

# **ARGONAUTA**



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# **ARGONAUTA**

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# Editorial

by Isabel Campbell / Colleen McKee



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In this summer issue, we pay tribute to two wonderful historians who passed away this past spring. Barry Gough has written an extensive tribute to his dear friend and colleague, Edward Van der Porten, a high school teacher who made original contributions to the field of maritime history. Isabel Campbell has written a tribute to Jean Martin, her colleague at the Directorate of History and Heritage who died unexpectedly this spring. Both these scholars will be missed.

These sad events remind us of the passage of time and the need to encourage new and younger scholars to join us in the study of maritime history and in helping the Canadian Nautical Research Society transition from the old print world to the rapidly changing online environment. Please see the approved Council minutes for March and the draft minutes for Council and the General Meeting from June along with the President's Corner which draws attention to a recent decision to make *The Northern Mariner* an open access online journal. This progressive step will help make scholarship more easily available and we hope will also attract new members.

We are happy to welcome new members to Council and to the Society. *Argonauta* is running biographies of Council members, most of which appear in this issue. We'd like to especially mention Errolyn Humphries who quietly and carefully manages the Society finances behind the scenes. She prefers not to provide a biography, but her contributions to the Society can hardly be over-stated. Thanks to all our Council members for devoted service.

Chris Madsen, Michael Moir, and Sam McLean are to be congratulated for an outstanding job organizing this year's Toronto conference. This issue of *Argonauta* contains two abstracts of papers presented by Alan Ruffman and Maurice Smith to be added to the list of June 2018 presenters. A few speakers listed in the spring issue were unable to attend, but the conference was a grand success and we look forward to another great programme in Thunder Bay in 2019.

This issue contains a contemplative biographical essay by George Bolotenko on his sailing passage from Bermuda. It also contains a short piece by editor, Isabel Campbell, on changing professional standards of conduct, which is intended to provoke thought and to help us gain awareness of how diversity may impact some of our past practices.

As usual, readers will find instructions to authors and the membership form near the end of this issue. We look forward to reading more submissions from members and wish everyone a safe and enjoyable summer.

Fair winds, Colleen and Isabel

# President's Corner

by Richard Gimblett  
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Greetings readers. I am drafting this note in the warm after-glow of our very successful conference and annual general meeting held at York University 21-23 June. On your behalf, I extend very sincere thanks and congratulations to the organizers: Michael Moir, Chris Madsen and Sam McLean. They had their share of challenges along the way, both as to venue with respect to the on-going labour issues at York, as well as regards some last-minute changes to the programme. Their plan was sufficiently sturdy yet adaptable to result in a flawless execution. And it was very pleasing to see so many “old” friends from far and wide – for example, Gordon Miller from BC and Alan Ruffman from NS – as well as to have attracted such a large number of “new” scholars that the Panting Bursary could be shared in a three-way split! It really was a wonderful gathering of scholarship and camaraderie in the great tradition of the Society.

This speaks well for the core healthiness of the Society, which is a critical validation at this time. For those of you who were at York – indeed, for the faithful readers of this column – what you are about to read will be familiar, but it bears repeating. This is a time of transition for the Society, but as we go about change, I find reassurance in the resilience of our core mandate – simply put, to encourage research in maritime history by and about Canadians. As mentioned above, after a hiatus of a few years, it was a sign of returned financial health that we are able to re-institute the Panting Bursary. You will see elsewhere in this publication the Matthews Awards for the Best Book(s) and Article(s) of 2017 – alas, not yet with a return to an accompanying cash award – but in each respect it was to me especially fitting that they are going to long-time members and strong supporters in their own ways of the Society. That is by no means a condition of the award, but it is again recognition of lifetimes of devotion to our cause which stand as encouragement for the rest of us.

I have to admit some concern that my in-box has not been flooded with responses to the points I have been putting out in these Corners. But the few replies that were sent in, and the opportunities I have found to engage with members in other ways have been positive. Over the course of the three days at York, speaking individually with many in attendance, and then generally in the open forum of the AGM, we had some frank discussions: about various aspects of governance; about how to broaden our appeal and accessibility to a new generation; and about the several challenges facing the journal (regards content, the peer review process, and the great unknown of “open access”). In each of these discussions, I and those members of Council present took your points to heart and will re-double our efforts in the coming months. Ideas for progress and improvement always are appreciated, but mostly I am heartened that you feel we are on the right path into the future.

Another sign of that support came from the unanimous approval of the two motions Council had put forward for discussion at the AGM. The first, regards change in membership rates consequent to the journal going “open access” in 2019, has been discussed at length previously, and the “rollout plan” will be provided in greater detail in the Autumn edition of this publication. The second, dealing generally with Council renewal, specifically in the shape of up to four additional Councillors, not only was approved but resulted in four nominations to those positions – so it is with great pleasure that I welcome aboard Richard Goette, Tom Malcomson, Jeff Noakes and Margaret Schotte. By way of better introduction, I have asked them, along with the other continuing members of Council to provide brief biographical sketches and an accompanying photo, which you will find elsewhere in this publication. With the couple of other shuffles that have occurred – Sam McLean taking over Membership from Faye Kert, with Faye herself taking over 2nd Vice-President from Roger Sarty, who will concentrate his efforts as Chair of the Editorial Board – that leaves open one Councillor position, and situates us well for the generational change of the governance of the Society in the coming years.

But with no change to that core mandate – encouraging research in maritime history by and about Canadians!

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We encourage you to join us on facebook and twitter where we post links to interesting articles and announcements from around the internet. Our social media channels are where you will find time sensitive notices that are not suitable for publishing here in the *Argonauta*.

# The Bermuda-Newport Transit – A Lubber at Sea

By George Bolotenko

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Somewhat past nine in the evening of 29 June 2017, as the sky was darkening over St. George's, (situated on the northeastern tip of Bermuda), the sailboat *Nellie*<sup>1</sup> rushed to clear harbour before absolute darkness settled in.<sup>2</sup> In truth, there had been much rushing about from perhaps four o'clock in the afternoon of that day. A rigger had worked hard to complete repairs to the *Nellie*'s furler, finishing his task towards seven in the evening. Following that, the crew after made a rapid dash to Bermudan Customs for clearance, an even quicker rush back to the vessel, and then, with as much celerity as possible, put out into the night sea.<sup>3</sup>



The "*Nellie*" in St. George's

As we motored through the narrow channel leading to open waters the lights ashore warmed the darkening eve. The immediacy of land on both sides, hugging the passage to port and starboard, re-assured me somewhat. But after we passed the signals at the harbour mouth and stood out into the open sea, and the lights of St. George's grew smaller and fainter, some uncertainty about my decision to come on this traverse, which I had fully expected to happen, began to gurgle up within me. For safety's sake the skipper held us on a slightly north-easterly course for longer than necessary, to get us well past the reefs that lie for many miles out into the sickle-curved northern waters off Bermuda, the ancient caldera of the volcano that Bermuda once was. The further from shore and the deeper into the night that we went, the stranger the feelings within this landlubber's gut. First time at sea in a small vessel, and into the night yet!



The *Nellie* departing St. George's, late eve 29th June

In what follows I will recount the crossing, not only through a factual re-telling of some of the things that happened over the next five days but also what I experienced internally in my head and gut. This will be episodic, not a complete annalistic log, just what stayed in the head as worthy of note which I managed to jot down when time allowed and desire was there. Anyone who has undertaken a first-time sea voyage knows full well that in addition to the physical crossing there is, always and necessarily, an internal crossing through consciousness of things, which is often more significant than the actual physical journey itself. Solidity fades away. Awareness of time changes. Control over events diminishes. Everything becomes fluid, far less predictable. Things began to elide and roll into themselves as the days pass. One comes out changed after a sea crossing in a rather small sailboat.

*Thursday 29 June* – And so we stood out to sea in the eve of 29 June, on the *Nellie*. I wondered, from time to time as we left Bermuda behind – why did I do this? Tomorrow I was to fly back comfortably to Ottawa. Why trade a 5-hour flight for a five-day voyage? Why the need to experience this? There could be some danger ahead. No matter now, no putting back ... The water was choppy – not much depth as we made our way over the coral bottom. But the chop was largely with us and with a sweet breeze out of the southwest we made good way. Some apprehension – but also much exhilaration as *Nellie* heeled to starboard. All four of us stayed up in the cockpit till the midnight hour approached. The last glimmer of the lit sky over St. George's disappeared on our back horizon. Jeff and Chis went below, and Whitney and I stood the midnight watch; she was at the helm the first two hours, and I helmed the last two.

These two hours proved nigh unto phantasmagorical for me – stunning, mysterious, even mystic. “Steer by a star”, Whitney told me - forget the binnacle compass, too hard on the eyes to constantly focus and re-focus between one and the other, and check it only now and then. Pick a star and hold to it. Tiredness came over me after a long day. And the stars began to wink, and to hide away and then reappear. Our course dictated that I pick some minor star, not one of the dominant or well-visible ones in a major constellation, and so I perforce came to squint into the purpled black and keep a constant search for “my” star. (The moon that night was scimitar-thin). I would find one and bear on it. But as the brain continued to tire, and the eyesight to blur from studious gazing, strange things began to happen. Clusters of stars began to form into amulet chains and wreaths, to undulate, to flare up in luminescent twinkles and then subside into visual quiescence – and overall they became live chains of light, pulsing, gently writhing and cascading down from the firmament, like spent embers after pyrotechnics had gone off. The whole sky became a gently pulsating singularity. I learned early on to take my eyes away from the stars from time-to-time, to break the stupor that comes with unblinking staring, with brief glances elsewhere. But after a look-away, to re-focus on “my” star, especially when faint, to locate it by recalling its location in relation to others – that, at times, required no small mental effort.

We were under sail, the mainsail run up once we had made it past the coral reefs. The shushing of the water, as we made 7-8 knots with a good wind on beam-to-broad reach, lulled me. And the water began to make unique sounds, to speak, to “talk” to me – and I really did hear my name called. With time the horizon began to close in. It seemed, after a while, as if we were driving steadily on land as the boat held to a very steady heel. Clusters of what seemed to be rounded copses of trees appeared to port and starboard, and not too distant, as if we were travelling through a darkened, wooded valley, with stars continuing to cascade down from above. I didn't look back to see what might have been astern. I came to understand, no, to feel, how sailors might have heard mermaids or sea creatures calling their names. But, overall, there was silence, broken only by the steady shushing of water sweeping past *Nellie's* sides as we heeled before a nice and steady south-westerly. A warm wind, so warm that perspiration came up. A good part of me was lulled into believing that I was in a transcendent other world, and it was that world which was solid.

**Apprehensions**.<sup>4</sup> I had had some before departure. We will be five days at sea. The *Nellie* is a small boat. The nearest land was beneath me – thousands of feet of water below if one wanted to touch earth right then, but that kind of earth I did not want to touch! And what weather awaits us? But also, there was the anticipation of the experience -- and the latter won out, the former concerns faded. Ultimately, once in there was no going back anyway, and the apprehension-anticipation debate became academic. We steered 345° for New England. That was that. And that would be our first re-connection with desired land.

*Friday 30 June*<sup>5</sup> - After the first night's watch (the midnight watch) the sleep was decent. *Nellie* was still on a nice heel to starboard, 10-15°, the mainsail taugth with a favourable stiff breeze. The water was very bright and “lively”, the air warm and very moist, and we all perspired very freely. Towards noon, the wind began to die off. In the afternoon, based on radio advice, we altered course somewhat, to 350-360°, to catch better wind. Somewhat later we pointed further east, to 0-20°. It helped little – our lovely south-westerly continued to die away as the day wore on. Whatever wind there was continued warm and humid, semi-tropical.

My realizations on this day. **Food.** So far, *Nellie* had sailed at a nice heel. Difficult to work in the galley on this angle. We ate whatever, whenever, largely carbs. There was very little fruit, which is astronomically expensive in Bermuda. Jumping ahead somewhat, during the whole transit we had only two somewhat “prepared” suppers – a rice plate once, and another time warmed tinned soup. Most of the “meals” were of the peanut butter-jam sandwich sort, along with power bars and the like. **Sleep.** Whenever one could. **Watches.** The three night watches (first, middle or midnight and morning) were strictly maintained, but the day watches, though followed, were loose – the crew slept below or sat in the cockpit as they wished, if not formally on watch. **Boredom.** Utter boredom began to set in early for me. Whether *Nellie* was bent under sail or motoring, there was ultimately nothing to do. **Hygiene.** There was none. No water for the washing of hands, let alone a shower. Perfectly understandable, the way of a small boat at sea.

Towards 9:00 in the evening, with no wind, we struck the mainsail and engaged the motor.



Sunset at sea, 2nd night out

*Saturday 1 July* – We motored through the night and into the morning. During the night Whitney and I did the midnight shift again, splitting the helm – I did the first half to 2:00 a.m., she the latter half to 4:00 a.m. We always had two on watch, even if one of us would catch some occasional shuteye on a cockpit bench.

During my time at the helm, a touch of phantasmagoria again during the second night. There was a fantastical inclosing of sky and water as vapour rose up from the sea, intermixing the two elements, perhaps because we were nearing the Gulf Stream. I began to see islands all about us. Everything was in flux, and seductively pretty, and deceptively solid, and very quiet, save for the shushing of the water past the sides. The

star chains and clusters, the belts of twinkling lights in the sky, they all came again. Sailing by a star, when tired and with vapour rising all around, was not so simple a task. Yet, it was weirdly pleasant at the same time – and as long as one could keep eyes open and mind at least semi-alert, not too dangerous at sea with pleasant weather.

As Whitney helmed I sat on the starboard-side bench. I could have dozed, but sleep did not come. We exchanged occasional words, just to make certain that the helmsman was, and would, remain awake. After this watch, I managed 3 hours sleep – it does come, especially on the heels of exhaustion. On waking I went up to spend time with the others in the cockpit.

