

**ARGONAUTA**



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Société Canadienne pour la recherche nautique**

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# ARGONAUTA

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**Editors:** Meaghan Walker & Ambjörn L. Adomeit

## **Argonauta Editorial Office**

email submissions to:

[CNRS-Argo@cnrs-scrn.org](mailto:CNRS-Argo@cnrs-scrn.org)

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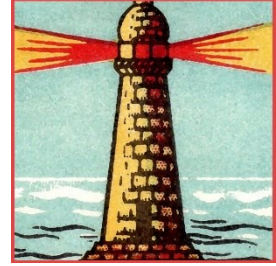
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## Editorial

by Ambjörn Adomeit / Meaghan Walker

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Hello *Argonauts*, and welcome to the Winter 2024 edition of *Argonauta*.

*Argo* greets 2024 with a change in editorship, with Meaghan Walker (fresh out of her post-doctorate at Memorial University), and Ambjörn L. Adomeit (a long time CNRS member) sharing the role. With this change in editorship, *Argonauta* will see itself strengthened further. This will manifest itself in a slight shift to the formal: for instance, we still do not have a strict word limit, but we will be asking that submissions remain within twelve pages, including images, and that block quotes are not included in full. This is a shift back toward the *Chicago*-style format, and is intended to help us as editors keep *Argonauta* neat and orderly. This shift is intended to help newer, and indeed more experienced scholars become more familiar with journal-style submissions, while still letting them keep as much of their own “voice” as is possible.

Our first article by Brian Bertosa is about the consequences of introducing the maple leaf flag as Canada’s national flag and the subsequent problems this caused for the Royal Canadian Navy. The change of flag, as well as the adoption of a unified Canadian Forces uniform, meant that the navy lost symbols that marked its unique sea-going purpose. As maritime history begins to be incorporated into other subjects of historical research and the maritime world is rendered increasingly opaque to many people in European and North America, as was exhibited with the *Dali’s* ill-fated collision with the Key Bridge in Baltimore, the tensions between unification and uniqueness that Bertosa highlights in the Royal Canadian Navy are also important questions for researchers and scholars of the maritime world.

We hope you enjoy this quarter’s *Argonauta*,

Ambjörn L. Adomeit  
Meaghan Walker

## President's Corner

by Tom Malcomson  
[CNRSPresident@cnrs-scrn.org](mailto:CNRSPresident@cnrs-scrn.org)



Let me begin by welcoming Meaghan Walker and Ambjörn Adomeit to the editorship of *Argonauta*. Meaghan has just completed a post-doc at Memorial University and Ambjörn is hard at work on a second masters, this one at the University of Western Ontario. I look forward to their leadership in shepherding the Society's bulletin, *Argonauta*. *Argonauta* provides a place for Society members, and others, to publish their maritime research. If you have something you are working on and want to see if it might be published, drop Meaghan and Ambjörn an email at, [CNRS-Argo@cnrs-scrn.org](mailto:CNRS-Argo@cnrs-scrn.org).

As you know, the CNRS/NASOH/Brock University's Department of History joint-conference will take place from June 20 to June 22, 2024. The theme for the conference is Inland Seas, Rivers and Canals. The waterways of the Great Lakes form the route for the movement of ships from the ocean into the heart of the North American continent. Throughout Canada rivers allow the movement of raw materials from wood and wheat to iron ore and the goods they made, nationally and globally. The inland waterways were the sites of settlement for First Nations and later settlers, serving as the link to supplies, commerce and invasion. Canals, for defence and trade, were the giant engineering projects of their age, reshaping the land and communities through which they passed.

Proposals for presentations have arrived from across North America and Europe. It promises to be an excellent program with concurrent sessions at Brock University all day Thursday, Friday morning and early afternoon and Saturday morning. A guided walking tour of parts of the first and second Welland Canals on Friday afternoon and early evening will give attendees opportunity to visit Port Dalhousie (a section of St Catharines on Lake Ontario). After our sessions on Saturday morning the afternoon will give conference attendees an opportunity to have a guided tour of the St Catharines Museum and Welland Canal Centre, at Lock 3 along the current Welland Canal. A banquet will be held on Saturday evening, providing a time to gather for good food, socializing, a key note address and a beverage or two.

Registration is now open as of February 9, 2024. You can gain access to the registration site through the CNRS or NASOH webpages.

