and explained that the yard then had some of the last wooden boat craftsmen.

Those skills, which made them able to build 38' dragon boats weighing a ton and able to move at about ten knots from a dead stop through the efforts of 18 to 22 paddlers, brought the yard to the attention of the Hong Kong Tourist Association when in 1975 it was decided to make Hong Kong the world center of dragon boat competition. Tradition ties the origin of these races to the death in 4th c. BCE of a beloved poet Ch'u Yuen who drowned himself after being exiled for writing a poem that criticized the government. Today, as this sport has become enormously popular throughout the US, including for one-day events in riverside towns as small as Madisonville, Louisiana (population 789), there is little discussion of Ch'u Yuen. Visitors are drawn into the area, and dragon boats are trailered down from Toronto, Ontario by the company Great White North. Hong Kong and some U.S. pre-race rituals, such as those in Philadelphia, may include a ceremonially-attired Taoist priest putting lettuce in a dragon figurehead's mouth and dotting its eyes with paint to help the figure see. When these U.S. events are competition between local companies whose employees crew the boats, funding paid for boat entrance goes in part to local charities; Walgreen is a major sponsor with a prominent role. This paper addresses this cultural connection between Asia and the US, and the ways in which the US has made the meaning of Hong Kong Dragon Boat racing specific to our culture, towns, and our efforts toward fitness, teamwork, and recreation.

Bio: Carol A. Olsen has an M.A. in Marine Archaeology from Texas A&M University and a B.A. in Art History from the University of California at Berkeley. Carol has worked on the subject of ship figureheads for more than 30 years and, recently retired from a career in satellite communications for ships, Carol is now working toward publication of her book on a privately owned ship figurehead collection in Stockholm. Topics of Carol's article publications have included Stylistic Developments of Ship Figureheads of the US East Coast, Figureheads based on Literary Figures, and Dragon Boat races in Hong Kong. Carol's early research was on the figurehead collections at Mystic Seaport Museum and The Mariners' Museum, and Carol's position on the Special Demonstration Squad at Mystic Seaport included working aloft on the *Charles W. Morgan* and the *Joseph Conrad*. She was also part of the foremast crew on *Elissa* during the 1986 Tall Ships Parade in New York. Work experience in marine archaeology includes diving on historic shipwrecks in Maine, Great Lakes, and the Gulf of Mexico, as well as work on the USS Monitor Project with the National Trust for Historic Preservation in Washington DC.

Title: Using Replica Analysis to Understand Early Modern Ships

Abstract: My work attempts to push academic history's understanding of European merchant ship technology well beyond where it currently stands, by synthesizing insights from Atlantic World history, maritime economic history, nautical archaeology, material culture studies, the history of technology, and the largely-antiquarian technical history of the sailing ship. The project, "Merchant Ship Technology and the Development of the British Atlantic Empire," employs three overlapping original-research components: archival research in merchants' and shipbuilders' papers, the technical analysis of extant vessel plans using the latest naval architecture and marine engineering

applications as well as the corpus of contemporary published treatises on ship design and construction, and the examination of replica vessels from an experimental-archaeology point of view. This last approach - which overlaps heavily with the second one, given that we are analyzing replica plans as well as originals - is one for which I have high hopes, based on the promise of recent efforts and the need for new insights into the role of this technology in this world that I think it can provide. The methodology is by no means restricted to Atlantic studies; in fact, some of the replicas we are looking at were not employed in the Atlantic, but are examples of technology with a much wider application: the establishment of global empires. I will provide an overview of the theory and method, a reflection on the inherent challenges, and a snapshot of where we are in the analysis, what we've learned, and what our remaining questions are.

Bio: Phillip Reid I received my M.A. in Maritime History and Nautical Archaeology (now called Maritime Studies) from East Carolina University in 1998. Between then and 2011, I worked in public programs and exhibit planning at a museum and taught as adjunct faculty in history at Cape Fear Community College in Wilmington, North Carolina. I resumed reading in the field and language study in 2010, and began formal doctoral study in maritime history at Memorial University of Newfoundland in 2012, under Neil Kennedy. I was granted ABD status with distinction in the spring of 2014. I expect to complete doctoral study in the spring of 2016. My research interests are Atlantic World history with a maritime and technological focus, the French Atlantic, illicit trade, maritime material culture, the contextualized history of the merchant sailing ship, and the history of technology.

Title: Lost and Found in the Gulf of Alaska: A Russian-American Company Ship

Abstract: The Russian-American Company managed the territory of Alaska on behalf of the tsar until it was purchased by the United States in 1867. To manage this vast territory it needed ships, some of which were built in Germany. One of those was the bark *Kad'yak* that was sailed to Alaska by way of Cape Horn. It was a "round the world" ship that provided carriage of goods and personnel, and authority to the Alaskan communities.

While under the command of Captain Illarion Arkhimandritov, the *Kad'yak* began a voyage from Kodiak to San Francisco in 1860 with a cargo of ice cut from local lakes. Ice was much in demand for the preservation of food and other uses by the swelling population there following the gold rush.

The ship hit an uncharted rock out of Kodiak. The ice stored in the lower decks rose and floated the ship for three days before it melted, sending the vessel to the bottom. Lost until identified by an underwater archaeological expedition in 2004, the *Kad'yak* is a story that continues to resonate with Native Alaskans, Russians and Americans. It is the only Russian-American Company ship discovered, and the earliest European shipwreck found in Alaska.