**Time.** How the concept of “time” changes when at sea, and the watches kick in. I had looked at my timepiece when resting in the cabin. To me it felt like perhaps 4:00 p.m., but when I came up into the cockpit it was only 11:00 a.m. How time begins to drag. In fact, one loses sense of time, as feeling of self at any moment during the day or night jars with what the timepiece says. Perhaps this is because of the upset of the human circadian rhythm, with the watches. But it is important to accept the loss of the sense of time, because closely monitoring a timepiece will addle a mind. Time, simply put, drags on and on. There is nothing one can do about time, i.e. its refusal to move faster. The only thing that matters is to reach the end point of the journey, and that would be determined by how quickly *Nellie* could cover what remained of water before we would come to New England's shore. Time drags – the boat sails on, taking whatever time it needs to get to where it's going. Time becomes formless, and night and day only a variation in the sun's presence or absence. The only point of time that matters is when you make landfall.

As I came up into the cockpit Jeff, our captain, altered course a bit, to move into the Gulf Stream more directly and perhaps catch some wind. And we did. We'd motored through the night and into the morning. With this wind, it was good to have the motor go silent. Such blessed calm. To hear the wind, the sheets straining, the water shushing past the hull, and to feel *Nellie* nodding her bow into the troughs and rising with the wave crests and rolling gently from side-to-side – this was how sailboats should sail, and time did not matter when this obtained.

**Mind.** Throw away concerns and worries and possible fears. To dwell on them consumes energy, causes potential apprehension and pointless pain, and is, ultimately, enervating. Truly, be “in the moment” and, for the rest of it, go blank. How many more days to make the crossing? for example. Pointless to ponder it. Not out of fear, but out of boredom, if one burrows into thinking that three more days of crossing. Suspend the mind.

We had only two hours-and-a-bit of wind. By 2:00 p.m. we were back to motoring until towards 4:00 p.m., when we found wind again. And finally we had auto-helm. Jeff had repaired the beastie, which had been finicky, and the helm was now less a burden on the crew.

Towards evening we reached the transitional zone between the ocean waters and the Gulf Stream, and moved into it. A very sharp breeze picked up here, because of the heat differential between the ocean water and the Stream. To get maximum speed and

to cross the Stream more directly we bore away from our desired course of, more-or-less, 345°, and ran at 325°. And *Nellie* began to buck more noticeably, as the water changed.

Again, with Whitney, I did the midnight watch. There was a bit of a running sea, with 5-6 foot swells, and a wind of 12-15 knots, more or less out of the southwest, on a beam reach. There was also a pronounced rising and settling of the boat, with a substantial heel to starboard, and we ran in a dark and, I felt, somewhat threatening mist. We were coming well and truly into the hot waters of the Gulf Stream.

**Dryness.** At watch's end, when I went down to my bench/berth, I covered myself with only a sheet. That was all one needed – we were still feeling the semi-tropical heat of the sea off Bermuda, and as well the heat of the Gulf Stream now. The berth sheets were nigh soaked with my perspiration from the last several days. The heat and humidity of these waters precluded any drying out. Moist sheets, moist shirts, moist everything. There is no “dryness” at sea, at least not in a small boat in summer, on the first days of the Bermuda-Newport traverse. Nor would there be dryness the other side of the Gulf Stream – but that in its appointed time, further on.

*Sunday 2 July*  
– After my watch I went to my berth.

There was not very much sleep, given the weather and the boat's actions.

*Nellie* was heeling very strongly to starboard now but also rolling in a gathering swell.

More irritating for me at that time was the itchiness of my scalp and the irritation of the skin under my beard. A shower, a change of clothes, more liquids and greens and fruits would have been so pleasing. But we can't stop the boat and go shopping. I'm here for the ride, the whole ride, and what we have and don't have is all we will have until landfall. The mind is locked on this now. Control emotions, accept what is, i.e. there are three more days of running like this. There is no control over time or place. The only thing one can control is emotions. The only thing one can do is sail on – to ride down the distance until we make land.



Rolling Gulf Stream

After Jeff and Chris stood the morning watch (4:00-8:00 a.m.), Whitney and I relieved them. But about 9:30 a.m. Jeff hurried up from the cabin – he'd felt something. The sea was starting to go somewhat crazy. We were full into the Gulf Stream now. There is a direction to it, especially to its powerful and massive sub-surface flow. But the heat within the Gulf Stream does weird things with the surface waters. There is a general swell, but unpredictable things happen as heat in the water roils up. And so the sea acts unpredictably. At times holes sort of happen where you don't expect them, or a sudden up-welling throws up a hill of water where it should not be. The regularity of crests and troughs disappears. The sea rolls – but it also roils. And it is this, Jeff told me, that makes the Gulf Stream a somewhat treacherous body of water.

That morning the sea grew more unpredictable. Eight-foot swells became regular, and eventually would mount much higher. The wind began driving harder. The sun still shone and glistened off the water, which had turned a blackish cobalt-purple now. As the wind rose Jeff reefed in the main and furled in the jib. What had started as a sunny day, with sun shards glancing off the roiling water, turned, towards noon, into a threatening grey. We had a heavyish sea running, and a rising wind. Without the sun, sea and sky seemed more ominous. The air grew colder.

About noon we saw the storm racing, up in earnest from astern. By now, with a hard-driving wind, we were running under bare poles. Rains hit us hard, squalls coming in quick succession. For several hours we ran with the storm, heeling hard to starboard. (The storm at least favoured us by driving us more-or-less in the desired direction). At its height we had perhaps 25-foot waves and a wind of 35 knots, gusting up to 40 and more. By 2:00 p.m. the worst of the storm was over, although the seas remained very rough and growly until the evening. We altered course, under motor, to 340° again, and again to get across the Gulf Stream more directly. By 6:00 p.m. the boat's pitching and rolling had subsided enough that we could move about the galley, with care of course, and ferret out some dry supper for ourselves, each on his own. A sickly, wan bit of sun ghosted through the mist and cloud in the evening. Briefly. It was empty of both warmth and light.

The first several hours of the storm I spent below decks, reclining on the starboard bench-berth. To stand was impossible. The *Nellie* carried only three safety harnesses, and I was the least experienced of the crew – logically enough my place was below. I am no hero, but I can assert that I experienced no great fear as the boat ran with the storm. She was heeled over hard to starboard, and there was steep pitching and rolling as she went through the water. **Control.** There was little I could do about what might happen. The severity of the storm was what it was. **Philosophical.** *Que sera, sera.* Fate. My future was in others' hands, and here a sense of inadequacy did disturb me somewhat, that I could not contribute to the challenge of this storm. I had to accept whatever came, and, I suppose, at times they also serve who lay about and get out of the way of the skilled sailors. To everything there is a season, for everything there is a reason – I had no choice but to await my season. And, in some perverse way, I was free to enjoy this performance as the boat heeled and rolled, dove and rose, and loose bits of things slid and clattered across the cabin floor from side-to-side.

And performance it was, for in addition to “dancing” *Nellie* played out a symphony for me. She started with some groans from the transom area, then sharpish squeaks along the port side, followed by the tympanic thuds along her sides as wave crests pummelled and broke over her, with occasional slight shrieks as the wind played over her topsides, and always, ever always, the now-angry slashing rush of water over a gunwale. As I lay on the berth my mind began to categorize these sounds as they became familiar, and I realized that they came in a set sequence and a fixed cadence. And it came to me - as long as these sounds came in their established sequence and with the same cadence, all would be fine - this was *Nellie's* storm symphony, her body's response to the elements as they drove at her, and as long as her music continued with the established pattern, that meant her body was sound, and we would be alright. Of course, that Jeff knew what he was doing and had skilled hands to help him, that he choreographed *Nellie's* dance in good measure, these thoughts also comforted – he and Whitney and Chris were the heroes of the day. But also *Nellie*, sweet 'il *Nell* ... she did not fail us!

By eve, then, some calm had come. The sky gave us only a brief and sickly suggestion of some sun, and that soon faded. Was there an evening? When did alleged day become night? A sense of contrivance – only the greater absence of light determined the shift from day into night. All seemed to be one continuum along the scale of darkness – from a grey darkness to a black darkness. We had more-or-less crossed the Gulf Stream, and left behind the warm, moist semi-tropical air – now came the cold. There was no other stop than home – and we will make landfall tomorrow!

**Water.** The squalls had come very quickly as the storm broke over us. It caught us with hatches open, and water came down the companionway. We rushed to close off the hatches. Jeff, Whitney and Chris scrambled into their foul-weather suits, and whenever they would come down into the cabin the rain would blow in great quantities of water, and water would run off them. Caught unprepared by the suddenness of the first squall, they'd gotten soaked as they tended immediately to sail and deck work, and hence had donned their foul-weather suits over their wet clothing. Thus, as they worked up on deck, they were wet outside and wet inside – the suits did, however, help to break the coldness of the wind. Overall, *Nellie* was wet inside and out. I lay down at 9:30 to try to get some sleep before the midnight watch, and thought about water. Out of Bermuda, for several days we had perspired. Now the other three were soaked, and *Nellie* was more than damp. Our bedding sheets and our clothes had never dried out after our departure from Bermuda – now came this water. Earlier, the air had been hot and humid – now it was turning cold and humid. So, in tacky clothes into tacky sheets. No choice – there were no free rooms at a warm hotel nearby. I managed to get some warmth by throwing a blanket over my customary sheet, and some sleep.

Before midnight Whitney and I roused for the watch. I got into a foul-weather suit thoroughly wet on the inside. Whitney asked to do the first two hours at the helm, to get her share over with – she was understandably spent from her work during the storm. I rested on the starboard-side cockpit bench, trying to roll up into as small a form as possible to preserve some body heat, to stay awake and to engage with her from time-to-time. I helmed the second half of the shift. Torture. Wet inside, cold in every cell of my body, I felt myself fading now and then. I caught myself looking at my watch every 5-10 minutes – when will this watch end?! Even the tacky sheets inside promised

wonderful relief from the night wind in the cold coastal waters nearing New England. And to escape the wet foul-weather suit! True, it broke the wind – but it gave no warmth. We'd crossed the Gulf Stream to be greeted by cold and a heavy mist that settled over the boat and ran in rivulets down any slight incline. The only relief was that we were on auto-pilot by now, and had only to keep eyes open for the unexpected. To keep eyes open...

*Monday 3 July* – I had little sleep after the midnight watch, and Whitney and I were in the cockpit at 8:00 a.m., standing the forenoon watch (from 8:00 a.m. to 12:00 p.m.) Jeff couldn't sleep, came up into the cockpit towards 10:00 and suggested that Whitney and I go down below. I tried for some sleep – it didn't come, so I went up on deck and stayed there. We'd run out of wind, and into an absolutely stilled calm. The water lay unmoving, a turgid glass carpet stretching to the farthest reach of the horizon, with only the slightest of oily undulation. A listless, nondescript and lifeless khaki green. That had brought Jeff up from below, and he fired up the motor.



Easy helming for the author 4th day out

A bit of a disappointment for me. Jeff told me that it would be tomorrow that we would make port, if all went well. All I needed was a shower – my whole scalp felt like a sore patch of psoriatic skin.

Towards noon the sun broke through. It was about now that our proper watch order disappeared for the day, because of the glory of the sun. Full. Scintillating. Bouncing off a waterous surface that had come to life! And warm! The warmth after yesterday's nigh-glacial night ... The heavy weather gear came off. We opened up all the hatches, dried our clothes by spreading them out about the cockpit and on the deck. A rare moment as *Nellie* chugged along on even keel. Another rare moment – some warmed food. Whitney heated up some tinned soup, we all had a cup with some crackers – it tasted so very, very gourmet-good. Jeff thought we might catch some light air, and we ran up the spinnaker, but soon enough a fine breeze came up and, by 4:00 p.m., we were making six knots under a main and jib bending out nicely.



**Skipper and crew 4th day out**

I've mentioned that our watch order would disappear for the daytime hours – everyone spent as much time as possible topsides, to soak in the sun. This night Whitney and I stood the two night watches – the first watch (8:00 p.m. to midnight) and the morning watch (4:00 a.m. to 8:00 a.m.) Our first watch took us through the first traffic lane out of Long Island. It proved an ugly watch. The temperature dropped steeply once the sun went down. Condensation appeared everywhere. Cloud came on and, instead of a moonlit night we had a thick, cold, misted murk. And it was difficult to steer the boat, even though we were on auto-helm, because of a quirk in the construction of the transom. It swerved up gracefully from both sides to something of a flattened arc just back of the wheel. Graceful – but hellish for the buttocks. A cushion helped only somewhat, because it would not, could not, stay where put at the apex of the upswerves from port and starboard. Almost maddening, to squirm and shift from the left glute to the right through several miserably cold hours of watch, in damp gear to boot. The designer never tested his rear end on the rear end of the boat he crafted just aft of the helm!

Following the shift I managed to get some decent sleep. Exhaustion helps in the crossing over into the Land of Nod. But to arise for the 4:00 a.m. shift, the second night watch, was almost excruciating.

*Tuesday 4 July* – We crossed the second traffic lane out of Long Island on our early morning watch. And we saw our first vessel since putting out of St. George's, a container ship far, far off in the distance. The same discomforts as during the evening watch afflicted us, though the coming of the morning light eased our spirits. Whitney went below decks from time to time to check the AIS (and to warm up a bit). We were a tad annoyed that our relief came up a half-hour late.

Finally, to bed. But the “sleep”, if it was that, was light and broken and short. The wind had died again as the morning came on, Jeff had to do some repair work on the motor before starting it up, and that put an end to sleep. Not sufficiently exhausted, I suppose. Today we should make port. I started gathering up my things which, over the journey, had spread themselves out here and there. When will we make land? Jeff offered that we'd make Newport by 9-10:00 p.m. tonight, if the motor does not fail and all goes well. I was so desirous of land. Only two points of land on this traverse – that one we'd left behind four days ago, and the one for which we were now reaching. I so wanted to be on that second point of land, out of the in-between!

We might have been trapped between no wind and a cranky motor -- Jeff feared that it might give out. We saw our first small boat then, passing not too far away. Jeff hailed it, and enquired whether or not the skipper had fresh diesel fuel aboard, better for a tired motor. No. So we would have to rely on our own, which had been aboard for some time, perhaps gone stale. But *Nellie's* motor held out, the fuel proved combustible and we motored on. Why no wind was a bit incomprehensible to Jeff, a Maine boy originally who knew these waters well. We were nearing the New England shore, known for its breezes and winds. But none came up. We watched for land. I so wanted to see it! And I was first to see it, the usual distant smidgeon the far horizon to out north. Unfortunately there was no gold florin nailed to *Nellie's* mast for the first crew to sight land. Jeff confirmed it, yes, Martha's Vineyard. It was 12:55 p.m. But we would not put into port for a good while longer, and I would have to manage my impatience for that while. Had I had a gold florin then I would gladly have paid it for a shower at that very moment!



