

ARGONAUTA



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Editorial

by Erika Behrisch



When I was a teenager living up on BC's Sunshine Coast, a significant annual event was the gathering of boats in Dark Cove for a big, floating party. For me, the summer flotilla was a major injection of cultural currency: all year round, I lived with my family and a bunch of other misfits at the mouth of Jervis Inlet, taking school by correspondence and working on my parents' fish farm. We'd go to town once a month for groceries and to get my braces adjusted, or to the one-room schoolhouse in Egmont where I'd write my exams. But come July, my aunt Randi and uncle Peter motored their big blowsy cabin cruiser into the bay and brought a zephyr of sophistication, music, and laughter to our otherwise quiet little corner of the wilderness. They were two of the coolest adults I knew, and it was—literally—the party of the year for me.

Times have moved on since then, and I've learned as an adult that gorging myself on chips and sneaking a beer from the cooler isn't the only way to have fun. Though (truth be told) I haven't grown out of these activities entirely, I do have a new favourite annual summer gathering: the CNRS conference. The schedule and the abstracts are printed in this issue of *Argo*, and I am already excited about the presentations to come: visual archives, immersive experiences, the politics and policing of the harbour, and the impact of sexism on national security. Yay!

This year the theme is place—Ports and Harbours: The Convergence of Water, Land, and Humanity—and how these specialized places that are prized for their natural appointments become just as valuable for the opportunities they give to the people who live in and move through them. They are complex spaces of danger and security, opportunity and prejudice, longevity and liminality.

There are also two wonderful articles to enjoy in the following pages. If the conference abstracts whet our academic whistles, these pieces satisfy our taste for narrative and are charmingly, disarmingly personal. Brian Hill offers a transcription and historical positioning of the diary of Frank Horlor, a young man aboard the SS *Montrose*, a ship that struck an iceberg in 1909. Using his forensic research on icebergs in the Eastern Arctic, Brian reconstructs the harrowing days that Frank records in his journal. David Gray's memoir of his family's International 14 sailing dinghy is another intimate, affectionate tale of life on the water, with the story of his boat a history of his own summers growing up in it. Our conference is virtual this year, but over zoom and across the waters, we'll lash our little crafts together and bob contentedly on the tide of new ideas and fine conversation. I look forward to seeing everyone in August.

WMP,
Erika

President's Corner

by Michael Moir

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The hallmarks of summer have arrived for maritime history enthusiasts: heat, humidity, and conferences. The International Maritime History Association finally held its eighth International Congress in Portugal after a two-year postponement prompted by the pandemic, with two members of our Council in attendance. Closer to home, the North American Society for Oceanic History held its in-person conference in North Carolina in June. I attempted to attend, but wound up grounded at LaGuardia Airport in New York by bad weather and unable to find an affordable connecting flight to Wilmington (the increase in the price of an economy-class ticket from \$400 to over \$2,000 USD in less than an hour gave me an insight into surge pricing). My only consolation was returning home, luggage in tow, relieved that our members would not have to go through a similar ordeal to attend this year's CNRS conference.

The programme for our 2022 conference can be found in this issue of *Argonauta*. We have fourteen presenters speaking during seven sessions held over two days: Thursday and Friday, 18 and 19 August. With a membership scattered across six time zones, we tried to find a balance between starting too early and ending too late. Members are welcome to drop in and out of the sessions as their busy schedules permit, but we hope that the rich assortment of interesting presentations will keep you logged in as the conference unfolds with a good balance between commercial and naval themes. The conference begins an illustrated tour of the western shoreline defences of Halifax (which is where we intended to gather this year) before heading to the coast of Dunkirk for a look at the importance of harbour works to the evacuation of Allied troops in the Second World War. The following sessions offer a wide range of topics, locations, and time periods: port operations in Canada, British and European shipping during the 18th and 19th centuries, the use of technology to animate the Battle of the Atlantic, the digitization of watercolour paintings that portray the maritime world before photography, the impact of decisions made by officials of the Canadian naval and air force during the 1940s, building and dismantling steel ships, and challenges facing the Royal Navy from disease and the search for a safe harbour on Lake Erie. It should be a fascinating couple of days with opportunities to connect with old friends and new colleagues.

The conference will conclude with the Society's Annual General Meeting on Friday, 19 August at 4:00 p.m. EDT (please note that this is a change from the date and time announced in this column in the previous issue of *Argonauta*). There will be reports by members of Council responsible for our finances, membership, publications, and awards, as well as the election of officers and councillors and an update regarding conference plans for St. John's in 2023. This meeting provides an opportunity for members to provide feedback to Council so that we have some direction to navigate issues in the coming year. I look forward to seeing you online in August, to sharing in the wealth of thought-provoking presentations, and to talking about where maritime history is headed in the future.

A 1934 International 14 – From N-9 to KC-9

By David H. Gray



The History of the International 14

The International 14 is a fast two-person dinghy that has evolved from a beautiful wooden hull of the 1920s to a carbon-fibre racing machine of today. It is a development class, where innovation within a few rules has been the key for over a century. While the class's history is its own fascinating story, let us jump to the 1930s, an especially significant decade for the craft.

At that time, there was great debate what made the best 14-foot racing dinghy: cat boats (single mainsail with mast well forward) or sloop rigged boats; gaff rigged or Marconi rigged; carvel (smooth skin) or clinker built (overlapping planks) hulls; and basic hull shapes. In 1934, the advantages of these aspects were tested at various regattas, one of them being in an international regatta held at the Royal Canadian Yacht Club (RCYC), Toronto. The RCYC Annals for that year described the event and the variety of boats that competed: "Dinghy sailors from the Royal Norfolk and Suffolk Yacht Club and from the Rochester Yacht Club were guests of the club in an interesting series of races off Toronto Island. The four dinghies which the English visitors brought were all smooth-skinned and sloop rigged. The Rochester dinghies were cat-rigged and three of the Canadian team were sloops and one was a cat. The Canadian and American boats were all clinker-built. The results of the racing established the superiority of the sloop rig, which had already found considerable favor with RCYC sailors but was looked upon with disfavor by other lake dinghy men at this time. The races also showed the English visitors better versed in the art of team racing. Canadian sailors cheerfully admitted that they had learned useful lessons."¹

Our own boat

I don't know whether it was before or after this regatta that our own International 14 was built, but, if I can remember correctly, the cotton sails that came to us with the boat were dated 1934. To my knowledge, the boat was built at the RCYC, very much along the lines of Uffa Fox's 1928 *Avenger* because its greatest depth occurred about 1/3 of its length, and it had a fine bow and a wide transom. As reported in the RCYC Annals, our boat was clinker built and was decked. The wooden mast, about 25 feet long, was hollow, and had three sets of spreaders. When carried horizontally, it was best to have these spreaders in the vertical position; the mast would flex terribly if the spreaders were horizontal. The wide aft third of the boat allowed for planning on reaches if the wind was strong enough. The centreboard was a single plank of mahogany with the bottom 12 inches or so a piece of lead attached by about a dozen copper pop-rivets into a three-inch slot in the wood. The blade of the rudder was also a single piece of mahogany. The stem, transom, keel, garboards, and the top plank on the sides were mahogany, while the other planks were cedar. If you still can't picture the boat, think of an Albacore (also designed by Uffa Fox) but a little smaller.

The boom was cylindrical and could rotate so that roller-reefing could be used. Once we added a boom-vang, it was not possible to use the roller-reefing capability and the boom-vang at the same time.

Early years: 1934 – 1952

It is my understanding that our boat was built at the RCYC. The sails were Egyptian cotton (my mother was envious), were made by Tom Taylor in Toronto, and were dated 1934. The mainsail had a black number “9” on the sail and a letter “N” (removed by the time we got the boat), which meant that the boat was #9 at the National Yacht Club in Toronto. I do not know who the original owner was.

The boat was acquired at some point by J. Bern Langley, an architect in Toronto and a member of the RCYC. He dry-sailed the boat from the RCYC. When we acquired the boat from him, we got a small dolly with steel wheels which he would have used to move the boat around in the boat yard.

The Langley family struggled financially immediately after the war, and so they bought a small farmer’s field (3 or 5 acres) along the banks of the Credit River near Streetsville (west of Toronto, now part of Mississauga) where they built a bungalow to Mr. Langley’s design. My father went out there on Saturdays and Sundays to help construct the house and, when it was nearly complete, Mr. Langley presented my father with the sailboat. He took my father out to the garage and scraped all the varnish off about 18 inches of one of the cedar planks, saying, “There, the boat is yours, you just need to strip off the rest of the varnish.” It took several weekends to strip the varnish off the outside, inside (between all the ribs—yuck!), deck, centreboard, rudder, and spars. The result was magnificent.

Mid-Life: 1953 – 1971

We towed the boat to Pointe au Baril, Ontario, where we had a cottage on an island in Georgian Bay, and raced it against an assortment of other boats—16-foot Grew gaff-rigged sloops, 14-foot Aykroyd gaff-rigged cat boats, Y-Flyers, and, later, against 19-foot Flying Scots and 15-foot Albacores. But we had two 14-foot Internationals of the same vintage also as competitors: #9 from the RCYC (because its mainsail had a Crown on it), and an unnumbered boat from the Beaches Yacht Club. My father was good at mathematics, so he developed a handicapping formula to balance the performance of the “odd boats” that were not numerous enough to race as a class.

We had a reasonably successful racing record—over the years my father, brother, sister, and I each won the season championship. Both my sister and I won the Junior sailing championships. In 1963, we finally bought a new set of Dacron sails made by Tom Taylor. The jib was cut totally differently—a real deck sweeper but not quite as high. None of the boats in the area had spinnakers, so we didn’t use the cotton spinnaker with a large hole purposely sewn into the centre of it. Instead, on down-wind legs, we winged out the jib with a whisker pole that must have been 6 feet long; it was a challenge not to hit the skipper with it when putting it into use or back into storage.

Tom Taylor was instructed to add the number “9” to the sail, but he added the “14” for the class, and “KC 9.” If there ever was a “KC 9,” I don’t know, but we took over the number without permission.

Later Life: 1971 and on

All good things must come to an end. The boat developed rot in the keel and some of the ribs near the foot of the mast broke. We got tired of sailing an “odd boat” and wished to pit our sailing skills on an equal basis, so my father and I shared in the purchase of an Albacore (the up-and-coming class in the area). But what to do with the International? Mr. Langley had the idea; he said that we could return it to him, which we did. It languished in his

workshop for several years. I asked if I could have the centerboard so that I could make a coffee table out of it. I made a trestle so that the centerboard could rest on it without being damaged. (A quick sidenote to anyone thinking this sounds like a good plan: don't do this! The centerboard's edges were sharp enough to hurt shins, and you couldn't place a glass near the edge. The lead at the bottom of the centerboard was also unforgiving!)

