

# **ARGONAUTA**



**The Newsletter of The Canadian Nautical Research Society /  
Société canadienne pour la recherche nautique**

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# **ARGONAUTA**

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# Editorial

by Isabel Campbell / Colleen McKee



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We write this editorial as those in Eastern Canada dig out from a weather bomb, while others freeze in a continuing polar vortex. We are mindful of the beauty of winter as well as its potential dangers and hope that all those on land and at sea keep safe whatever this winter season brings.

A new year brings an opportunity to review achievements, to develop new goals, and to renew enthusiasm for past projects. Now is the time to revive projects that have been kept on the back burner for too long, or to bring new research to the attention of fellow scholars. *Argonauta* welcomes work from new or established authors who will find submission guidelines at the end of each issue. There is guidance on citing sources and formatting and we encourage authors to peruse previous issues for examples of the sort of article which runs in our quarterly publication. Our publication contains announcements, cutting-edge debate about the future of maritime history, descriptions of historical projects and of new archival and museum exhibits, humorous and popular history, personal memoirs, and travel pieces. CNRS's other publication, *The Northern Mariner*, is the best place for original academic peer reviewed research of a specialized nature. We hope that all readers of these publications will take the time to join the *Canadian Nautical Research Society* (CNRS) and consider actively engaging with the Society.

This issue of *Argonauta* offers another humorous piece by William Pullen. We hope you enjoy these stories of his family's activities, stories that only add to our appreciation of the Pullen family which has contributed so much to our nation over so many years. Another eminent Canadian family, the Bouteillier family, features in this issue with an interesting article on Marconi by author Jill Martin Bouteillier. We hope to see more contributions from these authors in future issues.

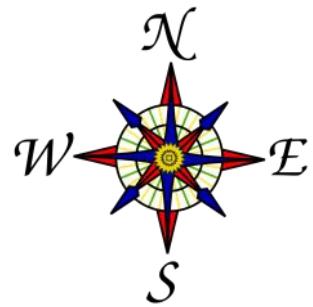
This issue also contains an update on Sam Mclean's project, the Admiralty 8 database project. Sam, a recent doctoral graduate and a CNRS councillor, is organizing the annual CNRS conference for 2018, to take place in Toronto. Staying with CNRS topics, readers may also catch up on Council issues by reading the draft Council minutes from October 2017 and the President's Corner. We ask you to contact Rich, or Executive members directly with your feedback to these two items.

We welcome the new book announcement by Alex Bouteilier. Please note that this is your publication and the editors work hard to encourage participation by all members and the wider public. So send us your work, send us your announcements, and also your feedback. Disagreements and debates help us improve. Thanks to everyone who has participated in this and other issues.

Fair winds, Isabel and Colleen.

# President's Corner

by Richard Gimblett  
richard.gimblett@me.com



Building upon a year of change, 2018 promises to be one of continued transformation for the Society. In my Fall President's Corner I laid out what I saw as the strengths inherent in our Society as well as the challenges facing us. Soon after that article hit the streets, I had the pleasure of hosting a special meeting of Council for a focussed discussion on those themes. You will find the minutes of that meeting elsewhere in this publication, but I want to take this opportunity to provide some context to what were the highlights of the session.

Finances – thanks to the rigorous attention of Council and the managing boards of our two publications over the last few years (as well as a couple of very generous recent donations), we seem to have emerged from a period of concern regards our financial position with a good grip on our expenses, stability in our membership numbers, and a rather healthy bank account in excess of \$25,000 “cash available to meet expenses” (see the Treasurer’s Report appended to the minutes). This set an optimistic tone to our discussion, and Council decided upon two important “growth” decisions: first, to re-establish an Investment Committee with an initial \$5000 transfer to an account set aside for that purpose; and second, to gradually re-instate a cash value to our prizes, beginning with \$1000 for the Pating New Scholar Bursary for the coming June conference in Toronto (the solicitation for applications also appears elsewhere in this publication and is posted on the Society conference website). Nonetheless, we remain determined to continue pursuing a conservative approach in use of this reserve, “just in case” the situation changes as a result of the other actions described below.

On-line Accessibility of *The Northern Mariner / Le marin du nord* – a major problem in getting content for the journal is that many scholars are seeking “open access” for their articles (that is, immediate on-line availability to the public), which is becoming the norm for any works produced subject to government or institutional funding such as SSHRC, and which we have not been able to allow due to the 2-year print-only embargo presently imposed on TNM-LMN. To resolve this situation, as well as related work-flow issues, previous president Chris Madsen and Secretary Michael Moir have been pursuing a “digital initiative” to get the journal hosted on a York University website that had been established for Canadian-based peer-reviewed publications. The aim is that this will “go live” a year from now with the Winter 2019 number. Council decided to pursue this no-viewing-fee option (in contrast to cost-per-view options adopted by sister organizations such as the Nautical Research Society and IMEHA) as the one best meeting the aims of our Society to encourage scholarly publication by emerging academics. Chris and Michael in due course will provide an update with more details and a report on progress, as they work through a myriad of related issues. One important aspect is that members will be able to opt-out of receiving a surface-post print copy of the journal. But for now I want to assure you that our governing criteria include that there will always be a print edition of the journal for those who wish it, and that we expect to be able to continue to host the digital version concurrently on our own website.

New Funding Model and Membership Rates – open access to TNM-LMN, along with the already existing open availability of *Argonauta*, will mean a significant change to the way the Society conducts business: while hopefully there will be an uptake in “views” by non-members, open and free access also clearly raises the issue of, why should anybody pay for it at all? A related question is, if no one pays, how do we cover production costs not related to printing and mailing, or for that matter raise funds for other good works by the Society (such as cash awards for the prizes)? The thoughts of Council, quite frankly, are to appeal to the altruistic nature of our membership: that we all belong to the Society not merely for the obvious benefit of receiving the publications, but because we truly believe in supporting the larger goal of encouraging the study and publication of nautical historical subjects by and about Canadians. At the same time, being quite prepared to pass along any “savings” to members, we anticipate beginning with the 2019 renewals to be able to offer a 2-tier membership rate: one continuing with the present individual rates for anyone desiring surface mail delivery of a printed copy; and another at an appropriate discount for those opting out of home delivery in favour of the on-line version (for example, for domestic Canadians these respectively would be \$70 and \$30, the present average print-and-mail cost per issue being \$10, or \$40 annually). The related thinking is that institutional rates will remain unchanged, as those already are quite low in comparison to other journals, along with the fact that institutions are more immediate beneficiaries of these academic works through the engagement of faculty and students.

It is hoped that the Society’s business will prove sustainable through funds raised by the remaining membership dues, augmented by a new generation of members attracted by the improved digital accessibility and low membership rates, and along with the small but meaningful conference profits and the continued generosity of additional annual donations (i.e., “rounding up” your renewal to the next significant digit). Should after a review in a couple of years this proves not to be, then other options will be considered, such as an increase in dues or a targeted President’s Appeal. Or *in extremis* – the message being that the purpose of the Society no longer exists – organizing the orderly the shut down of our affairs.

I am really quite excited by the possibilities of this venture into a new age of the Society. As always, I invite your views or suggestions. We’ve got a year to manage the transition, and with your continued support I am confident the Society will emerge stronger from it.

Richard H. Gimblett  
Port Hope, Ontario  
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## Motoring with the Admiral

by William Pullen

---

From his early service in Canadian Pacific Steamships and then in the Royal Navy, the Admiral had a deep and abiding affinity for the United Kingdom. His Anglophilia was demonstrated in the purchase of clothing by Gieves & Sons, British Seagull Outboards, and Jaguar Automobiles.

When he had a health scare in the mid-50s, the Admiral was told to buy a car for relaxation. These instructions were read as an imperative order to purchase the largest Jaguar available. In practice, it was also a directive to pour family treasure into the rapacious hands of car dealers, mechanics, and auto-savants from Victoria to Halifax.

The "Jag" was a four-door green land yacht. It was a Mark VII, with sidewalls covering the rear wheels, real walnut panelling, and an engine that looked like something out of Star Trek. Gleaming metal, a faint smell of oil, and some mechanic saying, "well, Admiral, of course, the hydrolator connection with the rear rad postulator is a bit shaky, and will have to be replaced. Cost? Oh, probably \$800 or \$900 ... that is, if we can get the parts from England by air ... have it back for you in a month or so, maybe by Christmas, Easter for sure." They saw us coming from a long way off.

When working, we would use the Jag as the principal family conveyance on weekends. On Fridays, we would dress in proper country weekend clothes for the car trip to our place on Nova Scotia's South Shore. The Admiral wore his weekend tweed hacking jacket, we all embarked in his automobile and motored out of Halifax, like a lesser Pharaoh and his retinue going to their summer residence by the Blue Nile, laden with brown grocery bags, a small dog, anxious children, and a serene Admiral's wife – the Nefertiti of old Nova Scotia Route 3.