Skipper and the “Big O” off Newport

As we bore more westerly, turning for Newport (the storm had blown us perhaps 30 nautical miles off course to the northeast), by 2:30 p.m. enough fresh breeze had come up for us to haul up the spinnaker. The sky transformed into a lustrous dome,

changing from a flat off-white to a lovely blue, white woolly clouds drifting out towards us at sea. It turned into a glorious and warm summer's day, and we made a nice 5-7 knots under sail for the rest of the day. We were all mostly up in the cockpit to take in the warmth and light, but the two night watches of the preceding night had worn me out and, several times, I went below to catch a little sleep. A bit of nodding and dozing, more correctly.



**Skipper and Whitney off Newport**

By 7:30 we were off Newport, and took down the spinnaker. Under main and motoring, we came up to the harbour channel and then, under motor alone, made our way into the harbour proper. The eve of the Fourth of July. The harbour was packed not only with regulars, (and there were hundreds of them since Newport is home to one of the oldest and largest of American yacht clubs), but also with visitors who had come for the fireworks which were to begin at dark. They didn't much interest any of us. In the maze of Newport harbour we had to find our berth. Jeff had called several hours earlier to make arrangements for both berth and customs and we were fortunate enough to get one. We docked about 9:00 p.m., a somewhat incongruous sight – the small (but proven!) *Nellie* lying amongst millionaires' yachts of 80 and 100 yards in length and more, all shining and glistening, ball dames flashing their affluence on a warm summer's eve.

I violated U.S. Customs. Unable to wait for the Customs man to come by, and though we were under quarantine until cleared, I requested permission from Jeff to get to a shower as soon as possible. Go. I found the showers, and the experience was blessed – clean at last! I made my way back to the boat. Our Customs man was there. He forgave me my violation with a smile and twinkling eyes (I'd left my passport with Jeff anyway). Truth be told, the Customs man was a fine human. His office closed at 6:00, but hearing from Jeff as we made our way into the harbour channel he made a point of hanging around for us to berth, and then driving through very dense traffic, all the Fourth of July revellers, the full perimeter of the port, he appeared to clear *Nellie* and her skipper and crew. I was ashore, showered and cleared for home.

The traverse had taken five days, almost to the minute. Once cleared by Customs we made our way downtown to a pub, where we had a celebratory beer and some pub food. Sea legs were not an issue – all I sensed as we walked to the pub was a pleasant slight rocking from side-to-side. (Sea-legs and sea sickness have never been an issue for me, even during our Gulf Stream storm – born blessed in this regard.) Whitney and Chris caught a cab for Boston, to catch early morning flights out to their intended destinations. I overnighted on *Nellie*. She lay quietly in her berth, and gave me a sweet, if short, sleep. Rising at 4:00 a.m. the following morning I made my way to the bus station, caught a bus from Newport to Boston, and from there the 10:00 a.m. Greyhound to Ottawa.<sup>6</sup>

## Endnotes

1. Karma? Kismet? Fate? With my family I immigrated to Canada in 1951 on the *MS Nelly*. This was a *Nellie*. Variations on a name.
2. I had been visiting my son Andre and daughter-in-law Laura, both of whom work and reside in Bermuda. I had asked him to put out feelers amongst his local friends, some of whom sail and know the sailing community, to see if they could connect me with any skippers needing crew going back to New England (many American boats had come down to experience the America's Cup, held in June of this year on the Great Sound in Bermuda). Things worked out. Several days before my scheduled return to Canada by air, the owner and skipper of the “Nellie”, out of Cape Elizabeth, Maine, took me on as crew. The “Nellie” was a 42-foot Bénéteau, owned and skippered by Jeffrey McCarthy, a professor of English at the University of Utah.
3. The skipper's wife, Whitney McCarthy, and his best friend from university days, Chris Olinger (a.k.a. “The Big ‘O’”), had to return to their jobs as expeditiously as possible. As noted above, the furler repair also dragged out longer than originally planned, taking up most of the day of intended departure. Hence the reasons for putting out as soon as we could, and sailing into the night.
4. Throughout this piece I have allowed myself some “philosophical” asides, on things that elicited reflection from me. Such reflections are introduced by incipets set off in bold and italics.
5. The date entries have values for placing us at points along our transit. A log, sort of. But in some sense they are pointless, especially for the inner journey. It was all one thing, one continuum – whether night or day, wherever along the course, there were no waypoints in the sense of stops, no “Onroutes” and no “Tim's”, no geographical markers along the way. Only two points counted – port of departure and port of arrival. After several days all the days and nights began to elide and roll into one tapestry, until we made Newport five days later.
6. Throughout this account I have allowed myself some latitude in sharing emotions and feeling with the reader, as well as stating an occasional “philosophical” observation. I beg the readers' indulgence for this. I don't think that I experienced any novel profound truth or some unique inner discovery that others on their first ocean voyage have not experienced as well. I simply state these observations in this piece because they were an integral part of my journey, and in their time were where my mind and emotions were. As I stated at the outset, a journey like this moves on two levels – the outside physical journey, and the inner one, where things important to each sentient being manifest themselves, and a person comes to know him / herself better. The journey had its difficult and taxing moments, and I missed sleep and a shower immensely. However, truth be told, I would have been more than prepared to sail another five days on *Nellie*, another ten if possible, without good sleep and a shower. And in closing – Jeff , Whitney and Chris were marvellous shipmates, intelligent, skilled, with a refined sense of humour; hence the necessary perfect camaraderie aboard, which made this voyage a grand experience for me, as well as a beautiful memory. Thanks, mates, for having taken me, qualities unknown and untested, along for the ride.

## ***Negotiating changing professional standards. A think piece for our members***

By Isabel Campbell<sup>1</sup>

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What can the Canadian Nautical Research Society do to ensure that it is a welcoming place for a diverse membership?

The Canadian Historical Association has produced a booklet “Becoming an historian” which is downloadable at this link: <http://www.cha-shc.ca/download.php?id=64> It contains practical guidance for those entering the field, but is surprisingly relevant for experienced individuals too. Nearly everyone is aware of the lack of job opportunities and the increasing importance of diversity, but standards of professional conduct are also evolving. I’d like to address this latter matter in light of the #me too movement, the problems of sexual assault and harassment, and the need for better prevention and awareness. (see: *Becoming an historian*, Section 4). Leadership in this area is essential to a healthy future.

During group discussions after a sexual harassment workshop at National Defence recently, nearly everyone had a story about observing harassment and/or being harassed themselves. Yet several military men indicated that they believed they would endure retribution and negative career consequences if they stood up to stop harassment in the work place.

How do we avoid embarrassing and potentially harmful situations from arising? Do we need to change our behaviours and habits? Perhaps so. The National Defence has a documented record of turning a blind eye to sexual assaults, stalking, and harassment,<sup>2</sup> what about the CNRS? Do we consider our history of a lack of accusations against members as proof that we are immune from such problems?

Or do we take a step back and examine what those silences mean.

Perhaps some people are silent only because of the embarrassment and consequences of speaking out? Out of fear of ostracization or other informal group punishments? Out of fear of not being able to prove what’s happened? Or simply wishing to focus upon the subjects they love and not being dragged into the mud of accusations and thereby having to engage with their harassers?

Silence does not mean that no problem exists.

We cannot know how many people have been harmed by harassment and assault, but the harm is real and accepted behaviours of the past should raise alarm bells.

This topic is a “touchy” business. The blaming of victims and the punishment of those who raise objections has not stopped, but the #me too movement is drawing attention to widespread experiences and provoking discussion. Where are the lines now?

Long-time members of the Society often greet each other with hugs, kisses on the cheek, and other warm actions. Most members treat these behaviours as innocent, but new members may be uncomfortable with such gestures. There's a great gulf between such greetings, an unwanted touch or glance and a rape, but new standards of professional conduct are developing with good reason. If the Society wishes to remain relevant and welcome new members, it needs to consider evolving standards of conduct.

This is a learning process for everyone. The power imbalance which arises when established individuals interact with junior people affects legal perceptions about consent which is different from acquiescence. No one should assume that just because someone has tolerated their actions that they welcome them. See this link: <https://academicmatters.ca/2011/10/sexual-harassment-cases-on-campus-how-have-labour-arbitrators-ruled/>

Why now? Even if a hug or touch is not sexual in nature, many scholars now object to assumptions that their bodies are available for someone else's gratification. Others feel threatened by these developments, fearing accusations, and personal attacks. Harassment complaints focus upon behaviour, but they are very different from *ad hominem* attacks and should not be mistakenly confused with them. In this matter, *personal conduct is the substance of the matter and relevant to consider*. Those seeking to establish new guidelines are protecting the professional environment against personal abuses of all kinds. Friendships in the work place or within a Society like our own are to be treasured, but should not interfere with professional judgements and work, whether by favouritism, expectations of reciprocal affection, or the inadvertent exclusion of others.

The Society has fostered friendships over many years among men and women of all ages. These relationships have encouraged volunteerism and are valued. My co-editor Colleen and I still hug each other in greeting as we've always done. Our friendship is one of the reasons I carry on with this voluntary work, but I am re-thinking the implications of such gestures between established members and new people entering the field. Awareness and prevention are key and old habits may no longer serve the Society well. My advice to members is to read up on these matters and to re-think their assumptions, behaviours, and habits.

When we welcome people, let's do it in a manner which makes them feel comfortable, respected, and safe. And it's always better to prevent problems *before* they occur. This article is intended to initiate a discussion among old members and also new ones where diverse opinions are openly discussed. I welcome your opinions and input.

## Endnotes

1. This piece represents my own personal views and not those of the Department of National Defence.
2. Executive summary of Justice Marie Deschamps' report: <http://www.forces.gc.ca/en/caf-community-support-services/external-review-sexual-mh-2015/summary.page>

## Hommage au Dr. Jean Martin

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M. Jean Martin, Ph. D., historien militaire de la Direction – Histoire et patrimoine, a succombé à une crise cardiaque alors qu’il faisait du jogging le 3 avril dernier.

Jean révisait des articles en français pour le bulletin *Argonauta*, et un grand nombre de nos lecteurs auront pris connaissance de ses travaux sur la géographie militaire, la Première Guerre mondiale et la participation du Canada à la première Force d’urgence des Nations Unies (1956–1967) en Égypte, entre autres sujets. Il a servi en tant qu’historien du Commandement régional Sud de la Force internationale d’assistance à la sécurité (FIAS), en Afghanistan, et, plus tard, comme formateur principal auprès des guides d’Anciens Combattants Canada, à Vimy et à Beaumont-Hamel. Dans le cadre de cette dernière fonction, il a reconnu les liens particuliers entre le Corps canadien et la population locale. Par la suite, il a remis en question les interprétations traditionnelles concernant l’enrôlement des francophones au cours de la Première Guerre mondiale. Jean était particulièrement actif au sein de l’International Association for Military Geosciences.



Photo of Jean Martin, courtesy of the St. Hilaire family of Quebec

Jean est né à Alma, au Québec, en 1956 et il a obtenu un diplôme en histoire à l’Université du Québec à Chicoutimi en 1982, puis un doctorat en géographie à l’Université Laval en 1995. Il nous manquera.

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## Tribute to Dr. Jean Martin

Dr. Jean Martin, a military historian at the Directorate of History and Heritage, suffered a heart attack while jogging and passed away this year on 3 April.

Jean edited French articles for *Argonauta* and many of our readers will know of his work on, among other topics, military geography, the First World War, and Canada’s participation in the first United Nations Emergency Force (1956–1967) in Egypt. He served as a Command Historian for the Regional Command South of the International Security Assistance Force (ISAF) in Afghanistan and later as a lead trainer for Veterans Affairs guides at Vimy and Beaumont-Hamel. During this latter work, he recognized the special bonds between the Canadian Corps and the local population. He later challenged orthodox interpretations about francophone enlistment during the First World War. He was especially active with the International Association for Military Geosciences.

Jean was born in Alma, Quebec in 1956 and completed a history degree at the Université du Québec à Chicoutimi in 1982 and a doctorate in geography from Laval University in 1995. He will be missed.

# Edward Von der Porten: A Tribute

By Barry Gough



Edward Von der Porten, President of Drake Navigators Guild, noted scholar of archaeology and museum practices, seen here at Drake's Estero, Drake's Bay, Marin County, California, 22 October 2016, on the occasion of the naming of this site under the authority of the US Park Service as the location of the encampment of Francis Drake and the ship's company of the *Golden Hind*, 17 June to 23 July 1579. Shortly before his departure, Drake named the country Nova Albion, "for two causes," wrote the Rev. Francis Fletcher, "the one in respect to the white banks and cliffs, which lie towards the sea; the other, that it might have some affinity, even in name also, with our own country, which was sometime so called." They then put up a great post. On it they mounted a plate of brass on which was engraved the name of Queen Elizabeth and her successors, and on which was mounted an English sixpence of that time, "and the fact of the king and people freely acknowledging her sovereignty." Photo courtesy Von der Porten Family

The world lost one of its most articulate and dedicated champions of maritime history and archaeology when Edward Von der Porten of San Francisco, California, passed away 9 April 2018. He was age 84. A person of strong moral compass and forthright in his views, he stoutly defended his opinions and judgments based on an arsenal of facts skillfully used to effect. He displayed historian's courage under withering fire. That he was a strong individual is never in doubt but that he carried with him a great deal of learning and knowledge deserves to be better known. He was an expert on Sir Francis Drake, Drakes Bay, Chinese porcelain, the history of the Manila galleon, and the German Navy in World War II.