As I say, the boat sat in Mr. Langley's workshop for a number of years. Finally, he decided to cut it up for firewood. He had second thoughts just before taking a saw to it, knowing that he had worked in the RCYC woodworking shop in the Depression and still had the skills. With nothing to lose, he painstakingly removed each of the planks starting from the gunwales and working down to the keel. He replaced the keel with a new piece of wood, replaced the broken ribs, and then re-attached each of the planks. He said that planks were damaged as he removed the pop-rivets so he couldn't varnish the boat and make it look nice, so he painted the boat instead. Then, he contacted me and asked for the centerboard back again. This I was happy to do—not only to know that the boat would sail again, but also to remove a shin-banger from my living room.

I understand that Mr. Langley took the boat to a friend's cottage in the Kawartha Lakes area of Ontario sometime in the late 1970s, and I don't know what happened to it since then. I hope it's still sailing.

Sources

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Accessed 5 March 2022.

<https://gbr.international14.org/history/1923-1989/uffa-fox-era-1928-1939/> Accessed 6 March 2022.

C.H.J. Snider, *Annals of the Royal Canadian Yacht Club 1852 – 1937*. Rous & Mann Ltd., Toronto, Canada, 1937.

Pictures



New sloop-rigged dinghies and an older cat boat in the International Races off Toronto Island, 1934. Source: *RCYC Annals*. Note #9 leading, and note the “N” on the right-hand boat's sail.



Two views of our 1934 International 14



A 16-foot gaff-rigged sloop built by Grew (L), and our 14-foot International with reefed mainsail (at the moment taking on water, but didn't dump!). 1955 at Pointe au Baril.



1957 at Pointe au Baril. Note neither boat has a boom-vang. And why are you paddling?



1966 at Pointe au Baril. Note the “14” and “KC 9” on the mainsail and the deck-sweeping jib.



The annual task of preparing the boat for varnishing.



The last sail at Pointe au Baril (1971) – the boat was filling up with water because of cracks near the rotten keel.



A quiet moment at the hollers. Note the airbags for extra buoyancy.



The way I like to remember our 14-foot International.

Endnotes

1. C.H.J. Snider, *Annals of the Royal Canadian Yacht Club 1852 – 1937*. Rous & Mann Ltd., Toronto, Canada, 1937. Pp. 248-9.

Bio

David was educated in survey engineering at U of T, worked 37 years in the Public Service of Canada mostly with the Canadian Hydrographic Service. He surveyed in seven provinces and two territories, on the Great Lakes, and off the Atlantic, Pacific, and Arctic coasts. He also prepared hyperbolic lattices on nautical charts, was a technical expert on positioning in over 25 fishing violation court cases, researched the location of Sable Island over 200 years to prove that most of the island has not moved, and provided technical expertise on maritime boundaries and limits. David's parents had a cottage on an island at Pointe au Baril, Ontario, where he learned to swim, handle boats, and sail competitively, which he continued to do for more than 60 years both there and at Nepean Sailing Club. During his work at CHS, he wrote chapters for *Mapping a Northern Land* and *Charting Northern Waters* dealing with CHS's post-war history.

The Collision of the SS *Montrose* with an Iceberg July 1909, from the Diary of Frank Horlor

by Brian Hill



Prologue

Part of my duties while employed by the National Research Council's Ice Facility in St. John's was to compile an extensive database of ice conditions around our eastern coasts. Over a period of many years, sea ice and iceberg observations from as early as the 19th century were collected and assembled into three databases—one each for the winter ice conditions on the Grand Banks area and the area of the Gulf of St. Lawrence, and the third for all the iceberg sightings throughout the year. One data set led to another; in compiling the iceberg observations, it soon became evident that we also had a unique record of ship accidents involving icebergs, and this prompted us to build a fourth database—a record of almost 700 collisions across the northern hemisphere, principally in the North Atlantic. With the help of staff and many, many work placement students, all available ice information was assembled into a presentable format and made available on a temporary researcher's website. The details in the ice records included all basic information about the ice, including date and location, and, since most of the historical observations were recorded by transiting vessels, the name of the ship (when known). The ship's name was of interest to researchers tracking ships' movements and family histories.

Almost 14 years ago now, a gentleman in England who had seen an entry in the database regarding the ship *Montrose* contacted me to let me know that he had information regarding its collision with an iceberg in July 1909.¹ In amongst his late mother's family papers, he had found a letter written in pencil from her uncle Frank—then just arrived in Canada—to his mother describing the voyage and the collision. He wondered if I might be interested in reading it. The original documents he had sent to the family, Frank's descendants, still living in Canada. I was of course interested, and he duly sent me a transcript of the letter from which I extracted the basics for the database. The letter had much more interesting detail and I thought more could be done with it, but I retired soon after, and a few years after that the website, for a number of different reasons, was retired also.

I knew nothing about constructing websites—the adventurous students had done all that—but I thought that one day, when I had time, I should try and get the iceberg collision site up and running again together with all the rest of ice data. Retirement and the Covid shutdown provided that opportunity, and a revised website is now up and running.² I had not forgotten the story of the *Montrose*. Even after such a long interval, I was able to contact Frank's family members in seeking permission to post extracts from their transcript on the website, and they very kindly agreed. However, once I started looking at the details again, plotting the likely course of the *Montrose* across the Atlantic and comparing the ice conditions we had for 1909, I realized that we not only had the opportunity to tell a rather interesting story of peril and bravery, but we would also be able to capture for all time a unique, perceptive, and emotional first-hand account of one ship's voyage and encounter with an iceberg. I offer my especial thanks to the family members who graciously agreed to the publication of the diary and who have also contributed to the manuscript. Though I have added some detail and tried to place the story in some context, the following is Frank Horlor's story, not mine.

Introduction

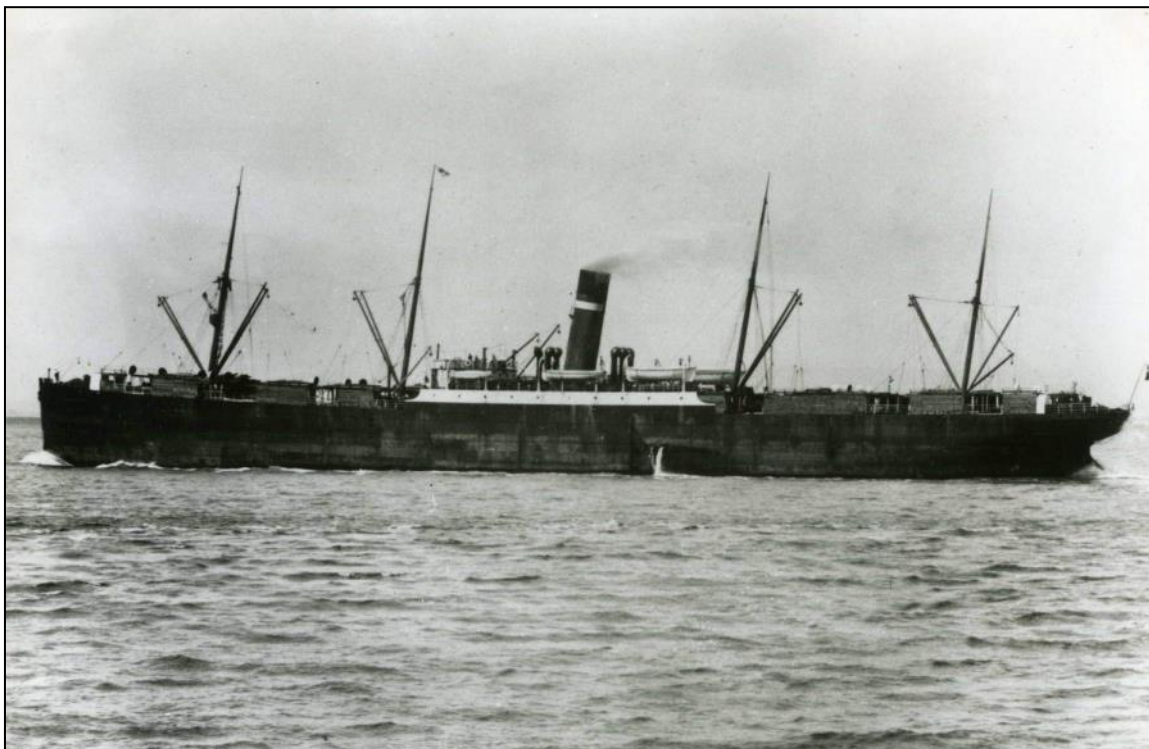


Figure 1 SS *Montrose*. Source: <https://wrecksite.eu/> [no known copyright]

Frank Horlor was born in London in 1865, and in 1909, leaving his wife Ussie (Ursula) and two young sons behind, he emigrated to Canada with the hope of finding a better life and steady employment before calling on his family to join him. He had passage aboard the *Montrose*.

Frank joined the ship in London on 8 July 1909. The single screw 440-foot-long SS *Montrose* (Fig.1) had been built for the Elder Dempster and Company in 1897 and was acquired by the Canadian Pacific Steamship Company in 1903. The ship had gone through a couple of refits already, and by 1909 had a gross registered tonnage (grt) of 6,278 and the capability of carrying over 1,900 passengers at a service speed of 12.5 knots (kt). The recently invented Marconi wireless telegraph system—or radio—was also installed on the ship, allowing Morse coded communication with shore stations and similarly outfitted ships. The regular route for the *Montrose* was London – Antwerp – Quebec – Montreal. Once in Antwerp, Frank signed on as crew. More likely, this was as a supernumerary—not quite a crew member but not really a passenger, either. This position would earn him the regulatory one shilling per month. The Master of the vessel was Captain Edward Griffiths, who had a long illustrious career with Canadian Pacific and eventually rising to captain the *Empress of Britain* and *Empress of France*.

Some notes on reading Frank Horlor's diary

The diary runs from 8 to 30 July 1909.

Frank's letter home to his mother is written in the form of a diary. In transcribing from the original, the family kept as closely as possible to Frank's own spelling and grammar. Frank's spelling and grammar in the journal are a bit inconsistent, but it should be remembered that his quarters were near the bow—not the most pleasant place in a pitching ship at sea—and likely written for brevity while enduring the effects of seasickness, anxiety, and trauma.

Misspelt words have been left as is to offer an authentic idea of Frank's diaristic voice; his words as they exist offer an immediacy they would lack if they were corrected. I have, however, added some details in the form of footnotes to give geographical and historical context.

The Diary

(8) Left London about 3.30 pm lost sight of land 12.20 midnight. Good-night all.

(9) Steaming up the Eschat Antwerp in sight Go ashore 3.30 find Post Office write home feel strange find my little French useful have a slight look around.³ Bid Good night-all.