This paper will explore the Pacific maritime experience through a presentation on the ship, its loss, identification, investigation, and place in Alaskan lore and heritage.

Bio: Timothy J. Runyan is Professor of Maritime Studies and Faculty Fellow in the Honors College at East Carolina University, Greenville, NC. He holds a PhD from the University of Maryland, and studied at the University of London. He recently served as Manager of the Maritime Heritage Program at the US National Oceanic and Atmospheric Administration (NOAA), Office of National Marine Sanctuaries where he helped initiate the Voyage to Discovery project focused on African American maritime heritage. He is the author of books and articles on maritime history and archaeology and chairs the editorial board of *Sea History* magazine published by the National Maritime Historical Society. A scuba diver, his investigation of historic shipwrecks includes sites in the Caribbean, Atlantic, and Gulf of Alaska. He served ten years as president of the Great Lakes Historical Society. A founder of the Great Lakes Science Center in Cleveland, Ohio, he also led the effort to preserve the 618-foot steamship *William G. Mather* as a museum ship. As chairman of the National Maritime Alliance, he led efforts to secure \$7M in federal funding of the National Maritime Heritage Act for a public grant program for 2014-15.

Title: Nautical Charts and the Hydrography of American Empire, 1898-1901

Paper Abstract: At the turn of the twentieth century, the United States and its navy were taken with Mahanian notions of “sea power” and “command of the sea,” phrases that echoed powerfully through Washington and the Naval War College with little regard, however, to the ocean itself. The Spanish-American War of 1898 forced the Navy to reckon with its understandings of the sea environment. Naval commanders on blockade off Cuba, Puerto Rico, and the Philippines found their hydrographic charts inadequate and, often, their ships aground on uncharted reefs. After the war, naval science, nautical charts, and the cartographic process were part of a larger process by which the United States constructed, organized, and defined the natural world to suit its geostrategic needs. The sea itself became central to notions of sea power and empire. This paper examines the role of the ocean environment in naval strategic discourse and, in particular, the naval base debate over Guantánamo Bay, Cuba and Subic Bay, Philippines. It uses the navy’s hydrographic surveying and chart-making as a lens through which to argue that the sea, hydrographic discourse, and the militarization of the natural world were inextricably tied to the geography of American empire.

Bio: Jason Smith is the Class of 1957 Postdoctoral Fellow in Naval History at the U.S. Naval Academy where he teaches a course in U.S. naval history. He received his Ph.D. in American history from Temple University in 2012. His work examines the intersection of American naval science, the environment, and military power. He has published articles in the journal *Environmental History* and *The Journal of Military History* and is presently preparing a manuscript based on his dissertation titled “Controlling the Great Common: Hydrography, the Marine Environment, and the Culture of Charts in the United States Navy, 1838-1903.”

Title: Oil Fuel, the Great War, and Anglo-American Hegemony

Abstract: In the late nineteenth century, both the United States and Great Britain adopted new naval doctrines to deal with changing global circumstances. In the U.S., Mahanian navalism encouraged American policymakers to contemplate a broader, more engaged role throughout the world, especially in the Pacific. In Britain, increasing challenges from Germany motivated the Royal Navy to seek necessary economies in an escalating arms race. As part of this doctrinal shift, both nations turned to oil fuel, albeit not without reservations.

Those reservations centered on oil supplies. Concerned about the lack of an imperial source of petroleum, the Royal Navy encouraged Britain's nationalization of the Anglo-Persian Oil Company, thus gaining monopoly access to Iranian reserves. The U.S. Navy feared that oil might well be exhausted in the next quarter-century and created three Naval Petroleum Reserves, hoping to maintain an oil supply even after commercial reserves were depleted.

Bio: David Snyder is an associate professor of history at Delaware Valley College in Doylestown, PA. He focuses on the intersection of technology and national security policy, particularly the role of natural resources such as energy and food in national security. Having grown up overseas as a military dependent, he is also interested in the study of imperialism, especially in the 19th and 20th centuries. Dr. Snyder received his Ph.D. from Texas A&M University, where he studied under Dr. Betty Unterberger. In addition to completing the revision of his dissertation, *Petroleum and Power: Naval Fuel Technology and the Anglo-American Struggle for Core Hegemony, 1889-1922*, for publication, he is also currently co-authoring a monograph on the energy economy of Pennsylvania. At Del Val, Dr. Snyder also serves as the academic co-director of the graduate program in policy studies.

Title: Echoes of the Pacific War: How World War II in the Pacific continues to shape perceptions of sea power

Abstract: American naval planners have made excellent use of history as a means to impress the public of the utility of sea power. The most famous strategist in U.S. history, Alfred Thayer Mahan, gained his greatest fame by connecting Britain's achievement of naval supremacy in the Age of Sail with its standing as the world's premier power throughout the 19th century. Similarly, more recent generations of naval strategists have sought to walk in Mahan's footsteps by employing history as their best means to promote, or attack, America's pursuit of naval mastery during the Cold War and in its aftermath.