Born in New York City in 1933 to a family of German immigrants, after completing high school he followed his parents to San Francisco (his father was in banking). He graduated from San Francisco State College with a B.A. in 1955, and was awarded an M.A. from the same institution (now San Francisco State University) in 1965. His principal research for his post-graduate degree was Hitler's navy in World War II. Meantime, he qualified as a teacher. After various preliminary assignments, he took up a teaching post in Santa Rosa at the high school. In 1954 he married Saryl Corrick. They had two sons, Michael and Eric (deceased). Edward and Saryl forged a great partnership, with many shared interests. For years, during summers, they and their two sons travelled to Europe on camping and touring safaris, their Westphalia Volkswagen being their mobile residence. Those summer ventures paid dividends for all who knew

members of the family, and certainly it is true that Edward's interest in history, museums and shipbuilding expanded during these annual tours. Edward was able to visit every maritime museum of note, and he became acquainted with the leading personnel and keepers at such places as Rotterdam, Hamburg, and Greenwich. He developed a special interest in the Hanseatic ports. In 1994 *National Geographic* published his article on the Hanseatic League. He was justifiably proud of this concise discussion of the importance of Baltic ports in the mediaeval history of Europe. He was a consultant on nautical archaeology for the *National Geographic* magazine.

He was an American pioneer in writing the German naval history of the Second World War, and his insightful survey was first published in 1969, and later in a larger format with fine illustrations. The subject is and will always be intriguing: how Hitler's Germany built a great sea arm of floating ships and superb U-boats, the peril of the seas to Allied shipping.

The story of this book is one of fascination, too, and was told by him to this author in September 2017. When the book was being researched, and nearing completion, he sought to make contact with German naval officers, especially admirals and captains. This was under the important requirement of the historian to understand the opposite point of view, or see beyond to "the other side of the hill," as noted British military historian Basil Liddell Hart said, when writing about German generals of the same war. Von der Porten was on one of his summer excursions to Europe. In Bonn, then capital of West Germany, he made an inquiry at an official historical branch as to with whom he might possibly speak. The clerk in question gave him some names and phone numbers. Prominent on the list was Grand Admiral Karl Doenitz, who in 1944 had become head of the German navy and then had become Hitler's chosen successor, the Second Fuhrer (which he became on 1 May 1945). Von der Porten called from a pay phone box. He explained the purpose of his mission, doing so in his halting German. Doenitz asked where he was, and when told at a payphone not very far away, an invitation was made for the American to pay a call.

Doenitz was always a severe and correct fellow, so there was little levity in the encounter. But when Von der Porten later asked him if he would write and sign the foreword that the author knew to be so important in just such a book, Doenitz agreed. The admiral recognized the author's strengths, and he made clear in his foreword that the instruments of German sea power had been misused during the war. I have seen the author's original, leather-bound copy of this, with Doenitz's angular signature penned in it. That copy is a prize for the ages. The foreword has been reproduced in many editions. The book itself was an early inquiry into German shipbuilding, ship classes, adventures and disasters on and over the seas, and is also a tribute to seafaring under the German flag. Von der Porten was never a patriot for the Nazi Reich or the German navy, quite the reverse, but apparently the once-a-year sight of a German flag flying in his Santa Rosa classroom caused more than a bit of a public flurry. But, as Von der Porten reminded objectors, it was a symbol of a world that the Germans had lost and it was American diplomatic, military, economic and naval might that had made that possible. The book has gone through various editions and has been published in several languages.

Von der Porten's teaching and publishing career was well launched when I met him in the late 1970s. In 1971 UBC Press published my first book, and soon thereafter I began to research the companion (and very complex) story of the international rivalry for the Northwest Coast of America in the years before the War of 1812, when the American and British vied for control of the Columbia River. My research for what became my *Distant Dominion* of 1980 led to the Spanish and English voyages of discovery and trade, and to the story of the pilot Juan de Fuca. With much to learn about that old sea dog Sir Francis Drake's 1579 visit to California I fell into correspondence with the leading authorities, and in particular with Captain Raymond Aker of Palo Alto, master mariner, draftsman and illustrator, an outstanding ship modeller, and an articulate defender of the claim for Drakes Bay and Drake's Estero, where Drake careened his ship. I learned about all the contenders for the place of careenage and Drake's encampment. From my own Royal Navy research it was clear that George Vancouver and Robert Broughton, both officers in the Royal Navy and accomplished navigators of the late 18<sup>th</sup> century, regarded Drake's place of careenage to be in Drakes Bay.

That a wasps' nest existed in California on the subject I soon discovered. Hostile opinions ranged widely and freely. Newspaper editors delighted in this. Amazingly, all the great naval personages who had looked at the matter – Fleet Admiral Chester W. Nimitz, Captain Adolph S. Oko Jr., Admiral Samuel Eliot Morison, Admiral Sir Simon Cassels, among others – were being set aside by the flamboyant contenders and ill-informed pretenders who believed that San Francisco Bay was surely the place or that *cul-de-sac* Bolinas Bay was the sure thing. I went back to the historical literature on this vast subject. Then I ventured to the mother load of western history known as the Bancroft Library, Berkeley, and there probed the papers of George Davidson, the finest scientist of the age, who compiled the *US Pacific Coast Sailing Directions*: he concluded it was Drakes Bay. Later I read what the famed mariner Alan Villiers had to say: again it was Drakes Bay, for as he said, only a landlubber would pass by such an obvious safe and secure port, with all its advantages. It was fascinating to see how in 1979, when the 400<sup>th</sup> year anniversary of Drake's landfall in California was celebrated, various English scholars (whose names must remain unlisted here) shied away for the controversy, or gave diffident answers, or slimly-argued contrary views.

The Drake Navigators Guild was founded in 1949 and began an active search for the Port of Nova Albion. In 1956, at a meeting of the California Historical Society, Admiral Chester W. Nimitz, honorary chairman of the Guild, announced the Guild's Drake landing site findings and gave the cove inside the mouth of Drakes Estero the name "Drake's Cove." Von der Porten joined the Guild that same year of 1956 and soon became its vice-president. He specialized in the archaeology of the Point Reyes National Seashore and analysis of 16<sup>th</sup> century porcelain cargos. He founded the field archaeology program at Santa Rosa Junior College, which took an active role beginning in 1961 in the Drakes Bay research.

At the California Historical Commission's hearings on Drake's landfall, held in 1978, Ray Aker, Von der Porten, and Robert Allen – all now passed from the scene – are among the three that I remember who carried the academic, scientific and on-the-ground knowledge and arguments. Captain John Gordon, USMC, who had sailed with Morison to examine the seaborne approaches to Drake's place of careenage, held

clearly for Drakes Bay. So did many others. If the Commission could not come to a conclusion then it was not without trying on the Guild's side, and Saryl (sent on a special mission) was later to discover the curious and politically minded doings of the administration and committee members that spiked the project from the beginning.

In 2012 the Drake Navigators Guild won its reward and completed its task. The US National Parks Service designated Drakes Bay a National Historic Landmark -- as the place where Drake careened the *Golden Hind* and made peaceful alliance with the local Coast Miwoks, then sailed to complete his circumnavigation. This was Von der Porten's finest hour. Drake had laid claim to the region for the English crown and named the place Nova Albion, and this for two reasons: one, its white cliffs reminded him of the Cliffs of Dover, and two, because he wished to claim it for his sovereign Elizabeth Queen of England. In later years, as the legal authority Professor Sir Travers Twiss would divulge at the time of the Oregon boundary dispute, this became the basis for the British claim to British Columbia. And it was the first claim to sovereignty under the Crown in all of North America. I gave my own interpretation of this in *Distant Dominion* and have seen no evidence to change my opinion, though heaven knows many attempts have been made to try.

As a British Columbian one might presume that I had fallen into the trap in thinking that Drake had visited British Columbia waters. I was not fooled on that score. W. Kaye Lamb wrote that perhaps Drake saw Vancouver Island. Samuel Bawlf compiled a spurious book about Drake voyaging around Haida Gwaii (the Queen Charlotte Islands) then passed through Johnstone Strait, Seymour Narrows, Strait of Georgia then exited to the Pacific via the Strait of Juan de Fuca. That did not, and could not have been accomplished, and I wrote about this myself in my study of Juan de Fuca, the Greek pilot sailing for the King of Spain. As the leading authority, Von der Porten likewise thought Bawlf's work untenable, misleading and inaccurate – a disgrace to historical study and biography. He wrote about this extensively, particularly in *Sea History*, published by the National Maritime History Society. In 2004 Alan Twigg published Von der Porten's comments in his book *First Invaders*, all about early voyaging in British Columbia.

There are other aspects of the Von der Porten narrative that must be mentioned, for they carry significance as to the importance of fact-based communication and academic integrity. Von der Porten was a stickler for accuracy and details. He demanded of his students good English and careful research. To this end, he wrote a guidebook, still in print, entitled *Write in Style: A Guide to the Short Term Paper*. It is a guide for research for high school and lower-level college students. It advises on how to conduct research, how to avoid plagiarism, how to evaluate and assess authorities, and how to evaluate and document electronic sources. His capabilities as a teacher and his interest in Native American Indian middens in Marin County, then being destroyed by bulldozers during construction projects, led him to his next venture – the study of porcelain fragments, notably those of 16<sup>th</sup> century China.

Von der Porten rightly contended that the Drake Plate of Brass (as found in 1936) and falsely claimed by Professor Bolton of Berkeley to be a find of authenticity was insufficient in and of itself. "Such a lone find is nearly meaningless in the nature of archaeological evidence," he wrote. The item proved in 1977 to be bogus. But the

discovery of this strange object had a collateral benefit the finding of the item had induced the archaeological study of the Point Reyes Peninsula embracing Drakes Bay and the Drake encampment. In his 1972 *Historical Archaeology* article on Drake and the Manila galleon commander Cermeño of the *San Agustín* (wrecked 1595), a study of 16<sup>th</sup> century ceramics, Von der Porten detailed the many studies of Native American, or indigenous, artifacts, and he brought the study of Chinese porcelain trade into the Americas via the Manila galleon. He continued to champion the cause for the publication of the remarkable and encyclopedic findings of the Drake Navigators Guild, a view Aker did not widely encourage. In later years Von der Porten, then Guild president, made available the 1970 *Report of Findings Relating to Identification of Sir Francis Drake's Encampment at Point Reyes National Seashore* (1970) online, and he wrote more succinct summaries of its findings.

The Drake Navigators Guild, taking the perspective of practical seamen and navigators, had always been interested in ship design and reclamation, and so when searching through records Von der Porten learned about a Manila galleon that had washed up on a lonely beach in Baja California, this began the next passionate search of his career in archaeology. He wrote a number of papers on this subject, some in connection with Drake's voyage.

He was elected into the precious circle of The Explorers' Club, where he and Saryl enjoyed the special associations of that learned, social gathering. His knowledge of the Manila galleon resulted in publication by the San Diego Maritime Museum.

Von der Porten's knowledge of maritime museums and maritime affairs in British Columbia was as extensive as it was incisive. He made regular visits to Victoria and Vancouver, almost on an annual basis. He was hard-hitting in his belief that poor leadership and management were leading to the decline of maritime museums in the province, and he regarded the displays and the communications of these establishments as not up to world-class standing. He himself had been responsible for two maritime museums and especially their interpretation exhibits: one was Treasure Island, near Oakland, connected with the US Navy and US Marine Corps; the other was the museum and shop aboard the *Jeremiah O'Brien* Liberty Ship, now berthed in San Francisco. In earlier years he had been consulting displays curator for the new Sonoma County Museum. He was a tireless worker for the articulation of fine museum principles, and this and his knowledge of archaeology had led him to special teaching assignments at Santa Rosa Junior College. He contributed to conferences held by CNRS in Canada as he did also to conferences of the Society for the History of Discoveries and The North American Society for Oceanic History.

His reputation in many fields was strong but none more so than in the field of Sir Francis Drake and the story of Nova Albion. National Historic Landmark recognition of Drakes Bay and Drake's Estero as the place where Drake and his men found shelter and a place to careen the *Golden Hind* before venturing across the vast Pacific, encompassing as they did the circumnavigation of the world, and bringing Spanish treasure home to England (some into the royal coffers) was his achievement, and in this connection the name of Edward Von der Porten will always be mentioned – and justifiably so.

**Barry Gough, Past President, Canadian Nautical Research Society; Past President, The North American Society for Oceanic History; Hon. President, The British Columbia Historical Society**

## Canadian Nautical Research Society 2018 Executive Committee And Other Notable Bios

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### Richard Gimblett - President

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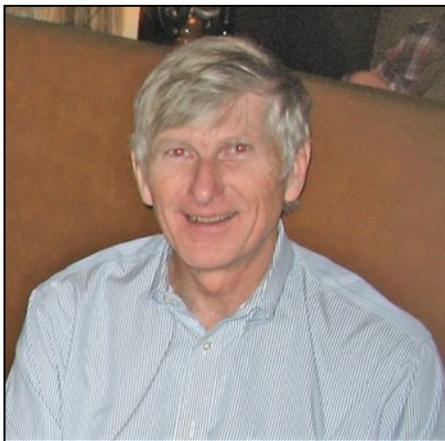


Richard Gimblett holds history degrees from RMC (BA 1979), Trent (MA 1981) and Laval (PhD 2000). As a warfare officer in the Canadian Navy (1975-2001) he served in ships of various classes on both coasts, notably as Combat Officer in HMCS *Protecteur* for the Gulf War of 1990-91, and held staff appointments ashore including responsibility for developing the Navy's strategic plan *Leadmark 2020* (DND 2001). He recently retired as Command Historian for the Royal Canadian Navy (2006-2018).

His published works have revised interpretations of the origins of the Canadian Navy, the naval mutinies of 1949, the nature of command in the RCN, and Canadian naval operations in the Gulf region. He is a principle author of *The Seabound Coast: The Official History of the RCN, Volume I, 1867-1939* (Dundurn 2010) and contributing editor of a trio of volumes for the Navy's Centennial: *The Naval Service of Canada; Citizen Sailors* (with Michael Hadley); and *From Empire to In(ter)dependence: The Canadian Navy and the Commonwealth Experience, 1910-2010* (*The Northern Mariner* XXIV:3 & 4, Summer &

### William Glover - Editor TMN/LMN

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Bill joined CNRS about the time of the 1986 Galiano Island conference, where he gave a paper about hydrography and navigation on the BC coast. At the time he was a naval officer, and had just completed his first year (of five) as a member of faculty at Royal Roads Military College. Following specialization in navigation, his sea service included appointments as a navigation instructor and as the navigator of HMCS *Mackenzie*. Much of his research and writing has been about the practice of navigation. He has served as the Society's president, and organized five annual conferences, including the 2004 historical celebration of the Canadian Hydrographic Service centenary, and the

2007 meeting in Churchill. On retirement from the navy he became the editor of the journal, *The Northern Mariner*, a position he had to vacate when he was elected to Kingston's city council. After two terms on council, he retired again and moved back to Winnipeg (and the Hudson's Bay Company archives!). He is once again the journal editor.

