

ARGONAUTA



**The Newsletter of The Canadian Nautical Research Society /
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ARGONAUTA

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Special Notice

Dear Society Member,

It has come to our attention that, due to an administrative glitch in our sorting process, for the mail out of the April 2016 (XXVI:2) number of *The Northern Mariner / Le marin du nord*, a small number of you instead were mailed a repeat of the January 2016 number.

We do not know exactly to whom this pertains, other than that the total numbers affected are fewer than two dozen, and (because the mail out is sorted by postal code) the beginning letter of the Canadian postal code is "V", meaning those living in British Columbia are more likely to be affected. This may also pertain to a small number of international (non-US) addresses.

If you recently received a repeat of the January 2016 number and have not yet received the April 2016 mailing, please advise Production Editor Walter Lewis (wltrlewis@gmail.com), and he will despatch you the proper number (there is no need to return the duplicate -- perhaps "gift" it to a new prospective member!).

Please accept our very sincere regrets for this oversight.

Very sincerely,
Richard H. Gimblett
Chair of the Editorial Board
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In this issue of the *Argonauta*

Editorial	1
President's Corner	3
A Memoir of life on the Motor Vessel <i>Western Flyer</i> , 1962-1963	5
Slow Scholarship as Political Action: The Culture of Speed and the Challenge of Inclusion within the Academy	20
Where Rivers Meets Oceans - abstracts	22
Longshoremen in the Pacific Northwest Panel	31
HMCS <i>Labrador</i> Luncheon	33
Announcements	
CNRS Nominations	39
John Lyman Book Awards 2015	41
US Naval War College "Hattendorf Prize"	43
Where Rivers Meet Oceans	44
Minutes CNRS Council Meeting February 17, 2016	50
CNRS Membership Registration Form	59

Editorial

by Isabel Campbell / Colleen McKee



Welcome fellow sailors, scholars, and followers of the seas! In this summer issue of *Argonauta*, you will find important information about the forthcoming CNRS conference *Where Rivers Meet Oceans* to be held from 18 to 20 August at Douglas College in New Westminster, British Columbia. This issue has all the summaries of the papers, the conference programme, including fun social events and a pub night river cruise. Thanks to our President, Chris Madsen, who has diligently organized this impressive conference. We have included Chris Madsen's summary of his paper on Longshoremen in the Pacific Northwest Panel; Chris presented this paper at Pacific Northwest Labor History Association Conference in Portland, Oregon on 22 May. His President's report draws our attention to what a stellar year it has been in Canada for maritime and naval history.

We are pleased to publish Colin Levings' memoir of his experiences as a young man aboard the *Western Flyer*. Levings is now a *Scientist Emeritus* with Fisheries and Oceans Canada, but these stories take us back to the early 1960s when he was just beginning to establish his future career. Jason Delaney tells us of a celebration of *Labrador* he organized in concert with Don McNeil and Peter Croal at the Crow's Nest in the Naval Officer's Mess in Ottawa. More plans are afoot for next year's celebration. Included here are potted biographies of all the people who attended the event. We hope to receive memoirs from many of these Canadians who have contributed so much to scientific, naval, and other investigations of Canadian waters over the years. Their families, too, often made sacrifices along the way. Thus you will see the names of spouses, children, relatives, and friends who often commemorate their loved ones experiences in the north. Both Don McNeil and Peter Croal have been an important part of telling their fathers' stories. We welcome more memoirs and family stories. Look for more important pieces relating to this theme in our forthcoming autumn issue.

We also wish to draw your attention to this year's awards. We are so very proud of and pleased for Faye Kert. She won NASOH's US maritime history award, a stellar moment for this CNRS member who has researched, written, and published distinguished books on Privateers and the War of 1812, becoming a foremost, internationally-recognized expert in the field. Faye has also dedicated many years to our society, serving as President, now as Membership secretary, as well as the book editor for *The Northern Mariner*. It is perhaps fitting that while a Canadian won the US maritime history award, an American won the Canadian Naval and Maritime history one. Congratulations to all the winners of the John Lyman awards this year. Werner Rahn, a well-known German naval historian won the prestigious John Hattendorf award for his many achievements. Congratulations, Werner Rahn. This issue provides more details about all these award-winning historians.

This issue contains the Executive Minutes for 27 February 2015; please read them carefully in preparation for the Annual General Meeting at the Lecture Theater, (2203) Douglas College, 10:15 am, 20 August during the Conference. The Executive do many important administrative and planning tasks, ensuring the financial future of our organization. Our society could not run without the dedicated work of its volunteers. Although *The Northern Mariner* runs entirely on volunteer help, scholars who have submitted manuscripts to it soon realize that they are in very professional hands with regard to rigorous peer review and helpful, constructive editing. We urge any member with original and substantive scholarship to submit their articles to this prestigious journal.

We welcome your work for *Argonauta* too. We publish informal, original scholarship aimed at a general reader and are always interested to get pieces on museum exhibits, new archival acquisitions, or just think-pieces on the future of maritime history. Along those lines, we'd like to draw your attention to the ActiveHistory.ca piece by Beth Robertson on slow scholarship. Beth challenges the current "publish or perish" mentality common in academic departments. This is a very important issue which she notes touches upon who can participate and who gets left out, how people participate, and the sorts of pressures that affect scholarship. We thank the editors of ActiveHistory.ca for allowing us to reproduce this vitally important discussion and we welcome your feedback and debate on the issue. What do you think? How has the "publish or perish" mentality affected you and your scholarship?

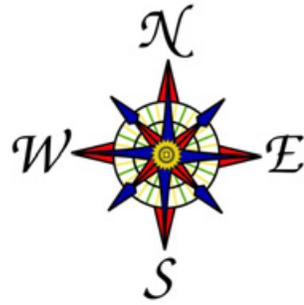
Finally, thanks to all who have sent us contributions, ideas, announcements, and articles. We've enjoyed working with you and we look forward to future articles and pieces that you send.

Isabel and Colleen



President's Corner

by Chris Madsen



The Canadian Nautical Research Society, by holding its conference in August this year, culminates a busy season for people interested in maritime topics to present and discuss their work.

The Society for Military History Annual Conference hosted by the Canadian War Museum in Ottawa, kicked off the season in March with the largest gathering of historians in Canada this year. The SMH program featured a number of naval-related panels on a diverse range of topics. Several CNRS members attended and presented relevant papers, some of which have been turned into articles and will appear in coming issues of *The Northern Mariner/Le marin du nord* and other leading maritime journals.

Sister organization and partner, the North America Society for Oceanic History, met in Portland, Maine for their annual conference the following month. It was well attended. Our own Faye Kert, the society's membership secretary and trusted book reviews editor, had the distinction of winning the John Lyman book award in Canadian Naval and Maritime History for her *Privateering, Patriots and Profits in the War of 1812* (Johns Hopkins University Press). Congratulations Faye on this well-earned laurel.

Late in June, the Seventh IMEHA International Congress of Maritime History took place at Murdoch University in Perth, Australia, where a number of important issues were discussed such as a name change for the association, new bylaws, and merger with the International Commission for Maritime History, to which the Canadian Nautical Research Society belongs. The \$650 Australian registration fee charged for five days of papers and activities contrasts with the upcoming CNRS conference in New Westminster, British Columbia at \$100 for members, \$125 for non-members, and \$50 for students. Vancouver is not as far to go as Western Australia, and well worth the trip. Of course, for members in Victoria and on Vancouver Island, the Lower Mainland is much closer and only a ferry ride away, mid-week in the summer season.

The abstracts for papers to be presented at the annual conference and general meeting, themed "Where Rivers Meet Oceans", in New Westminster located on the Fraser River, as well as some general information and pictures appear in this issue of *Argonauta*. Please have a look and a quick read to see if there is anything that interests you. The venue is Douglas College, which has made an 80 seat lecture theatre available to us. There are also a number of other activities such as visits to museums and a guided walking tour as part of the program. On the social side, tickets can be purchased separately for an optional riverboat cruise on the Friday night. The registration form and details are available on the CNRS website http://www.cnrs-scrn.org/admin/conferences_e.html

The CNRS last met in Victoria in 2009 and before that Vancouver in 2003. Given the rotation of conferences around the country's regions and cities as well as the preponderance of the society's members in Central Canada, it will likely be a few years before the conference comes back out to Canada's west coast. This is a really good opportunity for our British Columbia-based members to come out and be engaged in the national organization, without having to travel too far from home. For those coming from farther afield, August is usually lovely in the Greater Vancouver area, before the rains begin later in the Autumn months. Cruise ships going up to Alaska depart from Burrard Inlet regularly during this time. A trip to Vancouver Island or the Sunshine Coast on BC Ferries is cheaper and equally scenic. Given currency exchange rates at present, the US dollar goes a long way in Canada, for our American visitors.

For those unable to join us in New Westminister this summer, next year's conference is tentatively planned for Halifax, to commemorate the anniversary of the 1917 harbour explosion there. The year after that might be in Toronto, if the planets align and local volunteers step forward. The CNRS is committed to making the annual conference and general meeting a significant event for members, with a reasonable registration fee, and an interesting mix of papers from year to year. While a core group of active members frequently attend and present papers, any member, or prospective member just kicking the tires of the society, are most welcome. The annual conference and general meeting takes place for our members to be heard and to meet others with similar interests in maritime history and other related disciplinary fields, to bring this large country together, from coast to coast.

As someone splitting my time between North Vancouver and Toronto these days, I cordially invite all CNRS members to New Westminister on 18-20 August 2016, to share in the beautiful west coast scenery of the mountains meeting the sea, the port and riverfront surroundings of Canada's oldest incorporated city, and the good company sure to be had. Hope to see you there.

Chris Madsen
Toronto

Chiefly between Kodiak Island and Cape Spencer, Alaska – a memoir of life on the Motor Vessel *Western Flyer* 1962-1963 and influences on a career in marine science

by Colin Levings, Scientist Emeritus
Department of Fisheries and Oceans, West Vancouver, British Columbia

Introduction and Context

The Motor Vessel *Western Flyer* is a seventy-six foot wooden American fishing vessel that was built in 1937 (Figure 1). After many years at sea, undergoing a name change and surviving two sinkings, she is being refurbished (2015-2016) as a platform for marine education.¹ The *Western Flyer* is famous in marine ecology and literary circles because Edward Ricketts, an early pioneer in marine ecology, and the author John Steinbeck, chartered her in 1940 for a scientific expedition to the Gulf of California.² According to a book by Kevin Bailey³ this 1940 voyage on the *Western Flyer* played an important role in both men's later thinking and writing. Bailey's book also covers the vessel's history and activities up to 2014 and Bailey makes analogies between our exploitation of several Pacific fish species and the boat's ageing and abandonment. This essay will address a later period in the vessel's history.



Figure 1. The *Western Flyer* at dock in Alaska in summer, 1962. Undated photo by the author.

In 1962-1963 the *Flyer* was chartered by the International Pacific Halibut Commission (IPHC) for surveys in the Gulf of Alaska, to investigate if bottom trawling, a fishing method where nets are pulled on the sea floor, was affecting the halibut stocks.

Halibut are normally caught by longlining gear⁴ and there was concern bottom trawling was affecting the sustainability of the species.

I was one of the junior assistants hired to work on the vessel and this Memoir is a narrative of that experience. I took a year out of my studies in Zoology at the University of British Columbia (UBC). This was the first time I had been on a boat for a long voyage and I describe the work we did and my observations at sea and ashore. I explain how my career developed after that and how the time on the *Flyer* influenced my future as a marine scientist. I have written the paper based on my personal diary, photographs and memories, supplemented by information obtained from the IPHC log book for the *Western Flyer*, 1962 and 1963.

How it all Started in a Drug Store

In April 1962 I was nineteen years old and completing my second year as a Science student in Zoology at UBC in Vancouver, with ambitions of a career in fisheries biology. Financial constraints however were threatening my ambitions. I was working part time as a warehouse assistant but there were no prospect of full time summer employment.

A breakthrough came one day while I was checking out job postings at the UBC Administration Building. The International Pacific Halibut Commission in Seattle was advertising for “biological aides” to work on trawl surveys in the Gulf of Alaska. The IPHC is a joint United States-Canada organization that is charged with managing the halibut stocks in the northeast Pacific. The objective of the survey was to study halibut by catch in bottom trawling – that is, to determine how many halibut could be caught incidentally in this fishing method, which targets other species such as Pacific cod and Pacific Ocean perch. There was a concern that the Russian and Japanese trawlers that had recently started fishing in the Gulf of Alaska could be catching significant numbers of halibut, thus impacting the Canadian and American fishery. The accepted method of catching halibut was by baited hooks and there was little information on the trawl by catch issue. The component that I was involved with, in the second year of the survey (June 1962-March 1963), dealt with the area “chiefly between Kodiak Island and Cape Spencer, Alaska”, – as described in the letter advertising the job.

When I applied for the job I thought it would be best to send a typewritten letter but didn't have a typewriter. In an act of desperation I asked the pharmacist in a nearby drugstore if I could use his machine. He very kindly allowed me and off the letter went to IPHC. My qualifications were pretty minimal, but I had a strong interest in fish, had spent a fair amount of time in small boats with my family and Sea Cadets (Royal Canadian Sea Cadet Corp Fraser, New Westminster, British Columbia) and didn't get seasick. Probably the last qualification was the key factor and I was offered one of the positions after an interview at UBC with Dick Myhre, the IPHC biologist who was in charge of the surveys.

When I was offered the job I admit I had some trepidation in accepting. Alaska was a long way from my home in North Surrey, a suburb of Vancouver and I had only been to the United States for a few family trips. My Father had worked on fish packers, patrol boats and small freighters on the British Columbia coast as an engineer and so I did have a feeling about being away at sea. Curiosity and finances overcame any sense of risk and so I accepted the job.

Seattle and Westward for the First Time

There were five other UBC students hired for the project and in late May 1962 we all went on the same bus for the trip to Seattle, where IPHC is based and home port for most of the vessels chartered for its work. After we arrived in Seattle the Commission put us up in the Edmund Meany Hotel in the University district of Seattle. This was a pretty deluxe hotel and as our expenses were paid I recall revelling in the experience – eating out after a sparse student lifestyle was a treat to say the least.

We went to briefing or training sessions at the Commission offices on the University of Washington campus and met the other staff involved. I had heard of halibut before from my Father but that was the sum total of my personal knowledge of the fish. It was at these meetings that I learned I was assigned to the *Western Flyer* – a trawler chartered out to the IPHC by her owner, Dan Luketa.⁵ The Lead Hand or person in charge of the scientific work on the *Flyer* was Ted Rothlisberger, a fellow who had worked on previous parts of the survey. I also met Jay Brazee, another UBC student who was also to work on the *Flyer*, to round out the three person Commission team on the boat. The other students were assigned to two additional boats that were chartered – the Motor Vessel *Arthur H* out of Seattle and the Motor Vessel *St. Michael* out of Bellingham.

After the IPHC briefing sessions, we went to the docks on Lake Washington where a freshly painted *Flyer* was ready for the trip. Captain Charles (“Chuck”) Loftus, an experienced trawl boat operator from Seattle and the three crew members were already aboard. Soren Sorenson and Dick Bensen were deckhands and Tormod (Tom) Kristensen was the cook, although he worked the deck sometimes too. Mike Ness replaced Dick Bensen about halfway through the charter. All four were Norwegians from the island of Karmøy, Norway.⁶ Chuck was the nerve centre of the boat, looking after the engine room, navigation, trawl gear, provisioning and just about everything else on the non-scientific side.