Not surprisingly, the greatest naval war in history has gained a place of honor in the popular appeals of naval minded individuals. For those seeking to sway public opinion in matters pertaining to modern sea power, World War II in the Pacific continues to shape perceptions of what constitutes naval might. Whether it be the Maritime Strategy

and its amphibious warfare component in the 1980s, or more recent concerns about Chinese naval developments and the pivot to the Pacific, the shadow cast by the greatest clash of naval powers continues to give meaning to the public's understanding of the essence of sea power.

Bio: Chuck Steele is an Associate Professor of history at the United States Air Force Academy with an abiding interest in war at sea. At USAFA, Chuck has served as the course chair for naval history, military thought, technology and warfare, the core and scholar's courses in modern military history, historiography and methodology, the First World War, and Modern European history. After earning his BA in history at the University of California, Berkeley, (1987) he made his way to King's College, the University of London, where he earned an MA in War Studies (1990). Returning to the United States, he earned his PhD in history from West Virginia University (2000), where he wrote his dissertation on the process of reunification and its impact on the modern German armed forces. Upon leaving West Virginia, Chuck served as the Editor of *Helicopter News*, and as the first Defense Editor of *Rotor and Wing* magazine. Subsequently he worked as an Assistant Professor of history at the United States Military Academy (fall 2002-summer 2006) before moving on to the Air Force Academy. He has written on naval affairs for *Naval History*, the *Journal of the Australian Naval Institute*, and the UK's *Naval Review*.

Title: Revenue Cutter *Bear*: The Coast Guard's Symbol of "all the service represents—for steadfastness, for courage, and for constant readiness to help men and vessels in distress"

Abstract: The cutter *Bear* is arguably the best-known cutter in the Coast Guard's history and one of the most important vessels in American maritime history. As a historian of the Revenue Cutter Service wrote sixty years ago: "*The Bear is more than just a famous ship; she is a symbol for all the service represents - for steadfastness, for courage, and for constant readiness to help men and vessels in distress.*" In essence, the story of the *Bear* reflects the service's core values and represents the Coast Guard in a similar manner to the navy's USS *Constitution*.

The legacy of the *Bear* lives on in the legends and lore of places where she made history, such as the Arctic, Greenland, Bering Sea, Antarctica, Alaskan and Siberian coasts and the Pacific Ocean. And remnants of the *Bear* may be found in locations around the country, such as a mast and crew gravesites at Dutch Harbor, Alaska; Captain "Hell Roarin'" Mike Healy's grave in San Francisco; research collections at Fairbanks, Alaska; digitized logbooks on the internet; muster rolls at the U.S. National Archives; her bell at New York's Explorers Club; her figurehead at The Mariners' Museum; and now a new NOAA-based interactive web site on the internet.

This paper will tell the story of Cutter *Bear*, likely the most famous and representative of the Coast Guard's missions and history. This historic cutter, on which legends were made, remains preserved in the depths of the element she sailed and steamed for

nearly ninety years. While gazing at the *Bear* tied up at a dock in San Francisco, an old Arctic sailor once remarked, “*Too bad she can’t talk. She’d tell some yarns. There’s one in every timber she’s got. If you put ‘em all together, landlubbers’d call it a fairy tale.*”

Bio: **William H. Thiesen** serves as Atlantic Area Historian for the United States Coast Guard. Before working for the Coast Guard, he taught history at the undergraduate and graduate levels and served as curator and assistant director at the Wisconsin Maritime Museum. Thiesen earned his master’s degree from East Carolina University’s Program in Maritime History and a Ph.D. from University of Delaware’s Hagley Program in the History of Industrialization and Technology. His current research focuses on the U.S. Coast Guard and predecessor agencies of the Revenue Cutter Service, Lifesaving Service and Lighthouse Service. His articles appear regularly in naval and maritime periodicals and his books include *Industrializing American Shipbuilding: The Transformation of Ship Design and Construction, 1820-1920* and *Cruise of the Dashing Wave: Rounding Cape Horn in 1860*.

Title: Pharmacist Mate Training during the Second World War

Abstract: This paper will address the duties, training, and experiences of pharmacist mates on submarines in the Pacific during the Second World War. Providing an overview of pharmacist mates’ experiences before and during service on submarines, it will describe the medical training in submarine school and experiences serving on surface ships. This paper will focus on common duties they performed, including the treatment of common illness and seasickness, dispensing pills and medications, and binding wounds and cuts, as well as how they faced tragedies at sea. These experiences paralleled those of the Army medics who were also first responders to emergencies, providing enough care and treatment to allow transport to medical facilities with expert doctors and proper medical supplies and medicines. The expansiveness of the Pacific Ocean forced Navy pharmacist mates to act as doctors, effectively providing primary and emergency care to their fellow submariner crew members and allies. This paper contributes to the relatively unknown history of medical personnel on submarines. At times, they performed great acts of medical care with limited supplies and in less than ideal working conditions.

Bio: **Anthony Wilson** is Educator at the USS *Pampinito* World War II Submarine Museum and Memorial. Anthony graduated from San Francisco State University and is now in his first year as a graduate student in the Museum Studies Masters Program at San Francisco State University. He works at the USS *Pampanito* World War II Museum and Memorial as a preservationist, educator and assistant to the curator.