The conference organizers are excited about the conference and the opportunity it offers to hear new and ongoing research from academics, independent scholars and

students of maritime history and archeology. It will be a prime occasion for exchanging ideas and sources, debate the many nuances of our diverse field, and to simply socialize with like-minded people. It is my hope to see many CNRS members there.

One last item; for those of you who have not renewed your CNRS membership for 2024 we ask you to please do so at your earliest convenience, by going to our membership page at the CNRS website. That web address is [cnrs-scrn.org](https://cnrs-scrn.org).

# Parading the Canadian Armed Forces Naval Jack, 1975-77

by Brian Bertosa

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## A Uniquely Canadian Problem

Prior to the introduction of the National Flag of Canada on 15 February 1965, the Royal Canadian Navy (RCN) used two different flags for ceremonial parades. The most important of these, the Queen's Colour, was taken from its case and paraded on only the most formal of occasions. These consisted of parades in celebration of the Queen's birthday, important ceremonies in the presence of the Governor-General, and guards of honour for presidents of republics, foreign sovereigns, and the Royal Family.<sup>1</sup> For less formal occasions, the RCN paraded the White Ensign.<sup>2</sup>

When the maple leaf flag was introduced, the Queen's Colour of the Royal Canadian Navy was not immediately affected; in fact, a new version bearing the National Flag in the canton would not be approved until 1977.<sup>3</sup> The White Ensign, on the other hand, was obsolete as of February 1965.<sup>4</sup> For ceremonial occasions when the Queen's Colour was not authorized, the only flag available to be paraded was the new maple leaf flag. While this for the first time provided the Navy with a flag displaying its national identity—the White Ensign had been identical in every respect to that of the Royal Navy—there was certainly nothing naval about it.

Paraded in a formed body of personnel wearing naval uniform, it is by no means essential that a flag provide any obvious expression of naval identity. But with the unification of the RCN with the Canadian Army and the Royal Canadian Air Force to form the Canadian Armed Forces (CAF) on 1 February 1968, the naval uniform was to become a thing of the past. The adoption of the rifle green Canadian Forces service dress uniform by all three of the former services was not accomplished overnight, but the process was well in hand by 1970. The shared uniform meant that there were no means of identifying institutional difference between the three elements except by the insignia worn on the common CF green peaked cap (see figure 1).



**Figure 1 - Instructors at CFB Cornwallis wearing the CF green uniform, 1970. Members of the sea, land, and air elements are distinguishable only by their cap badges. (A History Of The Former Cornwallis Training Base & Guide To The Museum, accessed 18 August 2023, <https://www.cornwallismuseum.ca/photo-gallery/graduates/1970s/>).**

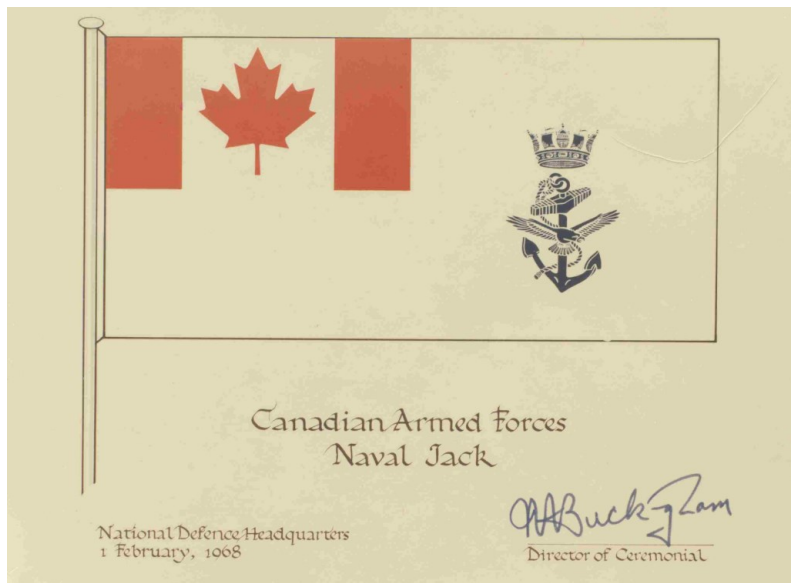
Carrying the National Flag of Canada on parade was certainly not going to set apart as naval a formed body of sailors dressed in the CF green uniform. The problem was not so dire for the land and air elements. Most infantry regiments paraded a sovereign's (Queen's) colour and a regimental colour, while flying squadrons were eligible to carry a squadron standard after twenty-five years of service.<sup>5</sup> The RCN, on the other hand, had neither flown nor carried a flag representing anything below the level of the organization as a whole, and that flag was now gone; therefore, when it came to parades of a certain type, the sea element of the Canadian Armed Forces was impacted more by the common uniform than were the other two.