Food for about six months was taken aboard as the *Flyer* was to remain in Alaska for the first leg of the survey, June to December 1962. The hold was filled with ice and meat (primarily steaks as I recall) was put on ice to keep it frozen until it was put in a cold storage locker in the city of Kodiak. As much food as possible was taken from Seattle as it was pricey in Alaska. Cases of canned whole milk, cans of coffee, flour and other necessities were loaded aboard. Fuel and water, nets, sampling gear, oceanographic equipment, two forty-five gallon drums of formaldehyde (for preserving fish specimens), toilet paper, halibut tags, waterproof paper fish catch records, rope, grease, cleaning supplies, and everything else needed for our work in remote Alaska seas were loaded. Also loaded were the tax free goods such as cigarettes, kept in a locked box on the top of the cabin. The box was opened when we reached Alaskan waters. The Commission supplied its staff with basic clothing, including woolly pants and shirts like halibut fishermen wore, as well as gloves, rain gear, sea boots, as well as a sleeping bag and several sheet liners. It took several days to load the boat and get ready to go – it was an exciting time as I anticipated our departure and voyage.

Finally in the evening of 12 June we cast off and headed out to sea through the Lake Washington locks into Puget Sound. I recall seeing the myriad of lights on the navigation buoys and wondering how Chuck could pick his way through them all. I sat with him in the wheelhouse and watched him steer west using radar and a watchful eye to keep on course. He always had a mug of coffee beside the compass in the wheelhouse. As we passed at night through the narrow channels of the Inside Passage (Puget Sound- British Columbia- southeast Alaska- about 975 miles), Chuck sometimes used the searchlight⁷ to watch for logs and to track the shoreline. When we were travelling all the crew, including IPHC hands, stood wheel watches, except for Tom, because of his cooking duties. I thought this was great and I never tired of watching the ocean, the landscape, or keeping the boat on course as instructed. It did

not take me too long to learn to steer a compass course on the long open ocean runs across the Gulf of Alaska which took a day or two at our speed of eight to ten knots. This is when I learned the basics of chart work and positioning, knowledge that would prove very useful in my career. We also used the “Iron Mike” a chain driven autopilot which locked onto a compass course. I can still hear the whirring of the Iron Mike as it made port and starboard corrections to our heading. The trip across the Gulf from Cape Spencer to Kodiak in Alaska (about 600 miles) was the first time I had been on a boat out of sight of land.



Figure 2. Colin Levings in the wheelhouse of the *Western Flyer* 1963 Photo: authors collection

The *Flyer* is seventy-six feet long with a twenty-five foot beam – not a large boat to accommodate the seven of us, but she was relatively comfortable. There were eight bunks for the crew and a separate cabin for Chuck. The total cabin living space for the rest of us was about 475 square feet⁸ and I soon learned the basics of crowded shipboard life. Everything had its place, everyone had a specific duty. It was important to put things back where they came from –the safety of the boat and well-being of all aboard was at stake. We all also knew we were more or less stuck on the boat for almost a year and in order to complete our survey mission successfully we had to get along. There was no point in complaining about living conditions, our shipmates, the weather, or our job.

Life at Sea



Figure 3. Colin Levings on the bow of the *Western Flyer* Photo: authors collection

When we reached Kodiak the frozen food was unloaded into a cold storage locker and water and fuel was taken aboard. The food on the *Flyer* was a great improvement over the boarding house-student meals I was used to. Tom was a great cook and we had a high protein diet of steak, roasts and of course fresh fish. Coffee was a staple and Tom would cook it Norwegian style by simply pouring the grounds into boiling water and then letting them settle out. When it was too rough for usual food preparation, Tom cooked storm hash which I recall was a mixture of corned beef and potatoes. It was thick and would not spill out of a pot when the boat was pitching and rolling. We would eat it with Norwegian flat bread. Tom kept a very clean galley and everyone pitched in to wash and dry dishes. Fresh water was an

issue on the boat and Chuck carefully monitored usage to make sure we did not run out between ports. In the fall of 1962 we frequently dined on venison from deer shot during harbour days in places such as Port Etches on Hinchinbrook Island, Prince William's Sound, one of the places we often anchored up during stormy weather. On one trip the crew tried their hand at duck hunting but I recall the ducks they shot tasted fishy – they probably were not mallards. There was plenty of fish from our trawl catches as well as King crab and shrimp. We also sometimes caught Coho salmon with a hand line fished from off the *Flyer*. Thus we had an excellent variety of food and we were grateful for Tom's cooking – a difficult job when the boat was rolling and pitching.

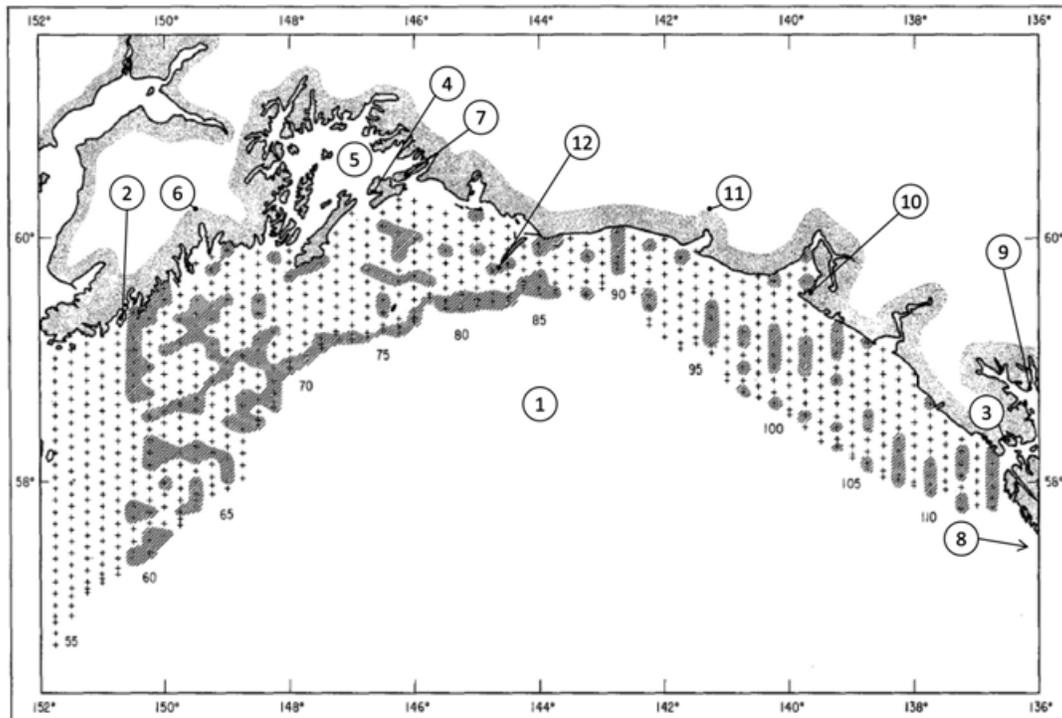


Figure 4. Map of the transects and stations set out for sampling in the IPHC trawl survey June 1962-March 1963 and place names mentioned in the text. The dark areas indicate portions of the continental shelf that could not be trawled because of bottom conditions. 1. Gulf of Alaska 2. Kodiak Island 3. Cape Spencer 4. Port Etches on Hinchinbrook Island 5. Prince William Sound 6. Seward 7. Cordova 8. Sitka 9. Juneau 10. Yakutat 11. Mount Saint Elias 12. Cape Saint Elias on Kayak Island. Adapted from IPHC (1964). Op.cit. (with permission).

Our sampling area was from Kodiak east to south of Cape Spencer and IPHC had laid out a series of lines or transects that ran out perpendicular to the coastline, out to the edge of the continental shelf (Figure 4). This meant some of our stations were up to 120 miles offshore. Along each line sampling locations, or stations, were set at six minutes of latitude (approximately seven miles) apart.⁹ To avoid long runs from the coast to the outer stations on the lines, Chuck often kept the boat at sea when the weather was good. At night we sometimes ran between lines at night, jogged into the wind to keep our position, or drifted. The storms that the region is notorious for severely restricted our work in the winter months. For example, in November only eighteen stations were sampled compared to the seventy-two stations we sampled in September.

Although we generally worked a long day to take advantage of good weather, sometimes there was a lot of time to spare in the evenings. There was no television or video player and certainly no laptop or tablet for entertainment. Radio reception was poor and spotty and telephone calls were impractical. Any communication while we were at sea was via radiotelephone and the Alaska Communication System that was run by the United States Army – there were no personal calls.

I had signed up for a UBC correspondence credit course in Introductory Western Philosophy. This course took up some of the time although it was a major challenge to read and write about abstract concepts such as Plato's take on life. My bunk was too cramped to read in and the galley table was the only other place to work but it was frequently shared with others playing crib or pinochle. Amazingly I did complete a few lessons while on the *Flyer* and eventually did finish the course successfully. I often wondered if the instructor in the course, Dr. Savery, Head of the UBC Philosophy Department at the time, realized where my essays were being written. To pass the time, I read a lot, including the *Voyage of the Beagle* by Darwin. No one aboard mentioned the book of the *Flyer's* previous scientific voyage to the Gulf of California with Ricketts and Steinbeck¹⁰ although this would have been a great read at the time.

The *Flyer* was an excellent sea boat but Chuck was cautious when it came to travelling far out in the Gulf. If there was a heavy blow on we anchored up in a protected harbour. When we were "outside" in the Gulf of Alaska the *Flyer* was rolling and pitching too when we were heading into seas or following them. Unless we were carrying ice in the hold she was not well ballasted. When we were bucking into heavy seas we frequently took green water over the bow. Fortunately the heavy glass wheelhouse windows on the *Flyer* never broke in a storm. It was always a relief when we got out of the swells and anchored in a protected bay. We could get a good night's sleep without having to jam our sleeping bags in the bunk to avoid falling out. However sometimes the winds were strong and we had to stand watches all night to be alert if the anchor dragged – as it did on several occasions.

Life Ashore

The *Flyer* had limited supplies of fresh water and fuel and every two weeks or so we would go into a port for supplies. Kodiak, Seward, Cordova, Sitka and Juneau were the main towns. Tom would get time off from cooking and IPHC people were lucky enough to get off the boat and stay in a hotel for a night or two. We would also collect our mail and send letters home. Kodiak and Seward were booming with the King Crab and shrimp fishery and the bars were crowded. Entertainment was checking out the bars or going to a movie if there was a theatre in town. Cowboy tunes were the music of choice in all the bars. People in the villages we tied up in to avoid weather were happy to see us, especially in the winter when visitors were few. At Yakutat, a Native carver created a desk nameplate for me out of yellow cedar. A totemic beaver is one side. It has been on my desk for 50 years, a constant reminder of those times. We met local people and learned about life in Alaska.

While anchored in a protected harbour or tied up in port it was great to get off the boat and into the wilderness. We did a lot of beach combing and hiking. Someone always carried a rifle or a handgun in case a bear was encountered, a real possibility,

especially on Kodiak Island. In Prince William Sound the streams were full of spawning chum and pink salmon. Deer were plentiful, as well as ducks and geese. A good clam feast was easy to be had. We explored the glacier north of Cordova, visited museums in Kodiak and Sitka¹¹ and enjoyed the natural beauty of the region. An especially spectacular sight in winter was snowy Mount Saint Elias (18000 feet.) in the eastern Gulf, appearing to rise straight out of the water when we saw it from offshore.

Although we saw very few boats in our anchorages along the coast, we listened to the radio crackling with ship-to-ship traffic. Depending on the season there was usually a small fleet of halibut boats, gillnetters, seine boats or other vessels along the coast.

Neighbours at Sea



Figure 5. The *Blue Pacific No. 1*, a Canadian halibut fishing boat (length sixty-eight feet), in the Gulf of Alaska in 22 July 1962. She was typical of the distant water Canadian halibut fleet in the 1960s.
Photo by the author.



Figure 6. The *Arthur H* and a Miki-Miki tugboat at Dutch Harbor in the Aleutian Islands, 3 July 1963.
Photo by the author.

The Gulf of Alaska continental shelf was a pretty busy place in the spring and summer of 1962 and we often encountered Canadian and American halibut boats setting or hauling gear. Sea lions were a problem for the fishers as the mammals would take halibut off the longline gear as it was hauled. Some of the boats had a man in a small boat with a shotgun to keep the sea lions away. Canadian halibut boats could fish in Alaskan waters¹² and vice versa at this time and it was always a treat to see a boat from home, such as the Motor Vessel *Blue Pacific No. 1* (Figure 5). There were also a number of vessels investigating the ecology of salmon in the Gulf of Alaska at the time. This small fleet of chartered vessels included Canadian and American boats.¹³ They were seining, gillnetting or fishing with floating long lines to determine salmon distribution and were operating in some challenging sea conditions as they could not usually run into a harbour. Of course we were also in touch with the *St Michael* and the *Arthur H* (Figure 6), especially were sampling on other transects, miles away over the horizon. On several occasions we saw Russian trawlers and Japanese whaling fleets in operation. We also saw a Russian oceanographic research ship, the Motor Vessel *Zemchug*.¹⁴ We were certainly aware of our proximity to the Soviet Union, especially in

October 1962 when the news of the Cuban Missile Crisis had our ears glued to the radio. We also occasionally saw one of the big Miki-Miki Foss¹⁵ tugboats towing a barge from down South as well as the new Alaska State ferries (Alaska was declared a State in 1959).



Figure 7. The Motor Vessel Krym, a Russian research trawler (SRT class) in the Bering Sea 22 June 1963. Photo by the author.

In September 1962 I was assigned to work for two weeks on another boat owned by Dan Luteka and in this instance he was also the Captain. The Motor Vessel *Astronaut*, a steel-hulled, smaller vessel than the *Flyer*, was assigned by the IPHC to sample the very shallow inshore waters for juvenile halibut (fish usually approximately five inches or less in length) using a small mesh shrimp trawl net. This monitoring program was conducted in several places on the Gulf and our sampling was near Kayak Island and Cape Saint Elias, one of the stormiest parts of the region. During this trip we encountered a very bad southeast gale and Dan decided it was not a good idea to buck into it. So he shut the engine down and we drifted in the massive swells for two or three days. It was rather frightening as twenty-twenty-five foot waves were sometimes coming over the boat and steam would arise when water went down the funnel and splash over the engine. The *Astronaut* may not have been suited for winter operations in the Gulf – she was only sixty feet in length. Five years later in February 1967 the *Astronaut* foundered and was wrecked on a beach on Akutan Island in the Aleutians.¹⁶

We were always aware, especially in winter when vessels nearby were few and far between, that we were sailing in one of the world's most storm-swept regions. Chuck kept in touch with the other charter vessels as well as any other ships in our vicinity in case something went wrong. In the eastern Gulf of Alaska the shoreline is steep and mountainous. There were few protected bays to provide shelter in this region. When we were away from the larger towns, medical assistance to deal with a serious accident would have been a problem, although Coast Guard vessels were on standby at several ports. This was before the days of the Coast Guard helicopter medivacs and rescue swimmers.