The trip was long, and we fidgeted. The dog would pick up on this and get sick or mildly hysterical, but was usually quickly calmed down by everyone shouting at him, thus allowing for a general venting of spleens and return to a tense and tenuous truce, sustained by intermittent offerings of sticky Scotch Mints from the front seat. We would also occasionally sing the Happy Motoring Song from the Esso TV commercials and then segue into a rousing chorus of "He Who Would Valiant Be" as we approached the head of Mahone Bay.

The trip's tedium was broken periodically by occasional spells of dread as the Admiral would pass cars in improbable situations, placing great faith in that unique Jaguar option, the mighty "Overdrive" lever that protruded from the dashboard. I came to it regard as a sort of doomsday switch, sort of an early warp speed device for time-space travel, and when the Admiral said "Streuth" (his favourite oath) and reached for the lever, it was like saying "warp nine, Mr Chekhov, and pass that death star." If working, and if the sun, moon and inferior planets were properly aligned, the car would rapidly accelerate and we would rocket silently past the offending slower vehicle; all save our driver casting disparaging glances at the miscreants who had the temerity to get in our way.

Apart from the terrors of passing, boredom was broken by use of the car radio. This ultramodern device was regarded primarily as a purveyor of information, certainly not entertainment, and was always kept slightly off station so we would know it was working from the static. This obscure theory, that purposeful malfunction is itself confirmation of function, had some stature with the Admiral's family as a communications protocol. It was applied broadly. Thus, TVs before Cable TV were always tuned to enhance the "ghost" image on the theory that it would at least confirm that the TV was working, regardless of whether or not anything was visible.

The radio was activated only at set times, the most important being the six o'clock news on CBC (the only station regarded as remotely trustworthy). These were the days before transistors, so we would wait for tubes to glow and dials to light up, and the sickly sweet scent of burning electrical insulation filled the car. For years I associated the CBC news with this smell; media information and burning smell combining in a sort of nauseous gassy cloud. It has coloured my view of the news media ever since.

Duly informed of the state of the world, we would arrive in the country for the weekend, short of temper and covered in dog hair. Time passed too quickly, as it always did in that magical place, and soon we would be gearing up for the return journey to Halifax. This trip usually took place after tea on Sunday, when the week and the miles stretched forever ahead of us.

The trip up to Halifax from the South Shore ended when one hit the Armdale Rotary: an entirely bizarre bit of traffic engineering transplanted from dear old Blighty, on the theory that the Brits, having colonised us, probably knew what was best for us. Cars trying to leave the Halifax Peninsula had to coordinate their exit with cars trying to get onto the Halifax Peninsula. At rush hour this could produce unique events. Drivers became disoriented, and cars sometimes made several triumphant circuits of the Armdale Rotary, like crazed Roman Gladiators touring the Coliseum, only to be ejected by centrifugal force from whence they came, sadder and no wiser. A trip through the Armdale Rotary was not for the faint hearted. Negotiating this thing was a family nightmare and always moved us into the furthest reaches of automotive stress when we approached it, coming back from a weekend away.

One dark and rainy evening we approached the Rotary, planning to enter from the South Shore side, nip smartly across two or three lanes of merging and ongoing traffic, and exit along the Northwest Arm. The fates had another journey in mind. As we bore down the hill toward the entrance to the Rotary, the Admiral began to ease the Jag to the right, to avoid merging traffic on his left. Turning the wheel gently in his hands, it detached from the steering column.

You can imagine the scene as the Admiral turned to the Admiral's wife, sitting in the passenger seat beside him, with a somewhat puzzled look, holding the steering wheel in his hands, now several feet away from the business end of the steering assembly. There was a ghastly silence as we all contemplated hurtling rudderless through the Rotary, toward the Northwest Arm and the ocean, with the Admiral clutching the disconnected steering wheel like a now useless frisbee.

There was a mighty "Streuth!" as he tried to re-establish control by jamming the wheel back on the steering post, the result being simply to activate the horn permanently. The dog began to yodel in counterpoint, and the Admiral began repeating the name of the Lord in ever saltier language, *basso profundo*. Luckily, the Jag was turning right when it happened, and we rolled up the hill toward the Spryfield road, horn shrieking, dog howling, and family locked in stunned silence as the Admiral cursed the now useless steering wheel, the car, its makers and designers, and their families and first-born unto the fourth generation.

Coming to a stop, we exited quickly and watched aghast as he opened the bonnet and attacked the innards, ripping the horn wires away from their contacts. Blessed silence reigned and traffic slowed as people goggled at the sight of the Canadian Flag Officer, Atlantic Coast, standing in the rain by his green Jaguar clutching his steering wheel and a fistful of wires. His family stood some distance away, certain that lightning would strike the man who had blasphemed Britain and its automotive industry.

We abandoned Jaguars for more reliable North American models and traded elegance for reliability. The Admiral's affinity for automotive technology lapsed into somnolence until the day he discovered gasoline credit cards and the monthly offering of really great deals - *own a complete set of industrial strength hydraulic power lifters and receive a free chromium plated RoncoMatic Slice-a-Slice, all for only \$99.00! Three easy payments debited to your Esso Credit Card!* The notion that the Admiral could acquire something without actually having to explain it to anyone must have triggered some long dormant, hidden switch, for the Admiral became the mass marketers fantasy - he would buy virtually any mail order offering as long as it was mechanical or historical. If it were somehow linked to the glories of Britain or any naval event he was in for a double order.

The Admiral would eagerly await the monthly bill from Imperial Oil and scrutinise the two or three offerings with the delight of a small boy inspecting a toy catalogue before Christmas. Orders would be dispatched and their arrival impatiently awaited. At one point we had so many of those small air compressors that run off the car's cigarette lighter that we could have operated a hovercraft. The Admiral quickly broadened his addiction to the Franklin Mint and various other historical societies. I think at one point he had commemorative coins for most major events in western history with the possible exception of those commemorating the Edict of Worms and the Great Plague.

One of his most prized mail order possessions was an air-powered acoustic switch. One part of the device was a receiver that you plugged into an outlet and then plugged into it a cord from, say, the TV or a table lamp just as you would an electric timer. The other part was a rubber thing that looked like a large remote garage door opener. If you compressed the latter, the air would rush out and emit a signal pitched above human hearing to activate the receiver, and the TV would magically turn on.

Well, the Admiral thought it was just marvellous, and the device was kept ready to hand so that he could instantly summon Knowlton Nash and the CBC National News, or dismiss frivolities like the local CTV Weather Forecast. I regret that he did not live long enough to experience today's more advanced TV Remote Controllers - he would have been a zapper extraordinaire.

When first purchased, the device was finely calibrated, and a light touch was sufficient to activate the transmitter. However, the Admiral was of the school that taught the need to physically "make" a switch, that is to say, you were more assured of the instrument's operation if the switch which controlled it was operated with some force, and the more force, the better it operated. This method probably went back to his early days at sea when switches would be corroded with salt and had to be struck firmly to work.

His enthusiasm for frequently summoning and dismissing Knowlton Nash grew by leaps and bounds. He became a scourge of TV programming. Grinning with pleasure and with a wonderful twinkle in his eyes, the Admiral would gleefully mash the switch with both of his huge hands, emitting not a short, sharp signal but a massive blast of ultrasonic noise, releasing a shock wave like an atomic air-burst.

Now, it happened that while humans could not hear the signal, it was obviously easily discernible by most of the canine population in the south end of Halifax. After a while, we began to notice a remarkably positive correlation between the Admiral's handling of the device and an outbreak of hysteria by dogs within a half mile radius. The Admiral would crush the thing in his hands, and the little poodles next door would immediately go into over-drive, dogs waiting for the elevator became suddenly incontinent, and the neurotic spaniel on the corner would collapse in hysteria. It was most satisfactory.