### **A Solution Waiting in the Wings**

Shortly after unification, the Canadian Armed Forces Ensign and the Canadian Armed Forces Naval Jack were the only two flags to be permitted for use by the unified service<sup>6</sup> (see figure 2). Of the two flags, the clear preference of the Minister of National Defence (and architect of unification), the Honourable Paul T. Hellyer, was for the CAF Ensign. During the lengthy deliberations over the Naval Jack in 1967, Hellyer expressed the opinion that the Ensign ought to be able to serve all the needs of the new service, including that of a jack flying in Canadian warships. This latter point was vigorously opposed by the Chief of the Defence Staff, General Jean. V. Allard,<sup>7</sup> who went to great lengths to ensure that the sea element would have a distinctive naval flag. Part of the price of Hellyer's acquiescence to this was an assurance that the Jack would not be



flown on land. Although not specifically stated at the time, this also precluded the appearance of the Jack ashore in ceremonial parades.<sup>8</sup>



**Figure 2 - Formal painting of the Canadian Armed Forces Naval Jack, signed by the Director of Ceremonial, N. A. Buckingham, 1 February 1968. (Directorate of History and Heritage, Department of National Defence).**

## A Straightforward Resolution

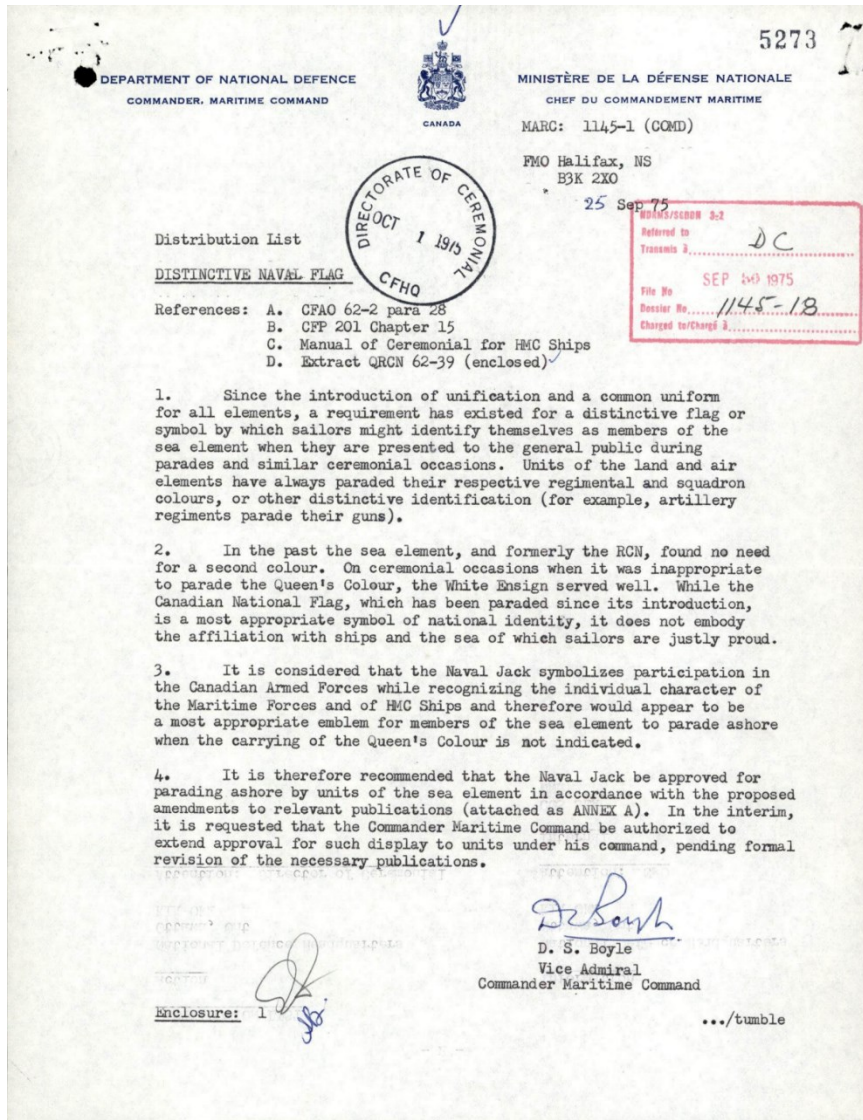
As of 1975 the RCN, followed by the sea element of the CAF, had paraded for a full decade with only the National Flag of Canada—the sole exception being those few occasions formal enough for the Queen’s Colour. Maritime Command was fortunate, however, in having a flag that nevertheless represented the sea element in its entirety although it was not *stricto sensu* a command flag. Provided resistance to its display on land could be overcome, the Canadian Armed Forces Naval Jack was the ideal—indeed, the only—candidate for a flag to provide naval identity when paraded ashore. An initiative to make this happen was therefore set in motion.