(10) Raining hard awful row all night unloading cargo, go and help cook. Chum up with two Canadians nice chaps go ashore do the town see churches and cathedral most lovely chimes beautiful parks and walks hear fine Band, go in pub to have a drink chap at piano strikes up English and American airs we sing God Save the King and the Maple Leaf Go back to ship Good night all

(11) General Holiday pubs all open have a look round the dens of Antwerpen saw woman spending money she did a sailor for back to dinner. find the Zoological Gardens walk in gate man call say one Franc please in Belgian I say no comprehend walk on he fetch Gendarme sword revolver turn us out we say we tell Teddy he make rude noise with his mouth á la Billingsgate.⁴

Find excursion going to field of Waterloo go wish we had come earlier so as we could have had a good look around. listen to Bands all over the shop back to ship tired out. Good night all

(12) Raining like the devil so go to sleep left off go to Post Office no letters disappointed go back to ship make draft board and drafts out of an old broom handle. Good night all

(13) Last day in Antwerp so must do town today. Marina left with a cargo of Belgian entire Horses for S. America handsome beasts some worth £1500. Go to Post Office. Hurrah 2 letters 2 Post cards. Go to the Seamans Mission devour them write to little wifey feel a bit lonely. Wolters (thats the Canadian Chemist) says I want bucking up and proposes we have a time this evening. Sign on ships crew. Have 2 Francs of their money left The artist has 5 Wolters 3. Artist proposes we club the lot and expend it carried unanimous make him captain. See saucy Cinematograph drink Gin 1^d a glass if you want water another 1^d. Go to Casino they do go it dancing music drinking start for ship 2 am. Back to Ship Read letters again felt happy. Good night all

(14) Left Antwerp 8.40 am. Saw Marina with her side stove in aground near Flushing supported by 4 tugs been in collision dangerous now right to the other end of English Channel. 11 pm see the lights of Dover England once more, Good night all.⁵

(15) Steaming down Channel long way out cant see land. See 23 line of Battle Ships manoeuvre marvellous. Lizard light. going through millions of herrings Sea on fire.⁶ Bishop light at Brow Head watch it give its last flicker about 12.40 Good Bye and Good-night everybody now I am alone.⁷

(16) Out on the Atlantic not a sail only a slight haze in sky showing where Ireland lays pass a full rig sailing ship in full sail beautiful sight. Monotony. Read letters Good night all

(17) Water water everywhere very rough. Fog lulled to sleep with foghorn. Good night all

(18) Beautiful morning sea like glass. We parade for Boat Drill. Pass a dead whale a school of Porpoise are playing round the ship wonderful how quick they are dive down one side and up the other still no sail in sight feel a bit sea sick she is a beast to pitch find letters from wifey sent while in Hospital almost know them by heart Neptune wants his dues Good night all

(19) Sea lovely and calm feel good (Canadian way of saying you feel well) See funnel of steamer just on sky line Said to be the Empress from Liverpool. Have a long chat about my prospects in Canada. Feel I should like a good feed of Home Grub (Animal) Everyone gone to bed but me I am sitting on the deck alone but for the Watch up in the Crows Nest his cry of Alls Well breaks in on my reverie. I see my boys asleep and hear their God Bless Dada wonder how my dear old Mum feels hope she does not worry can see her with her poor wan face saying God protect my boy. Is this Homesickness or is it that feeling which none can describe, that something which you feel but cannot see, that vastness of everything and your minuteness. There goes the Siren to bring me back to earth. These fogs wet you through in 5 minutes I am off down the Glory Hole Good night all⁸

(20) Very foggy still we are on the Banks of Newfoundland shall not see land for 2 or 3 more



Figure 2 Ross's Gull. Photo credit: Bruce Mactavish [pers. comm]

days. As I write Wolters cries there she Blows and we see about 4 or 5 whales some close others 10 or 15 miles out. See a lot more porpoise in the afternoon also a most beautiful Gull about the size and shape of our cuckoo tail shorter. Blue Brown back barred darker, white under with Rose flush on it must look it up when I come home razor bill.⁹ Good night all Go aft for first time to see a mixed lot Poles and Polish Jews most of them like the gipsies we see about home bitter cold must be near ice Good night all

(21) So foggy and cold you cannot see 50 yds from the ship washing up breakfast things the little chap has a fit dare not fetch doctor, he might not let him land. Fog and cold worse 10 pm the ship is stopped. Dangerous too many icebergs about. Siren Blows two long blasts every 5 minutes to say we are layed too cant sleep, off again 4.30 pm now perhaps I shall get a day you are just about getting up at home so Good Morning.

(22) Fog still Bad we are close to Newfoundland So cold glad to hang around galley fire 4 pm fog worse 9 pm Ship lay too for the night Oh: that Siren Good night

(23) Off again 3.40 am can feel the throb of the Screw. Fog still bad. Go up on deck but so cold and foggy we go between decks while we are sitting on the fore hatch we hear a sound like 10,000 cannon and are all thrown yds. We rush up on deck and take our positions at the lifeboats I am at No 6 larboard when at our places we have time to see what has happened we have crashed into an iceberg and the forecandle is covered with tons of ice. They are getting the Starboard Boats out and I get a chance to look at the berg as she drifts by imagine a white mass as tall as the church tower and as long as the Art School Speech Room and Moss's House and you have some idea of the size as I stand on the top deck at my post (having signed on I am one of the Crew) I look on the scene below where the Officers are trying to create order out of chaos among the emigrants great men screaming and crying fighting the women for the Belts Women fainting praying and crying in turns, words fail to in any way describe it. The second mate put me in charge of steps up to deck and told me to knock the B-----r down. They have gone forward to examine the damage. Found Portside of forecandle stove in but not making any water. Marconi to Montreal for instructions answer back in 39 minutes from sending that if not in danger to stay where we are until fog lifts sea like a Mill Pond drifting South. Have dinner could not eat much Set to work clearing deck of ice taste it find it perfectly fresh. What an experience told Tom¹⁰ I should like to see an iceberg wish gratified but too close to be pleasant, in the midst of the greatest danger I had a smile one of the lady Saloon passengers said 'What are they lowering the boats for, to push the ice away!' Still no one knows but those who have had the experience what it is to look Death in the face. Feel a bit shaken now and sleepy shall go to bed early. I did not forget I was a Briton and my forefathers were sailors Thank God for all his mercies Good night and God Bless you.

(24) Still drifting but are in touch with H.M.S. Brilliant 60 miles distant nothing to see but fog and listen to the Siren. Hear that the Berg we struck was grounded and the water was 78 fathoms deep, go and have a good look at the damage. what a sight! great Iron Plates 2 inch thick and Iron Girders bent and twisted as you would step on a Sardine tin one anchor broken in two about half way up the shaft which is 9 inch square. Feel a bit sick suppose it is the reaction Shall go to bed early Good night all

(25) Still fog and cold H.M.S. Brilliant Marconis there are between 60 and 70 large Bergs round about. no wonder England is so cold this Summer Church tonight on top deck. Captain says we are not yet out of the wood. Nothing to do so bed. Good night all.

(25) 1.15 am Hear Throb. Throb go up on deck Hurrah! We are off again a strong wind as sprung up and cleared the fog. Morning opens grand, shant be able to tell where we are until 12 o'clock. Sea washing all over us about 2ft of water in our room. In our Bunks whose going to get in the water to go and tell the 1st mate, Peggy Green goes he has only one leg to get wet. we are to shift aft now the fun commences, up to your knees in ice cold water and every time she rolls and pitches you are swamped. Now roll up your bed and scramble up stairs with a laugh and a ----- it as the water chases you and our lodgings are moved still a change from monotony Can't sleep very well the vibration of the screw makes such a row so we get up and pinch some flour and I make two large jam tarts we eat them with great gusto. Shall have nightmares. Good night all

(26) Up 5 am Beautiful morning Sun now getting warm. See Land. St. Pierre The only French possession here it is a great place for smugglers. Wine is brought here from France and smuggled into Canada. Three H.M.S. Gunboats already about, Steaming along the coast of Newfoundland what a rugged inhospitable shore very much like Cornwall 5.45 pm Cape Rae.¹¹ No more land till Canada. Think there has been a wreck of a timber ship the sea is covered with floating timbers like you see in Hunt Kinnards. Ought to have been in Montreal today Good night

(27) Up 5 am Beautiful morning See more vessels now. In the Gulf of St. Laurance 2.30 pm Canada Steaming up the River what a beautiful sight Hills right down to the shore covered with trees with a farm or fishermans huts in the little clearing and to think you can go any where you like there Shoot deer or moose in the fall no one to say that's mine For me to try to describe the beauty of the scenery is almost impossible. Great Hills covered with beautiful trees and then a ravine which looks as if some monster had split it, then a sheltered dell with about a dozen houses Painted white, with a little cascade tumbling into the sea and the Peace of it all, as we float on the river which looks like a mirror. I wonder if it is an omen. My voyage as been a strange one up in the boughs one day then in the depths of worry the next then the final crash of the iceberg and the 3 days anxiety what it was to be, now perfect Peace, it is a pen picture of my life. I hope to God it may have the same ending. What a Sunset, tomorrow we hope to be in Quebec, must be off to bed want to get up early so that I may not miss more than I can help. God night all. 3 weeks to night since I kissed dear old Mum and Blanche¹² Good bye

(28) Up 4 am 3 weeks since poor old Us¹³ and my two boys saw there poor old lad it seems a life time I wonder how long it will be before we meet again over 3,000 miles now part us. Are well, Buck up old boy Have a look at the scenery, country getting more flat villages and churches larger and more frequent and the smell of the saw mills fills the air, burning wood is a most delightful smell in the crisp morning air. Have just seen a Seal close to the ship. The only thing that I can think of to describe the Houses is a Noah's Ark. Just got to the Quarantine Island pulled up flag for doctor, mustered up and have passed. Saw the Isle where Wolfe commenced his attack. Lights of Quebec to dark to see Montmorency Falls. In the dock they will not let us land so shall go to bed Montreal tomorrow. Good night all

(29) Up at 5 am saw the emigrants off Quay 5.45. Heights of Abraham, how ever a human being got up them I can't imagine they must have been flies yet Britons did it in face of an enemy. Funny how directly you leave Quebec the river gets quite narrow to what it has been. From what I can see of the town there are some fine buildings but they tell me inside it is like poor Paris. Saw the monument to Wolfe and the stone in the face of cliff where he fell.

Sitting on the dock watching a sailor clean the Siren on the funnel when the Pilot blew it and the hot Steam knocked him off and he fell about 40 feet on to the fiddley.¹⁴ Go and tell Captain on bridge and help to get him up, poor chap is smashed awful but alive. Sun is awful hot washed all my clothes and have now got them dry getting tired of the journey shall be pleased to get it over. Landed Montreal 9 pm find lodgings Go to Post Office Find a letter to welcome me from dear old Mum. Find everything French. Wolters goes to St. Johns N.B. tomorrow night so he will show me round. Good night all.

