

ARGONAUTA



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ARGONAUTA

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Editorial

by Isabel Campbell / Colleen McKee



Welcome to the winter 2016 issue of *Argonauta*. We spent our holidays catching up on reading *The Northern Mariner (TNM)* which is brimming with incisive book reviews and cutting-edge academic research. On a personal note, I was grateful to see Jason Delaney's outstanding piece on James Croal. Croal died before his grand-children got to know him and most Canadians are unaware of his role in northern research. Now his story will be remembered. On that note, we'd like remind our members that your annual membership fees are essential for the printing of *TNM*. If you are reading this editorial and you've not paid a membership fee for 2016, please do so. Membership forms are available on the last page of this quarterly, *Argonauta*, and also on the CRNS website.

Next we welcome Alec Douglas' piece on getting his sea-legs aboard HMCS *Swansea* which reminds us of the importance of over-coming the challenges life sometimes throws our way. As a part of our efforts to encourage new scholarship, we are happy to announce a summary of an MA thesis proposal by Ambjörn Adomeit which we think will interest many of our readers. Those with expertise in the area of Canadian submarine operations are encouraged to contact him with relevant memories to share. We also offer our heartfelt congratulations to Corbin Williamson who successfully defending his doctoral thesis on aspects of American, British, Canadian, and Australian naval cooperation and standardization in the early Cold War period. He has kindly allowed us to include a summary of his important research here.

We also call attention to exciting new research available on the internet. Shawn Antcil of Carleton University has published about the contested histories of the Ottawa River, while Keith Grant and Dennis McKim announce an important new website for early Canadian history. We congratulate Adam Lajeunesse on publishing his latest work, *A History of Canada's Arctic Maritime Sovereignty*. We are most grateful to these individuals and our members for contributing news about publications, conferences, exhibits, and new websites. Please keep the materials coming in. Kip Scoville informs us that our Twitter account now has 190 followers and the facebook page has 240 followers. These figures change on a daily basis, but please visit these two social media venues for updated information between issues of *Argonauta*.

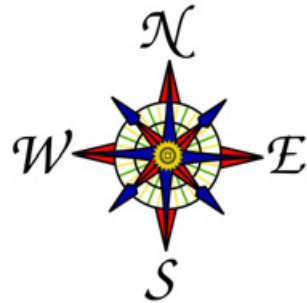
On a sadder note, many members of the CNRS will mourn the loss of John Conrad Fredericksen, a well known American historian. We attach here a link to his obituary and send along our sincerest sympathies to his family and his friends. He will be remembered: <http://www.olsonparent.com/JohnFredriksenobituaryolsonparent.html>

Finally, we'd like to thank our President for his many contributions, including writing the President's Corner, organizing the 2016 forthcoming Conference in Westminster BC, and holding a cartoon contest. See the announcements for details and internet links. All our best wishes to you in 2016.

Isabel and Colleen

President's Corner

by Chris Madsen



Best in the New Year to all CNRS members. 2016 promises to be another outstanding year for the Society and the study of maritime history in Canada, from coast to coast to coast. During the past year, our membership stayed relatively steady, and consequently finances are in good shape going into the new year. Demographics are still working against us, though a few new members have joined and old ones have returned. A number of related conferences are planned this year, including our own annual conference in August on the West Coast in British Columbia at New Westminster. The North American Society for Oceanic History, our American partner, is meeting in Portland, Maine in May. (<http://www.csn-rec.ca/conferences-call-for-papers/call-for-papers/4845-cfp-joint-nasoh-nafha-shnm-conference-2016-portland-may-11-15-periculum-maris-spes-lucrisuperat-fisheries-trade-defense-and-the-north-atlantic-world>)

The International Maritime Economic History Association is meeting in Perth, Australia next June 2016. (<http://www.murdoch.edu.au/School-of-Management-and-Governance/Latest-news-and-events/ICMH7/>) As you might or might not have heard, talks are underway to merge the International Maritime Economic History Association with the International Commission of Maritime History. CNRS is affiliated with the latter, and we have been asked about our views on a potential merger and where that leaves the national societies like ours. The future of the *International Journal of Maritime History*, published by SAGE under editor-in-chief David Starkey, also will likely come up for discussion, since it now belongs to the International Maritime Economic History Association and annual memberships are collected through subscription to the journal. The executive welcomes hearing from members with strong views one way or the other. Getting to Western Australia is expensive and far away for most of our members, so having a voice in any final decision, should it be made there, will be a definite challenge. A new organization that forces members in national societies to subscribe to the *International Journal of Maritime History* might be one outcome. If so, the CNRS executive will explore all options, and lessen the impact on its own journal *The Northern Mariner/Le marin du nord*, should there be one.

Hearty congratulations to Bill Glover, Walter Lewis, and Faye Kert for getting *The Northern Mariner/Le marin du nord* back on schedule with delivery of issue number 4 for 2015 in mailboxes before the end of December. Four issues in the same year is a notable achievement, by both the previous and new editorial teams. The first and second numbered issues for 2016 are in the works with many interesting articles, research notes, and book reviews. Members will be reading them in the coming months, and the editors rely on all of you to keep the submissions coming in for peer

review and publication. The CNRS is committed to keeping up the scholarly rigour and timeliness of the printed journal, one of the few left devoted to maritime history from a North American perspective.