The speed with which this file navigated the bureaucracy at National Defence Headquarters (NDHQ), as well as the lack of any recorded opposition to it, suggests the extent to which senior decision makers could not deny that the sea element had a valid case for parading the Naval Jack. Supporters of the restrictions on the Jack in place since 1968, if there were any, could perhaps console themselves with the thought that all that was being contemplated here was a small expansion of the role of a flag whose unificationist bona fides, having been gazetted alongside the CAF Ensign, could not be impugned.

A proposal such as this would no doubt have been the subject of a great deal of discussion by the time the Commander of Maritime Command, Vice-Admiral Douglas Seaman Boyle,<sup>9</sup> wrote to the Director of Ceremonial (DC) at NDHQ on 25 September 1975 (see figure 3). Boyle indicated that, with a common uniform, a distinctive flag was required to acknowledge the sea element. He outlined that the Jack was a suitable compromise that:

symbolizes participation in the Canadian Armed Forces while recognizing the individual character of the Maritime Forces ... It is therefore recommended that the Naval Jack be approved for parading ashore by units of the sea element in accordance with the proposed amendments.<sup>10</sup>

Having thus succinctly presented the pertinent facts of the case, further progress of this request was remarkably quick. On 9 October 1975, the DC, N. A. Buckingham, informed Maritime Command Headquarters in a telex message that “the question of parading the Naval Jack ashore” was being forwarded to the Chief of the Defence Staff (CDS), General Jacques A. Dextraze,<sup>11</sup> for his decision, and that “you will be informed of CDS decision as soon as is known.”<sup>12</sup> The following day, Buckingham sent a memo to the Chief of Maritime Operations requesting “your concurrence or comments” on the proposed initiative; concurrence was given on 15 October.<sup>13</sup> The DC sent a similar memo on 16 October seeking the “concurrence and signature” of the Director General Personnel Administration and the Chief Personnel Careers and Senior Appointments; these were received on 20 and 21 October, respectively.<sup>14</sup>



**Figure 3 – The letter from Vice-Admiral Boyle, Commander Maritime Command, requesting authority to parade the Canadian Armed Forces Naval Jack on shore. Note that Maritime Command Headquarters was in Halifax at the time. Of additional interest is that although National Defence Headquarters (NDHQ) was stood up in 1972, the stamp of the Directorate of Ceremonial still bears a “CFHQ” label. (Directorate of History and Heritage, Department of National Defence).**

Copies of the original letter from Vice-Admiral Boyle of 25 September accompanied all of this correspondence, but for the next step, presenting the submission to the CDS, the Assistant Deputy Minister (Personnel), Lieutenant-General J. W. Quinn, decided that a somewhat more substantial document setting out the particulars of the initiative was in order. Also bearing the title “Distinctive Naval Flag,” his letter of 22 October was essentially an expansion of Boyle’s. In it, he pointed out that because the Naval Jack “was not to be paraded on shore . . . the sea element does not possess a distinctive naval flag for parades, and so has made representation to use the CF Naval Jack for this purpose.” He concluded the letter by requesting that certain CFAOs [Canadian Forces Administrative Orders] be amended to allow the Jack “to be paraded ashore in Canada by units of Maritime Command” with some restrictions, including that “compliments shall not be paid to the Jack.”<sup>15</sup>