Title: Origins of the Naval Reserve

Abstract: This year marks the 100th anniversary of the Navy Reserve – a subject covered in the recently published “*Ready Then, Ready Now, Always Ready*. While 100

years is a milestone, the relevant question in the case of the 240 year old U.S. Navy is “What took so long?” This paper overview the 19th Century manpower augmentation issue leading to the creation of Naval Militias in the 1890s and finally the Naval Reserve in 1915. In my book I focus on the East Coast Militias. With keeping with the theme of this conference, this paper will address the California Naval Militia.

Bio: David F. Winkler earned his Ph.D. in 1998 from American University. His dissertation *Cold War at Sea: High Seas Confrontation between the U.S. and Soviet Union* was published in 2000 by the Naval Institute Press. He wrote *Amirs, Admirals, and Desert Sailors: The U.S. Navy, Bahrain, and the Gulf* published by Naval Institute Press in 2007 and was managing editor of *The Navy* an illustrated coffee table book published by the Foundation. His latest book *Ready Then, Ready Now, Ready Always* covers the history of the Navy Reserve. At the Naval Historical Foundation he is the Director of Programs which includes Oral History collection. Winkler received his commission as a Navy ensign in 1980 through the NROTC unit at Penn State. In addition to a B.A. in Political Science, he has an M.A. in International Affairs from Washington University. He is a retired Navy Reserve commander. Dr. Winkler currently resides in northern Virginia with his wife Mary and two daughters Katherine and Carolyn.

Footnotes

1. “And all provisions of law authorizing the distribution among captors of the whole or any portion of the proceeds of vessels, or any property hereafter captured, condemned as prize, or providing for the payment of bounty for the sinking or destruction of vessels of the enemy hereafter captured, condemned as prize, or providing for the payment of bounty for the sinking or destruction of vessels of the enemy hereafter occurring in time of war, are hereby repealed.” Statutes at Large, XXX (1899), Chap. 413, pp. 1004-9.
2. Harold D. Langley, “Dewey, Sampson, and the Courts: The Rise and Fall of Naval Prize Money,” in William M. McBride and Eric P. Reed, eds., *New Interpretations in Naval History: Selected Papers from the Thirteenth Naval History Symposium* (Annapolis, Md.: Naval Institute Press, 1998): 93-107. See also, Langley, “Windfalls of War,” *Naval History* (June, 1998): 27-31.
3. Donald Chisholm, *Waiting for Deadmen’s Shoes: Origins and Development of the U.S. Navy’s Officer Personnel System, 1793 - 1941* (Stanford, Calif.: Stanford University Press, 2001), 127-28, 287, 342, 462-63.
4. Nicholas Parrillo, “The De-Privatization of American Warfare: How the U.S. Government Used, Regulated, and Ultimately Abandoned Privateering in the Nineteenth Century,” *Yale Journal of Law and the Humanities* 19 (2007), Issue 1, Article 1, available at <http://digitalcommons.law.yale.edu/yjlh/vol19/iss1/1>.
5. Contrary to Langley, who states that “the end of prize money escaped the notice of the press and navy publication,” *The New York Times* and *The Washington Post*, among other newspapers, paid attention to the issue, as did *The North American Review* and *The Army and Navy Register*.



2015 Shipwrecks Conference Arctic Exploration

Join us on May 9, 2015 for a day of history, underwater archaeology and stories of adventure in Canada's North

Daytime Session:

We have a line-up of high profile speakers on Arctic history and exploration and maritime archaeology. Including such well known figures as James Delgado, host of the Sea Hunters and Phil Nuytten, well known underwater pioneer and inventor of the Newt Suit; and Marc-Andre Bernier, Chief of Parks Canada's Underwater Archaeology Service.

Evening Session:

Woodward Lecture and Dinner

Speaker :

Marc-Andre Bernier, Chief of Parks Canada Underwater Archaeology Service
Lost in the Ice: the Archaeology of HMS Erebus

In 2008, Parks Canada launched a multi-year program to locate the lost ships of Sir John Franklin's 1845 expedition. This program grew over the years to become a large multi-partner collaboration that led to the discovery in September 2014 to the discovery of one of the two vessels, HMS Erebus. The shipwreck lies in relatively shallow water and is in extremely good condition, standing in places up to 5 meters above the sea-floor. Parks Canada is spending 3 weeks under the ice exploring HMS Erebus in April which will likely reveal many extremely well preserved artifacts and help further explain the Franklin mystery. Marc-Andre's lecture will be the first public presentation since that expedition.

Conference Venue: Simon Fraser University.

Cost:

Daytime Session \$45 (Includes a light lunch)
Woodward Lecture \$50 (Includes a buffet dinner)
Tickets can be purchased on the UASBC Website
<http://www.uasbc.com/shipwrecks-conference>

Call for Papers

International Maritime History & Culture Conference 2015

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

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

The Canadian Nautical Research Society Société canadienne pour le recherche nautique

Canadian charitable organization 11921 9525 RR0001

www.cnrs-scrn.org

Roger Sarty

Acting Secretary

Email: rsarty@wlu.ca

Minutes of the Executive Council Meeting of the CNRS/SCRN at 200 Fifth Avenue, Ottawa, Ontario, Saturday, 28 February 2015.