## **Into the Ether: Wireless the Navy's Silent Partner**

By Jill Martin Bouteillier<sup>1</sup>

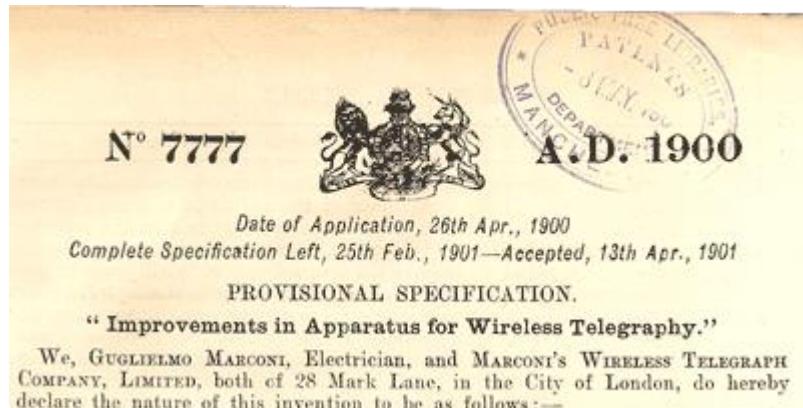
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At any given moment millions of people touch their phone screens, hit contacts and within milliseconds talk to or text someone half way around the world. Today, wireless has none of the mystery or magic which surrounded it a hundred years ago, but in the late 1800's wireless communication was incomprehensible to the lay person. Guglielmo Marconi, the man who networked the world, believed that transmitting intelligible signals by Hertzian electric waves was not only possible, but that he would invent it. In 1894, at the age of twenty he began his experiments. In 1897, he filed his first patent. In 1899 he founded the Wireless Telegraph and Signal Company (renamed the Marconi Telegraph Company in 1900). In 1901 he sent the first wireless message across the Atlantic from Cornwall to Newfoundland. The following year, on June 13, Marconi addressed the Royal Institution, London on the topic of electric space telegraphy. Here follows the opening lines of Marconi's paper delivered on the topic of wireless communication:

Wireless telegraphy or telegraphy through space without connecting wires is a subject which at present is probably attracting more world-wide attention than any other practical development of modern electrical engineering. That it should be possible to activate an instrument from a distance of hundreds or thousands of miles and oblige it at will to produce audible or visible signals through the effects of electrical oscillations transmitted to it without the aid of any continuous artificial conductor strikes the minds of most people as being an achievement both wonderful and mysterious.<sup>2</sup>

Only five years earlier in 1896, 22 year-old Marconi had come to England to demonstrate his invention to Mr. William Preece, Engineer in Chief of the General Post Office. Short vertical wires rose out of two "magic" boxes which Marconi set a distance from each other. Oscillations produced in one box rang a bell when the waves were received by the other. Preece was impressed, so much so that he offered Marconi the services of George Kemp, his first engineer for as long as necessary. That same year, Marconi registered his first patent. Hundreds would follow.

Protecting life and property at sea was the driving force behind Marconi's experiments and singularly where his heart lay. Marconi believed that wireless communication would increase safety for those who travelled the oceans' shipping lanes. With that intent in mind, in 1900 he founded a separate branch of the Marconi Telegraph Company which he named the Marconi International Marine Communication Company to oversee maritime business. On April 21 1901, Marconi registered his famous 7777 patent<sup>3</sup> for "improvements in apparatus for wireless telegraphy." This patent was for selective tuning in which the circuits in the transmitter and receiver as well as the aerials were tuned to the same wavelength thus eliminating interference between transmitting stations. Sounds so simple today, but it was revolutionary in 1901.



"Marconi's Famous 7777 patent for Improvements in Apparatus for Wireless Telegraphy"  
Photo reproduced by kind permission of John D Jenkins. SPARKMUSEUM.

It wouldn't be long until other uses for his apparatus would be found; in fact, his wireless sets had already been tested in the South African War.<sup>4</sup> In October 1899, Marconi sent his Chief Assistant George Bullocke along with six Marconi engineers to South Africa to work alongside Royal Naval Sappers. Baden-Powell welcomed the Marconi equipment. Upon arrival, instead of installing the sets permanently on ships with short steel poles as expected, the engineers were sent into the field to set up a line of portable stations ending at the Kimberley Diamond Mine. The short steel poles were replaced with thirty foot bamboo poles and the engineers' orders changed to send messages for the Army. The heat at plus one hundred degrees Fahrenheit was unbearable. The bamboo masts split in the arid weather wreaking havoc with transmissions. Unimpressed, the Army blamed Marconi's equipment. Marconi took offense and publicly blamed the War Office for supplying cheap masts.

The Navy, however, agreed to take on the wireless sets. For the next several months, the cruisers HMS *Thetis*, *Forte*, *Dwarf*, *Racoon*, and *Magicienne* relayed messages ship to ship while remaining out of sight of each other and their quarry; thus maintaining a successful blockade of Delagoa Bay. An unexpected bonus was being able to send messages from HMS *Magicienne* to the land telegraph station and thence on to the Cape. Pleased with the results, the Admiralty subsequently increased funding for Marconi's experiments. The lessons learned with the Delagoa Bay squadron would pave the way for the historic naval battle at Jutland in 1916, and the British Navy's eventual domination of the sea during the First World War.

Following the Boer War experience, the Marconi Company sped up trials and experiments. From lightships to land, from ship to ship, from the Salisbury Plain to the Isle of Wight transmission distance increased from five to one hundred eighty miles. With sufficient time and experience Marconi proved beyond all doubt that wireless telegraphy was indispensable for ships at sea. 1901 had been a banner year in that regard. That summer the British Merchant ship,<sup>5</sup> *Lake Champlain* of the Beaver Line was the first to be fitted with permanent wireless telegraphy. The cabin for the equipment aboard the *Lake Champlain* was basically a cupboard 4.6 feet by 3.6 feet. One side butted up against the iron bulkhead. It was made of match boarding. There were no windows. The door was the only source of light. And the cost, a mere five pounds.

Through the year, in trial after trial, Marconi and his engineers continued to make improvements to the equipment in anticipation of the transatlantic “grand experiment,” but the Postmaster-General’s monopoly precluded transoceanic transmissions when both stations were within Great Britain. As a result, Marconi built a high powered station in Cape Cod to send messages to the high powered station at Poldhu, Cornwall. Just weeks before the experiment was scheduled to take place, disaster struck. Late fall storms damaged the aerial arrays at both stations almost within days of each other. Marconi was not to be deterred. Kemp proceeded to erect a temporary array in Cornwall and Lewis Bell, the Prime Minister of the Government of Newfoundland agreed to let Marconi set up his experimental test on Signal Hill. In the face of widespread scepticism about wireless telegraphy, Marconi wanted his experiment to be of “genuinely fantastic proportion” to capture the world’s attention. And sending a message more than 2000 miles was certainly of fantastic proportion. On November 26, 1901 Marconi sailed from Liverpool to St. John’s Newfoundland. The weather was far from ideal: bitterly cold and windy. Newfoundland in December.

Finally, on December 12, success. Using a telephone connected to the coherer to amplify the sound, Marconi received the first over ocean transmission. The electric waves sent out from Poldhu had traversed the Atlantic serenely ignoring the curvature of the earth which so many doubters considered would be a fatal obstacle. From a kite suspended five hundred feet above Signal Hill trailing an aerial connected to earth wires in the Old Military Barracks, Marconi’s receiver picked up the message – the simple three dot Morse Code letter S. On Dec 14, Marconi informed the Press at St. John’s who telegraphed it to all parts of the world. History was made. But due to threats from the cable companies who wanted no competition from wireless technology, Marconi was forced to leave Newfoundland or face litigation.

Enter Wilfred Laurier, Canada’s Prime Minister, who astutely saw the long-term benefits of trans-Atlantic communication. At his urging, the Dominion Government granted a subsidy of sixteen thousand pounds for Marconi to construct a long-distance station at Glace Bay, Nova Scotia. That same year, government stations at Belle Isle, Newfoundland and Chateau Bay, Quebec were built to provide alternative communications in the event of failure of the newly laid cable across the Strait of Belle Isle. As an added bonus, wireless provided ships warning of dangerous ice conditions in the Strait.

John Dingle Taylor, one of Bullocke’s men in South Africa joined Marconi in 1901 to build stations at Poldhu in Cornwall and Cape Cod in Massachusetts. In 1904 he was in the Gaspesie Peninsula in charge of building the first of many Canadian, coastal wireless stations: Fame Point, Anticosti, Point Amour, Cape Ray, and the Newfoundland government station at Cape Race. Coastal stations grew like mushrooms at a construction rate of three to four weeks per station. In May and June 1905, Camperdown (call sign HX) and Sable Island (call sign SD) stations were built. In 1904, in addition to shore stations, the Department installed wireless telegraphy on the CGS ships: *Stanley*, *Canada* and *Minto*. In 1905, CGS *Lady Laurier* (call sign LR) was fitted with wireless and for years worked as the main supply ship to Sable Island. Wireless communication no longer inhabited the realm of mystery. Lives were being saved, cargo was protected, and ships’ captains had greater warning of changing weather and navigational hazards.

In those early years, wireless operators came from England, Newfoundland, United States, Nova Scotia, and Scotland. Learning the code and working for Marconi was like working in magic and many of those early young operators began their careers in the wireless hut one mile from the Main Lifesaving Station on the lonely outpost of Sable Island. Donald Manson from Wick, Scotland worked on Sable Island in 1908. In 1917, he served as the first Chief Wireless Operator on HMCS *Niobe*. Manson wrote the policy for almost all radio regulations in Canada and by 1944 became the Assistant General Manager of CBC. Alexander Reoch from Sheffield, England was the Officer in Charge of the wireless station on Sable Island from October 1907 to February 1909. In 1919 he became a Chief Engineer of the Radio Corporation of America. After building the Sable Island wireless station in 1905, John Dingle Taylor from London, England returned in 1909 and 1910 to serve as the Officer in Charge of the Sable Island wireless station. He became a Dominion engineer in Esquimalt British Columbia. Walter Gray joined the Sable Island staff in 1909-10. He was the Officer in Charge at the Cape Race station who took signals from Jack Phillips aboard the RMS *Titanic* 1912.