You have mail - Faye Kert has sent out a friendly first call electronically about renewal of membership for 2016. Running the Society requires money. The journal and other activities are only possible if members stay paid-up. If you have fallen in arrears and still want to receive the journal uninterrupted, then you will want to renew your membership before your name drops off the list. The Society always welcomes the return of past members who might want to re-engage or new ones.

Organizing for the 2016 annual conference and general meeting in New Westminster on the West Coast is progressing. A call for papers is included in this newsletter, and members interested in presenting and attending should get proposals in before 31 March 2016. Individual papers and panels are welcome. Although the program is still being finalized, the conference has some interesting events and activities with outside partners planned. The venue is Douglas College, lecture theatre 2203, and the dates are 18-20 August 1916. Mark it on your calendars.

Chris Madsen
North Vancouver



Getting Sea Legs

by W.A.B. "Alec" Douglas

My first sea appointment after some years ashore, overcoming a serious illness, was in HMCS *Swansea* for sea training, from early September to December 1953. I had passed the seamanship exams required for further training, but was short on sea time. Our captain was Lieutenant Commander Bill Johnston, the first Lieutenant was Lieutenant Commander C.H. LaRose. Eight other junior officers and I shared a mess on the port side of the ship; I had an upper bunk. Almost immediately after joining we sailed for Exercise Mariner in the teeth of a gale and I suffered the miseries of seasickness for several days. When a seaman took pity on me and helped to clean up my upchuck, the first lieutenant passed by and immediately stopped my leave for the next period ashore because I was not cleaning it up entirely by myself.

Swansea was not in very good condition: in bad weather the sea poured in through a seam on the ship's side and our mess was usually awash with sea water. However, we were young and flexible and managed to survive these conditions. I stood as second officer of the watch. So far as I can remember we were on normal routine, four-hour morning, afternoon and night watches, and two hour dog watches from 1600 to 2000. We were on watch at different times every day, standing one in four. *Swansea* had an open bridge (she would go in for conversion to the Prestonian Class, with enclosed bridge, at the end of her commission in 1956). By the end of each watch I remember being soaked to the skin with no adequate facilities for drying our weather jackets and oilskins. By the time we reached the UK we had probably experienced, like our predecessors in wartime, about the usual conditions of a wartime convoy.

The ship took part in Exercise Mariner, a major test of NATO forces in the eastern Atlantic. Once I had my sea legs this was a thoroughly enjoyable and educational experience. At one point we found ourselves in company with a French escort vessel on an anti-submarine sweep off the coast of France. When our radar broke down we tried to inform our French friend, in proper NATO fashion, by saying "My gadget is bent". After several responses of "Say Again" we realised he was not up on his NATO manuals, and our navigator, who was bilingual, said "mon radar ne marche pas". There came the response: "alors, je comprends". But no further instructions came from our consort. I forget how long we spent doing Anti-Submarine sweeps in this area, but they were singularly dull and unsuccessful. Apparently this did not matter. Our performance in the exercise was said to be very good, a judgement that would have been a pleasant surprise.

On completion of the exercise we spent some time in Belfast, where some official visits took place, and I became personally aware for the first time of the strong religious prejudices in Northern Ireland. Nevertheless, it was a most interesting experience, and a nice completion to the exercise. On the way back to Halifax our captain, who was a wonderfully patient example to inexperienced junior officers like me, carried out the last rites for his mother, who had recently died in England. For some reason he asked me, along with the ship's doctor, to be present as he scattered his mother's ashes into the Atlantic Ocean. Unfortunately there was a change in the direction of the

wind at the last moment. Some of the ashes failed to find their proper resting place and were blown back over the stern of the ship and on to those of us attending the ceremony. It was an awkward moment. We felt for our captain, but he managed to get through the ceremony with perfect dignity. He rose another notch in my estimation. A fine sea officer.

Before leaving *Swansea*, one other matter captured my attention. One of my messmates in our uncomfortable quarters, an engineering sub-lieutenant, was about to be married. Promoted from the lower deck, he had acquired a magnificent tattoo of dragons on his chest. The eyes of these beasts were his nipples. He was terribly anxious about the impression this would make on his bride, but I never found out if he was able to get the tattoos removed before the great event.

Perhaps this was an unconventional way to prepare a junior officer for sub-lieutenants' courses. However, those in Naval Service headquarters who controlled our destiny, no doubt themselves veterans of small ship time in the Second World War, evidently knew exactly what they were doing. Two weeks on the North Atlantic in a rather tired old frigate probably stood me in better stead than months in a well-equipped destroyer carrying out glamorous roles in more exotic climes!

Biography:

Alec Douglas, the former Director of History, National Defence Headquarters, and a widely-published military and naval historian scarcely needs an introduction to our readers. Born in South Rhodesia in 1929, he was educated in England and Canada. He joined the University Naval Training Division at University of Toronto in 1947, while completing a Bachelor's degree in history. He transferred to the RCN in 1950 and served aboard many ships, completing a Masters in history at Dalhousie University. He later completed a Doctorate in History at Queen's University while posted to Royal Military College in Kingston, Ontario. After retiring from the Directorate, Douglas taught at Duke University in the United States.

Master's Thesis Introduction

by Ambjörn Adomeit

The Royal Canadian Navy's (RCN's) submarine service may appear to be a topic of little importance: after all, Canada has never had much of a subsurface capacity and even now has only four boats. Additionally, the age of the RCN's fleet is beginning to show: in early 2014, it decommissioned one of its subs because of accidents and age. Two of the RCN's "new" Victoria-class boats, HMCS *Chicoutimi* and the HMCS *Corner Brook* (purchased second-hand from Great Britain) have been plagued with technical difficulties almost from the day Canada decided to acquire them. With a limited and aging surface fleet and a vast coastal area, Canada may soon be faced with using its few remaining submarines in new roles. If so, then the submarine service of the Royal Canadian Navy will become a topic of greater importance.