Present:

President: Chris Madsen

Past President: Maurice Smith

1st Vice President: Roger Sarty (acting as Secretary)

Treasurer: Errolyn Humphreys

Membership Secretary: Faye Kert

Chair of the Editorial Board: Richard Gimblett

Councillor: Walter Lewis

Acting Councillor: Michael Moir

Acting Councillor: Sam McLean

Honorary Member: Alec Douglas

Prize Committee member: Ian Yeates

1. Calling to Order

The President welcomed members of council and thanked the Membership Secretary for her hospitality. He called the meeting to order at 1015hrs.

2. Minutes of Council Meeting of 30 August 2014 and Agenda

The minutes of the previous Council meeting, 30 August 2014, and the agenda for the present meeting were circulated to members of council. Chris asked if there were any additions or amendments to be made. Membership Secretary moved and Michael seconded acceptance of the agenda and the 30 August 2014 minutes. Carried.

3. Financial Report and Analysis

Errolyn reported that net income in 2014 was about \$2000 compared to \$1700 in 2013. We have \$8000 in the bank with no payables outstanding; in 2013 we had \$11000 in bank but \$5000 in payables.

Walter moved acceptance of the report; Faye seconded.

Discussion

Errolyn explained that we achieved savings in 2014 by the production of two double issues rather than four separate issues of *The Northern Mariner/Le marin du nord*. The reduced number of mailings, covers, binding jobs, and economies of scale through joint production of issues nos. 3 and 4 with the Laurier Centre for Military, Strategic, and Disarmament Studies, all trimmed costs.

Some discussion of whether we should go to two double issues of *TNM/LMN*. Richard stated that the new editor is committed to four issues per year. Errolyn said four issues cost, overall, about \$700 more than two double issues. She noted that a double issue of 226 pp. has a unit cost of \$8.06 for printing and binding. We print 225 copies for NASOH and 305 copies for CNRS. Maurice noted that *TNM/LMN* depends upon the NASOH subsidy. Michael pointed out that double issues reduce the annual cost of binding the journal, and that a return to single issues will result in increased expenses for binding and distribution. Maurice noted the emphasis Martin Bellamy of *Mariner's Mirror* placed on consistently timely production for the health of the journal.

In discussion, Errolyn explained that our investments are in GICs and therefore very secure. Our present reserve is \$7000, and we do not want to build it up to more than about \$10,000, as that would raise questions from CRA about our non-profit status. Chris explained that the reserve is our emergency fund for unexpected difficulties.

Sam suggested that for additional fund-raising, scholarships for students would be a good focus. Goal should be a fund large enough so that the scholarships can be paid from the interest.

On banking matters, Errolyn says she is able conveniently to process membership payments through Moneris at the Bank of Montreal. She doesn't see a need for PayPal. Sam suggested that members should be encouraged to pay through direct transfer to CNRS from their bank accounts; still less cost than Moneris. Walter raised concerns that the website payment form is http; should be https for security.

The meeting extended special thanks to Errolyn for her exceptional work.

Treasurer's report carried unanimously.

3. Membership Report

Faye reported that we have 230 members, up from 208 in 2014, and down only a few from 2013.

Michael moved acceptance of report, seconded by Walter.

Discussion

Chris observed that our main revenue is from memberships, which we must increase. We need to know who our members are, and what their interests are: who likes the website, who likes the journal, who likes the conferences. We must create a welcoming environment. Our relationship with NASOH is very important, and he is working at strengthening our relations by joining in NASOH's activities. Sam observed that we also need to strengthen our relations with other associations, such as the Nautical Research Society and the Navy Records Society.

Walter and others noted the difficulties created by the government ruling that departments cannot join associations, which applies to the Department of National Defence. Perhaps we can establish a standard institutional subscription rate for the journal (and distinct from institutional membership) to keep up our institutional subscriptions.

Discussion underscored that many of our members are not academic, or are in disciplines other than history. Maurice observed that a large maritime history conference he attended in Glasgow was very multi-disciplinary, with engineers and economists. Richard had the same experience at UBC conference in 2010; few participants were strictly historians. Challenge is that the people tended to be narrowly focussed without an interest in broader maritime issues. Chris noted the importance of marine archaeologists in NASOH and Alec noted the large role of marine archaeologists in the founding of CNRS. Walter suggested the future of maritime history in the US is the archaeology programs at East Carolina and Texas A&M.

Michael noted the need to link the society more effectively to teaching and research in the universities; an ideal would be fund a chair at a university and establish a digital archive that could contribute to university teaching and research. We need to create members rather than just search for them.

Sam highlighted the role of a destination web site in attracting members and raising money.

Acceptance of Membership Report unanimously carried.

4. President's Report.

Chris referred to his written report.

His personal priority is regional branches, in the Atlantic region, Ontario, and British Columbia. He will take lead on the BC Branch. Noted that he recently gave a talk at the Royal BC Museum in Victoria that attracted 60 people, including four of our Victoria members. We have an active BC branch to support the New Westminster conference in 2016, and an active Atlantic branch for the 2017 conference in Halifax.

His next priority is to keep CNRS financially sound, and to meet all Corporation Canada and Canada Revenue Agency reporting requirements (this includes the current project to renew our bylaws). We must also keep up the reserve account, and not let it become depleted.

Another priority is to strengthen our electronic presence (see item 10 below).