(30) Find employment Bureau get registered go and get luggage of the Boat, glad to be done with the unlucky beast. Go the the Church Notre Dame most beautiful Wood Carving I have ever seen. The trains are funny. Got search lights on engine and a great Bell which keeps ringing. Went for a ride round the city on Street Railway, you pay 5 cents (2½) and ride as long as you like. Go to Dominion Park. Meet some friends of Wolters they want me to go to St. Johns this winter, they can get me plenty of work as much as \$120 a month but Wolters says it is dangerous. See him off feel awful tired so am off to bed. Good night

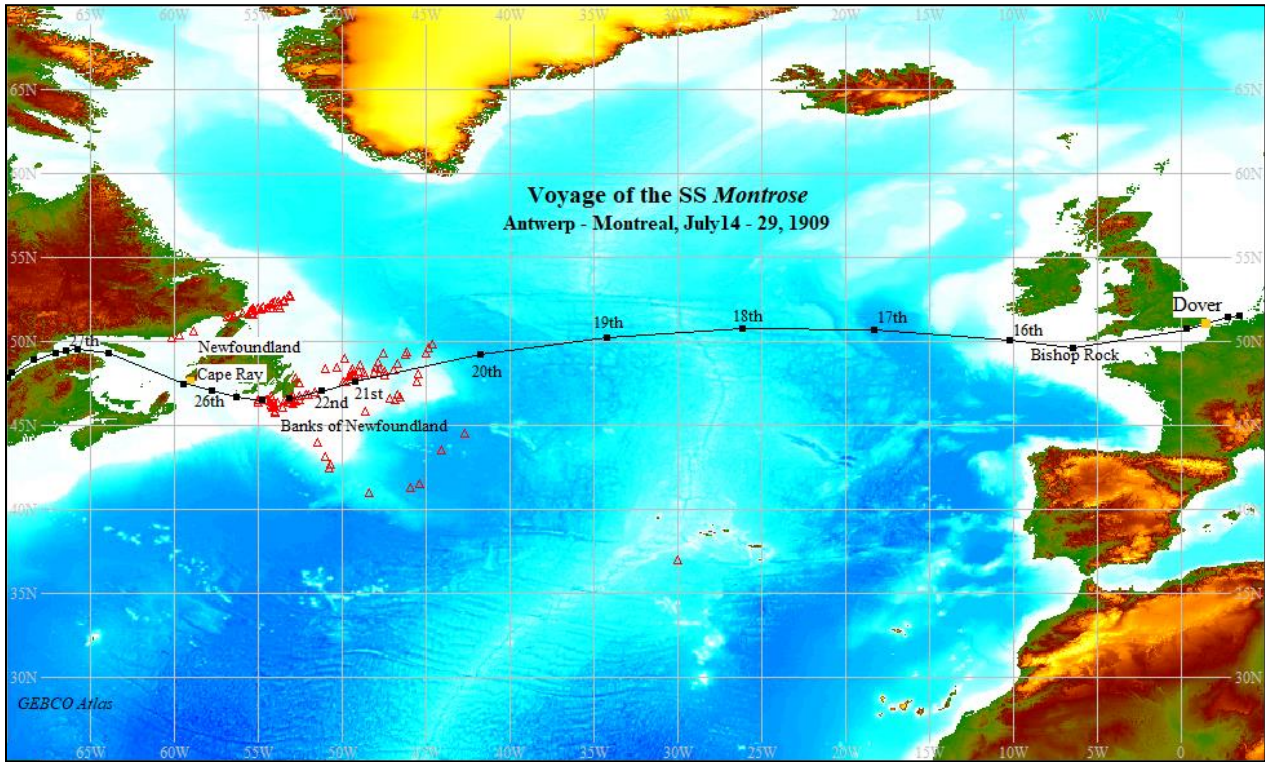


Figure 3 Chart showing the track of the SS *Montrose* across the North Atlantic and into the Gulf of St. Lawrence with the dates showing the approximate noon positions. The red triangles denote observed locations of icebergs, not necessarily individual ones, and the season of 1909 saw an unusual number. More than 300 were observed in the month of July with one unusual “rogue” in the lower centre of the chart near the Azores.

The Route

Frank’s great narrative displays many emotions, from the boredom of ploughing through the mid-Atlantic to the apprehension and anxiety of stealing a way through the fogs and icebergs of The Banks and the anticipation of a new life in Canada, all the while appreciating the

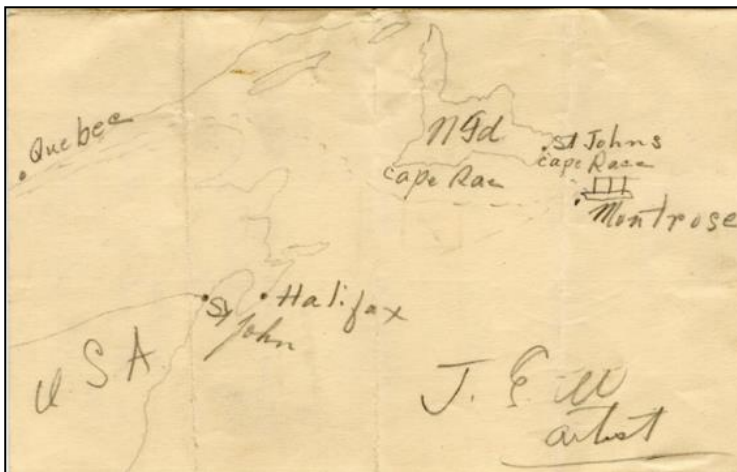


Figure 4. A sketched map showing the location of the iceberg collision included in Frank’s letter but evidently drawn by someone else.



Figure 5. Sketch showing damage area on port side of forecabin and describing the time difference from London.

beauty of the creatures and scenery all around him (and trying not to be seasick). It was a particular challenge to try and find out exactly where the accident happened. There were a couple of contemporary newspaper reports, but they were not very specific as to the location. The first step was to chart the likely course of the *Montrose* across the North Atlantic. Frank provides clues as to the vessel's speed by giving the time of day it passed Dover and The Scilly Isles, which gives 12.5 kt, the likely service speed of the ship. Using this along the Great Circle Route—the shortest way around the globe—the approximate noon positions were plotted as in Fig. 3. As the ship moved westwards, the ship's time would have been corrected once in a while to keep it in tune with solar noon; this entailed subtracting an hour for every 15 degrees of longitude and the addition of an extra hour's sailing time. With his letter home, Frank also sent a sheet of paper with two hand-drawn diagrams on it: Figs. 4 and 5. In Fig. 5, Frank shows the difference in time at the moment of collision of about two and a half hours from London time (Greenwich Mean Time, or GMT), which corresponds to $37\frac{1}{2}^{\circ}$ degrees of longitude. It is just an approximation because we don't know exactly when the clock was changed, but since that lies still well to the east of The Banks, I have used a full three hours in the calculations as having passed west of 45° .

Frank also tells us when the ship was stopped and when it was very foggy. It is assumed that, when travelling in the fog on The Banks, the captain reduced speed to slow or dead slow; the report in the *Montreal Gazette* (reproduced below) confirms that the ship was going dead slow at the time of the collision. The speed over The Banks would have varied according to visibility, so I have used an average of 5 kt in the estimation. The captain would have been well aware of the iceberg conditions to be met with. The approximate 40-year period from the early 1880s to the mid-1920s saw the worst sea ice and iceberg conditions on The Banks in the last 200 years, and 1909 was one of the worse ones, with icebergs lasting well into the summer.¹⁵ There was no official ice patrol at that time—the International Ice Patrol was not formed until after the sinking of the *Titanic* in 1912—but ship companies and their captains were kept well informed by notices in the shipping newspapers and bulletins from hydrographic agencies in the notices of "Ice Reports" or "Dangers to Navigation".¹⁶ Observations from transiting vessels (such as in Fig. 3) would have been available within a few hours if telegraphic services were at hand, or within a few days if the vessel had to first arrive in port. That the icebergs in Fig. 3 appear to cluster in groups reflects that they were observed by vessels along standard shipping routes. In the days before actual reconnaissance, blank spots in ice-prone areas does not mean that there were not any icebergs, just that there were few, if any, vessels there to observe and report them. Calculating the distance travelled based on those speeds and times as a first approximation actually puts the *Montrose* just to the south of Cape Ray, the most south-easterly point of Newfoundland. We don't know how close to Cape Ray the captain intended to sail by, but about 10 miles would be close enough to see it but far enough to clear it safely while staying within the standard lane for westbound traffic. Fortunately, Frank gives another clue that is supported by the article in the *Montreal Gazette* Friday 30 July 1909, page 10:

"Quebec July 29: The CPR steamer *Montrose* which arrived here tonight, did not show much outward evidence of her encounter with an iceberg 60 miles east of Cape Ray on Friday last, the 23rd instant, although many of her plates were torn away down to the water edge. This accident happened at 11:30 in the morning during a dense fog and at the time the steamer was proceeding dead slow when her port bow struck the berg a slanting blow. The iceberg which was aground in about 89 fathoms of water, was about 180 feet over water, towering above the steamer. Capt. Griffiths whistled to get out all the boats and they were all lowered within 3 minutes. For a few seconds there was a little excitement among the passengers but there was no panic. Capt. Griffiths denies the story sent from St. John's, Nfld., that the British cruiser *Brilliant* was near at hand and assisted the *Montrose*. He says he did not see the cruiser which was about 60 miles off. As a matter of fact, just before the collision the Marconi operator on board the cruiser, caught the operator on board the

Montrose and inquired about the matter. The latter replied that the *Montrose* had just struck an iceberg. Nobody was hurt, with the exception of a fireman who fell out of his bunk and hurt his head, and there was no damage to the cargo. Capt. Walsh, marine superintendent, of the CPR, and Capt. Griffiths both state that very little damage was caused to the steamer. The *Montrose* will land her passengers at daylight tomorrow morning and leave for Montreal.”

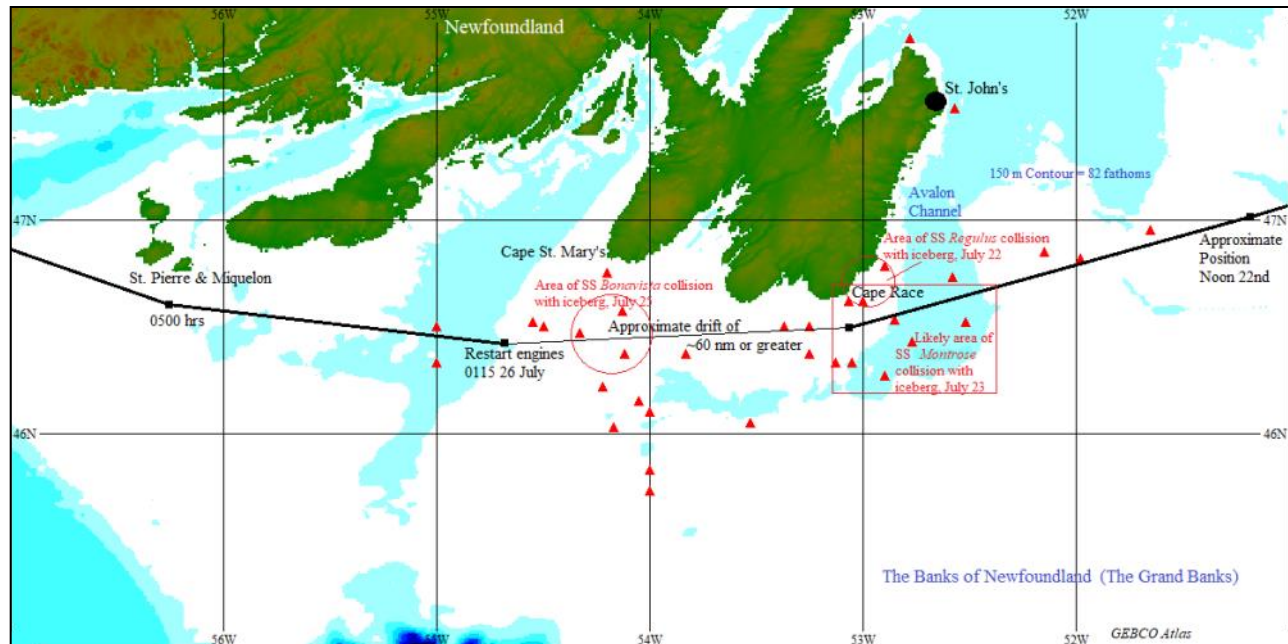


Figure 6. Chart illustrating the approximate track of the SS. *Montrose* and the most likely area of collision off Cape Race. Depth contours are shown every 150 m and it is along the edge of the 150 m contour that the collision took place. The red triangles denote at least one iceberg in that location. The approximate drift of the *Montrose* is shown as an unlikely straight line.