This study looks at the rationale behind the acquisition of the RCN's submarines in the context of the policies and priorities of Canada's navy from 1945-1995. This study argues that four factors have guided – and continue to guide – Canadian submarine procurement programmes since 1945. These are: the continued relevance of conventional sea power in a nuclear age; the decision to contribute to the North Atlantic Treaty Organisation's (NATO) maritime posture; the decision to maintain familiarity with the technologies of sub-surface warfare – including ASW – and, as a secondary consideration, to help train allies in ASW; and to achieve such contributions in a manner consistent with domestic fiscal and political realities.



HMCS *Onondaga* (S73) museum, Pointe-au-Père, Quebec
photo by G. Bouchard

All four factors were present in Canada's acquisition of the *Oberons* at the height of the Cold War and the *Victorias* just as the Cold War ended. All four dominated policy discussions and statements regarding the place of the RCN in Canada's overall defence posture including *The Brock Report* of the early 1960s, the 1987 *White Paper on National Defence*, in which the Mulroney government announced its intention to acquire nuclear-powered attack submarines (SSNs) and the subsequent decision two years later to abandon the project, to the Chrétien government's decision to acquire the used Victoria submarines from the British Royal Navy (RN). Throughout this study, the role of conventional sea power, the need to make contributions to collective Western defence, the desire to maintain a window on sub-surface warfare and, perhaps most importantly, the fiscal realities of submarine acquisition are highlighted to shed light on why Canada determined it needed submarines, why it acquired the boats it did, and why it purchased and deployed them in such small numbers.



HMCS *Victoria* SSK-876 arrives at the Pacific Northwest Region Bangor Complex, December 2000
photo by Ray F. Longaker, Jr, U.S. Navy

While the submarine evolved during the two world wars, during the Cold War technologies and strategies developed to make the submarine a truly powerful weapons platform. The United States and Soviet Russia found that the submarine – particularly the nuclear submarine – was an effective tool for deterrence and distraction strategies. A submarine positioned along a coastline acted as a mobile listening post to track naval deployments and it could disrupt or protect sea lines of communication (SLOCs). Because the Soviets (USSR) and the United States adopted Cold War strategies of deterrence, a peculiar phenomenon came to the forefront of military awareness. Nuclear technologies placed artificial boundaries on the external limits of what humanity was willing to do in order to wage war, and so conventional methods – armies with rifles, navies powered by diesel engines, and air forces with fly-by-wire technologies, – were needed in order to wage war within those boundaries. Submarines allowed navies to execute covert operations. For Great Britain and France, the submarine and the aircraft carrier mirrored the power of the United States Navy, allowing them to remind the world that they had once been great naval powers. As nuclear technologies developed, younger countries, such as Australia, joined the elite group of nations who possessed such technologies. The international superpowers, the USSR and the United States, formed the highest level of this elite service. The United States placed nuclear reactors in the vessels of their fleet and brought covert naval deterrence to an entirely different level: both nations introduced the fleet-based nuclear ballistic missile submarine, a delivery platform that was, of the three primary technologies (SSNs, aircraft, and SSBNs) the most stable. Where airplanes once threatened nuclear holocaust with a visible presence, many times the destructive power carried by air forces were now floating in unknown areas all over the world. It was this invisible enemy that the Canadian submarine service was intended to hunt throughout the Cold War.

The thesis begins with a discussion of Cold War factors affecting Canadian submarine decisions. Chapter one includes consideration of operationally strategic concepts such as power projection to grand strategy concepts such as deterrence and containment. Canada was unlikely to retain its high-seas fleet after the Second World War. The North American Treaty Organisation (NATO) provided a rationale to maintain the RCN and to develop its submarine fleet to support the navy's new role as an ASW-

specific navy. Canada's choice was whether to maintain its high-seas fleet as opposed to a fleet postured solely for the defence of North American waters; NATO gave Canada's navy an expeditionary mission.



HMCS *Ojibway* in transit
Photo John Webber

Chapter two focuses upon the details of *The Brock Report*, one of Canada's most contentious naval reports. It concludes with a lengthy discussion of the role of conventional diesel-electric submarines (SSKs) in a global nuclear security environment. Chapter three engages with this latter topic in greater detail, discussing the ASW operations conducted by the *Oberon-class* submarines (or "O-boats") during the Cold War and the lessons Canadian submariners and policy-makers learned as a result. Jumping ahead nearly thirty years from *The Brock Report*, chapter four discusses the *1987 White Paper on National Defence*. The analysis in this chapter will focus on the political advocacy for the adoption of SSNs into the RCN. Chapter five transitions from the concerns of the latter years of the Cold War to the present by bridging the two periods with a look at the *Victoria-class* boats purchased in the 1990s. The thesis concludes with an assessment of the submarine service indicating how the four factors have determined, why, what and how many boats the RCN acquired during the Cold War and into the post-Cold War era.