Discussion underscored that successful as are *Argonauta* and *TNM/LMN* (and noting the recent achievement in the publication of the large naval conference proceedings in October 2014), they must form part of a larger package, such as regional events, and a more active web presence. As it is *TNM/LMN* absorbs much of our resources, and has nevertheless encountered production delays because of our lack of depth in volunteer editorial staff.

Michael, seconded by Maurice, made a motion in support of regional branches. Discussion raised the need to find committed organizers in each region who are current with conferences and any other activities relating to maritime subjects. Michael noted that environmental historians make use of a list serve on which people can present current work to stimulate online discussion and organize meetings to discuss papers. Maurice noted the resource we have in the Marhist L listserv.

Sam noted the success of UK organizations in attracting sponsorship for conferences or other projects of specific interest to the sponsors. Maurice noted that we must broaden our appeal beyond the present main focus on history and archaeology to attract sponsorship in other fields that have more current interest.

Motion carried unanimously.

5. Report of *Argonauta* editors

Council congratulated the team, noting the expansion of content, and the consistent timeliness of production, which has made *Argonauta* a model for the migration of a print publication to an on-line format. Council noted with gratitude Kip Scoville's important contributions since he joined the team.

Sam seconded by Faye moved acceptance of the report.

Discussion suggested that the editors should not feel pressured continually to expand the size of the publication, with the danger of ever-increasing workload. The editors should feel free to schedule items for later issues to keep the workload manageable. There is no suggestion, however, of giving direction to the editors on this point. Discussion noted the possibilities for cross-pollination between the web site and *Argonauta*. Items of particular interest from the website can feature in *Argonauta* and vice versa. Walter noted the possibility for sending out general notices when items of special interest are posted on the website.

Chris noted possibilities for regular columns from the regional branches in *Argonauta*, and also the desirability of short profiles on members. Michael noted that The Champlain Society has had success with profiles of members and authors in its newsletter. Michael also noted possibilities for a regular column on archival sources.

Alec noted with pleasure the long success of *Argonauta*. It was the original journal of the society; later Professor Barry Gough suggested the establishment of a peer-reviewed journal and suggested the title 'Northern Mariner.'

Argonauta report accepted unanimously.

6. Report of The Northern Mariner/Le marin du nord editors

Roger, in his capacity as articles editor, referred to the written report, and highlighted the challenges posed by lack of depth in volunteer editorial staff, which has resulted in some delays in production in the last two years. Similar challenges had resulted in delays before the current team joined in 2006-7.

Council expressed thanks to Roger and to Paul Adamthwaite, the Executive Editor, who are concluding their terms as editors.

Walter moved and Faye seconded acceptance of the report.

In discussion Richard reported that Bill Glover has agreed to take up the reins as Editor for his second term, and that Richard will be assisting Bill. Council expressed gratitude at these offers to serve; they are critical to the survival of the journal. Chris underscored the necessity of getting production back on time and maintaining the publication schedule. Discussion noted that the main requirement is greater depth in the editorial staff, so that there are hands to help in the event of unexpected challenges. Martin Bellamy's notes on organization and scheduling for *Mariner's Mirror* provide useful suggestions.

Report of the *TNM/LMN* editors accepted unanimously.

8 – Business planning for continued publication of TNM/LMN

(This item moved earlier in the agenda for consideration before some participants had to depart.)

Maurice reviewed the proposal from the University of Liverpool Press, and the excellent information he has gathered on arrangements *Mariner's Mirror* have made with Taylor and Francis.

In discussion the Chair of the Editorial Board wondered if, in broadening the journal's contents to attract a wider readership we might lose the Canadian focus, which is the journal's *raison d'être*, and what distinguishes it from *Mariner's Mirror* or *Interna-*

tional Journal of Maritime History. Sam suggested a survey of subscribers to discover what aspects of the journal best meet their expectations, and what changes in content they would like to see. Chris and Walter noted that in their experience our readers especially value the reviews, and in fact both *Mariner's Mirror* and *International Journal of Maritime History* have scaled back their reviews. Walter is struck by how many of the books we review are not academic but popular works, including many by new presses or self-published. Maritime history is very much a growth industry in publishing, and *TNM/LMN's* reviews are a significant contribution to this community of interest.

Looking to the longer term future, Michael noted that York University Libraries is committed to the publication of online journals, and particularly to the preservation of content through the maintenance of permanent DOIs.

Action: Michael to present at the AGM in June 2015 on the possibilities, in the long term, for publication through York University Libraries.

Chris observed that the availability of Bill Glover as editor, and the improvement of our financial situation mean there is no need for early changes in present arrangements. There are two issues: the need to renew (or not) the memorandum of understanding with NASOH, and the contract with Ebsco.

Chris proposed to pursue renewal of the MoU with NASOH for five years when he attends NASOH's spring conference.

Roger moves, Walter seconds. Carried unanimously.

After discussion, Chris proposed renewal of the Ebsco contract.

Michael moves renewal of the Ebsco contract for three years, Sam seconds.

Carried, Past President opposed.

Walter left at 4.10 pm.