The submission to the CDS was routed first to the Vice Chief of the Defence Staff, who gave his recommendation on 23 October. General Dextraze duly approved the initiative, but this does not bear a date; signatures on the letter after his, however, contain dates, indicating that the CDS must have signed on or before 5 November 1975. On 12 November, the DC informed Maritime Command Headquarters in a telex that “the CDS has approved the request to parade the naval jack ashore by units of the sea” (the word “element” is missing), and that “in the interim Commander Maritime Command is authorized to extend approval for such display to units under his command pending formal revision of the necessary publications.”<sup>16</sup> This latter point was particularly important given the considerable amount of time it took to revise the documents in question. CFAO 62-2, “Flags, Ensigns and Jack,” did not contain the new measures concerning the Naval Jack until the revision of 26 March 1976, while a similar revision of CFAO 61-8, Annex A, “Military Honours and Gun Salutes,” was not issued until 28 October 1977.

### **The Significance of the Initiative**

It may seem to some that permission to parade the Canadian Armed Forces Naval Jack on shore was an exceedingly minor concession, especially inasmuch as it did not even require the creation of a new flag. The initiative was certainly not radical enough to offend the unificationist sensibilities of the CDS, Dextraze, an army officer not always known to respect naval niceties.<sup>17</sup> Nevertheless, during this period the unified military’s “new look” with the CF green uniform was just getting settled in, while the original sponsors of unification, the Liberal party, remained in office in Ottawa. Any deviation from the tightly circumscribed role first assigned to the Jack in favour of further “naval” identity would have been rightly viewed, under these circumstances, as a small, but nevertheless real, challenge to the ideals of the unificationist program.

This would not, in fact, be the last change for the Jack, which would go on to prove itself a flexible flag. Parading the Jack ashore would pave the way for an eventual second expansion in its role in 1985 when, renamed the Canadian Naval Jack and Maritime Command Flag, it was allowed to fly for the first time from flagpoles at naval establishments on land.<sup>18</sup> Most recently, in 2013, its location of wear in Canadian

warships was changed from the jackstaff to the ensign staff, in the process becoming the Canadian Naval Ensign.<sup>19</sup> Whatever its name, the flag shown in figure 2 has now served Maritime Command and the Royal Canadian Navy for a period longer than that of the White Ensign (1911-1965), having thus created a tradition all its own.

### Author

Brian Bertosa is an unaffiliated researcher who lives in Cobourg, Ontario, Canada. He is the author of book chapters, articles, and reviews, mostly in the field of military history, that have been published in Canada and elsewhere.

### Acknowledgements

The research for this paper would not have been possible without the cheerfully rendered assistance of Isabella Sun, Archivist with the Directorate of History and Heritage, Department of National Defence.

### Endnotes

<sup>1</sup> *The Queen's Regulations and Orders for the Royal Canadian Navy*, vol. 1, *Administrative* (Ottawa: Queen's Printer, 1952), art. 62.37 (3).

<sup>2</sup> *Queen's Regulations and Orders for the RCN*, art. 62.39 (1).

<sup>3</sup> E. C. Russell, *Customs and Traditions of the Canadian Armed Forces* (Ottawa; Deneau & Greenberg, 1980), 167 with illustration in second section of coloured plates (print version); <https://www.canada.ca/en/department-national-defence/services/military-history/history-heritage/official-military-history-lineages/customs-traditions/flags-colours.html> (not paginated).

<sup>4</sup> Alistair B. Fraser, "The Flags of National Defence," chap. 6 in *The Flags of Canada*, accessed 16 August 2023, <http://fraser.cc/FlagsCan/Nation/NatDefence.html#n36>. Removed from service at the same time were the Canadian Red Ensign, the Canadian Blue Ensign, and the Royal Canadian Air Force Ensign.

<sup>5</sup> Russell, *Customs and Traditions*, 174 and 176.

<sup>6</sup> *Canada Gazette – Part I*, vol. 102, no. 15, 13 Apr 1968, p. 891 (Ensign), p. 892 (Jack), accessed 17 August 2023, <https://recherche-collection-search.bac-lac.gc.ca/eng/home/record?app=cangaz&ldNumber=11930>. There was also a new set of distinguishing flags and pennants for senior officers, but these were personal flags, not organizational flags, on which, see Brian Bertosa, "Tria Juncta in Uno: Early Draft Versions of Canadian Armed Forces Senior Officer Flags and Pennants," *Canadian Military History* 32, no. 2 (Fall 2023).