This story of the RCN submarine fleet speaks to the Cold War role of sea power and how the smaller western navies handled the demands of containment and deterrence. By providing an assessment of the *Victorias*, it also addresses the role of smaller navies in the post-Cold War era. The factors that influenced the RCN's submarines acquisition - the relevance of conventional sea power, the need to contribute to the allied naval posture, a desire to maintain knowledge of sub-surface warfare and fiscal constraints - were not exclusive to Canada, nor confined to the Cold War era. It is easy to forget the contributions of small conventional submarine forces as we look back at the Cold War era of nuclear weapons and counter-insurgency land warfare. Nonetheless, this thesis will demonstrate that they provided relevant service.

Biography:

Ambjörn Adomeit is a graduate student in War Studies at the Royal Military College of Canada. While fighting Crohns Disease, he has studied the philosophy of human conflict in a broad and winding manner for nearly sixteen years, ever since he was sixteen and first entered university as a senior level student. He investigates military history and political science, the philosophy of self-governance, biomedical ethics, and political theory, educational psychology, and more besides.

He has published many book reviews through the Canadian Nautical Research Society's peer reviewed journal, *The Northern Mariner*. Ambjörn has presented four papers at major conferences: Roosevelt's Private War: Theodore Roosevelt and Naval Gunnery Reform in the United States Navy, 2013 Canadian Nautical Research Society's Annual Conference, held in conjunction with the 24th Military History Colloquium at Wilfrid Laurier University; Centenary Celebrations: The Birth of the Royal Canadian Navy's Submarine Service, 28 July 1914 - 5 August, 1914, CNRS/NASOH Joint Conference 2014, Erie, PA. A truncated version of this last essay also appeared in *Argonauta*, Vol. 31, No. 3, Summer 2014; TH500 Thesis Project Introduction - The Development of the Royal Canadian Navy's Submarine Service, 1950-1995: Canadian Priorities for Subsurface Service During the Cold War, LCMSDS 26th Annual Military History Colloquium, Waterloo, ON.; Mahan and Hawaii: Early USN Forward Fleet Deployments in the Pacific, 2015 McMullen Naval History Symposium United States Naval Academy, Annapolis, MD.

Ambjörn is aiming toward doctoral work in War Studies: he prefers interdisciplinary work over typical educational paths, finding the philosophy of human conflict, and its manifestations throughout human history, far more exciting than studying any single subject. His Masters work at RMC is supported and supervised by Professors Joel Sokolsky and Paul Mitchell.

Doctoral Thesis Summary

by Corbin Williamson

In the aftermath of the Second World War, the U.S. Navy broke with its traditional avoidance of peacetime alliances by building close ties with the British, Canadian, and Australian navies. This fundamental shift in American naval policy occurred between 1945 and 1953. Building upon their close wartime connections with the U.S. Navy, the British and Canadians expanded their connections within the U.S. including naval representatives in Washington as well as liaison and exchange officers. Beginning in late 1946 the British, Canadian, and American militaries agreed to standardize their procedures, doctrine, and equipment. However, collaborative efforts to create a common sonobuoy failed, demonstrating that standardization of concepts needed to proceed before weapon calibres. To that end the three navies wrote common communications and tactical publications which allowed their ships to operate together on short notice by 1952. The Canada-United Kingdom-United States (CANUKUS) Anti-Submarine Warfare (ASW) Working Group wrote these publications, while standardizing ASW doctrine and equipment among the three fleets. In addition, the British and American anti-submarine training schools, in Londonderry and Key West respectively, began hosting visits by ASW ships and aircrafts from each other's fleet beginning in 1947. Strong British, Canadian, and American cooperation in ASW reflected shared concerns about the vulnerability of the Atlantic sea lanes to Soviet submarines.

Despite the overall movement towards closer ties, individuals played a significant role in shaping navy to navy relations. The American naval attaché to Australia, Commander Stephen Jurika, played a major role in cutting off Australian access to classified American information between 1948 and 1950. Rear Admiral George Dyer's style of command damaged relations with the Royal Navy during the Korean War in 1951. Dyer's approach was based on the U.S. Navy's experience fighting the Japanese in the Pacific which emphasized mobile operations by carrier task forces against a strong airborne threat and a minimal submarine threat. This Pacific style of warfare also shaped the U.S. Navy's approach to exercises with the British, Canadians, and Australians, exercises that occurred with increasing frequency beginning in 1946.

These exercises provided numerous personnel from each navy with experience operating with their foreign counterparts and built upon the reservoir of combined operating experience from the Second World War. Regular contact created relationships, confidence, and trust among personnel of these four navies. The importance of this trust was clearly demonstrated when the Korean War broke out in June 1950. The British and Commonwealth navies rapidly joined up with the American naval effort and the Americans placed a senior British officer in command of naval operations on the Korean west coast. The Korean War also served as a test of the progress made in standardization between the British, Canadian, and American navies. Although at the war's outset the British and Commonwealth ships largely adopted American methods and practices, by the end of the war the communications and tactical publications written by CANUKUS were in use in Korean waters.

**Biography:**

Corbin Williamson works as a contract historian in the Historical Office of the Office of Secretary of Defense. He is currently assigned to the history of the secretaries of defense from 1973-1976. Having just completed his Ph.D. at Ohio State University, he also was awarded an M.A. from Texas Tech University and a B.A. from Texas A&M University. He has presented papers at the Society for Military History, the Canadian Nautical Research Society, and the Australia New Zealand Studies Association of North America. Williamson also teaches an evening course on strategy and war for the Naval War College's distance education

Call for Papers
Canadian Nautical Research Society
Annual Conference and General Meeting
18-20 August 2016

"Where Rivers Meet Oceans"
New Westminster, British Columbia

The mighty Fraser River, one of Western Canada's major waterways, winds from the Rocky Mountains down through treacherous gorges to the fertile plains of the Lower Mainland where it meets the sea at the Strait of Georgia near Vancouver. Renowned for its annual salmon run, natural habitat and present industrial and shipping uses, the river has fostered settlement and work for millennia, first with the Coast Salish peoples and later immigrants from around the world. New Westminster, the province's first capital and gateway for the Gold Rush, has a long association with the Fraser River. Once known as Canada's Liverpool for its port and terminals, the city has become a mature residential suburb with interesting cultural and heritage activities. A riverside promenade, commercial quay, steamboat museum and parklands welcome visitors.