7. Strategic Planning

Michael would like to identify an academic centre with faculty active in maritime studies as a home for the society, and a focal point for the regional branches. Doesn't have to be history; can be geography or economics or some other discipline. Look at fundraising for scholarships and perhaps even a funded chair. [Model of fundraising by the Scottish Studies Foundation to endow a chair at the University of Guelph's Centre for Scottish Studies](#). Chris suggested that as a part of strategic planning we could identify institutions that undertake maritime studies in Canada, and where there is an interest but gaps in capability, with an eye to supporting a central chair of maritime studies. Michael noted that 2018 is the 100th anniversary of the birth of the Canadian Government Merchant Marine. We should encourage Canada Post to do special stamps (on model of the British merchant marine stamp series).

Richard will schedule a half day before the conference in Ottawa this June for a strategic planning session.

9. Website and Social Media

Sam presented ideas from his preliminary work with Kip. He cited examples from his own recent experience in the UK about the importance of 'active' websites, supported by Twitter, and Facebook in servicing members and attracting new members and support not least by linking with other organizations with related interests. Electronic communication is particularly important for engaging younger potential members. The documentation supplied by Kip underscored that 'content rules' in e-communication. Fundamental purpose is to produce content that will meet the needs of the society and its members.

Discussion suggested that first and foremost we must discover the interests and preferences of our existing membership. How many regularly visit the website, use Twitter or Facebook, what do they like about our existing e-presence, and what would they like to see? From that base we must lay down clear objectives for what we want. We have been fortunate in the excellent work done by Paul Adamthwaite in developing and maintaining the website, and he must be consulted on future plans.

Richard noted that Paul would like more content on books by members for the website.

Proposed team for the development of the society's e-presence is Walter, Sam, Kip, and Paul to whatever extent he wishes. One obvious area of content development is news and, possibly, digital items from the Naval Marine Archive.

We will revisit at the strategic planning session in June.

10. Conferences

Ottawa c. 11-12 June 2015. Richard is booking HMCS *Bytown*. Some 7-8 contributions already, looking for 12-15. Wants proposals by 30 April. Richard will arrange for a half-day strategy session before the main conference. Sam will do live tweeting. Perhaps do digital recording.

2016 – August, in New Westminster. Theme will be 'Where Rivers Meet Oceans.' Chris working on arrangements.

2017 – Halifax. Conference to be one the events marking the centenary of the Halifax explosion of 1917. Richard is talking with the Maritime Museum of the Atlantic, RCN's MarLant, and the universities. Michael –The Champlain Society is doing a volume on the Halifax explosion under the editorial direction of under the editorial direction of David Sutherland, Shirley Tillotson, and Peter Twohig; possibility for a session at our conference.

NASOH annual meeting is in Monterey, California this year. Chris is helping with the organization.

11. Awards

The Matthews prize committee comprises Bill Glover (chair), Ian Yeates, and Roger.

12. Bylaws

Chris noted that the draft bylaws, the subject of the 30 August 2014 meeting, had been published twice in *Argonauta*, and that several members had suggested amendments that had been passed to Bill Glover, our draughtsman. The draft bylaws will be published in *Argonauta* a third time, in the April issue. All changes to the bylaws must be made in time for the AGM in June 2015 in order that we can meet the Corporations Canada deadline of October 2015 for submission of the new bylaws.

5. Adjournment (1737 hrs)

Being no further business to conduct the President asked for a motion to adjourn the Executive Council meeting. Membership Secretary moved, Past President seconded. Carried.

Respectfully Submitted

Roger Sarty
Acting Secretary, CNRS/SCRN
April 2015

**Mid-Winter Meeting,
Saturday, 28 February 2015, Ottawa**

**President's Report
Chris Madsen**

Over the past year, the society has confronted a number of challenges, long in gestation, on the membership and financial sides. Satisfactory solutions to these challenges have still yet to be found, but the situation at present is reasonably stable. Membership numbers are slowly declining and the bank balances have decreased not as quickly as feared two years ago, when the society faced a potential financial crisis. The society's finances were ameliorated by the generosity of several members, elimination of monetary pay-outs attached to the awards, transformation of the *Argonauta* newsletter from a mailed print to an electronic distributed publication, a continued volunteer ethic, and concerted efforts to collect from members in arrears and encourage renewals. The present membership fees are the same as last year. Beyond modest administrative expenses, the major cost that the society incurs is the printing and mailing of the quarterly journal *The Northern Mariner*. A special relationship with the sister organization NASOH has made publication of that print journal possible.

The time has now come to decide on the future direction of the society. Will the CNRS exist to support a wide range of activities and interaction between members and those interested in maritime affairs from a historical perspective, or be simply a society journal supported by a dwindling group of paying members? In one form or another, the CNRS will continue to survive, with or without a journal. The real questions are: can the CNRS afford and sustain a print journal, and what minimum number of members is necessary to guarantee sufficient revenue and demand of readership to do so, what options are available as the society moves forward, and will the volunteer model and the goodwill that underpins it be adequate? Any debate about the present state and future courses of action that the society might take involves more than just the publication of *The Northern Mariner*. We should not allow ourselves to be distracted by this one concern, though decisions on this score will certainly have significant impact, one way or another. *The Northern Mariner*, at one the showpiece of the CNRS and a remarkable achievement of academic and editorial merit, shall not be allowed to become a drag on the society. It must be self-sustaining and worthwhile.