Trawling can be Dangerous

We sampled our first station 22 June 1962 on one of the lines southeast of Kodiak Island. Fortunately the weather was fairly calm but it blew up the next day and we went back to Kodiak. As well, the Loran C,¹⁷ the navigation equipment that preceded the Geographic Positioning System and other technology used today, had broken down. Loran C was pretty cranky and Chuck had to recalibrate it frequently. Eventually, we settled into a routine procedure but vigilance was required to do the job properly and to avoid accidents. We waited while Chuck put the boat at our targeted position using Loran C and then checked the bottom type using the echo sounder. The Simrad¹⁸ echo sounder was state of the art and produced a paper chart with a profile of the ocean floor to help determine if the bottom was smooth enough to tow the net. It was of course Chuck's judgement call as to whether the gear was put out or not. If it was a set, the trawl net¹⁹ was launched off the stern drum. Then Chuck opened the *Flyer's* throttle and the port and starboard main towing cables and their doors²⁰ (planing devices that skidded along the bottom to keep the net open) were payed out from the winch. Usually the deckhands operated the winch but sometimes IPHC crew gave a hand. When a sufficient length of cable for towing was wound off the winch drum (usually two-three times the water depth), the brakes were set. On the outer edge of the transects, near the continental shelf break, the depth could be up to 600 feet, which meant 1800 feet of cable was payed out. The time was recorded as the brakes were set and the towing started – hopefully for an hour, the standard time for each set. The net swept about seventy feet of the ocean floor and caught everything in its path that would not go through a three and one-half inch mesh (size at the funnel end of the trawl).



Figure 8. Colin Levings on *Western Flyer* 1963 with the trawl winch.
Photo: Authors collection

The next hour was rather tense as we watched the main cable for signs of a hang-up on a rocky bottom – if severe, the cable would jerk erratically. That was usually a signal to haul the net back. If the net got snagged on a rocky bottom or other obstruction the winch and cable were under tremendous strain and could snap. During trawling we were warned to “stay out of the bight” – that is don't stand in front of a cable when it was under strain. If the cable broke and hit a person, a severe injury or fatality could result. If the net caught on an obstruction on the bottom and could not be freed the net would tear and the catch would be lost, then sewing repairs on the net would have to be done.

Bringing the net aboard was also dangerous. The codend or funnel end of the net was closed off with a rope strap and then the bag with its contents was lifted aboard using the boom and a lifting line fitted to the winch. We used a tag line to stop the net from swinging around as we rolled in the swells. The codend could be filled with fish and crabs as well as hard substrates such as cold water coral, cobble, and sometimes

rocks. One boulder we brought aboard was estimated to weigh close to two tons. We were fishing in unexplored waters and detailed information on bottom types was not available. Of course some of our fish catches weighed that much too, especially if we encountered a big school of Pacific Ocean perch or Pacific cod. If the *Flyer* was rolling it was a challenge to use the boom and winch to lift and lower the net to empty the codend.

The *Western Flyer* made 877 trawl sets during the survey.²¹ Fortunately all went well with the boat operations, testimony to Chuck and the crew's seamanship and careful maintenance of the *Flyer* and her gear. Making sure that the winches, cables, booms, and trawl gear were in good working order was particularly important for the safety of boat and all aboard, as well as the success of the scientific mission. The only serious accident we had was not related to trawling – Chuck fell off a ladder while going into the hold and broke his arm, requiring a run to the hospital in Cordova.

The Curious Naturalist

Once the net was emptied it was our job to sort through the catch and this is when my innate curiosity kicked in – what was in the catch this time? It was a challenge to deal with the sampling when the fish, invertebrates (often lots of King crab) and assorted debris were sloshing back and forth on the deck especially in the rain or snow. It was one hand for you and one hand for the samples. We were provided with a kind of blow up personal floatation device (pfd) which folded up and clipped into our shirt pockets. The device was our pfd in case we fell overboard – this was before the gas-inflated pfd's we use today.

The halibut were the first priority to sort from the other fish and they were measured and weighed, and checked to see if they had been tagged by IPHC in other studies. Most were quickly released back into the water if they had not been wounded or smothered by the other fish. Rockfish were common in the catches and they are very spiny. Numbered tags were applied to some of the halibut and the tagged fish were returned to the ocean. If the fish was caught later, fishers would turn in the tags and this would provide information on halibut migrations. Short plastic arrow or dart tags were applied to the smaller ones and stainless steel cattle tags to the larger fish. We rubbed the bellies of the big one (some were well over 100 pounds) as this seemed to calm them while we put the tags on their gill covers. Some halibut were sacrificed for aging studies, which involved extracting the otoliths or ear bones but most were released alive. The ear bones have rings of calcium carbonate that are laid down annually so by counting them the age could be determined. We also recorded the sex of the fish.

All the other fish species as well as crabs and other invertebrates were identified, counted, weighed and released. If a fish specimen could not be identified it was preserved in formaldehyde for study later on. A detailed catch log sheet was filled out. Lead Hand Ted was in charge of the data sheets and these were carefully stored away for analysis by Dick Myhre and others. We also obtained oceanographic measurements after each set. We measured the sea water temperature at the surface with a hand thermometer and lowered a bathythermograph²² with a hand winch to record temperature from the surface to the bottom.

Each successful net tow yielded a variety of species of fish and invertebrates – our data sheets listed a total of thirty-five species to check. Once we even caught a seal, drowned in the net. A major data base was developed and published.²³ While I was not involved in actually producing the report from the survey it was the first time I was introduced to the concept and rigours of scientific data collection. There were actually many more fish and invertebrate species present than the standard ones we had to keep track of. I had not seen almost all of the species before so I learned the basic taxonomy of a wide variety of north Pacific fish and invertebrates. There was plenty of wildlife to watch at sea. We frequently saw seals, sea lions, whales, and a variety of sea birds. One night a flock of storm petrels came right into the cabin of the *Flyer*, attracted by the lights. The experience with these various species of marine life was invaluable for further studies and provided further motivation to pursue a career in marine science.

After the *Western Flyer* Experience

The mentoring and experiential learning aboard the *Flyer* served me well in future studies at university and future jobs. There were two important facets of the experience: technical training and learning how to work with people on a small ship.

The eight months I spent aboard the *Western Flyer* gave me a solid technical background in high sea fisheries or marine science such as navigation, chart work, reading echo sounders for bottom type, gear handling, safety and other aspects of ship work. While these jobs were the responsibility of the Captain and crew, I was keen to learn by observation and participation. The skills I gained were important for planning marine surveys, documenting sampling positions, supervising staff and reporting results. It was “hands on” work, without the strict separation of scientific staff and vessel crew that is often the arrangement on government or academic ships. The experience gave me an insight into the problems involved in issues such as station positioning, judgement calls on whether or not sea conditions allowed scientific sampling, and logistics for long voyages (e.g. ensuring adequate stores and spare gear).

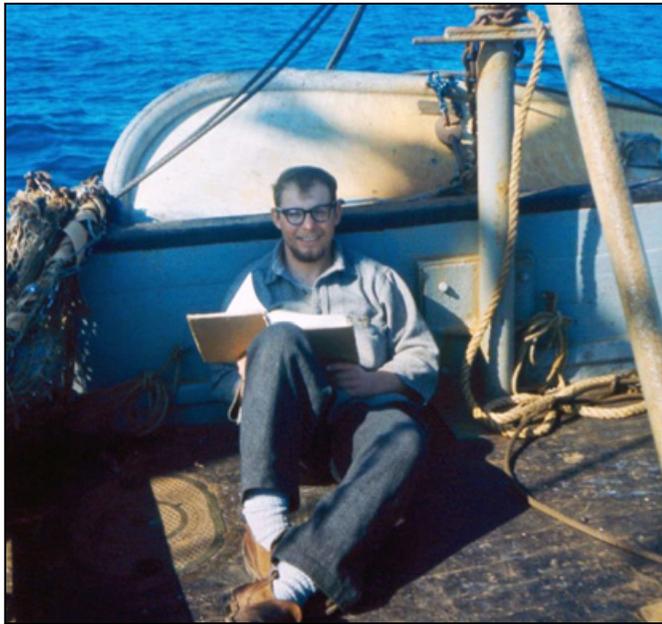


Figure 9. Colin Levings studying Philosophy 100 on board the *Arthur H*, 1963 Photo Authors Collection

On the biological side, I learned how to identify fish and invertebrates, how to tag fish, record ecological data and as well I gained first-hand knowledge of northeast Pacific Ocean ecosystems and their geography. Some of these technical skills are not usually obtained by students following a strictly academic path in marine science or oceanography, although the curricula for the fields do vary around the world.

Learning how to live and work with people with different backgrounds and life styles was possibly even more important than acquiring technical skills. Mariners realize that this type of emotional intelligence is what enables a productive and pleasant life at sea, especially in a small ship. The concept is recognized by seafarers around the world. For example a custom in Japanese merchant maritime tradition is the use of the suffix “maru” for a ship’s name and one meaning of the term is that it represents perfection or completeness, or the ship as a small world of its own. In the *Flyer* world I learned to work and live with people from diverse backgrounds, with different life styles and languages. I refined respect for the command-control or rank and leadership system that keeps a ship running safely. All aboard the *Western Flyer* knew that Captain Loftus was in charge and made the decisions that mattered, even though relationships aboard the vessel were very informal. I learned the patience required to cope with the long periods of inactivity while we waited out the storms. These were attributes that were important in my future work. Whenever I stepped aboard another vessel I shifted to the mindset that I had learned on the *Flyer*. Further development of my career in a research or hypothesis-testing sense involved mentoring at the academic or theory level. There was a tie in with the *Western Flyer* and Ricketts here too because several of my university professors were influenced by Ricketts’ work. These connections are the topic of another paper but I briefly introduce its theme here.



Figure 10. Western Flyer in trouble 1964
Photo by Author

When I carried my duffle bag off the *Flyer* in March 1963 I had no inkling that the boat would reappear in my life, but she soon did. In July 1964 I was working as a summer student on the Fisheries Research Board of Canada’s vessel Canadian Government Ship *G.B. Reed*,²⁴ out of the Pacific Biological Station (PBS), Nanaimo. One of our voyages was to the Gulf of Alaska. We came across the *Western Flyer*, now fitted for King crab fishing, but broken down and rolling in the swells,

waiting for rescue by the United States Coast Guard.²⁵

That was the last I was to hear of her until thirty-seven years later. In 2001 while I was attending a conference in Monterey, California, I visited a bookstore on Cannery Row, the iconic part of Monterey where Ed Ricketts had a laboratory, and I bought a copy of the *Log of the Sea of Cortez*.²⁶ It was the Penguin paperback edition and there on the cover was an image of the *Western Flyer*. Until that time I had not realized the connection between the *Western Flyer* and Ricketts. Since then I have been engrossed with the *Flyer* story and have thought a lot about how Ed Ricketts’ science influenced my career. This aspect is the topic of another article.

Concluding comments

After the *Flyer* trip I worked May to August 1963 aboard the *Arthur H* on another IPHC charter, this time in the Bering Sea. In the autumn of that year I resumed my education. After completing my first post-graduate degree I took another year out 1967-1968 to work at PBS, studying Pacific cod ecology in Hecate Strait, British Columbia. When I finally finished studies in 1972 with a Ph. D. in Biological Oceanography from Dalhousie University in Halifax, Nova Scotia, I began a research career which continues to this day (fifty-four years in the field of marine science if the *Western Flyer* work is counted). I was an applied scientist, with a mission to help provide data to help fish habitat managers in the Canadian Department of Fisheries and Oceans.

The lessons I learned on the *Flyer* served me well in my job. I honed the discipline needed to live with others together on a small ship and refined my abilities for scientific research at sea. During my career I was Chief Scientist on twenty different research vessels ranging in size from the Canadian Survey Ship *John P. Tully* (225 feet) during oil spill surveys off the coast of British Columbia to the Motor Vessel *Whip the Wind*, a thirty-eight foot Cape Islander, for bottom ecology studies in St. Margaret's Bay, Nova Scotia. I sailed on a wide variety of craft types including Canadian Coast Guard hovercrafts, the Canadian Forces Auxiliary Vessel *St. Anthony*, a sea going tug; and the Fishery Patrol Vessel *Sooke Post*, a patrol vessel. On all the ships and boats I applied the concepts for marine science sampling learned on the *Flyer* – patience, dealing with gear, getting along with the crew, providing leadership local circumstances. Every prospective sea going scientist has to learn the basics of shipboard life. Even though today we have many more things that make life on research vessels easier and more comfortable, the principles for work and life are the same in the small world of a ship.

Acknowledgements

I am very grateful to Dick Myhre for hiring me to work for the IPHC for and setting me off on a successful and rewarding career. I thank my shipmates on the *Western Flyer* for the knowledge and skills they passed on to me. Lauri Sadorus and Dr. Bruce Leaman from International Pacific Halibut Commission in Seattle, Washington very kindly enabled me to review the Commission's 1962-1963 *Western Flyer* log book. Thanks are owing to the late Ken Freeman, Dartmouth, Nova Scotia, a friend who served on the *St. Michael*, Dr. Tim Parsons, Professor Emeritus, Departments of Oceanography and Zoology, University of British Columbia, Vancouver and Dr. Bob deWreede, Professor Emeritus Department of Botany, University of British Columbia, Vancouver, for their constructive comments on the manuscript. Michael Hemphill, The History Company, Monterey, California, kindly improved the quality of some of the images.

Endnotes

1. Johnson, Kirk, 2015. "75 Years After Steinbeck Sailed, a Boat Is Readied to Go Back to Sea". *New York Times*. 12 November 2015.
2. John Steinbeck and Edward Flanders Ricketts, *Sea of Cortez: A Leisurely Journal of Travel and Research with a Scientific Appendix Comprising Material for a Source Book on the Marine Animals of the Panamic Faunal Province*. (Mount Vernon, New York, 1941) Note: the narrative portion of the book was published 10 years later with Steinbeck as the sole author (see Steinbeck, John *The Log from the Sea of Cortez*. (1951 republished with an introduction by Richard Astro 1995, New York).
3. Bailey, Kevin M., *Western Flyer – Steinbeck's Boat, the Sea of Cortez, and the Saga of Pacific Fisheries*. (Chicago, 2015).
4. Longlining is the standard technique used for commercial halibut fishing. Weighted lines (usually about 300 feet long) are joined together to make a "skate" of gear. Often six skates of gear are joined together to make a "string" and the number of strings set out varies with bottom conditions. There are usually about twenty baited hooks on each skate. The strings are set out with anchors off the stern of the boat and marked with buoys and retrieved ("hailed") on the starboard side of the boat with hydraulic line pullers. See International Pacific Halibut Commission, "The Pacific Halibut: Biology, Fishery, and Management". *International Pacific Halibut Commission Technical Report 40* (1998).
5. Dan Luteka was a prominent fisherman and vessel owner in Seattle. Details on his colourful life are given in Bailey. Op. cit.
6. Many fishermen emigrated from this island in the 1950s and 1960s to work on fleets based in Seattle and became well-established in the American fishing industry. Sverre Hansen, the father of Captain Sig Hansen who featured in the reality television show *The Deadliest Catch*, began his career working on the *Western Flyer* in 1958 when the boat was being run by Dan Luteka. Sig Hansen and Mark Sundeen. *North by Northwestern: A Seafaring Family on Deadly Alaskan Waters*. (New York, 2010).
7. Using the searchlight to navigate was uncommon and only conducted in very tight quarters such as Seymour Narrows, British Columbia.
8. This figure includes the galley and wheelhouse navigation area. From Bailey 2015 Op. cit.
9. A detailed description of the sampling plan is given in International Pacific Halibut Commission, "Catch Records of a Trawl Survey Conducted by the International Pacific Halibut Commission between Unimak Pass and Cape Spencer, Alaska from May 1961 To April 1963". *International Pacific Halibut Commission Research Report 36* (1964).
10. John Steinbeck and Edward Flanders Rickett 1941, Op. cit.
11. Sitka was the capital of Russian America until 1867 when the United States purchased the territory. The city was called New Archangel during Russian rule.
12. This arrangement was terminated in 1980 after the United States extended jurisdiction See "International Pacific Halibut Commission Report for 1981". *International Pacific Halibut Commission* (1981).
13. There were four Canadian fishing vessels involved in the 1962 Gulf of Alaska sampling: Motor Vessels *Midnight Sun*, *Skardale*, *Western Crusader* and *Western Producer*. See Ferris Neave, James I. Manzer, Harold Godfrey and Robin J. LeBrasseur. "High-seas salmon fishing by Canadian vessels in 1962". *Fisheries Research Board of Canada Manuscript Report (Biological) 759*.(1963).