The Scene of the Collision

Frank writes that the iceberg was grounded in 78 fathoms, or 142.6 metres of water while the *Gazette* states 89 fathoms (162.8 m), but the difference is minor; this is deeper than most areas of The Banks. Fig. 6 shows the 150 m contour with depths greater than that highlighted in blue. Given the likely route of the *Montrose*, the most likely scene of the collision is within the bounds of the Avalon Channel that runs parallel to the peninsula then westwards around Cape Race. This also indicates that the only way the berg—and likely many of the other bergs in the area as well—had to have drifted southward down the channel to eventually run aground on the shallowing banks of the channel. Grounded icebergs can generally be recognized by the wide tidal undercutting of the berg at the waterline, as wave action erodes and melts the ice. Also, the berg tries to respond to the ocean swell and tides by grinding along or bouncing into the sea floor, releasing innumerable fragments of ice—or bergy bits—which float to the surface around the berg and drift away.

Frank’s drawing, Fig. 5, indicates the site of the collision to be 120 miles to the southeast of Cape Race, though the *Gazette* states 60 miles to the east. However, there is another newspaper article in *The Evening Telegram* that includes information from the British cruiser HMS *Brilliant*, which was operating off the south coast of the island and apparently enjoying quite a bit of fishing. The article states that, while it was west of Cape Race, the *Brilliant* was in communication with the *Montrose* on the afternoon of Friday 23 July, learning that it had been in collision with an iceberg and that it “bore eastward of the cruiser 15 miles.” The cruiser had left the French islands of St. Pierre and Miquelon on Wednesday evening and

“had it exceptionally foggy all the way to port” in St. John’s. St. Pierre is about 140 nm from Cape Race so, if a ship were travelling at dead slow, it could take a day and a half or until late on Friday to reach there. This suggests that the *Montrose’s* collision was in the vicinity of Cape Race.

Despite the 120-mile distance given in Frank’s drawing, further evidence that the collision took place closer to Cape Race is given in Frank’s diary. He has two entries for 25 July. On 24 July, Saturday, they are still drifting. On 25 July the *Brilliant* says there are 60 or 70 large bergs around, which is quite a cluster. There is nothing to do so Frank goes to bed, presumably early. His next entry is also 25 July, which is presumably now in fact 26 July, and he is up at 1:15 am at the throb of the engines. The sea wash is around him, and he does a couple of chores and goes to bed.

In Frank’s diary entry for 26 July he is up at 5 am, which means he had very few hours’ sleep. It is a beautiful morning and he sees St. Pierre—though we do not know at what specific time. However, at 5:45 pm they are abreast of Cape Ray on the southwest corner of the island entering the Gulf of St. Lawrence. The time travelled from the start of engines is 16 ½ hours; assuming the full-service speed of 12 ½ kt, and the distance travelled is 206 nm, this puts the ship’s start engine location at about half-way between St. Pierre and Cape Race. *The Evening Telegram* reports the restarting at 11 am, which would be unreasonably far west if the ship passed by Cape Ray just shy of 7 hours later. Using the 206 nm from Cape Ray, the approximate position where the *Montrose* restarted is shown in Fig. 6. However, that is at least 60 nm from the calculated position of the collision, and possibly a bit more if we keep the spot of the collision in agreement with the comments that the collision was to the east of Cape Race.

The interval between the time of the collision at 11:30 am on 23 July and the restarting of the engines at 1:15 am on 26 July is 61 ¾ hours, during which time the vessel was free to drift with the current and winds. Frank mentions drifting south, which would certainly have been possible for a time. However, the overall trend would have been to the west following the curve of the Avalon Channel, as evidenced by the broad band of icebergs stretching towards St. Pierre. The abundance of thick fog is also likely indicative of a southerly or southeasterly air flow, which would bring up warmer moist air from the Gulf Stream to condense over the much colder Labrador Current waters on The Banks and around Newfoundland. To drift 60 nm or so in just over 60 hours requires a drift speed of 1 kt, which, although brisk, is not unreasonable for the area. In fact, to have remained stationary at the one spot for over two days would have been very unusual. The details in Frank’s diary together with those given in the newspaper articles suggest a high likelihood that the collision occurred somewhere in the boxed area off Cape Race, as shown in Fig. 6.

In the era before today’s technologies of detection and monitoring, collisions with icebergs were not that unusual, but to have three within a few miles of each other and all within a couple of days was certainly remarkable. The *Montrose* was not the only vessel that collided with ice in the area. The coastal steamer SS *Regulus*, returning to St. John’s from an outport on the south coast of the island, struck a huge iceberg in thick fog just after rounding Cape Race in the early morning of the day before, on 22 July. The ship was going dead slow and on the lookout’s warning the master had time to reverse the engines before it hit. The bows were crumpled and the forepeak flooded, but the ship reached St. John’s safely where an observer noted, “she looks to be much worse condition than any other that ever arrived in port after an accident.”¹⁸

On 25 July, while the *Montrose* was still adrift and likely close enough to be clearly visible if the weather had been fine, the freighter SS *Bonavista* also ran into a huge berg, also likely grounded, in early morning dense fog about 25 miles south of Cape Pine, the next peninsula

west of Cape Race. Similar to the *Regulus*, the *Bonavista*'s captain was able to reverse engines before striking; as well, it was later thought that the undercut washed away belt of the grounded berg helped save the steamer by allowing the above water portion of the bow to strike the overhanging ledge of the berg first, thus saving the underwater parts from impact.¹⁹

The Collision

Approaching Cape Race in the *Montrose*, Captain Griffiths would have been well aware of the hazards ahead. Although he would not have been aware of *Regulus*'s accident the day before, he would have been well informed of the latest ice conditions on leaving port and possibly thereafter by telegraph. As well, although Capt. Griffiths may not have been aboard the *Montrose* in an earlier incident, he was likely aware that the vessel he was now in charge of had collided with an iceberg almost exactly 10 years previously—and in much the same area—which had resulted in damaged plates and a leaky hull.²⁰ Now, in the thick fog, he reduced the ship's speed to dead slow and maintained lookouts in the crow's nest and on the bridge. The foghorn was sounded repeatedly to announce their presence—and perhaps also in the faint hope that there might be an echo from any iceberg barring their way. The fog was not necessarily continuously thick, but swirled with occasional lightening and thinning and increased visibility. The sun may even have been faintly visible overhead. Then—as is often the case as mentioned in the accident reports—just as the fog appeared to be lightening, it was not due to the thinning of the fog but to a solid wall of ice directly ahead. By that time it was too late to change course, and collision was all but inevitable; the *Montrose*'s few thousand tons of steel and cargo smacked against the side of an iceberg weighing likely as much as two and a half million tons, and solidly imbedded in the sea floor. Even at that low speed, the impact—and the sound like thousands of cannon going off—was enough to send people off their feet; iron plates buckled and metal snapped. Ice is extremely strong under direct impact, but it is not nearly as strong under shear forces, and in this case like many others, the impact loosened ice from the near vertical wall above so that tons of it fell crashing to the deck below, adding to the noise and mayhem. Such ice collapses have been known to crush and even overturn vessels. Panic ensued as passengers raced for lifebelts and lifeboats, but order was restored when it became clear that the damage was superficial and carried no threat to the integrity of the vessel. The damage appeared to be limited to the upperworks on the port side of the forecabin, with no water leakage into the hull. Frank's description and the article in the *Montreal Gazette* seem to agree on this, but the report in the St. John's *Evening Telegram* reports more damage: "Her bows were badly stove in, her fore compartments were filled with water and she asked the *Brilliant* to stand by and render assistance if it were necessary.... She wired that the captain at first had decided to make St. John's, Nfld., for repairs, but the passengers on board of which she had a large number demurred at this, and he then decided to proceed to Quebec. The bulkheads were shored up, other temporary repairs given the bows, the pumps were kept going, and with a cordial goodbye to the cruiser, the liner steamed for Quebec yesterday at 11 a.m., the fog then having cleared up."²¹

There thus appears to be some discrepancy in the severity of damage to the *Montrose* as relayed by the *Brilliant*. It's worth remembering, however, that no one aboard the *Brilliant* talked directly to anyone on the *Montrose*. Communication was by Morse code, and depending on whom the reporter from the *Evening Telegram* talked to on the *Brilliant*'s arrival in St. John's, the account could have been considerably embellished in passing from individual to individual. Once the *Montrose* was again underway, Frank does record, "Sea washing all over us about 2ft of water in our room" and having to move cabins, but he makes light of it; presumably this is green water being shipped over the damaged bow and forecabin and not from a leaky hull.

Whatever damage there was and whatever water was being shipped, the *Montrose* was able to maintain good speed, with Frank marvelling at the surrounding countryside as they sped through Cabot Strait into the Gulf of St. Lawrence, upriver to Quebec and, at last—and thankfully—to Montreal and a new life.

Epilogue

Nine known vessels were in collision with icebergs that season of 1909 between March and July—some more than once, with one ship sinking (remarkably with no loss of life, although it was close).²² The schooner *Geisha* was a day or two out and making for St. John's when, in dense fog, it struck a berg, suffered considerable damage, and then nearly sank when part of the berg toppled onto it. Still seaworthy, it continued towards St. John's when, in the darkness, it collided with an unlit schooner. Making further headway near Cape Spear in the approaches to St. John's, the ship hit another berg and ran out of luck. The crew were luckily able to get away in one of the boats and were later picked up.

Just a couple of weeks earlier, on 28 May, the SS *Almeriana* arrived at St. John's with dented plates and a few leaks after having collided with an iceberg in dense fog. It left a few days later for Halifax, but shortly after collided with another berg; hundreds of tons of ice fell from it, inflicting further damage and buckling the deck plates.

Exactly a year to the month after Frank's voyage, the *Montrose* and its Marconi were to play a crucial part in the arrest of the infamous murderer, Dr. Crippen. Fleeing the British authorities, Crippen joined the ship in Antwerp and made for Canada. His description was radioed to the captain (no longer Capt. Griffiths), who confirmed that he was onboard. The inspector in charge sailed on a faster ship and arrested Crippen when he boarded the ship from Point-au-Père; he was returned to Britain and executed.