**Dr. Richard Goette** - Councillor

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Dr. Richard Goette is an aerospace power academic and Canadian air force historian. Richard is a member of the Royal Canadian Air Force (RCAF) Association and is an Associate Editor-in-Chief of the association's flagship publication, *Air-force* magazine. He is currently conducting research on air power issues related to the RCAF as a professional military institution, command and control, targeting, maritime air power, air mobility (airlift and Search-and-Rescue), "soft" air power, and the Arctic. His first book, *Sovereignty and Command in Canada-US Continental Air Defence, 1940-57* was just published with the University of British Columbia Press.

**Faye Kert** - 2nd Vice President

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After a career with the federal government of Canada as a communicator, underwater archaeologist and museum specialist, Faye Kert retired to concentrate on researching and writing about the little-known history of privateering during the War of 1812.

Sometimes lucrative, sometimes dangerous and generally despised by official naval powers as not much more than licensed piracy, privateering was, nevertheless, a part of every major maritime war from the Middle

Ages up to and including the American Civil War, although repudiated by the major European powers after 1856.

Privateering was the focus of Kert's MA in History from Ottawa's Carleton University (1986) and her Ph.D. from the University of Leiden in the Netherlands (1997). Her dissertation, *Prize and Prejudice: Privateering and Naval Prize in Atlantic Canada in the War of 1812*, was published as Volume 11 of *Research in Maritime History* in the *International Journal of Maritime History*, Memorial University, Newfoundland. She has also published a number of articles and a book entitled *Trimming Yankee Sails, Pirates and Privateers of New Brunswick* (2007) for the University of New Brunswick Military History Program. Her latest book, *Privateering. Patriotism and Profit in the War of 1812* was published in 2015 as part of the War of 1812 series by Johns Hopkins University Press of Baltimore.

Dr. Kert has lectured on several cruise ships and presented papers at conferences and meetings in Canada and abroad. She is the Book Review Editor for *The Northern Mariner/Le marin du nord*, the scholarly journal of the Canadian Nautical Research Society and the North American Society for Oceanic History.

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**Walter Lewis** - 1st Vice President

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A graduate of Queen's University and the University of Toronto, Walter Lewis has served on the editorial boards of both *FreshWater* and *The Northern Mariner*. In 1990 he took up scuba diving as part of the research for *The River Palace*, co-authored with Rick Neilson of Kingston and published by Dundurn in 2008. His articles have appeared in places as varied as *The Northern Mariner*, *FreshWater*, *Inland Seas*, *Ontario History*, *Beaver*, *Horizon Canada* and *the Dictionary of Canadian Biography*.

His website, [MaritimeHistoryOfTheGreatLakes.ca](http://MaritimeHistoryOfTheGreatLakes.ca) is recognized as a key resource for those doing research in the history of the Great Lakes. He has presented at CNRS conferences a number of times since 1984 and is currently a member of the executive council of both CNRS and the Association for Great Lakes Maritime History.

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**Thomas Malcomson** - Coucillor

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Thomas Malcomson taught for 32 years as a professor in the School of Liberal Arts and Sciences, at George Brown College, Toronto. He earned a B.A. from Brock University, a M.A. in Experimental Psychology from Wilfrid Laurier University, and a PhD in History from York University. During his time at George Brown College he taught courses in Introductory, Social, and Developmental Psychology, and was a co-author of a Life-Span Development text. He has taught courses on the history of eugenics, and genocide. Thomas has written numerous articles on naval and maritime subjects, with a primary focus on the final years of the long 18th century and the War of 1812. His latest book is *Order and Disorder in the*

*British Navy, 1793-1815: Control, Resistance, Flogging and Hanging* (Woodbridge, U.K.: Boydell Press, 2016).

When he is not working Thomas enjoys travelling, wilderness hiking, and spending time with his children and grandchild. He lives in Toronto with his wife Peg.

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**Sam McLean** - Membership Secretary

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Samuel McLean was educated at the University of Guelph, Wilfrid Laurier University, and King's College London. His current research project focuses upon creating on-line databases populated with document transcriptions to explore questions about the Royal Navy in the 17th and 18th centuries. Sam is also an alumnus of Toronto Brigantine and has volunteered with the Canadian Nautical Research Society since 2010.

**Michael Moir** - Secretary

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Michael Moir is the University Archivist and Head of Archives and Special Collections at York University Libraries. He began his career as archivist for the Toronto Harbour Commissioners (1984-1994), before serving as manager of the Metropolitan Toronto Archives (1994-1998). Municipal amalgamation in Toronto led to his appointment as Director of Corporate Records Systems and City Archivist (1998-2004). Michael holds a BA in history (Toronto 1978) and a MA in Scottish Studies (Guelph 1981). His areas of research include Canadian shipbuilding during the Great War, and the administration of Canadian ports and harbours. He is a past president of the Archives Association of Ontario and The Champlain Society, and has been secretary of the CNRS since 2015.

**David Moore** - Councillor

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David Moore was educated at University of Waterloo (BA History) and Queen's University (MPA and MA History) and is now a history Doctoral candidate at Queen's University. He retired in 2011 from a 40-year career managing medical laboratories. He is a graduate of the Humber School for Writers and an award-winning historical novelist with four books published to date, *The Eastern Door*, *The Lily and the Rose*, and *Freedom's Children* and *The King's Salt* as well as a commissioned family history, *Ten Generations*.

David has always loved tinkering and fooling around with boats of all sizes and types and built a 32-foot yawl from scratch. He remains enthralled by Kingston's rich history, especially its maritime aspects.

David has also worked for Brigantine, Inc., a charity which owns and operates the brigantine *St. Lawrence II* as the platform for its traditional youth sail-training program. He is proud to have accumulated several weeks serving aboard Kingston's square-rigger as deckhand, cook, and occasionally helmsman. David and his wife live in Kingston.

## Jeff Noakes - Councillor

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Jeff Noakes has been the Second World War historian at the Canadian War Museum since mid-2006. He is responsible for historical content in the museum's Second World War gallery, and until 2016 was one of two historians jointly responsible for historical content in the War Museum's LeBreton Gallery, which displays the museum's collection of large military artifacts. He has also been the historian on museum teams responsible for creating or adapting a number of temporary and online exhibitions.

A graduate of the University of Western Ontario, the University of New Brunswick, and Carleton University, he has worked as a researcher on subjects related to Canada's military and diplomatic history during the twentieth century, and has presented numerous conference papers on these subjects. He is also the author or joint author of books, book chapters, exhibition catalogues, and articles on subjects related to the First World War, the Second World War, the Cold War, and the Arctic. Along with Tim Cook and Nic Clarke, he is co-author of *Canada in the World Wars*. With Janice Cavell, he is co-author of *Acts of Occupation: Canada and Arctic Sovereignty, 1918-25*, published by UBC Press.

## Margaret E. Schotte

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Margaret E. Schotte is an assistant professor of history at York University. She focuses on early modern history of science and the history of the book. Her forthcoming monograph, *Sailing School: Navigating Science and Skill, 1550-1800* (Johns Hopkins UP, 2019), is a comparative study of the development and dissemination of Dutch, English, and French sailors' navigational practices—in the classroom, on board ship, and across international borders. This book traces the impact of print culture on navigational instruction, and reconsiders the rise of mathematics in European intellectual and artisanal cultures.

She holds a B.A. from Harvard University, an M.A. from the University of Toronto, and a Ph.D. from Princeton University. She has published articles about the science of navigation, logbooks and ship's instruments. @SchotteMargaret  
[www.margaretschotte.com](http://www.margaretschotte.com)

**Winston (Kip) Scoville** - Councillor/Communications

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Originally from Kilbride, Newfoundland, Winston acquired an interest in sailing vessels at an early age from viewing the various international vessels that he would see at port in St. John's harbour. An avid scale model builder, Winston spends considerable time researching his projects.

Winston is the owner and administrator of an online community website for model builders ([www.modelshipbuilder.com](http://www.modelshipbuilder.com)) and his website [www.navyboardmodels.com](http://www.navyboardmodels.com) is a new venture into an online library and archives of open source content for model builders and nautical enthusiasts.

By day Winston is an office manager for a Power Factor & Power Quality Correction equipment designer/manufacturer located in Hensall, Ontario. He served in the Canadian Armed Forces with the Royal Canadian Regiment (1979-1986).

Winston joined the Society in 2012 and is currently the production and distribution manager of the *Argonauta*.

**Ian Yeates** - Coucillor

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Ian Yeates served in the Royal Canadian Navy for 21 years and then embarked on a second career at SaskPower, the provincial electric utility. Ian has worked in Saskatchewan since 1997 and held a number of senior jobs within SaskPower, most recently with the Carbon Capture Project at a coal-fired power station and presently as Executive Director to the President. He has a BA (Hons) in history from Royal Military College, an MBA from Queen's and is presently working on a MA in Naval History through a distance learning programme at the University of Portsmouth. His interests are the late Victorian and Edwardian period up to and through the Great War. He is particularly keen on studying the developing relationship between Great Britain, the dominions and the various navies that arose out of that relationship, including, of course, our own. Ian is married to Nora, has two step children and three of his own, all adults and paying taxes. He and Nora live in Regina, Saskatchewan.



Photo of Ian standing in the vast sea of prairie scrubland - near Val Marie and the Grasslands National Park.

## CNRS 2018 Conference Wrap-up

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### Touring Archives of Ontario

On Thursday morning following the first session, attendees toured the Archives of Ontario, located at York University. The tour began with their current exhibit, *Family Ties: Ontario Turns 150*, which explores the Era of Confederation through the stories of four family groups in Ontario, and how their lives intersected with larger historical forces of the period. The exhibit uses reproductions of images, and textual records, and artefacts from the Archives of Ontario and other institutions across the province to show multiple perspectives on life in Ontario during the late 19th century. *Family Ties* also includes a look at how Ontario celebrated the Centennial anniversary of Confederation in 1967. The tour continued to the main reading rooms, where they were able to examine a number of the Archive's maritime records. After, the tour moved to tour the Archives' private facilities, including a document conservation lab, and onsite cold storage rooms for documents and art. This tour provided a fantastic insight into the Archives of Ontario.

### Awards

The Society's awards were presented at a reception at the Clara Thomas Archives and Special Collections, York University. After a period of five years, the Gerald Panting Award for New Scholars was re-activated for 2018.

### Papers

The papers presented at the conference demonstrated the many diverse interests of the Society's members.

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## Canadian Nautical Research Society Conference Abstracts June 2018, Toronto Ontario

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A larger set of conference abstracts appeared in the spring issue of *Argonauta*. These two abstracts by Alan Ruffman and Maurice Smith did not appear among that set and five of the presenters listed in the spring issue ((Stephen Salmon on p. 28, Tri Tran p. 29, Kimberly Monk p. 30, Bruce Kemp p. 31 and Stephen Hay p. 40) were unable to attend and did not present.

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### **Can An Earthquake's Concussive Force Kill a Whale? And who cares besides the whale? By Alan Ruffman**

Most people look at you blankly if you ask the above questions. Or if you ask, "What magnitude of offshore earthquake is needed to kill a whale? People respond "But a whale is so big..." as if to answer "No".

We know that the concussion from an explosion can kill a person almost without leaving a mark. Naval services know that their divers, or mine clearance personnel, can be subject to fatal forces if they are in the water when an explosion occurs. A whale is also a mammal and subject to the same kinds of injuries when subjected to excessive concussive forces.

Is it relevant to know what magnitude earthquake may kill a whale?

This paper will consider a case study of the 04:30 EST, November 18, 1755 Earthquake generally located about 30 km ENE of Cape Ann, Mass. The 1976 assessment of the risks to building the Pilgrim 2 nuclear power plant for Boston Edison at Plymouth may have under-estimated the size of the Cape Ann event. The consultants appear to have ignored a vessel felt report some 70 'leagues' (387 km) offshore which observed significant fish kills and three whales lying on the sea surface, not moving and apparently dead.

If the Cape Ann 1755 Earthquake was in fact significantly larger than the 1976 estimate of an epicentral Mercalli Intensity of VIII then the engineering requirements for the Pilgrim Plant may too have been under-estimated and the current building codes for the Boston area may all need revision. Thus, the question about the force needed to kill a whale is directly relevant to current safety standards.

### **Biography:**

Alan Ruffman began his marine geophysical career on the 1965 Hudson Bay crustal seismic project using 2000 and 4000 lb charges for a crustal seismic refraction experiment to measure the thickness of the Earth's crust on two long lines across the Bay. These charges killed a lot of fish. Explosives for offshore seismic work are no longer used. Alan's interest in historic seismicity has lead him to projects from documenting the pre-Confederation historic seismicity of Nova Scotia, to detailing the

magnitude 7.2 November 18, 1929 offshore earthquake south of the Burin Peninsula and the tsunami that killed 28 persons and digging-out the far-field effects of the November 1, 1755 tsunami ("maremoto") in the Americas as generated by the Lisbon Earthquake including the first documentation of the tsunami in Brazil along 2000 km of the Atlantic coast.