14. The vessel may have been sampling bottom sediments to help determine if the area was fishable. Medium fish trawler vessels (Figure 5; class known as SRTs (Srednii Rybolovnyi Trauler in Russian), length usually about 128 feet) with a research mission often accompanied Russian offshore trawl fleets when they were moving into areas they had not fished before. For a comprehensive description of Soviet fishing vessels of the time see T.S. Sealy "Soviet Fisheries: a Review". *Marine Fisheries Review* XXXVI (August 1974), 5-22.
15. The Foss Towing Company from Seattle operated many of the sea going tugs in Alaska. The term "Miki Miki" derives from the Hawaiian word "to be quick or on time" and was applied to the first tug of this class built for service between Hawaii and the mainland. Mikimiki tugs were used by the United States Army in World War II (see <http://imagesofoldhawaii.com/mikimiki/> accessed Dec 11 2015).
16. See <http://alaskashipwreck.com/shipwrecks-a-z/alaska-shipwrecks-a/>(accessed Dec 11 2105).
17. The system was developed during World War II and the term was coined from the words Long Range Radio Navigation by the United States Coast Guard. See *The Coast Guard at War: IV. LORAN*. Volume 1. (http://www.uscg.mil/history/STATIONS/LORAN/docs/LORAN_Volume_1_Index.asp) (accessed December 13 2015).
18. Simrad is the brand name of the Norwegian electronics company that manufactured the echo sounder and the name derives from its founder (Simenson Radio A/S) (see <http://www.simrad.com/>) (accessed December 13 2015)
19. The bottom trawl net was developed in Europe and has been used in fisheries around the world since at least the seventeenth century. A detailed history of the gear is given in Dietrich Sahrhage and Johannes Lundbeck, *History of Fishing*. (Berlin, 1992).
20. The port door on the *Western Flyer* is shown in Figure 1 (rectangular device, port quarter).
21. Bailey (2015) Op. cit.
22. The bathythermograph (usually abbreviated to BT) is an instrument that records temperature change by the contraction or expansion of liquid xylene. The change in volume of the liquid is recorded on a smoked glass slide. Developed at the Woods Hole Oceanographic Institute in the 1930s, the bathythermograph was used for decades but now has been replaced by more modern instruments such as the Conductivity-Temperature-Depth (CTD) recording instrument. A good description of the BT can be found in U.S. Hydrographic Office, *Instruction Manual for Oceanographic Observations. 2nd Edition*. U.S. Hydrographic Office Publication 607. (Washington D.C.,1955).
23. *International Pacific Halibut Commission* (1964). Op. cit.
24. The *G.B. Reed* (168 feet) was built as a research trawler in 1962 for the Fisheries Research Board of Canada and sailed out of the Pacific Biological Station in Nanaimo, British Columbia. Her government service ended in 1990 and she was converted to a training ship (The Nauticapedia List of British Columbia's Floating Heritage (<http://www.nauticapedia.ca/index.php>) (accessed December 12 2015).
25. A sea water tank for holding live crabs had ruptured and flooded the engine room. A Coast Guard plane dropped a pump and the vessel was saved. Sig Hansen and Mark Sundeen (2010). Op. cit.
26. John Steinbeck (1951) Op. cit.

Slow Scholarship as Political Action: The Culture of Speed and the Challenge of Inclusion within the Academy

By Beth A. Robertson
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It is June, when it might be presumed that the business of academic life is winding down as students, faculty and staff ready themselves for summer vacation. This is simply not the case, however. I write this piece in between meetings, grant applications, research, writing commitments, and numerous looming deadlines. And I am by no means the only one, if only judging from my twitter feed.

“Busy Academics” Twitter Feed (June 2016)

Although this could all be chalked up to the nature of scholarly life, the speed within which many historians and other academics work may not be so innocuous. By recognizing this, I am by no means articulating a new idea.

In late May, Sean Graham interviewed one of the people who are helping raise concerns about this trend towards speed during episode 85 of ActiveHistory’s History Slam Podcast. Alison Mountz is one of a growing number of academics who are beginning to argue for “slow scholarship”. In a 2015 article, Mountz and eleven other co-authors discuss the “acceleration of time in which we are expected to do more and more.”¹ Whether it be publishing, teaching, grant writing, administration or simply the pressure “to stay on constant alert through demands of social media,” academic life is increasingly being shaped by a mounting number of tasks through which we are deemed productive, or not. This, the authors argue is “part of the ongoing restructuring of the neoliberal university,” that includes “reduced state funding, increased contingent labour and the elimination of programs,” – a phenomena which others have also written of both within and beyond academia.²

While attending Congress 2016 two weeks ago, I noticed that although the concept of slow scholarship was not officially represented in many panel themes, the idea was mentioned, or at least alluded to, during both conferences I participated in: the annual meetings of the Canadian Disabilities Studies Association (CDSA) and the Canadian Historical Association (CHA). When discussing history blogs during one roundtable, we questioned whether or not social media’s growing prevalence in academia may be adding to the ever-growing demands being placed on emerging scholars. In contrast, could blogging instead contribute to the movement of slow scholarship by allowing historians to think through their research over time within a much larger public conversation? In another panel, Sarah K. Loose pointed out that oral history can be a powerful tool for social change and community-engaged research that brings to the forefront marginalized voices that would otherwise be left unheard in academia. Yet how do we establish the long-term relationships that make such histories possible and productive if scholars are constantly being pressed to produce rapid research outputs? Might the priorities of oral history and slow scholarship coalesce? In another panel, this time at the CDSA, slow scholarship was again invoked as a method of challenging norms within academic culture – norms that dictate speedy results over self-care, disdain career interruptions, and marginalize those who do not operate at the rapid pace that universities demand from the scholars they hire.

Taking these conversations into consideration, it could be argued that slow scholarship may be more than simply a change in approach, but a form of radical politics with the potential to upend a troubling and growing problem. Notably, slow scholarship could and has been critiqued as only an option for the truly privileged, mainly tenured professors, who still tend to be mostly white, able-bodied, cis men. Yet, the feminist principles of slow scholarship seem to point in another direction. Mountz and others argue that slow scholarship as an idea is not for the uplift of the elite, in which already privileged professors are allowed to teach, produce and administer less at the expense of their more precariously employed colleagues. Rather, it seeks to make visible that which is often rendered invisible, namely personal and collective struggle, care-work and other forms of hidden and demeaned labour that are largely unrecognized, or worse, unpaid, especially if you happen to be sessional faculty. The desired result of slow scholarship is therefore not a reassertion of academic hierarchies, but a reimagining of the university in which everyone is supported to teach, research and write, as well as engage in different forms of community action and advocacy, to take the necessary time to refine ideas through ongoing conversations with the people with whom we conduct research, to “amplify the potential impact of our scholarship rather than moving on to the next product that ‘counts’ to administrators.”³

At a moment in which many claims of diversity and inclusion within academic institutions are ringing hollow, slow scholarship may thus be one means by which academics from all walks of life and career paths can reclaim the space of the university. Indeed, how can we speak of efforts to prioritize diversity and more equal hiring practices when the culture of speed that is too often assumed to be inherent to scholarly life, actively contributes to the persistent exclusion of those who still largely remain at the margins of the profession? It is arguably the less-than-privileged that can therefore benefit most from a purposeful move to slow scholarship, whether women (especially mothers), sexual, gender and racial minorities, people with disabilities or those from the Mad community. To be clear, this broad spectrum of individuals is more than up to the task of academic life. That is not the problem. The problem, rather, is that the personal and collective labours of many individuals in these communities are too often devalued in a system that seeks to numerically order and rank a series of rigidly defined scholarly endeavours. Conceived of in this light, slow scholarship is therefore not an extension of the privileges provided to a few, but a collaborative and distinctly political act of resistance.⁴

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1. Alison Mountz, et. alia, “For Slow Scholarship: A Feminist Politics of Resistance through Collective Action in the Neoliberal University,” *ACME: An International E-Journal for Critical Geographies* (2015): 2-24.
 2. Mountz, 3; Sheila Slaughter and Gary Rhoades, “The Neo-Liberal University,” *New Labor Forum* 6 (2000): 73-79; Yvonne Hartman and Sandy Darab, “A Call for Slow Scholarship: A Case Study on the Intensification of Academic Life and Its Implications for Pedagogy,” *The Review of Education, Pedagogy and Cultural Studies* 34 (2012): 49-60; Maggie Berg and Barbara Seeber, *The Slow Professor: Challenging the Culture of Speed in the Academy* (Toronto: University of Toronto Press, 2016).
 3. Mountz, 11.
 4. *Ibid.*, 15-19.

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Paper Abstracts
"Where Rivers Meet Oceans"
Canadian Nautical Research Society Annual Conference and General Meeting
Lecture Theatre 2203, Douglas College
New Westminster, British Columbia
18-20 August 2016

Kevin Caslor, Tugs Caught in Corporate Restructuring: Mergers and Acquisitions in British Columbia's Tug and Barge Industry since 1950

This paper looks at the history of the merger and acquisition process within British Columbia's coastal tug and barge transportation industry. By applying concepts from merger and acquisition literature from other regions and business sectors to the British Columbia industry, we can see how the industry has been and is being guided by local and global economic forces.

Beginning after the Second World War, the need to modernize assets and capture more of the limited number of contracts available in this industry with a comparatively small profit margin spurred several of the larger companies to seek out opportunities for future growth. This desire manifested itself as a series of mergers, corporate buyouts, and attracted foreign investment. Following the first two mega mergers in 1970, the industry consolidated into a few large players, a situation that is far removed from the plethora of small owner-operator firms that existed during the first few decades of the twentieth century.

Many of the strategies that characterized the coastal tug industry since 1970 are still prevalent in the present day, and trends suggest that they will continue to play a large role in this industry that is being increasingly influenced by transnational global forces.

Biography: Possessing an interest in the marine industry from an early age, Kevin Caslor recently obtained a Bachelor of Arts from Simon Fraser University. Majoring in History with a minor in Geography, he graduated with honours and distinction. His focus is on twentieth-century Canadian transportation history and geography.

Timothy Choi, Gateways of the North: Canadian Arctic Ports in Post-Mahanian Maritime Strategy

This paper examines the strategic role of ports in the Canadian Arctic. As climate change continues to reduce the extent and thickness of Arctic sea ice, observers expect the northern maritime realm to become more accessible to commercial, military, and illicit seaborne traffic. Although some scholars expect competition over Arctic access and resources to result in greater friction and even military conflict, others predict a cooperative regime based upon shared commitments to the United Nations Convention on the Law of the Sea. In the former scenario, the strategic role of ports would echo that found in traditional maritime historical literature. As advocated by naval strategist A. T. Mahan, ports would sustain power projection by armed naval forces.

Should the latter case take place, however, ports may acquire strategic significance of the 'Post-Mahanian' variety detailed by Geoffrey Till. In this latter context, countries with better developed and greater numbers of well-placed ports could play a larger soft power role in the coming decades - e.g. supporting maritime security operations like Search and Rescue and environmental protection.

This paper argues that improved Arctic port facilities, by enabling such 'soft' capabilities as well as hard power, will increase Canada's negotiating position when facing the region's resource and boundary disputes. The Canadian case study offers new avenues for incorporating ports into conceptualizations of 21st century sea power and maritime strategy.

Biography: A keen ship modeller with a passion for naval history, Timothy Choi is a PhD candidate at the Centre for Military and Strategic Studies at the University of Calgary. He holds a Master's of Strategic Studies from the University of Calgary and a Bachelor of Arts (with distinction) from Simon Fraser University. He is a website content and program developer for the non-profit Valour Canada and was an archivist/docent at Vancouver's Dr. Sun Yat-Sen Classical Chinese Garden.

William Glover, The Hudson's Bay Company and the Use of Longitude in Hudson Bay

Have historians overplayed the significance of the eighteenth century developments for determining longitude at sea? Approximately fifty years after the first publication of the nautical almanac that facilitated longitude by lunar distance, and the invention of the chronometer, neither was yet being used by Hudson's Bay Company ship masters on their annual resupply voyages to the bay trading posts. What promoted their use beginning in the 1820s? Were there parallel hydrographic developments that effectively were necessary conditions for their use? Were there other new navigation practices or inventions in the nineteenth century that the HBC masters adopted more quickly?

Biography: Dr. William Glover has been an active member of CNRS since the 1986 conference on Galiano Island where he spoke about the challenge of navigation to hydrography on the BC coast. Since then he has spoken at a number of conferences, most frequently on topics of the history of navigation. Following an interlude as a municipal councillor, he has returned to research and writing, and resumed the editorship of *The Northern Mariner/Le marin du nord*.

Michael Hadley, Where Rivers Meet Oceans: Experiences, Memoirs, and Legacies

We must tell our stories and 'sing the sea' if we are to grasp our relationship to our oceans. Indeed, we must 'sing the rivers' too. This was the humanities' challenge to the scientists of the Royal Society of Canada's symposium on marine biodiversity in November 2015. Measurement is important—but it is not everything. The audience agreed. In fact, 'singing the seas and rivers' is what writers have been doing for generations in order to express their relationship to our water heritage. Ultimately, it comes down to what they have experienced. These writers, it turns out, are a strikingly

eclectic group: First Nations and Inuit, fishers and boat-builders, professional seafarers and 'yachties,' recreational divers and kayakers, novelists and poets. Drawing on material gathered for a book *Spindrift: A Canadian Book of the Sea*, I will highlight the living legacy of rivers meeting oceans on the Pacific and the Atlantic Coasts, and in the Arctic. I will speak of the Fraser, Nass, Mackenzie, Churchill, St. Lawrence and St. Lawrence Seaway, and Gaspereau. The confluence of rivers and seas will emerge from a variety of voices as the setting for events both spiritual and secular: industry and commerce, exile and war, solitude and celebration, beauty and desolation.

Biography: Michael Hadley is Professor Emeritus of Germanic Studies at the University of Victoria. He is no stranger to the Canadian Nautical Research Society, as Vice Chair of *The Northern Mariner/Le marin du nord's* editorial board and winner of several awards for his publications. He is a retired captain in the naval reserve and is known for his naval history. Professor Hadley was elected a fellow of the Royal Society of Canada in 1998. His latest project is an anthology with Anita Borradaile Hadley that examines the oceanic world that continues to shape the cultural consciousness of Canada as a maritime nation.