The *Montrose* continued its service with Canadian Pacific until the outbreak of World War 1, when it was sold to the Admiralty and shortly after was wrecked on the Goodwin Sands just off England's southeast coast. A new *Montrose* was built shortly after the end of the war to continue the service to Canada. On 9 April 1928, it collided with an iceberg on the Grand Banks. This time, it was not so lucky; the bows were extensively damaged and two men were killed by falling ice.

Frank became employed by the Grand Trunk Railway System and settled in London, Ontario—but the looming threat of icebergs wasn't done with him yet. Now gainfully and securely employed, he called for his wife and sons to join him. Early May 1912 found him in Quebec anxiously waiting for their ship to arrive, delayed as it was by the detours to avoid the icebergs that had just recently sunk the *Titanic*, which had struck one at high speed with the loss of over 1,500 lives. Thankfully, they arrived without incident and went on to establish an extended family in Canada. Frank applied in 1914 to join the many Canadian troops who fought in the Great War but was excluded due to a slight disability.

Endnotes

1. The transcript of the diary was very thoughtfully provided by David Hirst.
2. www.newicedata.com
3. The transcriber suggests this may be the Schelde.
4. The transcriber suggests this may be President Roosevelt.
5. Forty-second Annual Report of the Department of Marine and Fisheries, Canada. 1909, page 90. Available at: <https://books.google.ca/books?id=DSVRAQAAMAAJ&pg>. SS *Marina* is likely the 5204 grt Donaldson Line merchant ship that also went aground later that year in the St. Lawrence.

6. "Sea on fire" may be a reference to the sparkling water caused by the commotion of the fish or it could also be reference to the natural phosphorescence in the disturbed water.
7. Bishop light is the Bishop Rock Lighthouse on the Scilly Isles, perhaps confusing the name with Brow Head on the southern tip of Ireland, which would be too far away to be seen.
8. Glory hole: Frank's small cabin.
9. Frank offers a very observant sighting of the rare Ross's Gull. See Fig.2.
10. Tom: Frank's brother-in-law.
11. Cape Rae: Cape Ray.
12. Blanche: Frank's sister and grandmother of the contributor of the diary.
13. Us: Ussie (Ursula), Frank's wife.
14. Fiddle: deck grating over the boiler room below.
15. <https://newicedata.com/>
16. For example: Hydrographic Bulletins of the U.S. Hydrographic Office, at the National Archives at College Park, Maryland; issues of Lloyd's List, London, 1741; issues of the New York Maritime Register, New York, 1869
17. [The Evening Telegram, St. John's, 27 July 1909, p.4 col.4](#)
18. The Evening Herald, St. John's, July 23, 1909, p.2 col.5-6
19. The Evening Herald, St. John's, July 27, 1909, p.6 col.2
20. <https://newicedata.com/iceberg-casualties-ship-names-starting-with-m/>
21. The Evening Telegram, St. John's, 27 July 1909, p.4 col.4
22. <https://newicedata.com/the-ship-iceberg-collision-database/>

Bio

Brian T. Hill has spent almost his entire career "on ice," having spent 15 years in the field in the Antarctic, Greenland, Alaska, and the Canadian Arctic before settling down as the supervisor of the National Research Council's ice testing facility in St. John's, NL, for a further 25 years. Besides testing model ships in the ice tank, he had time to develop databases of sea ice coverage and numbers of icebergs—as partly explained in the article—and now, being retired, has had time to update an older website now named www.newicedata.com.

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Schedule (subject to change)

Times indicated below are Eastern Daylight Time

Thursday, 18 August 2022

1045-1100 Welcome and introductory remarks

1100-1220 Session 1

Chair: Thomas Malcomson

Roger Sarty, "Halifax Harbour's Western Shoreline, 1793-2017: Soldiers, Sailors, Parklands, and Suburban Sprawl"

Brian Jeffrey Street, "Built for a Miracle: A Closer Look at the East Mole at Dunkirk"

1220-1300 Lunch

1300-1420 Session 2

Chair: Michael Moir

Mark MacKenzie, "Legacy of the Gold Rush: Historical Contingency and the Fraser Port"

Chris Madsen, "Professional Port Police: Donald Cassidy's 1967 Report on Policing and Security in Canadian Commercial Ports"

1420-1440 Break

1440-1600 Session 3

Chair: Meaghan Walker

Nicholas Rogers, "Aboard the *Thetis*: The Trials of Robert Barker"

Margaret Schotte, "From Port to Port: New Perspectives on French Voyages in the Indian Ocean"

1600-1620 Break

1620-1740 Session 4

Chair: Thomas Malcomson

Jeff Noakes, "Little Ship, Big Screen: A Battle of the Atlantic Animation at the Canadian War Museum"

Martin Hubley, "The Convergence of Water, Land and Humanity in Watercolour: An Overview of The Watercolour World Project as a Resource for Maritime and Naval Historians"

Friday, 19 August 2022

1045-1100 Welcome back and conference announcements

1100-1220 Session 5

Chair: Richard Gimblett

Isabel Campbell, “Manning the naval shore stations’: How Dismantling the Women’s Royal Canadian Naval Service in 1946 Deprived Canada of Key Intelligence Capabilities in the Early Cold War”

Richard Goette, “Why did it Take So Long for the RCAF to Establish a Joint Headquarters in Halifax during the Second World War?”

1220-1300 Lunch

1300-1420 Session 6

Chair: Richard Goette

Michael Moir, “As Scarce as a Snowball in Hades: Shipbuilding and the Search for Skilled Labour during the First World War”

Alex Comber, “Scrapping the Supercarrier: What the Satellites Saw”

1420-1540 Session 7

Chair: Erika Behrisch

Paul Mansell, “Incapable of Executing Their Lordships’ Orders: The Royal Navy, the War of Jenkins’ Ear, and Epidemic Typhus”

Thomas Malcomson, “The Re-Establishment of the British Navy on Lake Erie, 1814 through 1834”

1540-1600 Break

1600- Annual General Meeting

Presenters’ Abstracts and Biographical Notes

Isabel Campbell

“Manning the naval shore stations’: How Dismantling the Women’s Royal Canadian Naval Service in 1946 Deprived Canada of Key Intelligence Capabilities in the Early Cold War”

Canadian historians generally acknowledge that the Women’s Royal Canadian Naval Service (the WRCNS or WRENS) made a vital contribution to Canada’s Second World War operational intelligence functions. The official history concluded: “WREN of all ranks had taken on the majority of duties at most naval signals intelligence sites, as well as in the OIC [Operational Intelligence Centre] the Intelligence and Signals Division in NSHQ, and in the Halifax and St. John’s Headquarters” (W.A.B. Douglas, Roger Sarty, and Michael Whitby, *A Blue Water Navy. The official operational history of the Royal Canadian Navy in the Second World War, 1939-45*, vol. II, part 2 (St. Catharines, ON, 2007), Appendix V, 606). This paper will address how the dismantling of the women’s services in 1946 negatively affected the Royal Canadian Navy’s (RCN) operational capacity in the immediate post-war period.

This period, known as the “doldrums,” has been analyzed by historians who have debated varied causes of the RCN’s poor morale, personnel shortages, and work stoppages. My paper adds to this debate, arguing that society-wide misogyny—assumptions about how females were most suited to raising children and males most suited to the professional

working world—led to the dismantling of the women’s services and the loss of intelligence capacity. During the early 1950s, Canada allowed women to serve again. These women made a difference, improving shore station capacity just as Soviet vessels began to appear off Canadian shores.

Isabel Campbell is a senior historian at the Directorate of History and Heritage, Department of National Defence. She has published on the Cold War, strategy, alliance relations, the north, oceanography, gender, service families, declassification, and archives. This paper draws upon work for the official history of the Royal Canadian Navy, but represents her own views, not necessarily those of DND.

Alex Comber

“Scrapping the Supercarrier: What the Satellites Saw”

The creator of an online database of warship satellite imagery will explore what Google Earth and other aerial and satellite imagery repositories can show us about the lifecycle of aircraft carriers. Carriers are some of the most expensive military equipment ever constructed, and like earlier capital ships, are both a powerful weapons system and an object of national prestige. They are packed with technological marvels and receive costly upgrades to serve as long as five decades. A particular focus of the presentation will be the process that the World’s largest warships go through at the end of their life cycle: dismantlement. We will journey overseas and across thirty years of imagery to show the building and breaking of these massive ships. We will contrast the orderly process at Brownsville, Texas with more chaotic breaking overseas.

Alex Comber is a military archivist at Library and Archives Canada. He has directed his passion for naval history to making collections of historic Royal Canadian Navy records more accessible, while also working to acquire Department of National Defence archival records. As a personal project, he has built a database of satellite and other imagery of fifty navies, with more than three thousand views, and interpreted discoveries and naval events through frequent blog posts on the site.

Richard Goette

“Why did it Take So Long for the RCAF and RCN to Establish a Joint Headquarters in Halifax During the Second World War?”

Part of the reason for the success of Britain’s Royal Air Force and Royal Navy against German U-boats during the Second World War is that their staffs effectively worked together in a joint headquarters called an Area Combined Headquarters (ACHQ). Although the Royal Canadian Air Force (RCAF) and Royal Canadian Navy (RCN) attempted to model themselves on the larger British organizations, the two Canadian services did not come together into an ACHQ at the important convoy port of Halifax until July 1943—fully five years after the British and one year after the United States. Why was this so? My paper will address the many factors that account for this development. These include resource constraints, physical location issues, and communications systems considerations. However, my presentation will demonstrate that the most important factors were service culture and individual personalities, notably conceptions regarding air-naval jointness and command and control. With the Canadian Armed Forces currently re-assessing its approach to jointness in a pan-domain environment, my paper will thus provide insights into operational-level services relationships in general, and specifically those between the RCAF and RCN from which modern military forces can learn.

Dr. Richard Goette is an air power academic and Canadian air force historian. He is an associate professor in the Department of Defence Studies at the Canadian Forces College in Toronto. He is an Associate Editor-in-Chief of the RCAF Association's flagship publication, *Airforce* magazine, and is Secretary of the Canadian Nautical Research Society. Richard conducts research on air power issues related to the RCAF as a professional military institution, command and control, joint operations, and "soft" air power (especially air mobility), in addition to writing a biography of "The Father of Canada's Modern Air Force," Lieutenant-General Bill Carr.