<sup>7</sup> On whom, see Jean V. Allard, *The Memoirs of General Jean V. Allard*, written in cooperation with Serge Bernier (Vancouver: University of British Columbia Press, 1988).

<sup>8</sup> Brian Bertosa, "It Was Supposed to Be Blue: Roads Not Taken with the Canadian Armed Forces Naval Jack, 1967-68," *The Northern Mariner/Le marin du nord* 32, no. 4 (Winter 2022): 555-561, [https://www.cnrs-scrn.org/northern\\_mariner/vol32/tnm\\_32\\_4\\_545-574.pdf](https://www.cnrs-scrn.org/northern_mariner/vol32/tnm_32_4_545-574.pdf). In an interesting—and perhaps fitting—parallel, the CAF Ensign "shall not be flown in Her Majesty's Canadian Ships" (A-AD-200-000/AG-000, *The Heritage Structure of the Canadian Forces* [Ottawa: DND Canada, 1999], 4-5-3 a, <https://www.canada.ca/en/services/defence/caf/military-identity-system/heritage-manual/chapter-4/section-5.html>).

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<sup>9</sup> On whom, see the brief biography “Vice-Admiral Douglas Seaman Boyle, CMM, CD,” Canadian Armed Forces, Government of Canada, last modified 17 August 2018, <https://www.canada.ca/en/navy/services/history/leaders/commanders-list/douglas-seaman-boyle.html>.

<sup>10</sup> D. S. Boyle to distribution list including National Defence Headquarters, Director of Ceremonial, Distinctive Naval Flag, 25 September 1975, P 1145-1 (COMD), Directorate of History and Heritage, Department of National Defence (hereinafter DHH).

<sup>11</sup> On whom, see Jean Pariseau, “Jacques Dextraze,” *The Canadian Encyclopedia*, 16 December 2013, <https://www.thecanadianencyclopedia.ca/en/article/jacques-dextraze>.

<sup>12</sup> NDHQ Ottawa to MARCOM HQ Halifax, Message DC 541, Distinctive Naval Flag, 9 October 1975, P 1145-18 TD 5273 (DC 3), DHH.

<sup>13</sup> N. A. Buckingham to CMO, Distinctive Naval Flag, 10 October 1975, P 1145-18 TD 5273 (DC), DHH.

<sup>14</sup> N. A. Buckingham to DGPA, Distinctive Naval Flag, 16 October 1975, P 1145-18 TD 5273 (DC 3), DHH.

<sup>15</sup> J. W. Quinn to CDS (through VCDS), Distinctive Naval Flag, 22 October 1975, P 1145-18 TD 5273 (DC 3), DHH. The regulations included that “it may be paraded with the National Flag, it shall not be attended by an armed escort, [and] it may be carried on ceremonial parades or paraded with guards of honour.”

<sup>16</sup> NDHQ Ottawa to HQ MARCOM Halifax, Message DC 605, Distinctive Naval Flag, 12 November 1975, P 1145-18 TD 5273 (DC 3), DHH.

<sup>17</sup> Michael Whitby, Richard H. Gimblett, and Peter Haydon, eds., *The Admirals: Canada’s Senior Naval Leadership in the Twentieth Century*, (Toronto: Dundurn, 2006), 318.

<sup>18</sup> Norman Jolin, “The Restoration of a Canadian Naval Ensign,” *The Northern Mariner/Le marin du nord* 23, no. 3 (July 2013): 278-279, [https://www.cnrs-scrn.org/northern\\_mariner/vol23/tnm\\_23\\_267-286.pdf](https://www.cnrs-scrn.org/northern_mariner/vol23/tnm_23_267-286.pdf).

<sup>19</sup> Jolin, “Restoration of a Canadian Naval Ensign,” 281-282.

# Canadian Nautical Research Society Société canadienne pour la recherche nautique

## Call for Nominations for Council

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Your Society needs you. Serving on Council is a terrific way to participate in the decisions that ensure we will remain an effective force in preserving maritime history by and about Canadians.