Colin Levings, Going aground and floating off - ships, boats and hovercraft as scientific platforms for ecological sampling on the lower Fraser River and estuary

This paper reviews and describes operations aboard some of the ships, boats, and hovercraft I sailed on during my 30 year scientific career studying the ecology of young salmon in the Fraser River estuary. Estuaries are challenging areas to investigate because they are subject to a range of physical variables that can endanger crafts and personnel and as well lead to unreliable data collection. Flow changes, tidal fluctuations, wave forces at the mouth and shifting channels have required the deployment of a variety of vessels. Beginning downstream from the height of tide (at low freshet) at Chilliwack, to the mouth at Sandheads on the Strait of Georgia/Salish Sea (120 km), I will describe an overview of the platforms, methods and technologies specific to each of the major reaches. Types of vessels used included jet boats, rigid bottom inflatables, converted fishing vessels, coastal research vessels, a laboratory barge and hovercrafts. Canadian Coast Guard hovercrafts were the most versatile platforms for working in the estuary as they could transport personnel, equipment and samples over shallow water as well as the extensive drying banks at the mouth. I also provide a brief overview of some of the sampling techniques and results of the work. Although the Fraser River is a world-class system, its ecosystems are poorly known relative to other major estuaries, possibly because of the sampling challenges involved. It is hoped this overview of platforms and practical methods will provide a foundation for future researchers studying the estuary.

Biography: Dr. Colin Levings was born in Victoria, British Columbia, went to high school in Surrey, and as a youth spent a lot of time fishing in the lower Fraser River. After completing his B.Sc. and M.Sc. at the University of British Columbia's Institute of Fisheries, he earned his PhD in Biological Oceanography at Dalhousie University in Halifax. In 1972, he started work at the Fisheries and Oceans Canada (DFO) laboratory in West Vancouver where he is still based. He has studied estuarine ecosystems, salmon habitat in rivers and estuaries, and marine conservation in coastal British Columbia to help provide management solutions that work toward sustainability. After retirement in

2006 as Senior Scientist, Colin continues work as Scientist Emeritus with DFO. He is also an Adjunct Faculty member in the Institute for Resources, Environment, and Sustainability at the UBC.

Colin has a book on the ecology of salmon in estuaries around the world in press (UBC Press) and is working on papers arising from past research. He also provides advice to stakeholders on various coastal ecology issues. He has published over 200 papers and reports, has worked overseas on projects in Asia and Europe, served as an editor for several journals, and has been a member of a number of scientific advisory boards in Canada and the United States. Colin is a past President and founding member of the Pacific Estuarine Research Society.

Mark MacKenzie, Tales from the Logbooks of the Early Samsons

Navigation on the colonial and post-colonial Fraser River is intimately linked with the Western Rivers-type sternwheelers. Their movements and misadventures fascinated the newspapers and photographers of their time. However, few records of the operational details of these vessels survive.

An exception is the collection of logbooks from the federal Department of Public Works held in the City of Vancouver Archives. These record the movements and activities of the federal government's Samson series of snagboats which maintained navigation on the lower Fraser River from 1884 to 1980. Possibly unique to this collection are engine room logs of the original Samson showing coal and wood consumption, the maintenance schedule and other details of the daily operation of a sternwheeler snagboat. These, along with records in the Vancouver Maritime Museum's WB Chung Library and the New Westminster Archives, allow us to piece together the nature of the work that the Federal Government of Canada did in the Fraser River in support of maritime commerce and fisheries. The documents also reveal the culture of the organization that carried it out, and the practical considerations of running a steamship in a "pioneer" setting.

This presentation focuses on the Samson snagboats to provide chronology and background to the Department of Public Works' role in maintaining navigation on the Fraser. Some of the events and operational considerations in the working lives of the early Samsons are considered, with insights into the maintenance and component life-cycles of early sternwheelers and the people responsible for the DPW fleet.

Biography: Mark MacKenzie has been fascinated by sternwheelers since his childhood growing up in Prince George. This led to work on the SS Moyie National Historic Site in Kaslo, British Columbia, originally on the restoration crew, and later as site manager, the *Samson V* Museum in New Westminster as Operations Manager, and as a heritage consultant. For the last five years Mark has been with Paddlewheeler Riverboat Tours as engineer and historical narrator, where he is working towards his master's licence on the catamaran *Beta Star* and the sternwheeler *Native*. The research involved in conducting restoration projects has informed Mark's thinking about sternwheelers; he has been in a particularly privileged position to have met and been mentored by many of the surviving crew and officers from the last generations to work on these vessels.

Chris Madsen, Retail, Wholesale, and Department Store Union (CIO) Organizing Amongst Sugar and Grain Workers on the Vancouver Waterfront, 1946-1949

The CIO (Congress of Industrial Organizations), an upstart union, better known for organizing drives at major retailers such as Eaton's in Toronto, entered the province of British Columbia by establishing an early and significant presence with certain waterfront workers in Vancouver. International representative, Gerald Emary, who worked out of the united steelworkers office and preferred to 'organize out of the beer parlour', signed up workers into affiliated unions at the sugar refinery and grain terminals. He demanded higher wages and better working conditions from employers, applied for conciliation, and fended off competing unions, such as the International Longshoremen's and Warehousemen's Union, newly arrived on the scene from the South, through skillful use of Canadian Congress of Labour connections and taking full advantage of the federal government's mandatory certification process. Grain workers eventually went to another union, though sugar workers in Local 517 still belong to the Retail Wholesale Union, based in New Westminster. Gerald Emary died young at the age of 39. This paper tells the remarkable story of this unlikely waterfront union based on archival research in Ottawa, Vancouver, and San Francisco, as well as talking with labour retirees.

Biography: 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, where he teaches senior and mid-rank officers in the area of military planning and operations. He is presently President of the Canadian Nautical Research Society. He has published on naval logistics, shipbuilding, South Asia navies, and military law, and most recently contributed three chapters to *Longshoring on the Fraser: Stories and History of ILWU Local 502* (Granville Island Publishing). His family lives in North Vancouver, British Columbia.

Frank Millerd, The long road to the first Fraser River salmon treaty

Allocating the Pacific salmon catch has always been a point of dispute between Canada and the United States. The earliest dispute was over salmon migrating to the Fraser River, a wholly Canadian river; most Fraser River salmon usually pass through American territorial waters on their spawning migration, allowing Americans to harvest the fish. Requiring conservation, equity treaty negotiations took forty years.

The Canadian Fraser fishery began in 1871 - the American fishery in 1891. Both expanded rapidly. After 1900, however, with 130 to 200 traps operating, the Americans often caught the majority of Fraser sockeye salmon, not a situation encouraging the Americans to agree to a treaty. Canadians were angered by the large American harvests and the apparent lack of restrictions on American fishing.

Starting in 1892, various commissions and meetings reported and recommended on border fisheries. In 1905 and 1906, Canadian and Washington State commissioners met. The 1908 Inland Fisheries Treaty established a commission, but its recommendations were not adopted by either country. The Canadian-American Fisheries Conference of 1918 drafted a treaty which Canada ratified, but, bowing to state's rights, the US Senate failed to recommend ratification.

Another treaty was negotiated and signed in 1929, then revised, and again signed in 1930. The catch and costs were to be allocated equally. US Senate approval, however, took seven years. The turning point came with a successful Washington State referendum to ban salmon traps. An equal allocation now looked attractive to Americans. A treaty was finally ratified in 1937.

Biography: Frank Millerd is Professor Emeritus of Economics at Wilfrid Laurier University and lives in Kitchener, Ontario. He holds a PhD in Natural Resource Economics from Cornell University with a Master's and undergraduate degrees in agricultural economics from the University of British Columbia. His publications include "The potential impact of climate change on Great Lakes international shipping", *Climatic Change*, "How will climate change/alter fishery governance? Insights from seven international case studies", *Marine Policy* (with Alistair McIlgorm, Susan Hanna, Gunnar Knapp, Pascal Le Floc'H, and Minling Pan), "Analysis of Factors Influencing Grain Traffic on the St. Lawrence Seaway", *The Journal of the Transportation Research Forum* (with Stephen Fuller, Francisco Faire, and Maria de Carmo Afonso), and "'How glad I am that I am able to do this': Uncle Bill in the RCAF, 1940-1942." *Canadian Military History*.

Michael Moir, Be Careful What You Wish For: The St. Lawrence Seaway and Toronto's Aspirations to be an Ocean Port

The Toronto Harbour Commission (THC) was created by an act of Parliament in May 1911 in response to a lengthy struggle to replace ramshackle wharves with a modern port that – coupled with reclamation of land from water to accommodate industrial and commercial tenants – would drive the city's economic development. Merchants and manufacturers constantly looked eastwards, advocating for a system of locks and canals that would open up the port to the larger freighters that served international markets. Their dreams materialized after the Second World War, when Canada and the United States embarked upon a massive program of construction that built the St. Lawrence Seaway.

The THC responded with an ambitious plan to add modern cargo-handling infrastructure on the inner harbour, as well as designs for a deep-water port in a new outer harbour. Construction began on marine terminals and a heavy-lift crane during the 1950s and early 1960s, financed by borrowing that would be repaid through increased harbour dues (the fees levied on cargo moving through the port). This plan, however, did not anticipate the emergence of containerization during the 1960s, and its dramatic impact on the traffic of ocean-going tonnage on the Great Lakes. This paper will examine the convergence of port planning and technological change that had a profound impact on the role of the THC and municipal politics in Toronto for several decades.

Biography: Michael Moir was the Records Manager/Archivist for the Toronto Harbour Commissioners from 1984 to 1995. He was appointed Director, Corporate Records Systems and City Archivist for Toronto in 1998, and joined York University Libraries in July 2004 as the University Archivist and Head of the Clara Thomas Archives and Special Collections. He currently serves on the Council of the Canadian Nautical Research Society.

Roger Sarty, G.F.G. Stanley's 'The Army Origin of the Royal Canadian Navy' Revisited

In the summer of 1954, army historian G.F.G. Stanley published a somewhat tongue in cheek article claiming that in Canada 'the senior service' owed its existence to urgings of British army officers serving in Canada during the late 19th century about the need for a naval service to protect the young country. This paper shows how archives-based scholarship since the 1960s has in fact substantiated Stanley's argument. Canadian Militia headquarters confidential and secret files opened in the 1980s demonstrate in detail that the Canadian general staff, from its creation in 1903-4, lobbied within the government and through 'inspired' items in newspapers for the establishment of a navy. The paper also explores how, after the new Royal Canadian Navy was nearly stillborn with the budget cuts imposed by government of Robert Borden in 1911, the main operational role of the skeleton sea service became support of the army.

Biography: Roger Sarty is a Professor of Naval Military History at Wilfrid Laurier University, Waterloo, Ontario. Educated at the University of Toronto and Duke University, he combines experience in the federal public service as an official historian, museum administration, and academe. He is a past editor of *Canadian Military History* and *The Northern Mariner/Le marin du nord*. Professor Sarty is currently the First Vice President of the Canadian Nautical Research Society and has served on Council for many years.

Maurice Smith, The barque *Garden Island*: An Excursion into Ocean Shipping

The construction of the 178 ft. barque *Garden Island* occurs about mid-way in the corporate life of the Calvin shipping and timber empire. Delano Dexter Calvin, a Vermont Yankee had his timber business moved from Clayton, New York to Garden Island near Kingston, Ontario in 1836. He followed in 1844 thus buying into a trading route dominated by British interests. By doing so he gained access to British colonial banks and he escaped middleman expenses incurred when he shipped timber out of an American port.

Timber was delivered to the Back Bay of the island from the Great Lakes, initially by schooner and later by purpose built steamships. The firm was diversified and vertically integrated. They forwarded timber for others and on their own account. They constructed over sixty vessels to be used as tugs, for salvage (called wrecking), barges and those with bow and stern doors for transporting timber.

The best years during the 1860s were followed by a worldwide depression in the 1870s when the timber trade fell off. In response they laid the keel of the *Garden Island* in 1875, in large part to keep their senior shipbuilders employed. Launched in 1877, the barque served the Calvin's for seven years in international bulk trades.

The paper examines the construction and design of the *Garden Island* and its operation until sold in 1884, including an analysis of crewing drawn from Agreement and Account of Crew. Primary sources are drawn from Queen's University Archives, the Marine Museum of the Great Lakes and at the National Archives, Kew.

Biography: Maurice Smith was a professional sailor, in sail for thirteen years. He has a British Marine 'ticket' and has served as navigator and master. His sailing experience includes the Great Lakes, the eastern seaboard of North America including the West Indies, the English Channel, and the Baltic. In 1977, he was recruited to assist the Marine Museum Board of Directors to develop their shipyard site on the Kingston waterfront and to 'build' the collections. Twenty-three years later, he retired as the Executive Director of the Marine Museum of the Great Lakes. The museum now has extensive research and exhibition collections. Many of the collections have been designated as Canadian Cultural Property and have been cited in a variety of academic papers. Maurice is among a rare group of curators who combine a detailed knowledge of maritime history with practical experience in material culture studies.

Smith has served as President of the Ontario Museums Association, Canadian representative on the Council of the International Congress of Maritime Museums, a tough demanding task on the intellect and palate that took him to maritime museums in the United States, Europe and the United Kingdom. He has served as President of the Kingston Historical Society and is currently immediate past President of the Canadian Nautical Research Society. He is still active in the fields of maritime history and museums.

His book, *Steamboats on the Lakes: Two Centuries of Steamboat Travel Through Ontario's Waterways* was published by James Lorimer and Company in 2005. In 2013, he prepared a 120,000 word manuscript dealing with the corporate and operational history of Canada Steamship Lines History which was delivered to the CSL Group in Montreal. His current projects include a history of *Garden Island: A Timber and Shipping Empire* and a corporate and military history of the Stone Frigate 1819, located at the Royal Military College.

Trevor Williams and Merlin Bunt, The Last Steamboat Whistle: The Rise and Demise of Chilliwack Landing at Skwah First Nation, 1863-1928

Prior to roads and faster vehicles, First Nations and settlers alike in British Columbia used watercourses, such as the Fraser River, as their major transportation corridor. Regional riverside landing and dock facilities became busy with activity, and today are fondly recalled by their host communities, but not at Chilliwack, British Columbia.

Chilliwack Landing was a thriving Fraser River port-of-call for many years, a small storefront centre located along a rapidly eroding riverbank, and it became the regional focus of river travel and commerce. However, the relationship between Chilliwack's growth and the 60 years which steam-powered riverboats worked from Chilliwack Landing is largely unknown because 'the Landing' was located within the Stó:lō reserve of Skwah First Nation. This circumstance resulted in most First Nations residents and Chilliwack pioneers having relatively little control over their adjacent steamboat landing, while other stakeholders, such as Isaac Kipp, band chiefs, the federal Department of Indian Affairs and private riverboat operators, did. The arrival of trains, the emergence of Centreville as the new commercial focus of Chilliwack, and introduction of Indian Agents to 'administer' Skwah First Nations were contributing factors to Chilliwack Landing's ultimate demise.