Martin Hubley

"The Convergence of Water, Land and Humanity in Watercolour: An Overview of The Watercolour World Project as a Resource for Maritime and Naval Historians"

The Nova Scotia Museum and the Art Gallery of Nova Scotia have recently completed the digitization of almost 1,000 historical watercolour art works from the eighteenth and nineteenth centuries. These are now available online along with tens of thousands of similar works from local, national, and international public and private collections around the globe as part of the UK-based Watercolour World charity (<https://watercolourworld.org>). This unique resource provides historians, archaeologists, ethnologists, geologists, climate scientists, and the public with a new lens into the oft-undiscovered pre-photography world. Many of the geo-tagged and mapped watercolours (easily searchable or browsable by actual scene location, collection location, artist, etc.) reflect the themes of the CNRS conference. Again, due to the nature of the medium, the works capture multiple everyday life perspectives over time of the interactions between water, people, and land, often from the perspective of "ordinary" individuals—such as mariners—and not necessarily professional or even trained artists. These include snapshots in time of depictions of cultural maritime landscapes not otherwise visually recorded. These would have been eventually lost due to the fragile nature of the watercolour medium were it not for digitization. A whirlwind tour of the project, and particularly its utility to maritime and naval historians, will be provided.

Martin Hubley is the Curator of the History Collection of the Nova Scotia Museum. He holds a doctorate in British history with research interests in Empire and the Atlantic World during the long eighteenth century.

Mark Mackenzie

"Legacy of the Gold Rush: Historical Contingency and the Fraser Port"

Arguably, the Fraser River was a poor choice for a deep sea port, but 163 years after the first European cargo left the waterfront of New Westminster, the Fraser River remains a high-volume operation. The various Sto Lo peoples have used the river as a transportation corridor and a livelihood for at least 9,000 years and locations of villages were influenced by the requirements of paddling and beaching canoes, among other factors. For Europeans who suddenly flooded into the river with the Gold Rush of 1858, the Fraser River was also the principal transportation route to the interior, and location of the newcomer's "village" at New Westminster was influenced by the need to establish a deepwater port in the river, in addition to defence considerations against American rivals. The establishment of New Westminster as the principal mainland port in British North America, despite the far superior qualities of Burrard Inlet where Vancouver would later be situated, would eventually entail extensive obligations from the federal government of Canada. Dredging, snag-clearance, aids to navigation, modifications to the river banks and the construction of training walls were among the tasks of the federal government over the century of the early 1880s to the early 1980s. This paper explores some of the issues that led to the establishment of the Fraser River port and some of the implications that the political and economic contingencies of the 1850s would have for the operation of the port down to the present day.

Mark MacKenzie is a working mariner on the Fraser River and in the Port of Vancouver. In addition to operating an excursion sternwheeler out of New Westminster, he has a background in heritage restoration of the former Department of Public Works sternwheeler snagboat *Samson V*, currently moored as a museum in New Westminster, and of the CPR sternwheeler *SS Moyie* in Kaslo, BC. He has previously presented papers on the Department of Public Works' operations on the Fraser River at conferences of the BC Historical Society, The Underwater Archaeological Society of BC, and the Canadian Nautical Research Society.

Chris Madsen

“Professional Port Police: Donald Cassidy’s 1967 Reports on Policing and Security in Canadian Commercial Ports”

In response to a troubling rise in criminal activity in some of Canada’s major commercial seaports during the mid-1960s, the federal transport department engaged a former RCMP member seconded from the Dominion Bureau of Statistics to study the scope of the problem and suggest possible improvements. Two reports were prepared: an internal one for the government harbours board and a public one for the private association representing port managements. A key outcome was the creation of the National Harbours Board Police, a new federal police force distinct from the RCMP. This research note compares the reports and provides a table showing the principal recommendations.

Chris Madsen is a Professor in the Department of Defence Studies at the Canadian Forces College and Royal Military College of Canada in Toronto, Ontario. He teaches military officers and senior public servants on the National Security Programme and the Joint Command and Staff Programme. He is a past president of the Canadian Nautical Research Society.

Thomas Malcomson

“The Re-Establishment of the British Navy on Lake Erie, 1814 through 1834”

With the loss of the naval yard at Amherstburg in 1813, the British Navy required another spot on the upper lakes from which to mount an effort to wrest control from the Americans. By the end of 1814, they also needed a place for four captured American schooners and a place to build a frigate. There were three candidate locations: Penetanguishene, off Georgian Bay, the mouth of the Grand River, and the area of Turkey Point and Long Point, both of which were on Lake Erie. While Penetanguishene was chosen for the site of the new naval dockyard, the need for a supply depot and minor repair facility was clearly needed on Lake Erie. This paper will discuss the characteristics of the sites on Lake Erie, and how one was selected for the naval depot. The short history of the depot will be examined as well.

Thomas Malcomson, PhD taught for 32 years as a professor in the School of Liberal Arts and Sciences at George Brown College, Toronto. Thomas has produced numerous articles on naval and maritime subjects, with a primary focus on the final years of the long eighteenth century and the War of 1812. He has presented papers at conferences and public forums in North America and Europe. He was the co-author of *HMS Detroit: The Battle for Lake Erie* with his brother Robert, and more recently authored *Order and Disorder in the British Navy, 1793-1815: Control, Resistance, Flogging and Hanging*. Current projects include tracing the stories of individual Black refugees from slavery to freedom during the War of 1812 and exploring the role of the British Navy on the Great Lakes from 1813 through 1834. He is a research associate with the Nova Scotia Museum.

Paul Mansell

“Incapable of Executing Their Lordships' Orders: The Royal Navy, the War of Jenkins' Ear, and Epidemic Typhus”

The topic of my PhD research is the impact of a typhus epidemic on the Royal Navy at the beginning of the War of Jenkins' Ear (1739-1748). This epidemic reduced the Royal Navy to two-thirds of its nominal strength by causing over 15,000 seamen to be removed from duty and sent to overloaded health facilities at the major naval bases. Existing literature on this war has focused on its disappointing naval and military aspects, which place the blame on the government for its poor implementation of sea power. My dissertation proposes a new line of historiography based on primary research into the medical impact of the typhus epidemic on naval operations. The talk will argue that the early failures in this war can be better understood through this medical viewpoint. It is my contention that the emphasis in the historiography on government failures omits the challenge presented by this epidemic and its overall reduction of the Royal Navy's effectiveness.

This paper represents the current development of my dissertation under the supervision of Dr. Darryl Dee and Dr. Roger Sarty at Wilfrid Laurier University, and will indicate the progression of my research since my presentation at the 2018 CNRS Conference, “How to Solve an Unsolvable Problem: The Royal Navy's Response to the Typhus Epidemic of 1739-42.”

Paul Mansell is a PhD Candidate in history at Wilfrid Laurier University, specializing in the early eighteenth-century Royal Navy, early modern Europe, and medicine. He has worked as an engineering designer most of his life and has been a full-time student at Laurier since 2010.

Michael Moir

“As Scarce as a Snowball in Hades: Shipbuilding and the Search for Skilled Labour during the First World War”

By late 1916, the loss of Allied and Neutral merchant shipping threatened to halt fighting in Europe regardless of the outcome of land battles. Britain responded with an international shipbuilding program that included Canada and the United States, until America's entry into the war led to construction of its own merchant marine. The rapid increase in the demand for ships led to expansion of existing shipyards and creation of new facilities along east and west coasts, the St. Lawrence River, and the Great Lakes, straining the industrial capacity of both countries. Due to competition from military recruiters and munition manufacturers, skilled labour was in short supply; as a Canadian shipyard manager observed in October 1917, trades such as fitters were “as scarce as a snowball would be in hades.” The lack of trained workers seriously impeded the pace of production when time was of the essence and raised issues about the quality of construction. This presentation will examine the approach taken by Canadian authorities in comparison with their British and American counterparts to address this shortfall within an environment affected by the growth of unions and workers' independence through training, the introduction of women to shipyards, and cross-border recruitment.

Michael Moir's career as an archivist began almost forty years ago with the Toronto Harbour Commission. He joined York University Libraries in 2004, where he is University Archivist and Head of the Clara Thomas Archives and Special Collections. He is currently President of the Canadian Nautical Research Society.

Jeff Noakes

“Little Ship, Big Screen: A Battle of the Atlantic Animation at the Canadian War Museum”

As part of the Canadian War Museum’s upgrading of exhibitions and visitor experiences in its permanent galleries, staff and contractors recently developed an immersive computer-animated video experience for visitors in the museum’s Second World War gallery. It is a dramatization of a Canadian corvette’s nighttime encounter with a German U-boat in the North Atlantic, told from the perspective of the crew of the corvette escorting a convoy.

This animated film, presented in the section of the gallery dealing with the Battle of the Atlantic, is based on actual events, and draws on sources such as Alan Easton’s memoir *50 North*, deck logs from HMCS *Sackville* and other corvettes, and naval inquiry transcripts, as well as more recent research and secondary sources. Some details have been adapted for the presentation; in particular, events have been compressed to create an experience that most museum visitors will choose to view in full. The approximately 2.5-minute animated film is projected onto a large, curved screen, and replaces an installation that used a variety of archival film footage projected onto three flat screens.

This conference presentation will examine and discuss the process of developing this visitor experience, including the challenges and opportunities it presents. These include making decisions about subject matter and the way in which it is presented, as well as designing an accessible installation that can fit within an established and already-defined space, and the role of archival and historical research in determining and supporting these objectives.

Jeff Noakes has been the Second World War historian at the Canadian War Museum since mid-2006 and is also the curator responsible for the William James Roué Collection at the Canadian Museum of History. He is 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.

Nicholas Rogers

“Aboard the *Thetis*: The Trials of Robert Barker”

Robert Barker was a barely literate Lancashire shipwright who dictated his experiences aboard a Bristol slaver in a six-penny tract entitled *The Unfortunate Shipwright*. He quarreled with the chief mate, Robert Wapshutt, over his responsibilities as ship carpenter and over the crew’s entitlements under their articles of agreement. Barker was framed by Wapshutt for mutinous behaviour and chained to the deck for five weeks, during which time he lost his eyesight from an ophthalmic disorder common to the African coast around Biafra. Once back in Britain, Barker sought legal redress for his loss of wages and eyesight, events retold in part two of *The Unfortunate Shipwright* and in a longer narrative just prior to his death. The ship’s owner and his mercantile associates attempted to discredit Barker’s story because it cast a bad light on the slave trade and because they had a stake in Wapshutt’s subsequent privateering ventures. For many years they denied Barker a pension under the seamen’s Hospital Fund. This paper explores Barker’s tortured time aboard the slaver and the legal obstacles he encountered seeking justice. It links the dynamics of the ship to the dynamics of the port and its mercantile elite. The paper also ponders what is absent, or treated elliptically—namely, the obscene packing of Africans in the holds and their efforts to free themselves from slavery.

Nicholas Rogers is a Distinguished Research Professor Emeritus in the Department of History, York University, Toronto. He is the author of nine books on the eighteenth century and one on a cultural history of Halloween. Among the nine are *Crowds, Culture and Politics*

in *Georgian Britain* (Oxford: Oxford UP, 1998) and *Mayhem: Post-war Crime and Violence in Britain, 1748-1753* (New Haven: Yale UP, 2012), both of which won book awards. More recently he co-authored with Steve Poole *Bristol from Below: Law, Authority and Protest in a Georgian City* (Woodbridge: Boydell Press, 2017) and wrote a microhistory of a slave-trade scandal, *Murder on the Middle Passage: The Trial of Captain Kimber* (Woodbridge: Boydell Press, 2020). From 2000-2005 he co-edited *The Journal of British Studies* with Professor James Epstein of Vanderbilt University, Nashville, TN. Among his other books that directly bear on naval history are *The Press Gang: Naval Impressment and its Opponents in Georgian Britain* (London: Continuum Press, 2008) and an edited set of documents, *Manning the Royal Navy in Bristol: Liberty, Impressment, and the State, 1739-1815* (Bristol Record Society, vol. 64: Bristol, 2014).