"Enjoying a ride on the South Beach. Donald Manson on Sable Island 1908."  
Taken by Sarah Beatrice Bouteillier. Jill Martin Bouteillier Collection.

Charles Peter Edwards from London, England worked with John Dingle Taylor on Sable Island in 1905. Within three years he oversaw all Government Wireless stations in Canada. With the formation of the Canadian Navy in 1910, he was appointed General Superintendent, Radiotelegraphs: Lieutenant-Commander Charles P. Edwards, RNCVR. Edwards represented Canada at almost all international radio conferences from 1912 onward. Today, a Coast Guard vessel on the Parry Sound and Georgian Bay station is named after him. And finally, James W. Bouteillier my great uncle, born on Sable Island in 1885, joined the Marconi Company in 1906. When he retired he was the fourth remaining original employee of the Marconi Company in Canada.

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Name	Edwards . C. P.		
Address	Doddleton . Chester.		
Age	17 8/12 at date of joining.	Married or Single.	single
Joined as	Junior Electrician		
On	1 August	to commence on	12 August
Wages and Conditions	Thirty shillings per week. on usual conditions for Technical Staff		
Education	arnold House School Chester		
Technical Training	arnold House School Chester		
Previous employment	None		
Reason for leaving last employment		—	
Signature		C.P. Edwards.	
Stations or Work and Dates of Changes. TCO,		Remarks.	

"Charles Peter Edwards' record of employment, August 11, 1903."  
 Marconi staff book. Bodleian Oxford University. B.5.1, MSS Marconi 639-640. p.121.

The twentieth century brought the wonder of wireless to ordinary people, but it also heralded its use in the war arena. In 1910, the Wireless Telegraphy Branch of the Department of Marine and Fisheries was incorporated into the newly formed Department of Naval Service and Canada's Royal Naval College opened in Halifax in 1911. In 1912, Marconi signed a contract with the British Admiralty to build eighteen Imperial stations linking all corners of the British Empire - a wise defensive move. When the outbreak of the First World War headlined across the newspapers of the world in August 1914, East and West Coast Radio Service operators were immediately recruited by the Navy as Warrant Officers. Wireless Schools were filled with young hopefuls. Donald Manson served as one of the instructors at the Ottawa Wireless Telegraphy School.



"Ottawa Naval Wireless Telegraphy School. Donald Manson first row 7th from the left." Alfred George Pittaway, Donald Manson Collection, Library and Archives Canada. MG 30 E344. Accession number R2387-0-4-E, item May 1918. PA 122251. <http://data2.archives.ca/pdf/pdf001/p000002809.pdf> Copyright expired.

Within months of the outset of war, work on both the Mount Pearl and Barrington Passage high powered naval stations began under heavy security and secrecy. In December 1915, James Bouteillier transferred to H.M. Wireless Station, Call sign, BZM, at Mount Pearl outside St. John's, Newfoundland where he served in the RNVR on the HMS *Calypso*, the Naval Reserve training ship. He served in this capacity until the end of the war.

HMS *Calypso*, the last of the steam and sail class corvettes, was commissioned at Devonport and sent in 1902 for service in Newfoundland as a depot and drill ship for the RNR.<sup>5</sup> With a protective deck and steel hull cased in teak and oak, *Calypso* renamed the HMS *Briton* in February 1916, was the most successful of the Victorian era cruising ships built for the Royal Navy. She arrived in St John's harbour in October 1902, her deck roofed over to form a drill hall. When the fishing season ended, drilling began with gunnery instruction, fire station exercises, inspections and physical training. Candidates were to be seamen or fishermen aged 18-30. Men enrolled for five years, drilling 28 days annually. In 1903,



"James W. Bouteillier at Mount Pearl Newfoundland 1916." Jill Martin Bouteillier Collection.

three hundred seventy five men were in the reserve. When war was declared in August 1914, the reserve maintained a contingent of five hundred to six hundred men. By November that number jumped to over one thousand and the maximum age was changed to 35. Reservists were given many home-front defence duties: armed piquet for the Admiralty's Wireless station at Mount Pearl and manning the harbour's main defence battery. Similar duties, but under the cover of secrecy, revolved around the Barrington station in Nova Scotia.

With the completion of the coastal wireless station on the Magdalen Islands, John Taylor retired from the Marconi Company and settled in Esquimalt BC. When the First World War began, Taylor joined the Naval Service Headquarters in Ottawa, frequently travelling from coast to coast. After the First World War, the Canadian government sought to upgrade Barrington wireless and direction finding station in 1921, calling upon Taylor to assist. The government closed the station in 1922. Barrington later served as a Loran site during the Second World War and then a Pinetree radar site during the Cold War.

Wireless, or Radio as it was called following the 1912 Radio Convention, proved invaluable during the First World War. When the world was about to be torn apart, both the science and art of Wireless and the production capability of the Marconi Company were ready. Thousands of operators answered the call. The Company kept their offices open day and night for the purpose of examining lads who came from all parts of the country to offer themselves as operators. Courses were offered for free and accommodations were provided to the new recruits. Schools were bursting, both in England and Canada. The demand for material was also great, but the Marconi Works at Chelmsford and in Montreal rose to the challenge. Wireless telegraphy was recognised by many as an integral requirement for the British Expeditionary Force heading for France. Wireless telegraphy in the hands of the British Navy and the Mercantile Marine enabled them, albeit at great sacrifice, to maintain England's supremacy at sea. In his book *Wireless at Sea*, Harry Hancock relates many tales of devotion to duty of those men not in the line of fighting. Here follows two such stories of bravery.

I.F. Rea, Radio Officer on the merchant ship *Anglo-Californian* was under submarine attack. He sent out calls for help which were answered by various warships entirely out of sight, and according to the Admiralty record, the wireless conversation was most extraordinary. To one of the requests of a warship for indications of his ship's course, speed and appearance, Rea replied "Hurry up for God's sake. Submarine firing like blazes." The naval ship gave him directions as to which course to steer. The bombardment continued heavy. Rea replies "Cannot hear you. Concussion. Am lying on floor. Broken glass all around me". The warship replied: "Keep your pecker up, old man. Am firing to scare him. Can you report result?" Rea sent back." Hurry Hurry. Submarine getting abeam to torpedo us." And then a column of smoke appeared on the horizon. The sub got scared and dived. Rea said "I hope she stops down. It was getting hot here. Don't worry about us. Destroyers now alongside."<sup>7</sup>

In the latter part of 1917, E.W. Gardiner, Radio Officer on the SS *Benledi* was ordered by his master to take cover. But Gardiner refused. He was getting into touch with an American light cruiser which he believed nearer than the British destroyer he

was in contact with. At that moment, the sub abandoned solid shell for shrapnel and fired a shot which passed directly through the cabin, decapitating the Radio Officer. When the master and officers went later to the wireless cabin, they found the headless body sitting in the chair with the complete message from the American cruiser written out in front of him. Only the timely arrival of this American vessel prevented the ship from being sunk. Had Radio Officer Gardiner left his cabin, as ordered, it is more than likely all on board would have been lost.<sup>8</sup>

The accounts of their bravery were always the same: These young Radio Officers stayed at their posts in all conditions: under heavy fire, with the wireless cabin pierced by fragments, with having to go aloft to repair the aerial under bombardment. Until the Ministry of Shipping issued Notice M182<sup>9</sup> stating that if a ship were abandoned that special arrangements should be made for warning wireless operators who may have to remain on duty until the last moment, as they often were left behind. The submarine menace not only intensified radio operators' courage and devotion, but also the danger under which they found themselves. And they were young. Seventy operators under the age of eighteen made the supreme sacrifice in the last year of the war. Six thousand seagoing operators under the Marconi Company answered the call to both the Navy and the Merchant Marine. In total 348 persons from the Company died and 146 were presented meritorious awards for gallantry at sea.<sup>10</sup>

The Mount Pearl station, the North Atlantic Intelligence Centre during the war is the last First World War station still standing. Its history is proudly shared in the Admiralty House Museum in Mount Pearl Newfoundland. And my Uncle Jim Bouteillier is a small part of that history.