Appropriately, the theme of the 2016 conference to be held in New Westminster is "Where Rivers Meet Oceans". Papers related to this theme, unimpeded by geography or time period, are invited, as well as any topic in maritime history of interest to a predominantly North American audience.

All individual paper proposals should include the name and affiliation of the presenter, a title, a 250 word abstract, and short bio or CV. Proposals for complete panels should include the same particulars as well as a proposed panel title.

Membership in the Canadian Nautical Research Society is encouraged, though not required. All presenters will have to pay their own conference registration fee. Should presenters wish to publish their paper for a larger audience, the society's peer-reviewed academic journal *The Northern Mariner/Le marin du nord* is available. http://www.cnrs-scrn.org/northern_mariner/

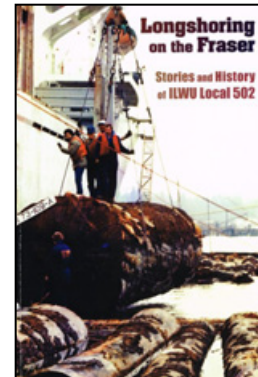
New Westminster is accessible by public transit direct from the Vancouver International Airport, and has affordable accommodation in the city and close-by in the neighbouring municipalities of Burnaby and Coquitlam.

The deadline for submissions is 31 March 2016.

Please submit by email or post to:
Chris Madsen
741 East 10th Street
North Vancouver, British Columbia
V7L 2G2
email: CNRS2016@gmail.com

Remember September 3, 1935 Comic Drawing Contest

This coming August, the Canadian Nautical Research Society is holding its annual conference and general meeting in New Westminster, British Columbia at Douglas College, Lecture Theatre 2203. As part of the program, the afternoon of Thursday, 18 August 2016 will be a public event devoted to remembering the 1935 waterfront strike in the Port of New Westminster, when police arrested twenty-one striking longshoremen on a single day, September 3, 1935. A number of activities are planned, including an author's reading from *Longshoring on the Fraser: Stories and History of ILWU Local 502* published by Granville Island Publishing, a podcast, a guided walking tour of the riverfront, and public art displays. To this end, the Canadian Nautical Research Society is pleased to announce a comic drawing contest in advance of the conference, open to all ages and abilities.



First Prize: \$200 Second Prize: \$100 Third Prize: \$50. Each winner will receive an autographed copy of *Longshoring on the Fraser* as well.

Using the provided one page template with boxes and text describing the historical event, prospective artists are invited to depict and interpret graphically the waterfront strike in New Westminster, through creativity and their own imagination.

Entries may be hand-drawn or digitally created.

Deadline for submission is **May 31, 2016**. No entries will be accepted after that date

A selection committee will judge each entry on the following criteria:

- artistic merit and skill
- Interpretation
- historical accuracy
- age and experience level

Entries may be sent by e-mail or post to:

Chris Madsen
741 East 10th Street
North Vancouver, British Columbia
V7L 2G2

email: CNRS2016@gmail.com

By entering the contest, each competitor agrees to their entry being published in the July 2016 *Argonauta* newsletter, put on public display during the Canadian Nautical Research Society's 2016 annual conference, and used for temporary exhibit in the ILWU Local 502 union hall.

Each entry will be judged on its merit according to the stated criteria, without favour or affection.

See end of *Argonauta* for submission form.

Moments in Waterfront History

The Great Grab at Pacific Coast Terminals September 3, 1935

Drawn by:

New Westminster longshoremen strike in sympathy with Powell River and Vancouver waterfront workers.

Mayor Fred Hume and longshore delegation meet with Shipping Federation the same day as the Battle of Ballantyne Pier.

On principle, longshoremen in New Westminster decline to go back to work.

The city forms the Royal City Waterfront Workers Association instead under Arthur Gore and Leonard Bonwick.

Early Tuesday, June 25, 1935, scabs go through pickets to work ships on the main riverfront and at Fraser Mills.

Clashes between striking longshoremen and replacement workers occur.

On Tuesday, September 3, 1935, Chief Constable Peter Bruce tells a large group of striking longshoremen to stop picketing and disperse.

Police arrest 21 striking longshoremen, Tango Barrow, George Zablosky, Arthur Phillips and Elof Blixt among them.

The strike ends in police court when charges against two longshoremen are withdrawn by Crown Prosecutor Harry Sullivan. The union loses.

Ron Noullet and Joe Breaks inform new inductees into ILWU Local 502 about the struggles of the past and building the union.



Introducing *Borealia*: A Group Blog on Early Canadian History

by Keith Grant

Borealia (bor-ee-al-ya) is a new academic group blog on early Canadian history that can be found at <http://earlycanadianhistory.ca>.

We're convinced that the field of early Canadian history is vibrant, and we're also convinced that these stories are best placed in large continental, Atlantic, or global frames.