### **Ultimate Victory for Merchant sailors on the Lakes by Maurice Smith**

The paper examines the strategy and tactics leading to the detailed negotiations that resulted in a victory for labour. Acting for the Canadian Seamen's Union, Pat Sullivan's ultimate test was facing up to the executives of the most influential shipping company on the Canadian side of the Lakes – Canada Steamship Lines (CSL). His strategic plan was simple: bring this company onside and the other companies will follow. It was a leveraged high-risk ploy, but by 1937 he claimed to have more than 60% of the seamen in his union's ranks. On August 8<sup>th</sup> 1938, the CSU achieved its objective. CSL signed, an historic victory for labour. The union now had company and government recognition, and with it, access to the *Industrial Disputes Act*. For Sullivan it meant suppressing his more radical politics for union recognition and a stable collective bargaining arrangement through the war. The post-war decade led to the strong arm tactics of Hal Banks, an international sympathy strike and tragedy for the CSU and Sullivan, but ultimate victory for organized labour on the Lakes. Extensive use is made of the corporate archives of CSL held by the Marine Museum of the Great Lakes.

### **Biography:**

Maurice David Smith was a professional sailor, in sail for thirteen years. He has a British Marine 'ticket' and has served as navigator and master. His sailing experience includes the Great Lakes, the Baltic, and at Sea. In 1977 he was recruited to assist the Marine Museum Board of Directors to develop their site on the Kingston waterfront and build the collections. Twenty-three years later he retired as the Executive Director/ Curator of the Marine Museum of the Great Lakes. The museum now has extensive research and exhibition collections. The collection - artifacts, archives and bibliographic - are among the largest vertically and horizontally integrated maritime holdings in central Canada.

Mr. Smith has served as President of the Ontario Museums Association, President of the Kingston Visitor and Convention Bureau, Canadian representative on the Council of the International Congress of Maritime Museums, and President of the Kingston Historical Society and of the Canadian Nautical Research Society. He is still active in the fields of maritime history and museums and a recent recipient of the OHS Carnochan Award.

His book, *Steamboats on the Lakes: Two Centuries of Steamboat Travel Through Ontario's Waterways* was published by James Lorimer and Company in 2005. A CSL History manuscript has been delivered to the CSL Group in Montreal. In his next project he will complete a history of *Garden Island: A Timber and Shipping Empire* and a corporate and military history of the Stone Frigate 1819, located at the Royal Military College.



## CNRS Keith Matthews Award

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### **The Keith Matthews best book award for books published in 2016**

At the time of the awards announcement in 2017, the committee was not in a position to make an award for the best book published in 2016. We are now happy to do so. The Keith Matthews Award for the best book published in 2016 is presented to *Scottish Arctic Whaling* by Chesley W. Sanger of the Memorial University of Newfoundland, published by John Donald of Edinburgh. This is the first modern study to look exclusively at Scottish whaling. Covering the period c.1750 to the First World War this work follows the many alterations of course as the industry followed species to new hunting grounds, frequently more dangerous because of the distances to be travelled in relation to the season of open sea, the nature of the ice encountered, and weather. The analysis relies heavily on data culled from newspaper accounts of vessels departing for the hunt or returning with a record of their catch. This in itself represents considerable research on the part of the author. It is supported by graphs, charts and tables. As the book chronicles the changes in the industry experienced by the Scottish fleet over the period, it is sure to be used as a comparative benchmark for future whaling studies.

### **The Keith Matthews best book awards for books published in 2017**

The committee believes that this year marks the first time recognition has been given to an edited volume. No one familiar with, for example, the Champlain Society works, could doubt for a second that an edited volume can represent every bit as much work on the part of the editor as a work written exclusively by one author. We should note that there was some discussion about guidelines as we applied the general criteria of “by a Canadian author on any subject or by anyone of a Canadian subject” to edited works.

### **Honourable mention**

Your awards committee is pleased to recognize with an honourable mention *The Social History of English Seamen, 1650 - 1850*. It is the companion volume to an earlier work that covered the period 1485 - 1649. Both were edited by Cheryl Fury of the University of New Brunswick, and published by Boydell Press. A colleague in the academic world said of this book, “Cheryl’s collection is simply great. ... The coverage in the book is amazing. Gems from a formidable collection of folks who’ve done path breaking work.” To this a member of the awards committee added that the contributors had “tackled some of the newer aspects of maritime history and so represent more of the cutting edge. Social and gender issues are part of this, as are labour questions, victualling and other neglected fields. As such this is an important work, providing a

usefully wide range of subjects to the general subject matter and as such provides a helpful collection in a single volume. Fury, herself, in her concluding essay identifies her goal of breathing life into the obscure participants in the maritime endeavour and on whose labours the great and good achieved their great fame and victories. There is much to learn and enjoy here.” The committee also believed it was important to recognize the enormous work and leadership of an editor responsible for a work of this scale.

### **Keith Matthews Award for best book**

The committee also believes it may be breaking new ground with the best book award. In past years it has not been unusual to give an honourable mention to more than one book. While this year only one book has been so recognized, we believe this may be the first time that the best book award has been shared. In alphabetical order by author’s name, the awards committee is happy to recognize:

*Churchill and Fisher: Titans of the Admiralty* by Barry Gough, published by Seaforth Publishing. Comments by the awards committee members included:

[I] am impressed at the ambitious nature of the book. He is really trying to incorporate salient parts of the mass of technical stuff that has come out in the last 30 years, and bring us back to the wisdom of Marder don’t forget the people! “History is about chaps.” He is diplomatic and doesn’t directly confront Sumida, Nicholas Lambert, Seligmann et al but it is clearly a book with a message.

And:

Gough has mined the recently opened and expanded collections into the papers of both at Cambridge and so has really had the opportunity to go over “everything” anew. He strives to get into the heads of his two protagonists and has thereby generated a human perspective of the pressures both faced. He is also a bit dismissive of revisionist historians, implying that some have courted controversy more for career purposes than in the service of Clio.

This is an important book on a controversial subject of the First World War that has raised the bar for future scholarship.

And for something completely different (and hence members will appreciate the dilemma that faced the awards committee) we also recognize with the Keith Matthews Best Book award,

*Spindrift: A Canadian Book of the Sea*, edited by Michael L. Hadley and Anita Hadley, published by Douglas & McIntyre.

Comments from the committee included: “*Spindrift*, Michael and Anita’s collection, really moved me. Again, they have a wonderful eye for the gems from diverse fields. The editorial comments are spot on really enrich the book. I got lost in this for an afternoon.”

And

“Importantly, the objective of reminding Canadians of their links to the sea is one of those things that really should not be necessary, but absolutely is.”

This is an important book for all Canadians.

Finally, no award has been made for a book deserving special recognition.

### **The Keith Matthews Award for the best article published in 2017**

The Keith Matthews Award for the best Article published in 2017 in *The Northern Mariner/Le marin du nord* is given to Jan Drent for *The Trans-Pacific Lend-Lease Shuttle to the Russian Far East 1941-46*.

The piece sheds light on the little known but critically important shipment of Lend-Lease supplies from Canadian and US Pacific ports to the USSR during the Second World War with new archival research and Russian-language literature. It is a “wonderful sea story,” featuring vivid descriptions of the formidable weather and navigational challenges in the north Pacific, including friendly and Japanese minefields and accidental attack by US submarines in the eastern ocean. The article, notable for the breadth of its analysis, also describes the experiences of Soviet merchant navy crews in North American ports, including surveillance by the Soviet security services as a guard against defection.

### **Honourable mention**

Honourable Mention is given to Merlin Bunt and Trevor Williams, *The Last Steamboat Whistle: The Rise and Demise of Chilliwack Landing at Skwah First Nation, 1863-1928*. This work of substantial, wide-ranging research skillfully incorporates engaging personal accounts of those who built steamboat services on the lower Fraser River. The lively narrative draws out the hitherto unknown story of the large role of Indigenous peoples in the development of navigation from New Westminster to the interior, from early European settlement through to demise of steamboat service in the face of competition from railroads in the 1920s.

### **Special recognition**

The committee gives special recognition to the important reflections on maritime history by two founders of our societies and this journal:

John B. Hattendorf, *Ubi Sumus? Twenty-Five Years Later* and Michael L. Hadley, *Maritime Nation or Maritime Narrative: The Humanist Case for Canada*.

## North American Society of Oceanic History (NASOH) Awards 2018

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It gives us great pleasure to announce that Faye Kert is the 2018 recipient of the **K. Jack Bauer Award for Scholarship and Service**. The editors of *Argonauta* would like to take this opportunity to thank her also for her many years of service to the Canadian Nautical Research Society and to all of us who she has encouraged over many years.

It is fitting to add that as per usual, she has taken the time to send us an impressive list of other NASOH winners and honourable mentions for various NASOH awards. These are as follows:

### John Lyman Books Awards, 2017

Committee:

Paul Fontenoy (chair), North Carolina Maritime Museums  
Christine Keiner, Rochester Institute of Technology  
Bill Flayhart, University of Delaware (emeritus)  
Josh Smith, US Merchant Marine Academy  
Dave Winkler, Naval Historical Foundation

### Canadian Naval and Maritime History - Winner

Jeffers Lennox, *Homelands and Empire: Indigenous Spaces, Imperial Fictions, and Competition for Territory in Northeast North America, 1690-1763*, University of Toronto Press

### U.S. Naval History - Winner

Gary J. Ohls, *American Amphibious Warfare: The Roots of Tradition to 1865*, Naval Institute Press

### U.S. Naval History - Honorable Mention

Donald M. Kehn, Jr., *In the Highest Degree Tragic: The Sacrifice of the U.S. Asiatic Fleet in the East Indies during World War II*, University of Nebraska Press

### U.S. Maritime History - Winner

S. Max Edelson, *The New Map of Empire: How Britain Imagined America Before Independence*, Harvard University Press

### U.S. Maritime History - Honorable Mention

William M. Fowler, Jr., *Steam Titans: Cunard, Collins, and the Epic Battle for Commerce on the North Atlantic*, Bloomsbury Publishing Inc.

### **U.S. Maritime History - Honorable Mention**

Robert P. Watson, *The Ghost Ship of Brooklyn: An Untold Story of the American Revolution*, Da Capo Press

### **Naval and Maritime Science and Technology - Winner**

Charles W.J. Withers, *Zero Degrees: Geographies of the Prime Meridian*, Harvard University Press

### **Naval and Maritime Science and Technology - Honorable Mention**

Peter Wadhams, *A Farewell to Ice: A Report from the Arctic*, Oxford University Press

### **Naval and Maritime Reference Works and Published Primary Sources Honorable Mention**

Alicia Caporaso (ed.), *Formation Processes of Maritime Archaeological Landscapes*, Society for historical Archaeology/Springer Publishing Company

### **Naval and Maritime Biography and Autobiography - Winner**

Sheila Johnson Kindred, *Jane Austen's Transatlantic Sister: The Life and Letters of Fanny Palmer Austen*, McGill-Queen's University Press

### **Naval and Maritime Biography and Autobiography - Honorable Mention**

Stan Grayson, *A Man for All Oceans: Captain Joshua Slocum and the First Solo Voyage Around the World*, Tilbury House Publishers/New Bedford Whaling Museum

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**Canadian Nautical Research Society**  
**Société canadienne pour le recherche nautique**

www.cnrs-scrn.org

**Minutes of the Council meeting held at 33 Greenaway Circle, Port Hope, Ontario**  
**Saturday, 17 March 2018**

**Present:**

Richard Gimblett, President; Roger Sarty, First Vice-President and Chair of the Editorial Board; Walter Lewis, Second Vice-President; Errolyn Humphreys, Treasurer (by phone); Sam McLean and Ian Yeates, Councillors.

Regrets: Michael Moir, Secretary; David More and Winston “Kip” Scoville, Councillors; and William “Bill” Glover, Chair of the Awards Committee.

**Calling to Order**

Richard called the meeting to order at 1010hrs. In the absence of the Secretary, Faye agreed to take notes for Richard to craft into minutes.

**Minutes of Council’s Previous Meeting**

Walter moved, Sam seconded acceptance of the minutes of 14 October 2017. Carried.

**President’s Remarks**

Richard provided a brief overview to shape the day’s discussions, underscoring the continued need to push for renewal in the areas of nominations of fresh faces for Council and better distribution of the “workload” amongst the core group. Notwithstanding the enthusiastic discussion at the extraordinary meeting in October, progress had been slow on both those fronts, the journal continued to face delays, attempts at a separate meeting on “website issues” had not come to pass, and so we needed to find some way to push forward.

**Treasurer’s Report**

Council accepted the end-year statements as presented by Errolyn (attached as Appendix 1) who phoned in to speak to them. The only major question was regards the item under Equity of an “Unrealized Loss” of \$2,287.30, which she will investigate, and further to which she and Richard agreed to visit the Bank of Montreal as part of a review of our investments on his next trip to Ottawa. In that regard, it was agreed that the reconstituted Investment Committee would consist of the President (Richard), Treasurer (Errolyn), a Council Director (Ian), and a local co-signer (Kert). Upon Ian’s observation that the difference between our end-year bank (\$19,000) versus budgeted expenses (\$15,200) is less than the \$5,000 previously voted to commit to the Investment Fund, it was agreed that after the visit to the Bank of Montreal, the Committee would reassess and report a prudent amount to Council for secretarial approval.

In response to a query, Errolyn advised that the Canada Revenue Agency has never asked for an audit because we are not making enough money or carrying a large enough balance to require one, and that further we are not charitable society, rather a “not for profit.” Action: There remaining some doubt, Ian agreed to check on the

difference between not for profit and charitable, and Sam to check on requirements for grants. And the annual Corporations Canada payment of \$40 to be checked by Errolyn (which appears is being paid by someone else via Chris Madsen).

In further discussion, it was agreed that, appreciating all the many variables that lie ahead (e.g., falling out from *The Northern Mariner/Le marin du nord* going open access / print on demand and the consequent change in dues structure), the draft budget otherwise remains valid as a prudent planning tool.

### **Draft Budget**

#### Income

Dues	10,000
NASOH	
Print split	6,000
Editorial Support	1,000
EBSCO	<u>200</u>
Total	17,200

#### Expenses

##### *TNM*

Printing	12,000
Mailing	1,000
Book review costs	1,000
Bank charges	200
Panting Bursary	<u>1,000</u>
Total	15,200

Net Surplus           2,000

Ian moved, Walter seconded acceptance of the Year-End Financial Statements and Draft Budget. Carried.

### **Membership**

The proposed change in funding structure seems not to have negatively impacted renewals, and indeed with a number of new memberships lately, our overall numbers seem to have stabilized.