Many iconic Fraser River steamboats regularly docked at Chilliwack Landing, including the *SS Ramona*, *SS Beaver II*, *SS Paystreak*, and *SS Gladys*, amongst others. This paper will examine how the role of the Fraser River in Chilliwack's life and economy slowly diminished, and how bank seizure of the *SS Skeena* after Captain Seymour's death in 1928 ended the Chilliwack Landing steamboat trade at Skwah First Nation.

Biography: Trevor Williams has extensive experience as a writer, researcher, and urban planner in various parts of Canada and British Columbia. He was educated at Dalhousie University and Rutland Senior Secondary School in Kelowna. He is the author of *Affordable Housing Handbook* (HRM Housing Resource Group, 2004), "Compulsive Measures: Resisting Residential Schools at One Arrow First Nation, 1889 – 1896," *Canadian Journal of Native Studies*, and "Hayter Reed and the Nativity of Compulsory School Attendance for First Nations, 1893-1897," *First People's Child and Family Review*. His research and professional expertise is in First Nations, land and geography, law enforcement, and historical land regulation.

Biography: Merlin Bunt was born in Chilliwack, BC, the fifth generation of his family from this historic community. In particular, back in 1862, his great-great-grandfather was the first settler in Chilliwack. Merlin is a Chartered Professional Accountant and a University of British Columbia graduate. He has extensive experience in writing and editing, and he has contributed to many and varied forms of reports, proposals, and articles. In addition to his professional experience, Merlin has created a website in which he regularly posts articles that he writes on Chilliwack's history:

<https://www.facebook.com/chilliwackhistory/>

Specifically, this site examines the historical background of Chilliwack's people, places,

Pacific Northwest Labor History Association Conference Portland, Oregon

Longshoremen in the Pacific Northwest Panel Sunday, 22 May 2016

Abstract

Chris Madsen (Canadian Forces College and Royal Military College of Canada) "Ginger Goodwin Protests: Longshoremen against Returned Soldiers during the Vancouver General Strike August 1918"

On the afternoon of 27 July 1918, a Dominion police constable tracked down and killed labour organizer and war evader Arthur 'Ginger' Goodwin in the woods near Cumberland on Vancouver Island. In protest, unions belonging to the Vancouver Trades and Labour Council, including the International Longshoremen's Association (ILA) Local 38-52 and Auxiliary, went on a twenty-four hour general strike, the first in the city's history. On 2 August, a large mob of returned soldiers and veterans assaulted the Labour Temple, in the process roughing up the longshore union's secretary and forcing him to kiss a Union Jack flag. The next day, another group of returned soldiers convalescing in the city's military hospitals surrounded the union's hiring and dispatch hall, preventing some six hundred longshoremen from returning to work on the docks. Vancouver's mayor, with a strong police presence, brokered talks between the two sides toward a settlement.

Historians and others have generally seen the 1918 Vancouver general strike as evidence of growing militancy among workers in the province and necessary precursor to larger general strikes in 1919 affecting cities like Winnipeg, Vancouver, and Seattle. Nonetheless, the protests that pitted longshoremen against returned soldiers instead represented a distinct local wartime event resulting from the clash of different world views, one socialist and anti-war and the other hyper-patriotic and pro-war.

Responses to Goodwin's death on both sides spilled over into the streets from strong feelings of indignation and resentment. Longshoremen decided to take a day off to honour a fallen labour comrade, while returned soldiers and their supporters objected by protesting the protest. Indeed, federal conciliation officers were dumbfounded to find any real differences over wages or other matters between capital and labour to explain the levels of actual and threatened violence during the course of Vancouver's 1918 general strike. The International Longshoremen's Association, despite falling under the leadership of expressed socialists like Ernest Winch, Jack Kavanagh, and William Pritchard, was far from radical, whether in outlook or actions. They, however, were against war and the depressing effect it had on waterfront employment. Returned soldiers and the organizations that represented them were likewise not the paid dupes of the business community commonly claimed by some labour historians.

Wartime Vancouver became a major reception and recuperation centre for repatriation of battle casualties from active war theatres where Canadian military forces fought. Although much has been written about recruiting and drafts of men sent from British Columbia for service overseas, the soldiers invalided in military hospitals and demobilized from military depots back into civilian lives before war's end are virtually ignored. Traumatized physically and psychologically by the war experience and discarded by an uncaring bureaucracy, returned soldiers and discharged veterans knew violence and its application. Collectively and individually, they could not give up the fight and were pre-conditioned to identify enemies, even once home. Private Augustus Devereaux, a leading figure in the demonstrations and indicative of organizing from the ranks, accused longshoremen and their union of being pro-German and undermining the war effort, just as the Allies were on the road to victory. In-between were Mayor Robert 'Harry' Gale, professing neutrality though inclined toward the returned soldiers, and a newly unionized Vancouver police force with many members sympathetic to the labour cause.

The motivations, tactics, and people involved in confrontations between longshoremen and returned soldiers during the 1918 Vancouver general strike were complex and understanding the context and details remains essential to seeing the event on its own terms.

HMCS Labrador Luncheon

Lieutenant(N) Jason Delaney

For those who may not know, HMCS *Labrador* was the Royal Canadian Navy's icebreaker and northern operations platform for scientific research and exploration from 1954 to 1957. In 1958, the ship was turned over to the Department of Transportation thus ending the navy's short foray into the High Arctic. During this brief time, the ship, its crew and its legendary commanders, Captains O.C.S. "Robbie" Robertson and T.C. "Tom" Pullen, made history by establishing many records and shattering others - not least of which was the first transit of the Northwest Passage by a deep draught vessel on her maiden voyage.¹

The voyages of *Labrador* not only had a deep impact on those who sailed with the ship - many members of the crew's family have a resonating connection to the Arctic and anything relating to *Labrador*. It was because of this that two sons of former crew members, Don MacNeil and Peter Croal, approached me about getting friends and family together to celebrate the 60th anniversary of the 1956 Arctic cruise in which both of their fathers participated.² So it was that an eclectic group of individuals came together for an afternoon meet and greet on a sunny afternoon on the 13th of June 2016 at the Crowsnest in HMCS Bytown (the naval officers mess) in Ottawa. The event opened with introductory comments followed by sandwiches and drinks, while a slide show of various digitized 35mm slides of *Labrador's* adventures was projected on to an eight foot screen. Participants engaged in socializing and telling stories about their own connection with the Arctic, the ship, or both.

On display was a rare showing of two watercolors painted by well-known artist, Commander C. Anthony "Tony" Law, RCN who was *Labrador's* second Executive Officer.³ These two particular watercolors, done for his friend and captain, Tom Pullen, are part of the Pullen family's private collection. One painting depicted *Labrador* working her way through broken ice and the other was a rendition of HMS *North Star* during the first attempt to find the lost Franklin expedition. Tony painted the latter in deference to the Pullen family's ancestors. *North Star's* Captain, W.J.S. Pullen, RN and Master, T.C. Pullen, RN were great uncles of *Labrador's* captain and together represent five generations of sailors in the service of the Crown. Tom Pullen's ornate brass mariner's telescope complete with decorative rope work done by boatswains from *Labrador's* deck department was also available for viewing.

After lunch there was a special screening of the documentary, "The Navy Goes North," filmed during *Labrador's* maiden voyage in 1954, followed by an impromptu surprise screening of the documentary film on *Labrador's* second Arctic cruise titled, "Invasion from the South." We are grateful to Marc Laplaine, President of the Outaouaise Branch of the Navy League's Maritime Affairs Committee, for this second film. Marc also gave a talk on the preservation and upkeep of *Labrador's* hydrographic survey launch, *Pogo*, berthed in Gatineau and operated by the local branch. *Pogo* is a unique boat being the only one of its kind and purpose built for *Labrador* at the same shipyard in Sorel, Quebec when the icebreaker was under construction.⁴ The boat's designer, Harold Fernberg was represented by his son, Eric Fernburg who is a Collections Specialist at the Canadian War Museum.

The rest of the afternoon was spent listening to Kit and Will Pullen tell stories ripe with color and anecdotes followed by closing remarks and a promise that we must do this again next year for the 60th anniversary of the last year of *Labrador's* service in the Royal Canadian Navy. Anyone wishing to attend next year's event should contact, Lt (N) Jason Delaney at jason.delaney@forces.gc.ca

Footnotes:

1. See Tom Irvine, *The Ice was all Between*, (Toronto: Longmans, 1959); Jason Delaney and Michael Whitby, "The Very Image of a Man of the Arctic," *The Canadian Naval Review*, vol. 4, no. 4, (Winter 2009), pp. 25-9; Michael Whitby, "Showing the Flag Across the North: HMCS LABRADOR and the 1954 Transit of the Northwest Passage," *The Canadian Naval Review*, vol. 2, no. 1, (Spring 2006), pp. 21-4.
2. Don MacNeil's father was a pilot who flew with the helicopter detachment in *Labrador* while Peter Croal's father was the coordinator with the DEW Line construction, a project which Labrador supported.
3. C. Anthony Law was an Official War Artist and his collections have been exhibited across Canada and in the United Kingdom.
4. See: http://www.cnrs-scrn.org/argonauta/pdf/argo_32_2.pdf for an article on *Pogo*

HMCS Labrador Luncheon

Naval Officer's Mess – HMCS Bytown Wardroom
13 June 2016

List of Attendees

Murray Ault: Murray is a former teacher of history and economics who retired from the Ottawa Board of Education in 1996. He has published a case study titled, *An Analysis of a Colonial Industry: Shipbuilding in Nova Scotia, 1861*. He also assisted the administration of The Teachers' Institute in Parliamentary Democracy - a program sponsored by the speakers of the House of Commons, Senate and the Parliamentary Library. His interest in the North has continued unabated since the summer of 1959 when he served as cabin steward on board the icebreaker *C.D. Howe*.

Colonel Ernest Cable (Ret'd): After completing 35 years in the Royal Canadian Air Force Ernie retired from the position of Deputy Commander Maritime Air Group in Halifax, where he was double hatted as Deputy Chief of Staff - Air on the East coast Admiral's staff. During his long career in maritime air, he flew Argus, P-3C Orions and Auroras, serving on a three-year exchange tour with the US Navy at the Naval Air Development Center and on a tour as the first commanding officer of CP-140 Auroras in 405 Squadron at Canadian Forces Base (CFB) Greenwood, Nova Scotia. When he retired, he volunteered as the historian at the Shearwater Aviation Museum where he researched and wrote articles about HMCS *Labrador*. He credits the experience gained from flying helicopters from *Labrador* as instrumental in developing the destroyer/helicopter (DDH) concept.

Isabel Campell, PhD: Isabel is a co-author on the post-war naval history and air force teams at the Directorate of History and Heritage (DHH), with expertise in Canadian Cold War history, politics and diplomacy. She has also researched and written extensively on RCN involvement in hydrography and oceanography on the west coast and Arctic in cooperation with the Defence Research Board (DRB) and the Pacific Naval Laboratory (PACNAVLAB).

Art Collin: Art was a Lieutenant, RCN(R) in 1953 and later studied at McGill and the University of Washington, eventually becoming an oceanographer. From 1955-57, Art was on the staff of the Atlantic Oceanographic Group of the Fisheries Research Board of Canada, which provided the oceanographic staff in *Labrador* for the 1955, 1956 and 1957 summer cruises. He was on the ship during the Arctic cruise in 1956 and was head of the oceanographic program on the Arctic cruise in 1957.

Peter Croal: Peter is a geologist, who after graduating from the University of Toronto, had a successful career with the Canadian International Development Agency. While studying at U of T, Peter spent countless Friday nights visiting his father's old captain, O.C.S. Robertson, in Oakville at which point much of Captain Robertson's knowledge and memories of the events of the 1954-55 period were imparted to him. Now retired, Peter volunteers with the students on ice program and has completed two Arctic cruises himself. Peter is the son of Lieutenant Commander James Croal, *Labrador's* "ice pilot" on the maiden voyage.

Lieutenant(N) Jason Delaney: Jason is an Official Naval Historian at the Directorate of History and Heritage. He is a member of the post-war official history team and acting project leader of the Southwest Asia history project. He is the author of several articles on RCN involvement in the north, including biographical articles of *Labrador's* first Captain, O.C.S. Robertson (co-authored with Michael Whitby) and Lieutenant Commander James Croal: the RCN's first Arctic expert.

Eric Fernberg: Eric is the Collections Specialist, Arms and Technology at the Canadian War Museum, which includes the collections of vehicles, artillery, naval and aircraft, small arms, medals, and technical objects such as radios and medical equipment. He has worked for the Canadian War Museum since 1992, first as a student volunteer and field placement intern then on the full time staff starting in 1994. Since that time, he has been involved in the care, research and development of collections. Eric has also been the collections representative on numerous exhibition teams including those for *Camouflage, 1812*, and *Deadly Skies*. In 2012, he was awarded the Queen's Diamond Jubilee Medal. Eric is the son of the *Pogo's* designer, Harold Fernberg, who worked for Marine Industries Ltd, in Sorel, Quebec, in the early 1950's.

Richard Gimblett, PhD: Richard is a retired naval officer and the RCN Command Historian. He is a well-known published naval historian, a contributor to RCN official histories, and an editor of key works in Canadian naval history.

Dr. David R. Gray: David's long term research interests in the Canadian Arctic Expedition (CAE) of 1913-1918 connect him with HMCS *Labrador* as the ship's crew collected several CAE artifacts, including the famed explorer Vilhjulmur Stefansson's sled from Banks Island in 1954. The artifacts were exhibited in a major exhibition on the CAE at the Canadian Museum of History in 2011-2012. David is also helping to plan a Canada 150 expedition from the east coast to the west coast through the Arctic, which will feature HMCS *Labrador's* accomplishments as a great Canadian achievement.

Geoff Green: While sailing through the North West Passage in 1996, Geoff's party discovered a cairn in the False Strait (just above the Bellot Strait) that had been left behind by the crew members of the *Labrador* and the US Coast Guard vessels, which transited the strait in 1957. All the documents were sealed in a Mason jar at the base of a very large stone cairn. Inside was also a self-addressed envelope with a seven cent Canadian stamp to be used by the finder to mail a note to US Coast Guard headquarters in Washington. He did so, but needed to add some extra postage. In 2017, Geoff will be leading the Canada 150 project called CanadaC3, which is a 150 day sailing journey from Toronto to Victoria via the North West Passage to help celebrate Canada's 150th Anniversary of Confederation. The Coast Guard, the Royal Canadian Navy, the RCMP, National Defence, Parks Canada, Museum of Nature, Canada Council for the Arts, Fisheries and Oceans Canada and many other organizations are partners in this endeavour. Throughout this expedition, they are planning to highlight the voyage of HMCS *Labrador*.

Marc Laplaine, Jacques Drouin and Kim Gravelle: Marc, Jacques, and Kim are all members of the Navy League of Canada - Outaouais Branch. Jacques and Marc have been with the branch since the 1990s. Marc was a university professor and then had a career as a public servant until his retirement in 2003. Marc is now the "President" of the Branch's Maritimes Affairs Committee. Jacques is *Pogo's* captain and an expert on water safety and rescue. He adds to his income as a marina manager and freelance cameraman. Kim is a newcomer to the NLC who is greatly appreciated for her hard work and extreme determination to learn everything there is to know about boats and marinas. In her other life, she is a musician.

Captain Yves Lesieur (Ret'd): Yves, a retired air force member, is a civilian instructor with the Navy Cadet Corps - *La Hulloise* and works with the Navy League in Gatineau on various activities with respect to *Pogo*.