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#### Endnotes

1. Jill Martin Bouteillier is an author of several books, the most recent, *Sable Island in Black and White*, about her ancestors' time on the Sable Island from 1884-1913. While deep in her own research she discovered the history of wireless in Canada's fledgling Navy. This article is based upon a paper presented at the CNRS conference in Halifax NS. August 10, 2017.
2. Guglielmo Marconi, "The Progress of Electric Space Telegraphy." Royal Institution of Great Britain. V 5, 1902. [https://archive.org/stream/proceedings17roya/proceedings17roya\\_djvu.txt](https://archive.org/stream/proceedings17roya/proceedings17roya_djvu.txt)
3. Early Radio and Scientific Apparatus. [www.sparkmuseum.com/BOOK\\_MARCONI.HTM](http://www.sparkmuseum.com/BOOK_MARCONI.HTM)
4. L.L. Fordred, "Wireless in the Second Anglo Boer War 1899-1902", *Transactions of the SA Institute of Electrical Engineers*. Vol. 88, No. 3, September 1997. pp 61-71.
5. Harry E Hancock, *Wireless at Sea* (New York:Arno Press, 1974). p. 29.
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7. Harry E Hancock, *Wireless at Sea*, p.90.
8. *Ibid.*, p 91.
9. *Ibid.*, p. 96.
10. *Ibid.*, p. 99.

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### Bio: Jill Martin Bouteillier



When Lunenburg Academy closed its doors in 2012, Jill turned the key on a 30 year career in education, but the historian in her would not be silenced. Consulting for both NFB (2003) and White Gate Films (2013 and ongoing) inspired her to develop her distinctly Maritime non-fiction voice. In 2015, from her home in Lunenburg overlooking the mighty Atlantic, Jill crafted the successful novel, *Return to Sable*, chronicling her family's time on Sable Island from 1880-1913. Her most recent work, *Sable Island in Black and White* (Nimbus 2016) winner of the 2017 Atlantic Book Award for non-fiction, is a pictorial anthology of the island, narrated by compelling stories and illustrated with tintypes, glass plates, and old Brownie and Kodak photographs. Jill sits on the Board of Directors for Friends of Sable Island Society whose mandate is to both promote and protect this precious Canadian icon. A proud Maritimer from away who has come home to stay, Jill is honoured to be featured in CNRS *Argonauta*.

# The ADM 8 Admiralty database-project

by Sam McLean

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In the most recent *Argonauta*, I proposed the Hudson's Bay Company Ships' Log Project, which will transcribe ships' logs into a relational database, to make those complex documents more accessible to researchers. The inspiration (and also the proof-of-concept) for that project is the ADM 8 Database Project launched in November at <https://globalmaritimehistory.com/adm-8-database-project/>.

ADM 8 is a series of Admiralty documents held at the National Archives, Kew (formerly known as the Public Record Office). These documents are reports about the state of the Royal Navy. The vast majority are "Disposal Lists", which detail the fleet's deployments. There are fewer numbers of officer lists, status reports, lists which detail the physical characteristics of the fleet, as well as service time/wage reports.

This project covers the first two volumes, from 1 July 1673 to March 1692, and includes 308 individual reports in 712 pages of documents. In November the ADM 8 Database Project went live. Currently, it has fewer than 10 reports uploaded into the database for access by researchers. The hope is that by 1 March 2018, the entirety of the first two volumes will be uploaded and live.

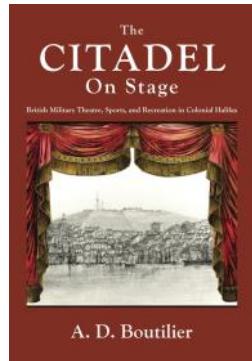
In addition to the basic interface for querying the database, there are also links to a series of blogs that I have written about the project. The most recent entries discuss the documents and the database design. Future posts will examine the methodology for transcribing the documents and uploading them into the database, and the creation of the user interface.

All questions and feedback can be directed to:  
[samuel.mclean@globalmaritimehistory.com](mailto:samuel.mclean@globalmaritimehistory.com)



## Book Announcements and Biographical Sketch

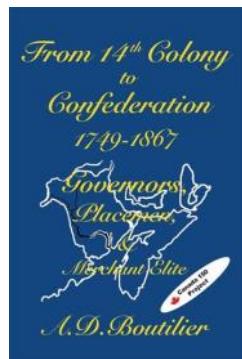
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**Title** The Citadel on Stage (2015)  
By: A.D. Boutilier

Publisher: New World Publishing  
Website: [www.newworldpublishing.com](http://www.newworldpublishing.com)

AISN: 1895814545  
ISBN-13: 9781894814545



**Title** From 14<sup>th</sup> Colony to Confederation  
1749-1867, Governors, Placemen & Merchant Elite  
(2017)  
By: A.D. Boutilier

Publisher: New World Publishing  
Website: [www.newworldpublishing.com](http://www.newworldpublishing.com)

ISBN-10: 1895814669  
ISBN-13: 9781895814668

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Alex D. Boutilier was born in Sydney Mines, Cape Breton and grew up in the shadow of the Princess Colliery. His interest in theatre began as a teenager when he was involved in several stage productions while attending high school. Later, he acted in performances put on by the Dartmouth Players in the early 1990s.

Alex's ancestors were among the Foreign Protestants/Huguenots (from Montbéliard) who arrived in Halifax in 1752 and went onto found Lunenburg in 1753. He has a keen interest in the culture, customs, and traditions of diverse societies having travelled extensively throughout England and France visiting medieval churches, museums, archeological sites and ancient ruins. He has also toured all British and French colonial fortifications in eastern Canada and Ontario. Alex believes that history is not fixed in time; that it is constantly changing as new information comes forward.

His favorite authors include social historians, such as J. C. Furnas; cultural writers like Arthur Koestler; the literary critic, Harold Bloom; and his favorite playwright is, of course, the great bard, William Shakespeare. Alex loves studying, researching and writing social history, which he finds highly informative and suggests it can be "unexpectedly hilarious" at times.

Alex studied at Saint Mary's University and graduated with BA degrees in English and Psychology, as well as an MA in Atlantic Canada Studies. From 1998 to 2005, he was an instructor for the Saint Mary's University Writing Centre.

*The CITADEL on Stage* ©2014 is his first publication, which is based on his Master's thesis. His second book, *From 14<sup>th</sup> Colony to Confederation*, covers some of the same time period, but focuses on the transition from the initial settlement to Nova Scotia becoming three Maritime provinces; military governors and civilian elite to civilian political control with responsible government; failed Maritime Union, American hegemony and other reasons for Confederation in 1867.

His previous/lifelong occupation was in sales and marketing for several industrial corporations.

He currently lives in Fall River, N. S. with his wife, Rosanne.



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



## Canadian Nautical Research Society / Société canadienne pour la recherche nautique

Your Society needs you. Membership counts, but 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 our publications, *The Northern Mariner* and *Argonauta*, can provide this service.

### Nominations

As the pro tem Chair of the Nominating Committee, I am looking for your help in suggesting names of potential new council members. As you will know from reading my President's Corner, we have a terrific group of council members now serving on our Executive (see the verso of the front cover of *Argonauta* for a list of those now serving). However, we also are facing 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, let me know. Also feel free to contact any other Executive members just to chat about issues or to find out what sort of duties are involved.

The by-law information pertaining to nominating Officers and Councillors at large is shown below, and the elections will be at the Annual General Meeting of 23 June. Please send your nominations to the CNRS Nominating Committee c/o myself at richard.gimblett@me.com by 25 May.

### 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 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.

**Call for Papers**  
**Canadian Nautical Research Society**  
**Annual Conference and General Meeting**  
Toronto, Ontario, 21-23 June 2018

Lower Lakes, Upper Lakes:  
Connecting Maritime Heritage

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Sharing a border with the United States across the great inland lakes of North America, Canada and a large part of its population developed along internal waterways. Toronto, the venue for this year's conference, once had great ambitions for economic growth driven by port industries, but a century later residential, recreational, and cultural plans encourage citizens to reimagine the waterfront as a metropolitan gateway reconnected to the lake, the surrounding hinterland, and the greater world. The conference celebrates these connections to a maritime past that is so often lost in the bustle of everyday lives along the Lower Lakes, with the focus extended to the Upper Lakes at the 2019 conference to be held in Thunder Bay. Topics could include:

- Shipping, maritime commerce, and trade
- Ships and shipbuilding
- Ports and harbour management
- Maritime labour
- Development of urban waterfronts
- Environmental studies, including water levels and quality, and weather
- First Nations and indigenous peoples
- Marine archaeology and management of heritage resources
- The Great Lakes in popular culture and literature
- Naval aspects

Proposals on other maritime topics from all time periods are also welcome.

The Canadian Nautical Research Society is committed to making maritime history more accessible, and to fostering a culture of inclusion. We invite interdisciplinary proposals from speakers who will contribute to the diversification of our discussions and community. We also encourage publication of expanded versions of final papers in our journal, *The Northern Marine/Le marin du nord*, or in our quarterly publication, *Argonauta*.