Faye has conducted the turnover of Membership Secretary to Sam, which will be formalized at the annual general meeting.

Action required:

1) Publications editors and website manager note: this turnover will require changing the Society's postal address from Faye's residence to the post office box maintained by Errolyn:

CNRS-SCRN, P.O. Box 34029 Station B, Ottawa Ontario, K2J 4B1.

2) Sam will work with Walter to develop a spreadsheet / database list that will be online and password-protected accessible to key persons (i.e. Membership Secretary and Treasurer with edit rights, and for review and use of addresses by the President and publications distributors & website manager).

## **Nominations and Succession**

There was a lively discussion about the need to open up Council participation to fresh blood as “development positions” before candidates moving into senior executive positions, but without losing any present members who remain vital contributors in their respective fashions. A number of possible candidates were discussed for Richard to follow-up as Nominations Chair. Sam’s moving into Membership Secretary only opens one Councillor slot (although the two vice-president positions effectively also are “open”).

Ian moved, Walter seconded a motion to bring to the annual general meeting an amendment to the by-laws, “establishing up to four additional Councillor positions to be filled as needed.” Carried. Action: Richard to follow up.

All agreed with Richard’s intent to revive the “Committee of Past Presidents” that Chris Madsen had initiated, to use as a sounding board about all our anticipated changes, in the absence of no real response to date from the general membership.

Sam led a discussion about the need for a more focussed communications strategy, to which we all agreed should be delegated to one of the present Councillors instead of establishing as a new officer position.

## **Prizes**

Keith Matthews Awards: Ian moved, Sam seconded that Bill (chair), Roger, and Ian will continue to constitute the book committee, with Richard replacing Bill on the article selection committee (with Ian and Roger). Carried.

Gerry Panting Award for New Scholars: Sam reported that there are six to seven candidates for the travel bursary.

CNRS Jacques Cartier MA Prize: Roger similarly reported that there are potential candidates for this year.

## **Publications / York Digital Journals / Website**

These topics are covered for the minutes under this one general heading, as they proved to be inter-related and resulted in a free-wheeling discussion.

*Argonauta* is in good shape and of no concern to Council other than to “keep up the good work, Isabel & Team!”

*TNM* continues to be challenged by having only a bare-minimum number of articles to-hand, and indeed the present Winter 2018 number is delayed for perhaps another month. Action: editorial team (as subsequently discussed in telecon with Editor Bill Glover) is to prepare a notice to the members that this issue will be delayed.

Roger is to discuss with Bill the *Canadian Military History* model among other options, knowing the editorial team has the support of Council “to produce a regular package at a regular interval at a regular cost.”

Those present sensed (confirmed in a subsequent email from Michael Moir) that implementation of York Digital Journals may be delayed, and are content to let this process play out, but remain committed to the concept. Notwithstanding, the journal will go open access with the embargo lifted on the CNRS website in January 2019.

There was not much discussion regards the website itself, other than noting general satisfaction with the present construct as meeting our present needs. Sam described how he has discussed with Paul Adamthwaite how the HBC Project proposal can be accommodated, and Walter gave a visual demonstration of an alternative by linking from the CNRS site into one managed by himself, that would have a similar appearance and functionality. All this was noted approvingly, but with the continued

proviso that the Society not be committed to anything that would require resources (financial as well as maintenance) beyond our capacity.

### Upcoming Conferences

2018, Toronto – Sam provided an update on what promises to be a very full schedule (as well as potential articles for the publications), and with several candidates for the Panting bursary. Council noted the need in fairly short order for information to attendees as to admin arrangements (e.g., registration and accommodations) for posting on the website and distribution to members.

2019, Thunder Bay – Michael reported that all is looking good for this conference.

2020, North Vancouver – Chris Madsen will organize.

2021, Victoria – Barry Gough has offered to organize. Richard will investigate with Barry the Council suggestion that we look to hold it jointly with NASOH.

### Adjournment

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 1600hrs. Walter so moved, Ian seconded.

Respectfully submitted  
Richard Gimblett  
President

## Appendix A

### CNRS - FINANCIAL SITUATION AS AT OCTOBER 12, 2017

<b>Bank Balances - August 31, 2017</b>		
Operating Account	\$19,732.26	
Investment account	\$7,267.00	
<b>Total Cash on hand</b>		<b>\$26,999.26</b>
<b>Deposits in Transit - Sept/Oct</b>		
NASOH recovery	\$1,163.25	
Membership dues	\$330.00	
Conference Fees	\$60.00	
Supporting	\$1,000.00	
EBSCO - Royalty	\$141.01	
<b>Total Cash in transit</b>		<b>\$2,694.26</b>
<b>SUB-TOTAL CASH AVAILABLE</b>		<b><u>\$29,693.52</u></b>

## LIABILITIES

### Payments in transit

Naval Maritime Museum	(\$585.00)
CNRS Conference	
Canada Post	(\$468.75)

**Total Cash Owning** **(\$1,053.75)**

TOTAL CASH AVAILABLE TO MEET EXPENSES **\$28,639.77** (a)

### Estimated Expenses to Year- End

Bank Fees (Sept -Dec)	(\$84.00)
Faye Kert - Mailing Expenses	(\$1,000.00)
Canada Post	(\$500.00)
Marquis Printers ( <i>have paid \$4,966.97 to date for 2 invoices – assuming 1 more</i> )	(\$3,000.00)
NASOH recovery	\$1,500.00
Printing and Editing paid \$477 to date	(\$250.00)

Total estimated expenses to year-end **(\$3,334.00)**

### NOTES:

- (1) By September 2016 we had paid for 3 issues of *TNM* and a 4th was paid in December (\$10,742.30)
- (2) CNRS awarded prizes in 2012 (\$2K) and then again in 2014 (\$1K)

**CNRS**  
Comparative Balance Sheet

<b>ASSET</b>	<u>As at 12/31/2017</u>	<u>As at 12/31/2016</u>	<u>Difference</u>
<b>Current Assets</b>			
BMO Operating Account	19,006.27	11,026.98	7,979.29
BMO Cash Reserve Account	-	-	-
Investments	7,367.32	7,267.60	99.72
Accounts Receivable	2,205.00	3,989.25	(1,784.25)
GST Receivable	-	-	-
Total Current Assets	<u>\$28,578.59</u>	<u>\$22,283.83</u>	\$6,294.76
<b>TOTAL ASSET</b>	<b><u>\$28,578.59</u></b>	<b><u>\$22,283.83</u></b>	<b>\$6,294.76</b>
<b>LIABILITY</b>			
<b>Liabilities</b>			
Accounts Payable	2,697.30	379.22	2,318.08
Membership Fees Received in Advance	140.00	200.00	(60.00)
Accrued Liabilities	-	900.00	(900.00)
Total Liabilities	<u>2,837.30</u>	<u>1,479.22</u>	1,358.08
<b>TOTAL LIABILITY</b>	<b><u>\$2,837.30</u></b>	<b><u>\$1,479.22</u></b>	<b>\$1,358.08</b>
<b>EQUITY</b>			
<b>Members' Equity</b>			
Current Earnings	2,571.87	1,112.40	1,459.47
Retained Earnings	20,171.71	18,744.31	1,427.40
Unrealized Gain/Loss (OE)	(2,287.30)	(2,387.02)	99.72
Gain or Loss on Exchange	5,285.01	3,334.92	1,950.09
Total Members' Equity	<u>25,741.29</u>	<u>20,804.61</u>	4,936.68
<b>TOTAL EQUITY</b>	<b><u>\$25,741.29</u></b>	<b><u>\$20,804.61</u></b>	<b>\$4,936.68</b>
<b>LIABILITIES AND EQUITY</b>	<b><u>\$28,578.59</u></b>	<b><u>\$22,283.83</u></b>	<b>\$6,294.76</b>

(1) Accounts receivable represents NASOH billings

(2) Accounts payable represents amounts owing to Marquis Imprimeur and other residual amounts for which the cheques will be issued in January 2018

**CNRS**  
Comparative Income Statement

	Actual 01/01/2017 to 12/31/2017	Actual 01/01/2016 to 12/31/2016	Difference
<b>REVENUE</b>			
<b>Membership</b>			
Individual - Domestic	4,140.00	5,260.00	(1,120.00)
Individual - Foreign	960.00	1,620.00	(660.00)
Student - Domestic	145.00	275.00	(130.00)
Student - Foreign	30.00	35.00	(5.00)
Institutional - Domestic	1,610.00	1,675.00	(65.00)
Institutional - Foreign	1,680.00	1,600.00	80.00
Supporting	2,200.00	1,155.00	1,045.00
Sponsoring	-	-	-
<b>Total Membership Revenue</b>	<b>\$10,765.00</b>	<b>\$11,620.00</b>	<b>(\$855.00)</b>
<b>Publications</b>			
NM Sales and Royalties	418.54	780.01	(361.47)
<b>Total Publications Revenue</b>	<b>\$418.54</b>	<b>\$780.01</b>	<b>(\$361.47)</b>
<b>Conferences</b>			
Registration Fees	2,255.00	1,300.00	955.00
Other	-	-	-
<b>Total Conference Revenue</b>	<b>\$2,255.00</b>	<b>\$1,300.00</b>	<b>\$955.00</b>
<b>Total Donations Revenue</b>	-	-	-
<b>Investments</b>			
Investment Income	95.41	292.31	(196.90)
<b>Total Investment Revenue</b>	<b>\$95.41</b>	<b>\$292.31</b>	<b>(\$196.90)</b>
<b>TOTAL REVENUE</b>	<b>\$13,533.95</b>	<b>\$13,992.32</b>	<b>(\$458.37)</b>
<b>EXPENSE</b>			
<b>Administrative Costs</b>			
Bank and Credit Card Charges	770.98	366.48	404.50
<b>Total Administrative Costs</b>	<b>\$770.98</b>	<b>\$366.48</b>	<b>\$404.50</b>
<b>Publications Costs</b>			
Mailing & Distribution	2,555.49	2,317.38	238.11
Printing - General	353.00	-	353.00
Printing Expense -NM	9,406.97	13,687.30	(4,280.33)
NASOH - reduction	-4,635.00	(6,615.00)	1,980.00
Total Printing Expense	4,771.97	7,072.30	(2,300.33)
Editing Expense	514.05	163.26	350.79
Translation	-	66.50	(66.50)
<b>Total Publications Costs</b>	<b>\$8,194.51</b>	<b>\$9,619.44</b>	<b>(\$1,424.93)</b>
<b>Conference Expenses</b>			
CNRS Conferences	577.61	1,125.00	(547.39)
Other Conferences	-	-	-
<b>Total Conferences Expenses</b>	<b>\$577.61</b>	<b>\$1,125.00</b>	<b>(\$547.39)</b>
<b>Total Prize Expenses</b>	-	-	-
<b>Other Expenses</b>			
Digital	425.36	148.40	276.96
<b>Total Other Expenses</b>	<b>\$425.36</b>	<b>\$148.40</b>	<b>\$276.96</b>
<b>Sales Tax Expense</b>			
GST/HST Paid	993.62	1,620.60	(626.98)
<b>Total Sales Expense</b>	<b>\$993.62</b>	<b>\$1,620.60</b>	<b>(\$626.98)</b>
<b>TOTAL EXPENSE</b>	<b>\$10,962.08</b>	<b>\$12,879.92</b>	<b>(\$1,917.84)</b>
<b>NET INCOME</b>	<b>\$2,571.87</b>	<b>\$1,112.40</b>	<b>\$1,459.47</b>

**Canadian Nautical Research Society**  
**Société canadienne pour le recherche nautique**  
www.cnrs-scrn.org

**Draft Minutes of the Council meeting held at the Victor Phillip Dahdaleh Building,  
York University, Toronto, Ontario  
Thursday, 21 June 2018**

**Present:**

Richard Gimblett, President; Walter Lewis, Second Vice-President; Michael Moir, Secretary; Faye Kert, Membership Secretary; Sam McLean, Councillor; and Chris Madsen and Maurice Smith, Past Presidents.

Regrets: Roger Sarty, First Vice-President and Chair of the Editorial Board; Errolyn Humphreys, Treasurer; David More, Winston “Kip” Scoville, and Ian Yeates, Councillors; William “Bill” Glover, Chair of the Awards Committee.

**Calling to Order**

Richard called the meeting to order at 1725hrs.

**Minutes of Council’s Previous Meeting**

Faye moved, Walter seconded acceptance of the minutes of 17 March 2018.  
Carried.

Council discussed business arising from the minutes.

Richard confirmed that the Society has charitable status because it is capable of issuing tax receipts.

Sam reported that there are funding opportunities to support digitization projects that will provide content for websites. Federal grant programs will fund up to 75 percent of budgets for projects that will benefit the country as a whole, and First Nations in particular. Applications are due on 30 September, and must be accompanied by financial statements.

It was noted that the Society’s mailing address should be updated on the journal, *Argonauta*, membership form, and with Corporations Canada. Richard and Errolyn will follow up.

**Treasurer’s Report**

Richard presented the financial statements for Fiscal Year 2017. There are no changes since the last Council meeting. It was noted that the Society’s risk-averse policy of purchasing guaranteed investment certificates is yielding steady gains of from five to seven percent, which are received by the Society as revenue.

The financial statements were received by Council.

**Membership Report**

Responsibility for the membership portfolio has shifted from Faye to Sam, who reported that the roll currently includes 103 domestic individuals, 12 international individuals, 20 NASOH members, 15 complimentary memberships, and 36 institutions.

Sam raised the issue of how we sell the Society to existing and potential members. By joining the Society, members provide a platform to promote nautical research through the publications *The Northern Mariner/Le marin du nord* and

*Argonauta*, awards to encourage new and established scholars, and digital projects that make unique resources available to deepen the public's understanding of Canada's maritime heritage. An external communications strategy is required to convey the impact of membership.

Michael requested that future membership reports include the numbers of paid members in each category for the last three to five years, so that trends are more apparent.

Walter moved, Faye seconded that the report be approved. Carried.