Don MacNeil: Don is the son of Lieutenant (Pilot) John A. MacNeil, an RCN aviator with Helicopter Utility Squadron Twenty One (HU-21). His father was the Officer-in-Charge of the air detachment on board *Labrador* during the ship's 1956 season in both the Gulf of St. Lawrence and Arctic.

Cam McNeil: Cam worked with the Conservation and Renewable Energy Demonstration Agreements and was involved with many projects concerning both the North West Territories and the Yukon. Cam is the son of Superintendent A. Stirling McNeil of the Royal Canadian Mounted Police. His father sailed in *Labrador* as the Canadian representative to the US Navy Distant Early Warning (DEW) Line construction task force. The USN wanted a naval officer of flag rank, but got an RCMP Inspector instead. They responded with, "Have him bring his red coat." Cam's father flew the 1938 flight in Norseman CF-MPE as the first flight of an RCMP aircraft into the Arctic. There is a new publication on his father published by the RCMP Heritage Center at Depot (Regina) due to be launched this summer.

Christopher "Kit" Pullen: Despite never serving in the coast guard or RCN, Kit has the dubious distinction of being "pressed" into service on board *Labrador* in the summer of 1956. While he joined the ship as a family member for a leisurely cruise to the Caribbean, *Labrador* received orders to head north to rescue a Norwegian ship trapped in the ice off Greenland. The ship was in New York City at the time on her way south when the rescue tasking came in. The icebreaker turned her bow North with a young, distraught and very sea sick Kit on board. The ship reached 52° North Latitude before the rescue was called off. Having signed on to a family cruise in warmer climates, Kit, instead, unwittingly came close to achieving a crossing of the line at the Arctic Circle. Kit is the nephew of *Labrador's* second commanding officer, Captain T.C. Pullen.

Timothy Pullen: Tim's Arctic experience meant that he was lucky enough to work two seasons as a student, prospecting in the Coppermine area and also working as a Hydrographer, including the conducting of oceanographic surveys of James Bay. Timothy was a small boy when his father, T.C. Pullen was appointed as the commanding officer of HMCS *Labrador*. Of all his ships, *Labrador* was Captain Pullen's favourite and coloured the rest of his life. Captain Pullen went on to be renowned as an Arctic navigator and ice advisor, and the Arctic was always a key part of his life.

Lieutenant-Commander William Pullen (Ret'd): William is an ex-mariner who served in *Labrador* as an Ordinary Seaman, Cadet and eventually as both Third and Second Officer when the ship was with the Canadian Coast Guard. He served on the ship during winter ice breaking operations around Newfoundland, in the Gulf of St Lawrence and Cabot Strait. He made two deployments into the Canadian Arctic assisting shipping around Resolute Bay and in Viscount Melville Sound while conducting hydrographic surveys in Lancaster Channel and Peel Sound. He holds a Coast Guard Command Certificate and served in the naval reserve in the rank of Lieutenant-Commander (R71A) in HMCS *Carleton*. He is currently working as an Executive-in-Residence at the University of Ottawa. William is the son of Rear-Admiral Hugh Pullen and nephew to *Labrador's* second commanding officer, Captain T.C. Pullen.

Navy League of Canada - Outaouais Branch

Through its Maritimes Affairs Committee, the branch is one of a few in the country that operates motorized training boats for its sea Cadets. The Outaouais Branch sponsors a group of over 80 boys and girls from 13 to 18 years old. With the participation of the CIC instructors, exercises aboard our boats are carried out throughout the spring, summer and fall.

The Branch owns three motor boats, all of which are associated with the north. The most important is the "Pogo," HMCS Labrador's hydrographic survey launch. The other two are workboats/lifeboats that come from the icebreakers Sir Wilfrid Laurier and Pierre Radisson.

Pogo was obtained from the Canadian War Museum in 2005 and provided a new career as a cadet training boat. She was refurbished with the help of the community and has since sailed over 2,200 miles without ever breaking down. The volunteers are always hard at work repairing and maintaining her in good order. Together with five other Canadian vessels, she is a proud member of the Historic Naval Ships Association (HNSA).



Canadian Nautical Research Society Société canadienne pour la recherche nautique

Nominations announcement from Maurice Smith, Past President, CNRS

Your Society Needs You! Serving on Council is a terrific way to participate in the decisions that are needed to ensure we will remain an effective force in preserving maritime history and in giving an opportunity for authors to get published. We are among the few who through *The Northern Mariner* and *Argonauta* who provide this service.

But we need your help to continue this service!

This year I am serving as the Chair of the CNRS Nominating Committee. I am looking for your help in suggesting names of potential new Council Members.

We need only one new councilor this year, but having more choices contributes to the health of our Society. In addition to serving on Council, other nominees might serve as important regional contacts or be available to serve on Committees. The by-law information pertaining to nominating Officers and Councilors at large is shown below:

NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

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

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

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

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

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

We survive due to our slowly growing Membership and to the voluntary hard work of two significant teams; *The Northern Mariner* and *Argonauta*. These CNRS publications have a strong national and international audience and they have contributors ready with original editorial content. Everyone works hard including the Members of our Council.

Thank you, Maurice

Please send your nominations to CNRS Nominating Committee

c/o Maurice D Smith

barque2@cogeco.ca

John Lyman Books Awards, 2015

Committee:

Christine Keiner, Rochester Institute of Technology
Bill Flayhart, University of Delaware (emeritus)
Josh Smith, US Merchant Marine Academy
Dave Winkler, Naval historical Foundation

Canadian Naval and Maritime History - Winner

Discovering the North-West Passage: The Four-Year Arctic Odyssey of H.M.S. Investigator and the McClure Expedition, Glenn M. Stein, (McFarland & Company)

A true story of terrible hardship, starvation, even drama in one of the most remote places on earth and this book does it full justice.

A gripping story of ordinary men accomplishing extraordinary things.

A tale of high adventure, fully documented to the highest academic standards.

U.S. Naval History - Winner

War in the Shallows: U.S. Navy Coastal and Riverine Warfare in Vietnam, 1965-1968, John Darrell Sherwood, (Naval History & Heritage Command)

Shines for its extensive use of primary sources and interviews, and its readable narrative.

The definitive work of this particular piece of the Vietnam War.

Essential reading to understand this campaign and preserve its accomplishments for posterity.

U.S. Maritime History - Honorable Mention

Pirate Nests and the Rise of the British Empire, 1570-1740, Mark G. Hanna, (University of North Carolina Press)

Excellent narrative and brilliant historiography and prime source research.

Provides a new understanding into the dynamics of colonial settlement.

Will certainly find a place on the reading lists of many of the top graduate programs.

U.S. Maritime History - Honorable Mention

The Sea is My Country: The Maritime World of the Makahs, Joshua L. Reid, (Yale University Press)

History is sometimes dry but the author very successfully uses a story narrative, incorporating information never previously in print, and infused with fascinating imagery, old and new.

Among many recent histories of the region's ecology and native peoples, this stands out for the author's knowledge of the ecological background.

U.S. Maritime History - Winner

Privateering: Patriots & Profits in the War of 1812, Faye M. Kert, (The Johns Hopkins University Press)

*An admirably short, thoroughly researched and nicely written account of a completely capitalist enterprise.
The author's delightful and witty turn of phrase gives insight into the life of the operators and the governments that legalized their activities.*

Naval and Maritime Science and Technology - Winner

Dutch East India Company Shipbuilding: The Archaeological Study of Batavia and Other Seventeenth-Century VOC Ships, Wendy van Duivenvoorde, (Texas A&M University Press)

*Those interested in the golden age of commerce will find this work engaging, and those interested in shipbuilding will find it absorbing.
Technically exact, well-illustrated, and of great relevance to maritime archaeologists and maritime scholars. The author breathes life into the world of the vessels.
The author handles the sources masterfully and covers all aspects of shipbuilding from design and construction methods to material utilization and supply.*

Naval and Maritime Reference Works and Published Primary Sources - Winner

United States Naval Aviation 1910-2010, Mark L. Evans & Roy A. Grossnick, (Naval History & Heritage Command)

*An up-to-date, invaluable reference for historians, researchers, and those interested in naval aviation.
An enormously helpful resource for all researchers in this field.*

Naval and Maritime Biography and Autobiography - Winner

The Sailor's Homer: The Life and Times of Richard McKenna, Author of The Sand Pebbles, Dennis L. Noble, (Naval Institute Press)

*The author has brought together much information on his subject and consolidated it into a very readable account of his life and times.
A masterful book, a first-rate biography of a complex and overlooked subject. The author demonstrates how to write a nautical biography.*

US Naval War College “Hattendorf Prize”

NEWPORT, R.I. – Werner Rahn, retired captain in the Germany navy, leading German naval historian and former director of the German Armed Forces Military History Research Office, has been named 2016 recipient of the U.S. Naval War College’s (NWC) “Hattendorf Prize,” an international award that recognizes original research contributions in the field of maritime history.

In a letter of congratulations, NWC President Rear Adm. P. Gardner Howe III invited Rahn, who was selected to receive the award for his series of original achievements in maritime scholarship, to visit the college later this year to be recognized.



Capt. Werner Rahn (Ret.)

“This prize honors original research in maritime history, one of the basic functions for which the Naval War College was established in 1884,” said John B. Hattendorf, the award’s namesake and Ernest J. King professor of maritime history at NWC.

The award was established in 2011 as recognition of Hattendorf’s legacy of scholarship and decades of service at NWC.

The two previous recipients have been N.A.M. Rodger, University of Oxford, Great Britain, and professor Paul M. Kennedy, Yale University, New Haven, Conn.

Nominees are selected from among distinguished academics for the quality and depth of their original scholarship.

“In selecting Werner Rahn as its 2016 Hattendorf Prize Laureate, the Naval War College honors him as an exemplary scholar, whose work ranges in depth across the full range of German naval history,” said Hattendorf, a member of the academic panel, who, with two other college faculty members and the two prior prize recipients, chose Rahn

Among Rahn’s critically acclaimed works is the 68-volume, annotated facsimile edition of the War Diary of the Germany Naval Staff, 1939-45 (published in German, 1988-1997). This work has been called the single most important document for understanding the decisions of the German Naval High Command during World War II.

In addition, Rahn contributed the major naval sections to the monumental, multi-volume series produced by the German Armed Forces Military History Research Office and published in both English and German “Germany and the Second World War.”

The award is made possible with the support of the Naval War College Foundation and is intended to honor and to express appreciation for distinguished academic research, insight and writing that contribute to a deeper historical understanding of the broad context and interrelationships involved in the roles, contributions, limitations, and uses of the sea services in the field of maritime history.

Where Rivers Meet Oceans

Canadian Nautical Research Society Conference and Annual Meeting
New Westminster, British Columbia
Douglas College
Lecture Theatre 2203

Thursday, 18 August- Saturday, 20 August 2016



The New Westminster campus of Douglas College is located at 700 Royal Avenue. The main entrance is off Eighth Street (on the hill) pictured here, up the stairs. There is also a back entrance from Agnes Street.

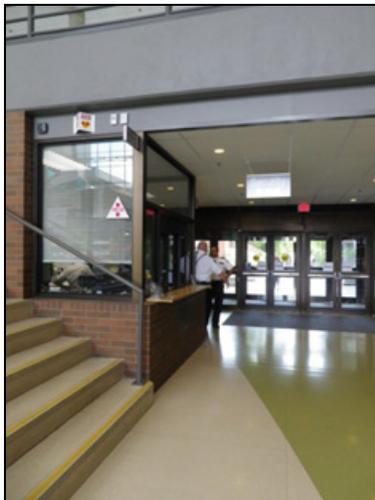
Affordable pay day parking is available underground, with the entrance on the south side of the building off Victoria Street. Nearby metered parking on the street is limited by time and location. Up the hill, a number of residential streets have free parking, if one is inclined to walk or roll a distance down the hill.



Another good option is to take public transit to the New Westminster Skytrain station, two blocks south down Eighth Street from Douglas College. The New Westminster station is on the Expo Line, which runs between downtown Vancouver, Coquitlam, and Surrey. The Canada Line, which runs from the Vancouver International

Airport to Waterfront Station in downtown Vancouver, connects to the Expo Line. It is possible to take the Skytrain from the airport via downtown to New Westminster with the whole trip taking roughly 50 minutes. Trains run frequently, and information on fares and schedules are available from Translink, the regional transit authority, and its web-site.

The closest hotel to Douglas College is the Inn at the Quay, which juts out onto the Fraser River. The address is 900 Quayside Drive. The rooms are on the pricey side, though it does have very high reviews and ratings from travel booking sites such as Expedia.ca. More affordable hotels and motels are located along Kingsway in Burnaby and in Coquitlam, which are close to Skytrain stations and only short rides by public transit to New Westminster station. It is 28 minutes from downtown and east Vancouver to New Westminster by Skytrain, if one wants to stay in the trendy Commercial Drive area, for example.



The conference and annual meeting will be taking place in Lecture Theatre 2203, which is located across from the main entrance to the library at Douglas College, on the same level as the main entrance from Eighth Street. There is a large open area, go to the right of the stairs (do not go up the inside stairs), and turn left at the security office. Lecture Theatre 2203 is located down a few steps behind the security office and the back entrance from Agnes Street. Registration will be

set up inside the lecture theatre.

Advance registrants will receive a choice of limited-edition conference promotional items, as part of the conference fee. (See picture right) Quantities are limited, so please register early using the registration form available on the CNRS website:

http://www.cnrs-scrn.org/pdf/cnrs_conference_2016_registraion_form.pdf

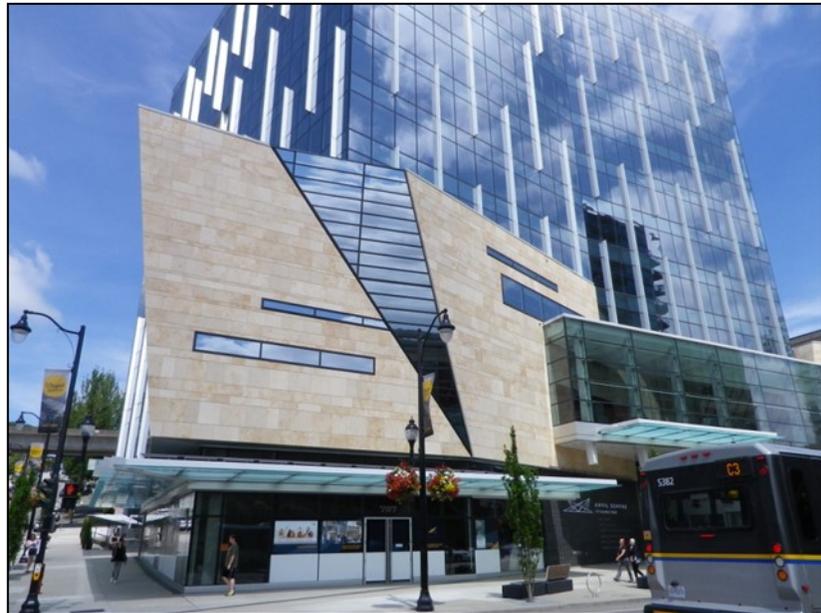
Availability of promotional items cannot be guaranteed for registrations closer to or during



the conference. In other words, once they run out, they run out.

For PayPal users, please contact Chris Madsen if you prefer to make an electronic payment for registration, particularly since the mail be disrupted this summer by labour relations between Canada Post and its unionized employees.