As Chair of the Nominating Committee, I seek your help in suggesting names of members to join the group of dedicated volunteers on Council (see the verso of the front cover of *Argonauta* for a list of those now serving). We continually face the challenge of renewal in the senior leadership positions and need to develop a group of younger people willing to step forward and “take up the torch.” If you are interested in Executive service in the long term, please let me know. Also feel free to contact members of Council to chat about issues or to find out what sort of work is involved.

Sections of the Society’s By-law 1 pertaining to nominating Officers and Councillors at large are shown below. The election will be held during the Annual General Meeting on Saturday, 22 June 2024.

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### NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

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

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

39. A call for nominations shall be included in the Winter 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.

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Please send your nominations to my attention at [mmoir@yorku.ca](mailto:mmoir@yorku.ca) by Monday, 20 May 2024.

Michael Moir  
Past President

# Canadian Nautical Research Society Société canadienne pour la recherche nautique

## Joint CNRS/NASOH Conference & AGM 2024

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### Inland Seas, Rivers and Canals

Brock University, St. Catharines, Ontario, June 20-22, 2024

With the conference held in the Niagara Peninsula it is fitting that the overall theme for the event concerns the Great Lakes, rivers and canals that allow the movement of ships from the ocean into the heart of the North American continent. The route has played a crucial role in exploration, transportation, trade and war across both the region and time. Throughout Canada rivers allowed the movement of raw materials from wood and wheat to iron ore and the goods they made, nationally and globally. The inland waterways were the sites of settlement for First Nations and later settlers, serving as the link to supplies, commerce and invasion. Canals, for defence and trade, were the giant engineering projects of their age, reshaping the land and communities through which they passed.

CNRS/NASOH invite people to submit proposals for papers at the 2024 conference on the topic of maritime history in relation to inland seas, rivers and canals. Potential areas include, but are not limited to, exploration, ship building, canal construction, waterways and conflict, shipping in relation to a specific trade, harbours, the fresh water fishing industry and more. The conference conveners are also open to proposals on maritime-related subjects beyond the conference theme. Proposals that have an interdisciplinary approach are most welcomed.

Session and individual paper proposals should include: A) title; B) abstract, not exceeding 500 words; C) a 250 word biographical statement; D) contact information, including phone number, address, affiliation, and email. Please submit this information as a single Word document, single-spaced, 12-point Times New Roman font, and not as a PDF. Accommodations for PowerPoint presentations will be provided; any other requirements, including audio-visual equipment, special outlets, or accommodation for disabilities should be included in the proposal. Please note that all participants must register for the conference.

Panel proposals of no more than 3 papers are highly encouraged. This conference will have hybrid capabilities for international presenters (not including the United States or Canada). If you are international and wish to present via zoom, please indicate in your proposal. There will be additional opportunities to attend virtually as well.

The deadline for proposal submission is February 1, 2024. Please submit proposal packets electronically to the Program Committee care of Thomas Malcomson, at [CNRSNASOHBrock2024conference@gmail.com](mailto:CNRSNASOHBrock2024conference@gmail.com).



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

**Registration: Joint CNRS/NASOH Conference &  
AGM 2024**

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**Registration is now open for the Annual CNRS Conference**

Inland Seas, Rivers and Canals, June 20-22, 2024

You can register now for the joint conference of CNRS and NASOH held at Brock University, St. Catharines, Ontario, by going to the following link and work through the registration, filling in your details:

<https://site.pheedloop.com/event/EVEGZSNNQNRIF/home/>.

The registration link has a list of potential accommodations if you decide not to stay on site in the Brock University residences.

The conference organizers are excited by the range and quality of papers that will be presented at the event in St Catharines, Ontario. We look forward to seeing many CNRS members there.

# Canadian Nautical Research Society Société canadienne pour la recherche nautique

## *Argonauta* guidelines for prospective authors

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*Argonauta* aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts.

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

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

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

Her Majesty's Canadian Ship (HMCS) *Protecteur*  
Her Majesty's Canadian Ship (HMCS) *Preserver*  
Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)  
Former HMCS *Fraser* rather than Ex-*Fraser*  
Foreign ships and submarines:  
    USS *Enterprise*  
    HMS *Victory*  
    HMAS *Canberra 3*

Following current industry standard, ships are considered gender neutral.

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