The society must be prepared for a smaller membership base. The trend is irrefutable and other societies and organizations are facing the same factors of aging demographics and changing attitudes among newer generations about belonging to a community of shared interests. Fewer and fewer people are just plainly joining societies such as ours. They are seeking fellowship and engagement in other ways. We must concentrate on the members who choose to be a part of the society, whether through commitment to the broad field or the personal contacts that they maintain, and create a welcoming environment that is both engaging and active. Only by this means will we attract new members with the sustainment of on-going activities and possibility of small growth. The society represents its membership.

To this end, it is proposed that the society create regional branches to promote interaction amongst members and public dissemination of the CNRS brand, starting with Ontario, British Columbia, and the Maritimes. A lead for each region should be carefully selected to organize and coordinate workshops, informal gatherings, and public talks of interest to the society. As much as possible, contacts with other organizations and societies should be leveraged and built-upon. In the event that a national CNRS is no longer sustainable for financial or other reasons, strong regional branches shall also provide a basis for rebuilding and continued interest in maritime affairs from a Canadian and regional perspective. The annual conference likewise should be carefully coordinated with the regional branches and once again become an event of significance for the widest possible number of members. The past practice of rotating the annual conference throughout the country continues to stand, though recognizably the core of membership resides in the three named regions. The CNRS is more than just a southern Ontario organization, and the executive should reflect this requirement, while at the same time paying attention to the practical challenges of distance and time. The head office of the society is in Ottawa, and in general, executive meetings will be held there when apart from the annual general meeting.

The first order of business is to keep the society financially sound and reporting requirements met. An adequate reserve must be maintained for foreseen and unforeseen contingencies, in roughly the \$8,000 to \$10,000 range. Operating expenses from year to year should not draw upon the reserve, unless absolutely necessary. There has been a tendency in the past to treat the reserve, and in fact all monies, available to the society as funds dedicated to publication of *The Northern Mariner*. Situations may arise where the reserve might have to furnish funds for this purpose, but it is not a given and will only take place after considerable discussion by the executive. Without the expense of the print journal, the society in fact has the capacity to exist for a long time on funds generated from membership, whether smaller or larger. It is recognized however that the print journal is a principal benefit of membership, to which many members feel attached.

Expanding the electronic presence and offerings of the CNRS is next in importance. Initiatives to revamp the web-page and integrate available social media across mediums are over-due. The current approach is minimalist rather than pro-active. This will entail dialogue and generation of content, put together and overseen by a dedicated team of volunteers with the necessary technical skills and subject matter expertise. The electronic *Argonauta* is central in this effort, both from which to draw content and disseminate amongst members and a wider public. Articles, announcements, and other offerings in the newsletter should be rebroadcast and integrated into the web-page and social media, more than just a link to an archived PDF. Enhancing the CNRS's digital brand will take clear goals, creativity, and certain investments, both in money and volunteer time. Once the society's aspirations are clearly articulated and potential costs better known, dedicated funds must be set aside on a regular and ongoing basis to make sure the CNRS stays current on this score.

As *The Northern Mariner* transitions to a new editorial and production team in the next few months, it is an opportune time to take stock of what it has achieved and where the journal should go from here. The CNRS has done an admirable job at producing an in-house peer-reviewed academic journal, in the most affordable way. It is now the only North American-based history-focused maritime academic journal and enjoys a continent-wide and international readership. Barring substantial increases in printing and postage costs, monies are sufficient to continue publication of a mailed print journal for the near term (the next year) and may in fact hold up beyond that time. A major fund-raising drive or President's Appeal might generate funds which could be justified on keeping TNM a print journal (along the lines of the PBS model; ie. monies need to be collected every so often so the programming does not disappear). That said, every effort should be made to reduce and limit the number of complimentary copies, push content and potential articles/book reviews to the current editors, and make full use of the sitting editorial board for the review and consideration of submissions. The editors are in the best position to judge their requirements and preferred mode of operating in producing the journal at a sustainable cost, though the executive in consultation with the editorial board chair should encourage on the policy side new ways for improvement and greater efficiency. It is recommended that the agreement with EBSCO be renewed to 2017 on the existing terms and another formal memorandum of understanding be concluded with NASOH to give better predictability, as the TNM remains a mailed in-house produced print journal. The current production of the journal affords considerable flexibility and independent decision-making, which might be lost if the journal was assigned or sold to a third party. If money became unavailable or restricted, the society simply would no longer print a hard-copy journal, or move to an electronic format. Planning and preparations for this eventuality might be prudent beforehand. In the meantime, finding an academic home for TNM at a leading Canadian university is a priority, facilitated by full-time faculty engaged in maritime affairs or the current editor(s) made adjunct faculty in a sponsoring program, department, or research institute. TNM is an important part of the society and deserves support, though it constitutes neither the whole existence nor even the primary line of effort, to which as a supporting function enhances member engagement.

In order to stay relevant, the CNRS will have to change and up-date its ways. At the same time, the society must satisfy the needs and commitments of its varied membership base. There is much to be optimistic about.

Members are invited to send any suggestions, recommendations, or comments on the bylaws to Chris Madsen. The By-laws will be voted on at the Annual General Meeting being held at HMCS Bytown, 73 Lisgar St. in Ottawa during the afternoon of 13 June 2015

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).

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