As part of the program on the first day, a visit will be made to the city museum on the second floor of the Anvil Centre, down the street from Douglas College, and then a guided walking tour along the riverfront, where the docks were previously located. New Westminster was once a busy and thriving river-based seaport, known as "Canada's Liverpool". Most of this activity has now moved across the river to Surrey or downstream to the mouth of the Fraser River at Roberts Bank, next to the BC Ferries terminal.



The Anvil Centre, the new civic building on Columbia Street, which houses the city's museum, archives, and cultural services offices.



The Fraser River Discovery Centre on the New Westminster riverfront. The city-owned building is leased to a non-profit group that has exhibits and educational programs about the Fraser River and its habitats. It is the legacy of a previous casino ship moored on the riverfront, which was unsuccessful and went bankrupt.



The Westminster's Pier Park, opened in June 2012, runs east of the parking lot next to the Fraser River Discovery Centre, and represents an attempt to reconnect the city's residents and tourists with the Fraser River. A large public art installation, comprising four shipping containers formed into a large W, was erected last year. The idea for an urban beach with fixed umbrellas was inspired by Toronto's HTO Park and Sugar Beach. These piers and wharves were formerly the city's docks where ships from around the world called and longshoremen worked.



On the conference's second day, Mark MacKenzie will be taking us aboard the Samson V Museum. The *Samson V*, a sternwheeler was one of several Department of Public Works snag boats that gave sterling service on the river over the years. It is now a museum run by the city, and exists on donations from the public.





The Samson V Museum is conveniently located next to an outdoor patio at the Westminster Quay Public Market which also has many other shops and amenities. It is steps from the Inn at the Quay and could accommodate discussions held after the formal program.

On Friday night, 19 August, a regular Pub Night river cruise is available from Paddlewheeler Riverboat Tours. Many conference goers have already secured tickets. This event is not part of the conference fee, and tickets need to be purchased separately on-line at:

http://www.vancouverpaddlewheeler.com/en_GB/activity/45258/pub-nights-on-the-fraser-19

Individual tickets start at \$29 plus taxes and generous discounts are given for two or more parties. In other words, buy your ticket with someone else and you both benefit from a cheaper rate.



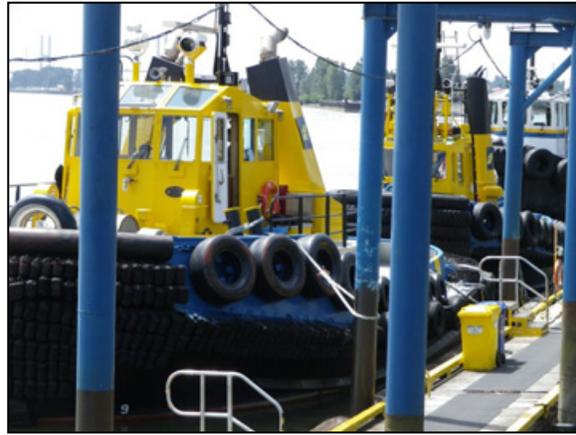
Attendees must be 19 years or older. Boarding is at 1830 hours (6:30 pm) underneath the Inn at the Quay on the river side, for a 1900 (7 pm) departure. The cruise lasts approximately three hours.

It is recommended one eats dinner before boarding, though some 'pub'-type food will be available for purchase. Music and festivities may be loud. In Toronto, they are known as booze cruises.

The boat goes up river underneath the Pattullo and New Westminster railway bridges, around Douglas Island where Pitt River meets the Fraser, and then returns to the main New Westminster waterfront with a run-past the south shore and east end of Lulu Island.



Gantry (container) cranes at Fraser Surrey Docks on the south side of the Fraser River across from New Westminster.



Smit river tugs moored on the main New Westminster waterfront.

On the last day of the conference, after a few more papers, the society will hold its annual general meeting. All members are invited to attend.

In the afternoon, an optional excursion will be made to the Parks Canada Historic Gulf of Georgia Cannery in Steveston, Richmond. Please indicate whether you want to participate, so transportation arrangements can be finalized. We do not want to leave anyone behind. Steveston is not a convenient place to get to by public transit. Besides its maritime attractions and famous fish and chips, Steveston is known as the stand-in for Storybrook in the popular *Once Upon a Time* television series.

Pay parking is located in Steveston proper, though a free parking lot is located in a park to the west, a bit of a walk to the Parks Canada historic site.

We hope to see you there.

Canadian Nautical Research Society
Société canadienne pour le recherche nautique

www.cnrs-scrn.org
Michael Moir, Secretary
Email: mmoir@yorku.ca

Minutes of the Council meeting held at 200 Fifth Avenue, Ottawa, Ontario
Saturday, February 27, 2016

Present:

Chris Madsen, President; Roger Sarty, First Vice-President; Maurice Smith, Past President; Errolyn Humphreys, Treasurer; Michael Moir, Secretary; Faye Kert, Membership Secretary; Councillors Walter Lewis, Sam McLean, and David More; and W.A.B. Douglas, Honorary Member.

Calling to Order

President called the meeting to order at 1015hrs.

Minutes of Council Meeting of 11 June 2015

Walter moved, Faye seconded, acceptance of the minutes of 11 June 2015. Carried.

Treasurer's Report

Errolyn provided an overview of the CNRS's financial situation. The number of student members has dropped in recent years, and there was general discussion about how the society might market itself to attract more students. A few individual copies of *The Northern Mariner/Le marin du nord* (TNM) were sold, while we did not give out cash prizes with the annual awards which kept the financial situation on an even keel. It was confirmed that we have returned to quarterly issues of the journal to meet members' expectations as well as the terms of our agreement with the North American Society for Oceanic History (NASOH). This agreement has expired, and negotiations are pending toward a possible new memorandum of agreement with NASOH. There was a review of revenue for 2015, which was up due to sales of the special naval issue. TNM also generates approximately \$150 per quarter through a five-year agreement with EBSCO; revenues are based on the number of online hits. This agreement was renewed last year. Back issues of the journal should be transferred from Picton to the new managing editor or editorial board chair sometime this year.

Several boxes of CNRS financial records are stored at Errolyn's home. Council should establish a retention schedule to permit the destruction of records that do not have enduring value for legal, fiscal, or historical reasons. Michael will work with Errolyn to develop a schedule for Council's consideration at a future meeting, as well as a plan for storage of the CNRS's inactive records, both paper and digital, to meet corporate governance requirements, and to facilitate access to information when there is succession in the positions of Treasurer and Secretary.

There was discussion of the CNRS's financial forecast. Many membership renewals have been received, and if the CNRS can maintain this principal revenue stream, it should remain on a sound footing. Proposals to spend money should be shared with Errolyn so that she can assess the financial impact of initiatives based on the CNRS's spending pattern. It was confirmed that no prizes will be awarded this year.

Walter moved, Faye seconded acceptance of Errolyn's report. Carried

President's Report

Chris discussed the possible merger of the International Commission for Maritime History and the International Maritime Economic History Association. Chris advised that the CNRS had no outright objections to negotiations proceeding, though the final details will have to be reviewed and any concerns addressed so long as there are no negative impacts on membership and TNM. Some members are keen to maintain our relationship with the ICMH, which has been friendly over the years. Maurice noted that there is likely to be increased strength in national organizations due to travel costs. There are advantages to being part of ICMH, such as having a broader community to recruit articles for TNM, but this requires the presence of someone at its congress every four years. It is important to have a presence at these conferences, but delegates would have to pay their way.

The CNRS is treading water in terms of membership. We have cleared out members who have not stayed current in paying dues, but we are bringing in only small numbers of new members despite the considerable goodwill encountered by Chris while organizing this year's conference. People are making choices, and it helps that CNRS offers something tangible; i.e. TNM. There is enough money in the bank to publish TNM for at least the next two years. Last June, it was agreed that we are very good at publishing a hard-copy journal, and that we will publish as long as we have the money. The challenge is to find financial sources, such as stable and increased membership, to sustain publication of a printed journal. Chris asked Council to consider if the CNRS should maintain the status quo, or devote six months of TNM publication money to developing digital media, or go entirely digital. There was general agreement that we need to maintain a paper-based journal, and that there may be another financial crunch in two years unless we increase our revenues, particularly through membership. Another president shall have to deal with the situation at that time.

Maurice raised the approach used by the Society for Nautical Research, which has had some success with its two-price model for members and non-members to access the journal, *Mariner's Mirror*, through its agreement with Taylor Francis. Maurice also stressed the need to find patrons who would support the CNRS through a three-to-five-year relationship. The Society for Nautical Research has a board position for dealing with patrons, who assists its president in developing and maintaining such relationships. Council should develop a business plan to build a sustainable operation that will attract patrons as investors who do not expect to be paid back. The discussion raised issues of marketing, and heightening the social awareness of the importance of Canada's maritime industry and its history in response to the country's sea blindness. While the sustainability of a print journal in the face of digital alternatives remains a pressing issue, it was agreed that the CNRS will continue with the status quo for at least the next two years while increasing support for digital initiatives to raise the society's online profile and as a hedge against unforeseen changes in membership revenue.

Membership Secretary's Report

Total membership is 191, down from 208. Institutional memberships are stable, down just a bit. There are more U.S. institutions than Canadian, paying in U.S. dollars. Few pay on their own; most are paid through EBSCO. Individual memberships have risen since 2009, but several individuals who have not renewed for a couple of years have been purged from the rolls. Chris stressed the importance of maintaining the regular publication of TNM to prompt renewals, as membership is often driven by a sense of personal engagement that comes from receiving the journal. There are more individual members in Canada than in the U.S., with a few from the U.K., one from Australia and one from South Africa. Chris reiterated that the target audience is the independent researcher, and that he would like to see member profiles in the newsletter to help maintain member interest.

David moved, Sam seconded acceptance of Faye's report. Carried

The Northern Mariner/Le marin du nord

Roger submitted the "permission to publish" form drafted by Bill Glover, editor of TNM, that was formerly embedded in the guidelines to authors. Bill sought endorsement of the form by Council, and raised the possibility of having it reviewed by a lawyer.

Roger moved, Faye seconded that Council approves the proposed "permission to publish" form, and that if legal advice is required, the Chair of the Editorial Board should provide the estimated cost to the President and Treasurer for approval of the expenditure. Carried.

Council discussed the terms of reference for the editorial board. The board will be appointed at the recommendation of Council at annual meeting for a term of three years. Based on talks with NASOH officials in June 2015, half of the board will be nominated by CNRS, and half by NASOH. The document requires input and acceptance from NASOH before it is considered by Council.

Walter reported that costs of production are staying around \$3,500 per issue, with distribution costs that are roughly equivalent. Paul Adamthwaite set a target of 128 pages per issue with a print run of 500 copies, which includes 225 copies for NASOH and a surplus of 50 to 75 copies per issue due to cost savings associated with the size of the print run (printing less would cost more per unit) and pruning membership. Every page we go over the target costs an additional \$10, but we may need to look at increasing the page count to introduce a larger font and wider margins that will make the text more easily read. Bill Glover also wants to go with four articles per issue which, with the changes in layout, could increase production costs by \$1,400 per year. While Council supported the design changes, there was agreement that production costs should not exceed \$3,500 per issue.

Argonauta

Chris reported on behalf of editors Isabel Campbell and Colleen McKee. Problems persist in getting content on time to maintain the production schedule, but Isabel, Colleen, and Kip Scoville are doing a fine job in producing the newsletter. Isabel would

like to see more integration between social media and Argonauta. Could one feed the other? We may reach a point where we no longer require a newsletter due to social media, but at the present time, Argonauta is indispensable. Discussion highlighted the consistent timeliness of production and Council congratulated the team for its fine work.

Website and social media

Sam presented a proposal from Peter Wills of Word & Data regarding a new approach to the CNRS website using WordPress, a multi-lingual content management system. The proposal included options for concurrent editing in English and French, integration of media such as podcasts, a capacity for e-commerce that allows collection of membership and conference fees as well as donations, and a paywall to permit member-only access to news and other features.

The presentation sparked a wide-ranging discussion about the CNRS's virtual presence, and the need for a website that is scalable for use on hand-held portable devices and maintained using software that will offers a secure environment while allowing multiple individuals to post content. Sam and Walter were asked to explore this opportunity with Paul Adamthwaite, manager of the current website. The consensus was that the proposal's Scenario 2 best suited our current needs, but that the design team needs to work up a more detailed proposal.

Sam raised the issue of social media. There should be new content posted weekly on the CNRS Facebook and Twitter accounts, formatted in a manner that attracts younger new members. There was discussion about how to get more people involved.

Past-President's Committee

Maurice has sent a message to the eight past presidents, which aroused some animated reactions. The group needs a specific topic upon which past presidents can focus, with the expectation that their advice will make its way to Council. The immediate past president will be spokesperson.

Awards Committee

David confirms that the committee is headed by Bill Glover, with the same membership as last year. A letter has been sent to publishers to recruit nominations. Walter confirmed that the article award is restricted to TNM.

Conferences

Chris reported that a lecture theatre is booked at Douglas College in New Westminster, British Columbia for 18-20 August 2016. It can hold approximately 80 people, with a cafeteria close by for lunches and breaks. He is working with a budget of \$2,000, and is planning a registration fee of \$100 for CNRS/NASOH members, \$125 for non-CNRS members, and \$50 for students. The conference will break even with 20 people, but local interest among non-members may bring several more registrants. Five proposals for papers are in hand, with more expected. Presentations will be delivered in the morning, with social/public events in the afternoons including the unveiling of an historical plaque and a walking tour of New Westminster's working waterfront. Other

opportunities are being explored. Instead of a banquet, Chris proposes a scheduled commercial pub night cruise on Friday night. There is a possibility of bus trip for a tour of a Parks Canada historic salmon cannery, but it would have to be full cost recovery. Chris concluded with an overview of the amenities of New Westminster.

Halifax, 2017 – Rich Gimblett is in contact with local people.

Toronto, 2018 – Sam will take the lead. Port Credit or the Brigantine Room at Harbour front are possible locations, and other options will be explored.

There is no news on 2019

2020 might be a joint conference with NASOH in North Vancouver

Honorary Membership for Barry Gough

Roger provided a summary of the nomination submitted to Council. Roger moved, Faye seconded, that Council recommends to the next Annual General Meeting that Barry Morton Gough be recognized with Honorary Membership in the Canadian Nautical Research Society. Carried.

By-laws

Chris mentioned that we need to regularize our processes to adhere to deadlines in the bylaws. Members of Council and general members are invited to submit amendments should there be concerns.

Marine Museum of the Great Lakes

Maurice provided an update of the sale of the dry dock property in Kingston by the Government of Canada, and the challenges that this sale has created for the future of the museum. The developer has the right to do anything he wants to the property despite its heritage designation. The future of the collections – approximately 3,000 boxes of archives, 29,000 artifacts, rare periodicals, 66,000 ships plans, photographs, and works of art – remains uncertain. It is a vertically integrated collection, following the practice of Mystic Seaport and the National Maritime Museum. The books support the archives, the archives support interpretation of the artifacts. Maurice asks that we remain alert to the issue, and be active in supporting the stewardship of the collections.

Adjournment (1806 hrs)

There being no further business to conduct, the President asked for a motion to adjourn the Executive Council meeting. Walter so moved, seconded by Sam. Carried.

Respectfully Submitted
Michael Moir
Secretary



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