The goal of *Borealia* is to provide an energetic, professional, and respectful space for conversation about research and teaching in early Canadian history. We believe that a dedicated forum for discussion, alongside broader historical associations and publications, will nurture informal networks of scholars and will demonstrate the vitality of the field among colleagues and the public.

Since launching in September, we've featured posts on loyalism, Indigenous literacy, violence, religious encounters, print culture, Quebec and the American Revolution, and controversial elections, among others. In the coming weeks, look for pieces on piracy and Mi'kmaw sailors, furniture and material culture, and colonial history in the era of digital humanities.

Borealia ("northern") is a title expansive enough to take in the breadth of our field. We are interested in all regions of what eventually became Canada, to about 1867, and connections to the wider world. We hope our contributors will reflect the diversity of our field, encompassing cultural, intellectual, political, religious, economic, and other perspectives, and will come from every stage of academic careers. We will strive to have content in both English and French.

You can read more about Borealia in a profile at ActiveHistory.ca and in an interview at the early American history blog, *The Junto*.

Drop by Borealia (<http://earlycanadianhistory.ca>), add us to your blog reader, follow us on Twitter ([@earlycanada](https://twitter.com/earlycanada)), think about contributing a post, and join the conversation!

Keith Grant (UNB) & Denis McKim (Douglas College), Contributing Co-Editors

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Contested Histories of the Ottawa River

Our members are invited to check out Carleton University's history department website for an intriguing article about contested histories of the Ottawa River at this link:

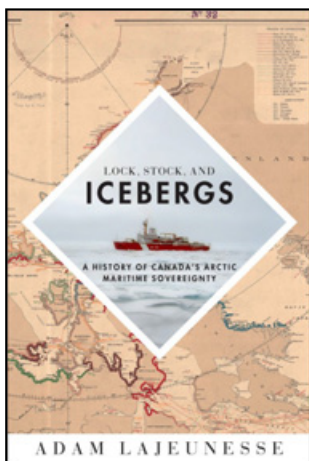
<http://carleton.ca/history/2015/contested-histories-of-the-ottawa-river-a-summary-of-the-2015-quelques-arpents-de-neige-conference/>.

The article is written by Shawn Anctil, who is doing a doctorate in digital history. The ability to discern the validity of digital information is a now core competency for history students. In his doctoral work, Anctil is developing methods to help students better assess the sources they encounter during their online research. In particular, he explores the role of search engines in establishing historical authority. His recent presentations at Carleton's Underhill Graduate Conference (March 2015) as well as the Digital Humanities Summer Institute (June 2015) have laid out preliminary approaches to uncovering the often unspoken role of search engines in historical research.

He will draw on previous research conducted on maritime piracy to illustrate examples about historical representation. His M.A. thesis was called "Order and the Atlantic World: The British War Against Piracy, 1695-1725." We look forward to seeing more work from this exciting young scholar.



New Book



Lock, Stock, and Icebergs A History of Canada's Arctic Maritime Sovereignty

By: Adam Lajeunesse

Publisher: UBC Press
Website: www.ubcpress.ca

ISBN-10: 0774831081
ISBN-13: 9780774831086

Release Date: 15 January 2016

About

In May 2011, the Canadian media came across what looked like a juicy story. Bundled with thousands of American government documents released on the WikiLeaks website was a cable in which US State Department officials questioned the sincerity of Canada's Arctic policy. It said that Canada's expanding military presence was driven more by politics than anything else, that cooperation with American forces would continue to be essential for northern defence and, most shockingly, that the prime minister's strong public stance on the Arctic differed from the "more pragmatic" approach taken with American officials behind closed doors. While made out to be something of scandal, the reality is that this approach has been Canada's *modus operandi* for over a hundred years. What would have been truly shocking is if the government had behaved any differently.

This is the conclusion found in *Lock, Stock, and Icebergs*, a new history of Canada's Arctic maritime sovereignty, published by the University of British Columbia Press this January. It traces the evolution of Canadian sovereignty over the Northwest Passage and the waters of the Arctic Archipelago from the late nineteenth century to the present. Relying on a wealth of newly declassified material, this book shows how complex and nebulous Canada's northern sovereignty has, historically, been. In stark contrast to the certainty so commonly found in political rhetoric, Canadian governments spent most of the 20th century struggling to define and assert the country's ownership over the northern waters, while simultaneously pushing sovereignty politics aside to work with the United States on a series of essential defence projects.

In the years following the Second World War Canadian and American diplomats engaged in a delicate dance around the question of the northern waters. While the US could not recognize Canadian rights outside the three mile territorial sea, it was loath to provoke a political dispute by raising the issue. Likewise, Canada felt no need to push the issue of sovereignty and risk an American challenge. What emerged was a situation whereby both governments maintained their respective positions on the Arctic, and the law of the sea more generally, while doing their best to ignore their obvious differences over the legal status of the region.

While this harmonious relationship was upset at various points by incidents such as the transit of the SS *Manhattan* in 1969, or that of the USGCS *Polar Sea* in 1985, the productive Canadian-American defence relationship continued uninterrupted at least until the end of the Cold War. Throughout this period, American submarines tested Canadian sensor networks and joint defence efforts overcame the political hurdles thrown up by the question of sovereignty.