Please send a working title, brief abstract, and a short biographical sketch no later than 1 March 2018 to: Dr Sam McLean, sam.mclean@cnrs-scrn.org

**Appel à papiers**  
**Société canadienne pour la recherche nautique**  
**Conférence annuelle et assemblée générale**  
Toronto (Ontario), 21 au 23 juin 2018

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Les Lacs inférieurs et les Lacs supérieurs: relier le patrimoine maritime  
Partageant une frontière avec les États-Unis à travers les Grands Lacs de l'Amérique du Nord, le Canada et une grande partie de sa population se sont développés le long des voies d'eau intérieures. Toronto, site de notre conférence 2018, avait, au départ, de grandes ambitions de croissance économique basée sur les industries portuaires. Mais aujourd'hui, la planification résidentielle, récréative et culturelle incite les citoyens à réinventer le littoral en tant que passerelle métropolitaine reliant le lac, les terres intérieures et le monde extérieur. La conférence célèbre ces liens avec un passé maritime si souvent perdu dans le grouillement de la vie quotidienne le long des Grands Lacs inférieurs, tandis que l'accent sera mis sur les Grands Lacs supérieurs lors de la conférence de 2019 qui aura lieu à Thunder Bay. Les sujets pourraient inclure:

- Transport maritime, négocies maritimes et commerce
- Navires et construction navale
- Ports et gestion portuaire
- Main d'œuvre et emploi maritime
- Développement urbain du littoral
- Études de l'environnement, y compris les niveaux et la qualité de l'eau, et les conditions météorologiques
- Premières Nations et peuples autochtones
- Archéologie marine et gestion des ressources patrimoniales
- Les Grands Lacs dans la culture populaire et dans la littérature
- Aspects navals

Les propositions sur d'autres sujets maritimes, de toute époque, seraient également les bienvenues.

La Société canadienne de recherche nautique est dédiée à rendre l'histoire maritime plus accessible et à favoriser une culture d'inclusion. Nous invitons des intervenants interdisciplinaires à contribuer à la diversification de nos discussions et de notre communauté. Nous encourageons également la publication de versions élargies des présentations dans notre revue, *The Northern Marine / Le Marin du Nord*, ou dans notre publication trimestrielle, *Argonauta*.

Veuillez envoyer un titre prévisionnel, un bref résumé et une courte notice biographique, au plus tard le 1er mars 2018 à: Dr Sam McLean, [sam.mclean@cnrs-scrn.org](mailto:sam.mclean@cnrs-scrn.org)

## **Canadian Nautical Research Society** **The 2018 Gerald Panting Award for New Scholars**

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The Canadian Nautical Research Society is pleased to announce that the application period for the 2018 [Gerald Panting Award for New Scholars](#) is now open.

The Gerald Panting Award is a financial award of not more than \$1000 to assist new scholars in the field of nautical research to present a paper at the [CNRS annual conference](#), which will be held at York University, Toronto, Ontario, June 21-23 2018. The person(s) selected as a Gerald Panting New Scholar should be in the early stages of his or her career in the field of maritime research.

A committee consisting of a Chair and two members will select the Gerald Panting Award recipient. It will review applications according to the following criteria:

### **Award Criteria:**

1. A "new scholar" is generally defined as a person with less than five years' experience in the academic field, particularly in maritime studies.
2. To be eligible for the award, new scholars may be Canadian students at Canadian or foreign universities working in the field of maritime studies, or researchers from other countries working on Canadian maritime topics.
3. The award committee will take into account the merit of the applications received, previous works by applicants as well as their proposed papers, recommendations from professors, and their level of need for financial assistance.
4. Members of CNRS, aside from Committee members, may self-nominate for this award.

Applications are due by 1<sup>st</sup> March 2018. Once selected, candidates will be advised immediately of their award by the Committee Chair. The recipient(s) will be announced in *Argonauta*, identified in [The Northern Mariner/Le Marin du nord](#), and their paper may be published in the latter. Formal announcement of the recipient will be made at the Society's Annual General Meeting on 23 June 2018.

The Canadian Nautical Research Society is committed to making maritime history more accessible, and to fostering a culture of inclusion and equal representation. Members of First Nations, Métis, and Indigenous Communities, Persons of Colour, LGBTQ+ persons, neuro-atypical individuals, people with disabilities, and other visible and non-visible minorities are actively encouraged to apply for the Gerald Panting Award for New Scholars.

Please send a working title, brief abstract, and a short biographical sketch no later than 1 March 2018 to: Dr Sam McLean, [sam.mclean@cnrs-scrn.org](mailto:sam.mclean@cnrs-scrn.org)

# **Canadian Nautical Research Society**

## **La Bourse Gerald Panting 2018 pour nouveaux étudiants**

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La Société canadienne pour la recherche nautique est heureuse d'annoncer l'ouverture de la période de candidature pour la [Bourse Gerald Panting](#) pour nouveaux chercheurs pour l'année 2018.

La Bourse Gerald Panting est un prix financier, d'un montant maximum de 1000 dollars, allouée aux chercheurs en début de carrière dans le domaine de la recherche nautique, pour les aider à présenter un papier lors de la [conférence annuelle de la SCRN](#), qui aura lieu à York University, Toronto, Ontario, 21-23 juin 2018. Toute personne sélectionnée comme boursier Gerald Panting devrait être dans les premières étapes de sa carrière dans le domaine de la recherche maritime.

Un comité composé d'un président et de deux membres sélectionnera le bénéficiaire de la Bourse Gerald Panting selon les critères suivants :

### **Critères d'attribution :**

1. Un « nouveau chercheur » est généralement défini comme une personne ayant moins de cinq ans d'expérience dans le domaine universitaire, en particulier dans les études maritimes.
2. Pour être admissibles au prix, les nouveaux chercheurs peuvent être des étudiants canadiens d'universités canadiennes ou étrangères travaillant dans le domaine des études maritimes, ou des chercheurs d'autres pays travaillant en matière maritimes concernant le Canada.
3. Le comité d'adjudication tiendra compte du mérite de la demande reçue, des travaux antérieurs du candidat ainsi que du document proposé, des recommandations des professeurs, et du besoin d'aide financière.
4. Les membres de la SCRN, mis à part les membres du comité, peuvent se désigner eux-mêmes pour ce prix.

Les candidatures pour la conférence annuelle de la SCRN 2018 seront reçues jusqu'au 1 mars 2018. Une fois sélectionnés, les candidats seront avisés immédiatement de leur prix par le président du comité. Les bénéficiaires seront annoncés dans l'*Argonauta*, identifiés dans [The Northern Mariner / Le marin du nord](#), et leur article pourrait être publié dans ce dernier. L'annonce officielle de tout bénéficiaire sera faite à l'assemblée générale de la Société le 23 juin 2018.

La Société canadienne pour la recherche nautique s'engage à rendre l'histoire maritime plus accessible et à favoriser une culture d'inclusion et de représentation égale. Les membres des communautés autochtones, les personnes de couleur, les personnes LGBT+, les personnes neuro-atypiques, les personnes handicapées et les autres minorités visibles et non visibles sont activement encouragés à postuler pour la Bourse Gerald Panting.

Veuillez envoyer un titre prévisionnel, un bref résumé et une courte notice biographique, au plus tard le 1 mars 2018, à : Dr Sam McLean, sam.mclean@cnrs-scrn.org

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## **Keith Matthews Book Awards**

Authors are encouraged to ask their publishers to submit their work for consideration for the CNRS Keith Matthews Award for the best book and the book deserving special recognition. Even important university presses that have published more than one award winner have ignored the initial call for submissions and require direct prodding. A part of the difficulty may be a high turnover in the publicity departments. Therefore an individual specific email address that works one year is cancelled by the next year's call for submissions. Hence my suggestion that authors go directly to their own publisher's contact to alert them of the CNRS book awards.

To be eligible the book must be by a Canadian on any maritime subject, or by anyone on a Canadian maritime subject. The best book award has normally been given to a scholarly work with the full academic apparatus. In 2016 we also initiated an award for a book deserving of special recognition. This might be a work of a very regional or local focus, or perhaps a memoir without the scholarly apparatus that is expected of the best book award. However, it must be a book which, in the view of the committee, offered an important record that would, in the future, be cited by historians.

As no submissions were received for best book award for books published in 2016 award, the awards committee will reopen the competition should submissions be received. We will also be reviewing submissions published in 2017 for both awards. Authors should advise their publishers that full details, including addresses where books should be sent, may be obtained from [williamglover@mymts.net](mailto:wiliamglover@mymts.net) .