Roger Sarty

“Halifax Harbour’s Western Shoreline, 1793-2017: Soldiers, Sailors, Parklands, and Suburban Sprawl”

The four-kilometre stretch of steeply hilled shoreline from Purcell’s Cove in the north to Sandwich Point in the south has been the scene of military activities from the early part of the French Revolutionary War to the present. The defence lands were closed to the public, and access was limited by poor roads. That began to change in the 1960s, with the completion of a modern asphalt highway and the opening of a large group of fortifications as a national historic site. Still, the navy has developed modern facilities on the military lands north and south of the historic park, and these sites are active even as housing subdivisions have sprouted up outside the government lands. The presentation will be a photographic tour of this historically rich and physically impressive stretch of shoreline. Thanks largely to the military presence over more than two centuries, the history and beauty have endured—so far—despite the encroaching suburbs.

Roger Sarty taught in the history department of Wilfrid Laurier University from 2004 to 2021, after a career as a public historian and manager at the Directorate of History and Heritage, National Defence Headquarters, and at the Canadian War Museum.

Margaret Schotte

“From Port to Port: New Perspectives on French Voyages in the Indian Ocean”

Long-distance merchant voyages shaped global trade and colonization in the early modern period. And yet our understandings of maritime labour and trade networks shift dramatically when we recognize that each of these years-long voyages consisted of much shorter individual legs. This talk, focusing on the 1754-56 voyage of the *Prince de Conti* from France to India, encourages this shift in perspective. I will delve into the changes that occurred at each stage of the voyage. Records of crew and passengers from the French East India Company reveal key differences in the make-up of the crew, as well as the health and mortality of the individuals on board.

By examining the ports along the route, we will also gain insights into the waterfront infrastructure that supported these multi-year, multi-stage voyages. Particular attention will be paid to the facilities and industries on the small islands of Mauritius and Réunion, where French ships spent months waiting out the monsoon season. In considering the way stations of these merchant voyages rather than simply their end points, we can see more clearly how sailors and local populations alike responded to the shifting demands of the trade companies, and in turn stitched together these far-flung nodes in the global trade network.

Margaret Schotte is associate professor of history at York University, where she teaches early modern history of science and technology, and history of the book. Her prize-winning

first book, *Sailing School: Navigating Science and Skill, 1550-1800* (Johns Hopkins, 2019), is a comparative study of maritime expertise and training with particular attention to the connections between classrooms, textbooks, and tacit knowledge. She has published on nautical instruments, logbooks, and navigational examinations. Her current research explores questions of technical knowledge, labour, and race in the French Compagnie des Indes.

Brian Jeffrey Street

“Built for a Miracle: A Closer Look at the East Mole at Dunkirk”

Winston Churchill famously described the rescue of more than 338,000 Allied troops from the embattled coast of France in late May and early June 1940 as a “miracle of deliverance.” Most of those who returned to England to fight another day were on destroyers and other large vessels that had tied up at Dunkirk’s east mole, the longer of two jetties that served mainly as breakwaters protecting the entrance to the town’s harbour, which was unusable after repeated air attacks. Although the mole’s importance during the evacuation is well recognized, historians have not pursued a detailed examination of the landmark. It was never intended to be used as it was in 1940, but it withstood the punishment it received—from ships coming alongside and dive-bombing enemy aircraft—and remained standing, largely intact, as the scene of one of the most significant events of the 20th century. This presentation will examine how the mole was constructed and what made it so resilient. It will also consider ways the mole shaped the course of a highly improvised operation that stretched over nine days and ultimately affected the lives of hundreds of thousands of soldiers, sailors, and others—including many Canadians.

Brian Jeffrey Street is the author and co-author of several bestselling books about Canadian military history, including (with Brian Nolan) *Champagne Navy: Canada’s Small Boat Raiders of the Second World War*, published by Random House in 1991. He is currently writing a biography of Cdr Campbell Clouston, a Canadian in the Royal Navy who, as pier master of the east mole, was a key figure during the evacuation from Dunkirk.

The Society for Military History Distinguished Book Awards for 2023

Background: The Society for Military History is soliciting nominations for its annual Distinguished Book Awards for 2023. Established in 1933, the Society is devoted to stimulating and advancing the study of military history. Its membership (today more than 2,300) includes many of the most prominent scholars, soldiers, and citizens interested in military history. The Society, which encourages research and publication across the many specific categories of military history, publishes *The Journal of Military History*, the leading international scholarly journal of military history.

The Distinguished Book Awards: For the 2023 awards, books published (copyright date) in 2021 and 2022 are eligible. Works previously nominated for the Society's book awards may be resubmitted provided they were published in 2021. Nominated books should be assigned to one of the following prize categories:

- American Military History (works by single or multiple authors reflecting original research and original contributions to military history)
- Non-American Military History (works by single or multiple authors reflecting original research and original contributions to military history)
- Reference Works
- Biography and Memoirs
- First Book (works that represent a single author's first monograph)
- Trade Press

The committee will make its selections for awards by January 30, 2023. The Society will give the awards at its annual meeting in San Diego, California on March 23-26, 2023. The author of each prize-winning book will receive recognition at the Society's annual awards presentation, an award plaque, and a \$1000 prize.

The Committee must receive books for consideration for the 2023 awards by **September 30, 2022**.

Publishers or individuals submitting independently must follow this process for **each book** they intend to put forward for consideration:

1. Complete the online submission process which can be found at the following link: <https://www.abstractscorecard.com/cfp/submit/login.asp?EventKey=AQSMEIJL>
2. Send a copy of the book to **each** committee member at the addresses/contact details listed below **before September 30, 2022**.

Books must be submitted in physical copy; electronic versions will not be considered. The Committee recognizes the expense to authors and publishers associated with submitting five copies of each nominated book and therefore encourages serious submissions only. **Please note that books will not be returned and that only award winners will be notified of selection.**

At the discretion of the Committee submissions which are received after **September 30, 2022** may be deferred for consideration in the 2024 awards.

Sincerely,

Andrew Stewart PhD, CMgr FCMI, FHEA, FRHistS
Chair, SMH Book Awards Committee
Email: andrew.stewart1@anu.edu.au

SMH 2023 Distinguished Book Awards Committee Member Addresses

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Coffman First Manuscript Award Guidelines

The Society for Military History Coffman First Manuscript Award is given annually to the best first manuscript in military history. The competition is open to PhD scholars whose work blends military history with social, political, economic, and diplomatic history and to authors of studies centering on campaigns, leaders, technology, and doctrine. The winning author receives a cash award and a plaque. The winner also will be recognized at the Awards Dinner at the Society for Military History annual meeting. This award is named in honor of Edward M. Coffman.

Society for Military History Coffman First Manuscript Award Submission Guidelines:

1. The dissertation must have been defended or the PhD degree received in the 2022 calendar year (between 1 January 2022 and 31 December 2022).
2. Only English-language manuscripts will be considered. Translations are not eligible for consideration unless the author both translated and annotated the manuscript.
3. The text of a submitted manuscript must be at least 250 pages long.
4. Submitted manuscripts should be the record copies filed with the PhD-granting university. Manuscripts may be under contract for publication in the fall of 2023 or later.

Submission Instructions:

1. No later than 5 December 2022, the author must submit: a copy of the full manuscript, a 3-5 page précis of the same, and a current curriculum vitae to Elizabeth A. Coble, chair of the 2022 Coffman First Manuscript Award Committee, at ABNATW@gmail.com.
2. The précis must include a statement of the manuscript's thesis and conclusions, its place in the relevant historiography, and any new or underutilized primary source materials or innovative methodologies that shaped the work.

3. All submissions must be double-spaced and submitted in PDF format.
4. The Committee will designate the winner on or about 31 January 2023.
5. The Society for Military History will present the Coffman First Manuscript Award at its 2023 Annual Meeting, 23-26 March 2023, in San Diego, CA.

Point of Contact:

Elizabeth Coble

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Senior Military Advisor

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Argonauta Guidelines for Prospective Authors

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), 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. Articles accepted for publication should be easily understood by interested non-experts.

For those producing specialized, original academic work, we direct your attention to *The Northern Mariner*, a peer-reviewed journal appropriate for longer, in-depth analytical works also managed by the Canadian Nautical Research Society.

Except with proper names or in quotations, we follow standard Canadian spelling. Thus, the Canadian Department of Defence and the American Department of Defense may both be correct in context.

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) *Protecteur*
Her Majesty's Canadian Ship (HMCS) *Preserver*
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

Following current industry standard, ships are considered gender-neutral.

Although *Argonauta* is not formally peer-reviewed, the editors carefully review and edit each and every article. Authors must be receptive to working with the editors on any revisions they deem necessary before publication; the editors reserve the right to make small formatting, stylistic, and grammatical changes as they see fit once articles are accepted for publication.

Articles should conform to the following structural guidelines:

All submissions should be in Word format, utilizing Arial 12 pt. Please use endnotes rather than footnotes. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars.

Each image must be accompanied by a caption describing it and crediting the source, and indicating where the original is held. Images will not be reproduced without this information. Authors are responsible to ensure that they have copyright permission for any images, artwork, or other protected materials they utilize. We ask that every author submit a written statement to that effect. Please indicate clearly where in the text each image should go.

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.

With each submission, please include a brief (5-7 sentence maximum) biography.



The Canadian Nautical Research Society

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

- ☛ *The Northern Mariner / Le Marin du nord*, a quarterly refereed open access journal dedicated to publishing research and writing about all aspects of maritime history of the northern hemisphere. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, marine archaeology, maritime societies and the like.
- ☛ *Argonauta*, a quarterly on-line newsletter, which publishes articles, opinions, news and information about maritime history and fellow members.
- ☛ An Annual General Meeting and Conference located in maritime-minded locations, where possible with our U.S. colleagues in the North American Society for Oceanic History (NASOH).
- ☛ Affiliation with the International Commission of Maritime History (ICMH).

Membership is by calendar year and is an exceptional value at \$70 for individuals, \$25 for students, \$45 for Early Career R or \$95 for institutions. Please add \$10 for international postage and handling. Members of the North American Society for Oceanic History (NASOH) may join the Canadian Nautical Research Society for the reduced rate of \$35 per year. Digital Membership does not include a printed copy of *The Northern Mariner/Le Marin du nord*. Individuals or groups interested in furthering the work of the CNRS may wish to take one of several other categories of patronage, each of which includes all the benefits of belonging to the Society. CNRS is a registered charity and all donations to the Society are automatically acknowledged with a tax receipt. Should you wish to renew on-line, go to: www.cnrs-scrn.org

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Student	\$25	\$35		
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