Canada finally defined the extent of that Arctic maritime sovereignty in 1985 with the drawing of straight baselines around the Arctic Archipelago, completing a project that had begun nearly a century earlier. This final decision was the product of decades of internal deliberation, external influences, and diplomatic wrangling. Today, the waters of the Arctic Archipelago are Canadian, lock, stock, and icebergs (in the words of Brian Mulroney). This was not always the case however, and the story of how Canada got there is worth a read.

Where to order

UBC Press Website

http://www.ubcpress.ca/search/title_book.asp?BookID=299175128



The Admirals' Medal Foundation



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

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

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

The Admirals' Medal

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

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

Nominations

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

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

Nominations close on the 1st of March annually, and should be made by letter with the attached nomination form fully completed. Please include relevant biographical information, a brief description of the work, achievement or display of practical skill that it is proposed to recognize, along with the name of the individual or organization submitting the recommendations.

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

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



The Admirals' Medal Foundation

Nomination Form



Name	Decorations (if any)
Place of Birth	Date of Birth
Address	Telephone Number
Biographical Information (attach extra sheet of necessary)	
Achievements in the field of Canadian maritime affairs attach extra sheet of necessary)	
Sponsors Name and Address	Date

Executive Secretary
The Admirals' Medal Foundation
PO Box 505, Ottawa, ON K1P 5P6
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Secrétaire exécutif
La Fondation de la Médaille des amiraux
CP 505, Ottawa, ON K1P 5P6
Tel: (613) 971-7696 Fax: (613) 971-7677



Fondation de la Medaille des amiraux



Fondation de la Médaille des amiraux

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

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

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

La Médaille des amiraux

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

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

Candidatures

La Fondation lance un appel de candidatures en vue de l'attribution de la Médaille des amiraux. Quiconque, personne ou organisme, a l'occasion de remarquer des réalisations exceptionnelles dans le vaste domaine des affaires maritimes est prié de soumettre des candidatures. Les candidats ne doivent pas forcément appartenir à l'organisme qui les a recommandés, ni même faire partie d'un autre organisme. Voici les récipiendaires :

<http://www.navy-marine.forces.gc.ca/fr/aperçu/en-profondeur-recipiendaires-medaille-amiraux.page>

Il faut soumettre les candidatures au plus tard le 1 mars de l'année en cours et il serait préférable de le faire par lettre accompagnée par la feuille de candidature qui est attaché.

Veillez donner, dans toute lettre de mise en candidature, des notes biographiques, une brève description du travail, des exploits ou des connaissances pratiques qu'il est proposé de souligner, ainsi que le nom de l'auteur des recommandations.

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

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



Fondation de la Médaille des amiraux



Feuille de candidature

Nom:	Décorations (si s'appliquer)
Place de naissance	Date de naissance
Adresse	Numéro de téléphone
Notes biographiques (joins une autre feuille si nécessaire)	
Réalizations dans le domaine des affaires maritimes au Canada (joins une autre feuille si nécessaire)	
Nom et adresse du parrain ou de la marraine	Date

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Calling All Student Historians to Compete at Oswego War of 1812 Symposium

OSWEGO – “Student Night” returns to the Oswego International War of 1812 Symposium on April 1, 2016. The Lake Ontario Event and Conference Center in Oswego hosts the sixth annual event which continues through Sunday, April 3.

“Last year, we had a compelling contest with graduate and undergraduate students competing for the top prize,” said Matthew MacVittie, student competition coordinator. “We would like to see even more participation this year and welcome students from the U.S. and Canada to present.”

Students can participate in the competition on their own or as part of their academic curriculum or internship program. MacVittie added, “The paper submitted may serve double-duty as an assignment or extra credit piece for some students.” All interested graduate and undergraduate students are encouraged to submit a 3,000- to 4,000-word paper on a topic of their choice about the War of 1812. The document must adhere to the University of Chicago format and be submitted electronically to MacVittie at mattmac537@yahoo.com by March. 1, 2016.

Papers will be judged on writing quality, scholarly source material and argument. From the submissions, applicants will be chosen to demonstrate their work with a 15-minute presentation at the symposium.

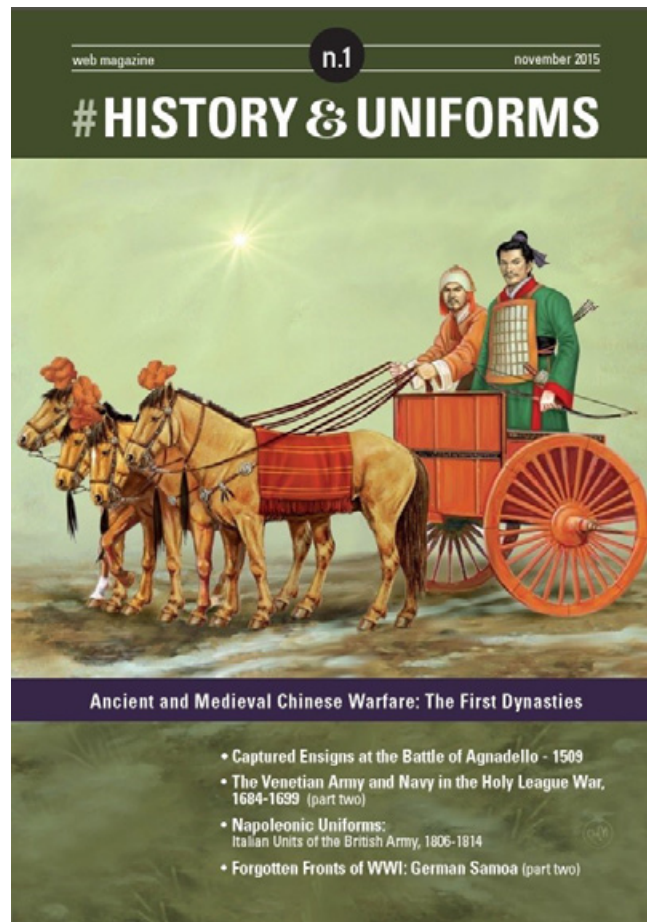
An international jury of historians will decide the winning applicant. Cash prizes along with certificates and gift bags will be awarded to student presenters immediately following the contest.