Bill Glover  
Chair, CNRS Awards Committee

# **North American Society for Oceanic History (NASOH)**

## **NASOH 2018 Call for Papers**

**From Rivers to Oceans:  
Inland Maritime History and the Nexus of Fresh and Salt Water**

**St. Charles, Missouri, May 20-23, 2018**

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North America's many navigable lakes and rivers have played defining roles in the history of the United States, Canada, and Mexico. War, commerce, exploration, recreation, and leisure, all played out over time on their banks and waters. Under the theme "From the Rivers to the Oceans," the 2018 annual conference of the North American Society of Oceanic History (NASOH) seeks paper and panel proposals that explore the rich history of inland waters and spaces of convergence between fresh and salt waters. The program committee is particularly interested in papers and panels that address questions of freshwater environments, the relationship between inland water-borne commerce and urban growth, the place of rivers and lakes in the inland transportation system of indigenous and colonial peoples, the movement of people, goods, and ideas in the making of the West and other regions, the history of science, exploration, and mapping, the marine archaeology of shipwrecks and inland cultural sights obscured and revealed by dynamic river systems, and the place of war, military, and naval affairs. While the program committee will assign preference to these themes, it will also give full consideration to papers and panels focusing on oceanic environments.

Individual papers are welcome, but full sessions with three papers and a chair are preferred. A complete proposal must include a brief 500-word abstract for each paper and a one-page panel abstract (for complete panels), and a brief bio for each participant, including panel chairs. Graduate students are strongly encouraged to submit proposals. NASOH offers travel stipends to partly defray the cost of graduate student travel. The conference will provide accommodations for PowerPoint presentations, but any other special requirements, including audio-visual equipment, special outlets, or accommodations for disabilities should be noted in the proposal. Scholars interested in chairing sessions are welcome to send a brief bio to the Program Committee. All participants must register for the conference and be members of NASOH in good standing.

Please send paper and panel proposals to [NASOH2018@gmail.com](mailto:NASOH2018@gmail.com) no later than February 1, 2018.

**The James C. Bradford Dissertation Research Fellowship in Naval History**  
**Awarded by the**  
**North American Society for Oceanic History**

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Amount:	\$1,000
Closing Date for Applications:	15 March 2018
Send Application Materials To:	<a href="mailto:nasohbradfordfellowship@gmail.com">nasohbradfordfellowship@gmail.com</a>
Announcement of Award:	15 May 2018

The North American Society for Oceanic History is offering one dissertation fellowship in U.S. naval or North American naval history for 2018. The fellowship is named in honor of NASOH past-president Dr. James C. Bradford, in recognition of his distinguished contributions to the field of American naval history.

**Eligibility:** Applicants must have completed all requirements for the Ph.D. at the time of application and have an approved dissertation proposal on file at their degree-granting institution.

Topics in all periods of United States and North American naval history, including strategy, tactics, and operations; institutional development and administration; biography, personnel, and social development; exploration, science, and technology and science; and policy and diplomacy.

**Application Documents:** Applications should include:

- 1). A completed and signed application cover sheet (the blank application cover sheet is available  
at [www.nasoh.org](http://www.nasoh.org));
- 2). Curriculum Vitae;
- 3). Copy of approved dissertation proposal;
- 4). Description of the status of the project (not over 1,000 words);
- 5). Brief statement of proposed use of the fellowship funds;
- 6). The names and contact information for the dissertation committee chair and two other  
individuals asked to submit letters of recommendation.

**Submission and Deadline:** All application materials and letters of recommendations are due on 15 March 2018 and should be sent by e-mail with pdf attachments to: [nasohbradfordfellowship@gmail.com](mailto:nasohbradfordfellowship@gmail.com)

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**Selection:** Applications will be evaluated by a three-person committee of NASOH members and the recipient notified by 15 May 2018.

*Application for*  
**The James C. Bradford Dissertation Research Fellowship in Naval History**  
*Awarded by the*  
**NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY**

1. Name \_\_\_\_\_  
    *Last*                   *First*                   *Middle Initial/Name*
2. Mailing address \_\_\_\_\_
3. Telephone number \_\_\_\_\_
4. Email address \_\_\_\_\_
5. Institutional affiliation \_\_\_\_\_
6. Student Status:
  - a. Date qualifying exams completed \_\_\_\_\_
  - b. Date of dissertation proposal approval \_\_\_\_\_
  - c. Expected PhD completion date \_\_\_\_\_
7. Chair of dissertation committee \_\_\_\_\_
8. Names, positions, and e-mail addresses of two other individuals asked to submit letters of recommendation:
  - a. \_\_\_\_\_
  - b. \_\_\_\_\_
9. Applicants must also submit with this cover application sheet:
  - a. Curriculum Vitae
  - b. Copy of approved dissertation proposal
  - c. Description of the status of the project (not over 1,000 words)
  - d. Brief statement of proposed use of the fellowship funds

**The deadline for receipt of all materials is 15 March 2018**

Send copies of all application materials including letters of recommendation  
via e-mail attachment to: [nasohbradfordfellowship@gmail.com](mailto:nasohbradfordfellowship@gmail.com)

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Deadline: 15 March 2018

## National D-Day Memorial Foundation Call for Papers

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The Liberty University History Department and the National D-Day Memorial Foundation will be hosting a conference on June 5, 2018. While the conference will have a focus on *World War II in Film*, we welcome a wide array of paper topics and/or panel proposals on World War II topics and aim to create a forum for collegial discourse with scholars and students from various perspectives and academic disciplines. Undergraduate and graduate students are encouraged to submit proposals as well.

The conference will feature Dr. Don Miller of Lafayette College as its keynote speaker. He is the author of numerous books including *Masters of the Air: American Bomber Boys Who Fought the Air War Against Nazi Germany*, *D-Days in the Pacific*, and *The Story of World War II*. He has also worked as an historical consultant on numerous film and television productions including *The Pacific*, *WWII in HD*, *The Air War*, and *He Has Seen War*. He is currently working with Tom Hanks and Steven Spielberg on a HBO miniseries based on his *Masters of the Air*.

The conference will be held at Liberty University in Lynchburg, Virginia on Tuesday, June 5, 2018. At the close of the conference on June 5, there will be a showing of "Saving Private Ryan" in recognition of the 20<sup>th</sup> anniversary of its release. A commemorative celebration honoring the 74<sup>th</sup> Anniversary of D-Day will be held at the National D-Day Memorial (<http://www.dday.org/>) in Bedford, VA on Wednesday, June 6.

Scholars and students interested in presenting papers should submit a title, brief abstract, and a brief vita electronically to [dlsnead@liberty.edu](mailto:dlsnead@liberty.edu). Those interested in forming a panel should submit a title of the proposed panel along with each presenter's paper title, abstract, and vita. Please include the name and vita of a chair and/or paper commenter as well.

All proposals should be received no later than March 15, 2018. The conference organizers will notify of participation status by April 1, 2018. For inquiries about the conference or to submit an individual or panel proposal in a non-electronic format, please write to:

Dr. David L. Snead  
Department of History  
MSC Box 710050  
Liberty University  
1971 University Blvd.  
Lynchburg, VA 24515  
434-592-4366  
[dlsnead@liberty.edu](mailto:dlsnead@liberty.edu)

# **Northeast and Atlantic Canada Environmental History Workshop**

by Brian Payne

## **Northeast and Atlantic Region Environmental History Forum**

**Call for Papers** Seventh Annual Workshop  
Friday, June 15 and Saturday June 16, 2018  
**Canada Agriculture and Food Museum, Ottawa, Ontario**  
**Deadline: March 3, 2018**

The Northeast and Atlantic Region Environmental History Forum (NEAR-EH) is a group of scholars exploring the environmental history of the northeastern United States and northeastern Canada. This group first met in 2012 at the Massachusetts Historical Society with the basic premise that the environmental history of this region has a different story to tell than the more dominant narrative generated from the West. For six years the group has sponsored a workshop for which participants submit **pre-circulated papers** that are then discussed in-depth, going well beyond the typical level of engagement authors get at a standard academic conference. Many participants have since published their papers as articles, chapters of books, essays, or have used the feedback to advance their scholarly agenda and win competitive research grants. This year NEAR-EH will be hosted by the Canada Agriculture and Food Museum (CAF M) in Ottawa, Ontario. The museum is situated on a national historic site, Canada's first federal experimental farm. The farm and the museum occupy historic buildings set amidst prime agricultural land in the heart of Canada's national capital. Accommodations will be provided at Carleton University residences, which are located beside the heritage-listed Rideau Canal and within walking distance—through the national Arboretum—of the workshop site.

There is no registration fee and the organizers work to provide participants with some food and recreation. All travel and lodging costs, however, must be paid for by the participant. Once participation is confirmed, the organizers will circulate information about affordable accommodation at Carleton University's residences.

We limit paper submissions in the final workshop to twelve active participants so as to ensure a meaningful experience that includes close examination and discussion of the individuals' papers.