### **Nominations/Council Renewal**

No nominations resulted from the call that was previously published in *Argonauta*. Council discussed potential nominees. In view of the events in 2017 that led to Roger Sarty taking on the role as chair of the Editorial Board, Richard suggested that Walter become First Vice-President, and that Faye return to Council as Second Vice-President. Faye and Walter agreed to this proposal, much to the delight of their colleagues.

### **Change in Membership Dues**

Richard reported that he received only two comments in response to his column in the Winter 2018 issue of *Argonauta*, and they were both supportive of his proposal to restructure individual membership rates. The matter will come before the membership at the annual general meeting on 23 June 2018. If members are going to opt for the digital-only version of the journal and the reduced membership rate, their decision must be known by 15 November 2018 in order to determine the journal's print run in 2019.

### **Amendment to By-law 1, Art. 51, Number of Councillors at Large**

There has been no response to Richard's discussion of this proposal in the Winter 2018 issue of *Argonauta*, or to the notice of motion that was circulated to members on 29 April 2018. The proposal will come before the membership at the annual general meeting on 23 June 2018.

### **Publications**

Richard provided an overview of the challenges facing *The Northern Mariner/Le marin du nord* such as a lack of content and difficulties with the timely submission of peer reviews that have contributed to delays in publication. Walter reported that the first issue for 2018 will soon be in the printers' hands, and that it should be distributed within the next few weeks. These updates were followed by a discussion of the editorial process.

Michael reported that he will be working on the transition of *TNM* to an e-journal administered by York University Libraries while on a sabbatical that begins on 1 July 2018. Early issues of the journal will need to be rescanned, and volunteers will be required to develop abstracts and subject tags.

Discussion of the Society's website focused on the need to add digital content to attract repeat visits on a regular basis. Sam discussed opportunities for partnerships with content providers, such as the hundreds of photographs of naval and merchant vessels held by York University Libraries as part of the Toronto Telegram fonds.

Walter moved, Faye seconded that the report on publications be received. Carried.

## **Prizes**

Richard reported that three students have been selected as winners of the Gerry Panting Award for New Scholars, and that the winners will be presented with their prizes at the conference reception on 22 June 2018. He also reviewed Bill Glover's report regarding winners of the Keith Matthews awards.

## **Upcoming Conferences**

2019 – Thunder Bay. Michael provided an update regarding potential support from Lakehead University's History Department, the City of Thunder Bay Archives, and the Lakehead Transportation Museum Society

2020 – North Vancouver

2021 –Victoria

## **Other Business**

Chris announced that a plaque commemorating the confrontation between longshoremen and police on 3 September 1935 during the dock strike at Pacific Coast Terminals will be unveiled in New Westminster on 5 July 2018. The plaque is a result of Chris's application to the British Columbia Historical Society, and the Society paid for a third of its cost. The strike was the focus of the walking tour along the Fraser River during the Society's 2016 conference.

## **Adjournment**

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 1930hrs. Walter so moved, Sam seconded.

Respectfully submitted  
Michael Moir  
Secretary

**Canadian Nautical Research Society**  
**Société canadienne pour le recherche nautique**  
www.cnrs-scrn.org

**Draft Minutes of the Annual General Meeting held at the Victor Phillip Dahdaleh  
Building,  
York University, Toronto, Ontario  
Saturday, 23 June 2018**

**Present**

Richard Gimblett, President, and fifteen members of the Society.

**Calling to Order**

The President called the meeting to order at 1037hrs.

**Approval of the Agenda**

Walter Lewis moved, Sam McLean seconded approval of agenda. Carried.

**Minutes of the Annual General Meeting of 12 August 2017**

Fraser McKee moved, Gordon Miller seconded approval of the minutes as published in *Argonauta* 34:4 (Fall 2017), 39-43. Carried.

**President's Report**

Richard Gimblett stated that the Society is facing a critical period of transition. In addition to the ongoing challenge of securing content to ensure the timely publication of *The Northern Mariner/Le Marin du nord (TNM)*, our journal will be moving to an open access model of distribution where issues will be available online at no cost immediately upon publication. This change in the Society's business model may complicate efforts to maintain and increase the membership base, but Richard is hopeful that people interested in maritime history will continue to support the Society's core mission, and be attracted by the collegial spirit seen in the conferences, the journal, *Argonauta*, and the new scholarship recognized by the Matthews awards. He is encouraged by the number of students presenting at this year's conference, and the decision to present the Gerry Panting Award for New Scholars to three of these students. The expansion of Council and the recruitment of younger members to its ranks are also signs of transition and renewal.

**Treasurer's Report**

Richard Gimblett presented the financial reports for the period ending 31 December 2017 on behalf of the treasurer, Errolyn Humphreys. The Society's net financial position shows a slight improvement over 2016.

There was a question regarding the Members' Equity in the Comparative Balance Sheet, which shows an unrealized loss of \$2,287.30. Richard replied that this entry was a result of the bank's accounting methods, and that investments continue to yield a return of five to seven percent. These gains are not reinvested, but are added to operating revenues. Richard will ask Errolyn to provide additional information to clarify this matter. In the meantime, Richard noted that the Society will wait until 2019 before

deciding if more funds are added to the investments, based on the impact of open access to *TNM* and reduced membership rates upon revenues.

Chris Madsen noted that several members were very generous in responding to last year's President's Appeal, and that this support has helped to put the Society into a positive financial situation. He stressed that donors should receive suitable acknowledgement and tax receipts.

Fraser McKee encouraged members to "round up" when paying their membership fees, a practice used by other not-for-profit organizations to bolster revenues through donations.

Faye Kert moved, Joseph Zeller seconded acceptance of the financial statements for the period ending 31 December 2017. Carried.

### **Membership Secretary's Report**

Sam McLean presented an overview of the Society's membership roll: 103 domestic individuals (54 renewals for 2018), 15 complimentary memberships, 20 with membership through the North American Society for Oceanic History, 12 international individuals, and 36 institutions. The numbers are slightly down from previous years, and Sam stressed that a new strategy is required to communicate the full breadth of the Society's activities and its members' contributions to maritime heritage.

Gordon Miller remarked that as we change the business model of the journal, we need to change our approach to communications.

Richard Gimblett stated that disassociating the journal from membership is a new opportunity to explore the value of membership, and that we need to follow up with monthly email reminders to encourage prompt renewals. We also require greater clarity regarding the time period of the renewal (i.e. for which year are members paying their fees).

Margaret Schotte suggested that the Society consider an option for multi-year renewals.

Chris Madsen emphasized that members cannot be taken for granted, and that involvement in the Society's publications and conferences is important to sustain support.

The meeting continued with a wide-ranging discussion of member engagement. Does the name of the Society, and in particular the reference to nautical research, offer sufficient clarity to non-members regarding its mission and focus? Why do people join, and what are their interests? It was suggested that the membership be surveyed for answers to these questions, and that they regularly be sent emails providing news and project updates.

Alan Ruffman moved, Walter Lewis seconded acceptance of the Membership Secretary's report. Carried.

[Secretary's note: subsequent to discussion at the Annual General Meeting, the amended report was submitted as Appendix A.]

### **Publications**

Richard Gimblett reported that *Argonauta* is doing well, and is appearing on a regular schedule. *TNM*, on the other hand, is seriously behind in publication due to insufficient content, and challenges with peer review. Richard encouraged presenters to this year's conference to submit their papers for publication in the journal. He also reviewed changes to the Editorial Board that had been approved at the Council meeting of 21 June 2018.

Chris Madsen stressed that *TNM* belongs to the members, and that steps should be taken to ensure that contributions by members find their way into the journal. Sam McLean suggested that students be encouraged to submit notes on research and primary documents. Members discussed the editorial process and the role of the Editorial Board.

Fraser McKee moved, Joseph Zeller seconded that the report be received. Carried.

**Change in Membership Rates**

A notice of motion regarding a change in membership rates was circulated to members on 29 April 2018. Having decided that *TNM* will be available at no cost immediately upon online publication as of the Winter 2019 issue, and since this will constitute a significant change in “members’ benefits,” a change to the membership dues structure also is required. This will pertain only to Individual memberships, with Institutional rates remaining unchanged. The intent is that those Individual members who opt to cease receiving a paper copy through the mail should no longer have to pay the associated printing and postage costs, while those who do wish to continue receiving the posted “hard” copy may do so without penalty to the present rate (note minor increases to International and Student rates to reflect postage costs; Institutional subscriptions will continue to be mailed a copy).

Walter Lewis moved, Richard Goette seconded that effective for the 2019 renewal year, the annual membership rates for Individuals in the Society be adjusted as follows (Institutional rates remain unchanged):

	TNM-LMN on-line only	TNM-LMN surface post delivery
Canadian	\$30	\$70
United States	\$30 (CAD)	\$75 (CAD)
International	\$30 (CAD)	\$80 (CAD)
Students (all)	\$25 (CAD)	\$35 (CAD)

Carried.

**Number of Councillors at Large**

A notice of motion regarding a change to the Society’s by-law in terms of the number of councillors at large on Council was circulated to members on 29 April 2018. It is proposed that up to four additional positions be established in order to increase the pool of candidates serving on Council who would be available to move up into the officer positions within the Society while maintaining a collective level of experience, and to allow better regional representation on Council. The amendment would increase the number of councillors to a total of “up to eight,” but these need not all be filled. At least one person from each of Canada’s four major regions is desirable but not essential, and a minimum of four councillors is to be maintained.

Gordon Miller moved, Sam McLean seconded that By-Law 1, article 51, “Number of Councillors at Large” be amended to read:

There will be up to eight (minimum of four) councillors at large, elected at the annual general meeting.

Carried.

### **Nominating Committee**

Gordon Miller moved, Chris Madsen seconded that the following individuals be elected as officers and councillors at large of the Society for 2018-2019:

President – Richard Gimblett, serving the second year of a three-year term

First Vice-President – Walter Lewis, serving the third year of a three-year term

Second Vice-President – Faye Kert, serving the first year of a three-year term

Secretary – Michael Moir

Membership Secretary – Sam McLean

Treasurer – Errolyn Humphreys

Councillors – Richard Goette, Thomas Malcomson, David More, Jeff Noakes, Margaret Schotte, Winston “Kip” Scoville, and Ian Yeates

The motion carried.

### **Upcoming Conferences**

2019 – Thunder Bay

2020 – North Vancouver

2021 – Victoria

### **Other Business**

Gordon Miller asked that documents prepared in support of the Annual General Meeting be distributed prior to the conference, so that members will have time to reflect on this material and prepare questions and comments. It was also suggested that provision be made for members to comment on these documents if they are not able to attend the conference. Council will take these suggestions under consideration.

Maurice Smith acknowledged the passing of Lewis “Skip” Fischer and John Harland, and spoke to their many contributions to the Society.

Sam McLean spoke about the Society’s website as the centre of our communications strategy. New content is required for bi-weekly updates, and he asked for members’ assistance by submitting new content. He also provided an update regarding his work on the digitization project involving the Hudson’s Bay Company Archives, which is interested in working with the Society.

Chris Madsen announced that there will be a call for volunteers to prepare abstracts and subject tags for articles in *TNM* that will be hosted by York Digital Journals in 2019.

Gordon Miller inquired about the status of digitizing back issues of *Argonauta*. Richard Gimblett reported that Isabel Campbell, *Argonauta*’s co-editor, is encouraging Paul Adamthwaite to add these back issues to the Society’s website one at a time. Richard and Walter Lewis will follow up with Paul.

### **Adjournment**

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 1200hrs. Gordon Miller so moved, Alan Ruffman seconded.

Respectfully submitted  
Michael Moir  
Secretary

## Guidelines for Authors

*Argonauta* follows *The Chicago Manual of Style* available at this link: <http://www.chicagomanualofstyle.org/home.html>.

However, we utilize Canadian spelling rules, in lieu of American rules, unless referring to proper American names. Thus, the Canadian Department of Defence and the American Department of Defense are both correct.

For ship names, only the first letter of the names of Royal Canadian Navy ships and submarines is capitalized, and the name appears in italics. For example:

Her Majesty's Canadian Ship (HMCS) *Queenston*  
Her Majesty's Canadian Ship (HMCS) *Châteauguay*

Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)

Former HMCS *Fraser* rather than *Ex-Fraser*

Foreign ships and submarines:

USS *Enterprise*  
HMS *Victory*  
HMAS *Canberra* 3

Because *Argonauta* aims to publish articles that may be easily understood by senior high school students and other non-experts, we encourage authors to include general introductory context, suggestions for additional reading, and links to relevant websites. We publish memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone.

Although *Argonauta* is not formally peer-reviewed, we have two editors who carefully review and edit each and every article. For those producing specialized, original academic work, we direct your attention to *The Northern Mariner* which is peer-reviewed and appropriate for longer, in-depth analytical works.

All submissions should be in Word format, utilizing Arial 12 pt. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers, in the usual North American Academic manner described in the *Chicago Manual* which also provides guidance on using the Word insert function at this link: <https://www.ivcc.edu/stylebooks/stylebook5.aspx?id=14646>. For technical reasons, we prefer that authors use endnotes rather than footnotes. Typically an article in *Argonauta* will be 4 to 6 pages long, though we do accommodate longer, informal pieces. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars. The *Chicago Manual* provides detailed instructions on the styles used.

All photos should be sent separately and accompanied by captions, describing the image, crediting the source, and letting us know where the original image is held. Authors are responsible to ensure that they have copyright permission for any images, art work, or other protected materials they utilize. We ask that every author submit a written statement to that effect. The images should be named to reflect the order in which they are to appear in the text ( Authornameimage1, Authornameimage2, Authornameimage3) and the text should be marked to show where the images are to be added (add Authornameimage 1 here, add Authornameimage2 here, etc.)

All authors are also responsible to ensure that they are familiar with plagiarism and that they properly credit all sources they use. *Argonauta* recommends that authors consult Royal Military College's website on academic integrity and ethical standards at this link:

<https://www.rmcc-cmrc.ca/en/registrars-office/academic-regulations#ai>

We encourage our authors to acknowledge all assistance provided to them, including thanking librarians, archivists, and colleagues if relevant sources, advice or help were provided. Editors are not responsible for monitoring these matters.

All authors are asked to supply a short biography unless the text already contains these biographical details or the author is already well known to our readers.



# The Canadian Nautical Research Society

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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.
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