For more information about the competition:

e-mail MacVittie at mattmac537@yahoo.com.

#History & Uniforms

A Monthly Web Based Magazine



History & Uniforms a new online magazine presents articles and original artworks illustrating dress, weapons and ensigns, focusing on the Napoleonic Era, the Pike and Musket Age, Ancient, Medieval and Renaissance warfare, WWI and more.

Visit the site at: <http://earlycanadianhistory.ca>

Naval War College Museum Announces New Exhibit on Operation DEEP FREEZE

4 January 2016—20 May 2016

NEWPORT, RI—The Naval War College Museum is commemorating the 60th anniversary of Operation DEEP FREEZE I with an exhibit on the Navy's efforts to support the U.S. scientific program in Antarctica—the least explored and coldest continent on earth. Opening on 4 January, 2016, *DEEP FREEZE! The Seabees in Antarctica, 1955-1956* occupies the museum's temporary exhibit gallery on the second floor.

The exhibit features twenty-eight paintings, illustrations, and sketches on loan from the Navy Art Collection. These artworks document the role of the Seabees of the U.S. Navy Mobile Construction Battalion (Special) Detachment One. Based in Davisville, Rhode Island, the Seabees, used equipment designed for extreme cold weather to construct permanent buildings, fuel tank farms, and airfields that could survive the harsh climate. The exhibit features the work of two artists assigned to the operation: Commander Standish Backus, USNR, and Rhode Island-based artist Robert Charles Haun. "Their work," said John Pentangelo, Managing Director of the Naval War College Museum, "reveals the harsh weather, desolation, innovation, and dramatic scale of the Navy's operation on the frozen continent." The exhibit also displays artifacts, equipment, memorabilia, and clothing from nearly forty years of Antarctic missions loaned by the Naval History and Heritage Command in Washington, D.C. and the U.S. Navy Seabee Museum in Port Hueneme, California. The exhibit closes on 20 May, 2016.

You can follow what's new at the [Naval War College Museum just LIKE them on Facebook](#) and following their blog – [Soundings in Narragansett Bay's Naval History](#). One of nine official [Department of the Navy Museums](#), the Naval War College Museum collects, preserves, and exhibits artifacts and documents dating from the 1500s to the present day to interpret the naval history of Narragansett Bay, the Naval War College, and the history of naval strategy. Located in the historic Founders Hall built in 1820, the museum is open to the public although advance reservations are required.

For more information, visit www.usnwc.edu/museum or call 401-841-4052.

Naval War College Museum Announces New Exhibit Featuring the Life Mask of Admiral Lord Nelson

4 January 2016—30 September 2016

NEWPORT, RI—The Naval War College Museum is honored to be one of the few sites in the United States to host the life mask of Admiral Horatio Lord Nelson (1758-1805). Opening on 4 January 2016, *The Face of Nelson* occupies the museum's art gallery on the first floor.

The new exhibit features the 1798 life mask of Admiral Lord Nelson, currently on loan from the National Museum of the Royal Navy. Britain's most famous naval hero, Nelson was killed by a sharpshooter's bullet during his decisive victory over France and Spain at the Battle of Trafalgar in 1805. Already famous for his leadership and tactical victories during the Napoleonic Wars and earlier, Nelson's death triggered innumerable paintings, poems, stories, and biographies that enshrined him as an icon in the annals of maritime history.

One of only four known to exist, the mask was made in Naples, Italy, shortly after Nelson's famous victory at the Battle of the Nile. It presents us with an accurate, three-dimensional image of the face that many artists tried but struggled to capture on canvas. "So much of the artwork we have of Nelson portrays him in an idealized and romanticized light," said museum curator Rob Doane, "which is understandable considering his status as one of the most heroic and revered figures in naval history. This mask is unique because it humanizes Nelson for current generations." *The Face of Nelson* also features a selection of prints and paintings from the Naval War College Museum, the Navy Art Collection, the U.S. Naval Academy Museum, and the Anne S.K. Brown Military Collection at Brown University. The mask will be on exhibit until 30 September 2016.

You can follow what's new at the [Naval War College Museum just LIKE them on Facebook](#) and following their blog – [Soundings in Narragansett Bay's Naval History](#). One of nine official [Department of the Navy Museums](#), the Naval War College Museum collects, preserves, and exhibits artifacts and documents dating from the 1500s to the present day to interpret the naval history of Narragansett Bay, the Naval War College, and the history of naval strategy. Located in the historic Founders Hall built in 1820, the museum is open to the public although advance reservations are required.

For more information, visit www.usnwc.edu/museum or call 401-841-4052.



The Canadian Nautical Research Society

200 Fifth Avenue
Ottawa, Ontario, CANADA K1S 2N2
<http://www.cnrs-scrn.org>

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- **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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Institutional	\$95	\$105	Corporate \$500
Student	\$25	\$25	Patron \$1000 or above
NASOH	\$35	\$35	

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