Please submit proposals of 250 words to Brian Payne at [brian.payne@bridgew.edu](mailto:brian.payne@bridgew.edu) no later than March 3, 2018. Additional information concerning the Canada Agriculture and Food Museum or Ottawa generally can be directed to William Knight at [wknight@techno-science.ca](mailto:wknight@techno-science.ca)

Acceptance into the workshop will be announced on March 19. Participants should then book accommodation at Carleton University at their earliest convenience after acceptance. Papers due for circulation to other participants on May 14.

**Canadian Nautical Research Society**  
**Société canadienne pour le recherche nautique**  
[www.cnrs-scrn.org](http://www.cnrs-scrn.org)

**Minutes of the Council meeting held at 33 Greenaway Circle, Port Hope, Ontario**  
**Saturday, 14 October 2017**

**Present:**

Richard Gimblett, President; Roger Sarty, First Vice-President and Chair of the Editorial Board; Walter Lewis, Second Vice-President; Errollyn Humphreys, Treasurer; Michael Moir, Secretary; David More, Councillor; and William "Bill" Glover, Chair of the Awards Committee.

Regrets: Faye Kert, Membership Secretary; Sam McLean, Winston "Kip" Scoville, and Ian Yeates, Councillors.

**Calling to Order**

Richard called the meeting to order at 1015hrs.

**Minutes of Council's Previous Meeting**

Roger moved, David seconded acceptance of the minutes of 10 August 2017.  
Carried.

**Treasurer's Report**

Errollyn Humphreys joined the meeting by telephone, and Richard distributed her summary of the Society's financial situation as at 12 October 2017 (see Appendix 1). The Society is in good shape. Compared with the first eight months of last year, revenues for 2017 are \$2,000 higher. The increase is likely due to the impact of the timely distribution of the Society's journal on membership renewals. Looking forward, it is reasonable to forecast revenues in 2018 of between \$10,000 and \$11,000. Production of *The Northern Mariner/Le marin du nord* (TNM) will require the bulk of these funds, with printing budgeted at \$6,000, mailing and distribution \$2,500, and translation fees requiring \$500 per annum.

There was discussion regarding the investment account, which was occasionally used to meet operating expenses in the past but is maintained at approximately \$7,000. Bill noted that withdrawals from this account require a motion by Council to authorize the transaction. Michael asked if our cash on hand is reaching a point where more money should be put into the investment account. Errollyn suggested that the Society could look at transferring \$5,000. Bill pointed out that Council previously relied upon an Investment Committee of the President, Past President, and Treasurer to make recommendations of this nature. If Council can demonstrate that we are able to manage our funds effectively, then it is easier to ask for donations from the membership so that the Society's cash prizes could be reinstated.

Walter moved, David seconded that the Investment Committee be re-established, with terms of reference to be approved at the next meeting of Council.  
Carried

## **Succession planning and Council workload**

Richard has asked Sam to take over the role of Membership Secretary from Faye. Richard stressed the importance of attracting new and younger members to join Council, and to take on leadership positions. He will continue as chair of the Nominating Committee, seeking suggestions for candidates who will stand for election at the annual general meeting in June 2018. There is also a need to rationalize the three different membership lists in use by the Society's officials, and to develop a master spreadsheet or database to assist in managing membership renewals and identifying which individuals or organizations are receiving complimentary copies of *TNM*. Richard, Roger, and Bill will establish criteria for the distribution of the complimentary copies.

Discussion turned to the importance of reviving the Jacques Cartier MA Prize and the Gerry Panting Award for New Scholars in order to encourage the study of maritime history among graduate students, as well as their participation in our conferences.

## **Publications**

Richard is pleased with the regularity and quality of both *TNM* and *Argonauta*. The focus should now be on implementation of the digital initiative to create an electronic version of the journal.

Walter briefed Council on his discussions with members of the Association of Great Lakes Maritime History (he serves on its Board of Directors). The Association has an interest in starting its own journal, or partnering with an established journal in order to maintain the interest and support of its membership. Several options were explored, but a partnership with the Society involving *TNM* is unattractive because of Council's position on open access. Removing the two-year paywall and providing immediate access to content upon publication diminishes its value as a benefit of membership, which is the primary objection of the Association in this initiative.

This issue led to a renewed discussion of the Society's approach to both of its publications. Bill suggested that *Argonauta* be moved behind the paywall on the Society's website so that it is only available to members. The editorial team is opposed; they like *Argonauta*'s exposure, and they want their product to be read and used. They do not share apprehension about the privacy of members who are mentioned in the issues because they work hard to protect privacy and also they obtain permission for the release of personal information. There was a brief consideration of returning *Argonauta* to a printed publication so that members would be kept more engaged with the Society through receiving regular mailings, but this change would place restrictions on length, font size, and the use of colour if we abandoned digital publishing.

In terms of *TNM*, much work remains to be done to get back issues loaded into York Digital Journals. Articles must be assigned digital object identifiers (DOI), subject keywords, and abstracts. Roger and Bill have abstracts for the issues they edited. Early scans of printed issues need to be reviewed, especially in terms of the legibility of the footnotes. Michael will collaborate with colleagues at York University Libraries to establish the workflow associated with OJS software that will be used not only for the

back issues, but also going forward with new issues. We will need to update the permission to publish form completed by authors, and determine if this agreement is part of the OJS workflow. We plan to go live with new issues in January 2019, when the two-year embargo will be lifted and articles will be freely available to visitors to York Digital Journals. In the meantime, we will move ahead with back issues as soon as possible in 2018.

The adoption of open access raises questions of what members are getting for their annual fees. There will always be a print copy of *TNM* available for those that want it, and print copies will be deposited at the Naval Marine Archive-The Canadian Collection in Picton, and at Library and Archives Canada. In 2018, the membership should be consulted to determine who wants a print copy. Walter suggested that the cost of an annual membership be set at \$30, with a second level for a print-on-demand copy of the journal. Richard observed that we must determine how much revenue is required to support the Society's objectives. Our awards will have more impact if they are accompanied by cash prizes. Funding is also required for support services such as website design and advertisements in *Quill & Quire* to seek submissions from publishers for the Society's book awards. Richard suggested that we keep membership dues at the current level for 2018, and have cash prizes for books at next annual general meeting. Walter pointed out that money was less of a concern for established authors; instead, these funds should be invested in student prizes such as the Cartier MA Prize and conference bursaries.

Walter moved, David seconded that Council establish a working group led by Roger, with David and other members to be determined by Roger, to establish the terms of reference and adjudication procedures for the Jacques Cartier MA Prize. Carried.

Roger moved, David seconded that the Society reinstates the Panning Prize in 2018, and the Cartier prize in 2019. Carried.

### **Website and the McLean proposal**

Discussion focussed on what we want from the website. It sells the Society, serving as our sign board and business card. A more attractive graphic-laden interface with larger font would provide a stronger marketing tool. The interface must accommodate downloads onto cell phones and tablets; it must be responsive to smaller screens and will shrink upon demand to be viewed on a variety of devices. David stressed that a visit to the website should be a primarily visual experience. Walter added that the pages should be concise with big graphics and little text. Bill noted that a professional designer could outline the options for the website at a cost that could be covered by fundraising. Content should feature material from *TNM* and *Argonauta*, as well as winners of the Society's awards.

Council then reviewed Sam's "The Hudson's Bay Company Ships' Logs Proposal" that appeared in the Fall 2017 issue of *Argonauta*. It was agreed that this is an excellent idea with very significant appeal and potential impact. It would go a great distance in achieving Sam's goal of making the Society's website an ever-changing destination that would draw repeat visits and raise the profile of the Society and

maritime history in Canada. Concerns were expressed, however, whether the Society could commit to providing permanent access to a data repository associated with its website. Issues of sustainability and partnerships require further discussion at Council.

## **Upcoming Conferences**

2018, Toronto – Chris, Michael, and Sam are organizing the conference to be held 21-23 June at York University

2019 – Thunder Bay. Michael reported that there is considerable interest from contacts with the City of Thunder Bay Archives and Lakehead University in collaborating with the Society in organizing this event.

2020 – North Vancouver

2021 – Barry Gough and Jan Drent suggests Victoria as the sesquicentennial of British Columbia joining Canada

Roger moved, David seconded that the 2021 conference be held in Victoria. Carried.

## **Adjournment**

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 1657hrs. Walter so moved, Roger seconded.

Respectfully submitted  
Michael Moir  
Secretary

## Appendix A

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

#### **Bank Balances - August 31, 2017**

Operating Account	\$19,732.26
Investment account	\$7,267.00
<b>Total Cash on hand</b>	<b>\$26,999.26</b>

#### **Deposits in Transit - Sept/Oct**

NASOH recovery	\$1,163.25
Membership dues	\$330.00
Conference Fees	\$60.00
Supporting	\$1,000.00
EBSCO - Royalty	\$141.01
<b>Total Cash in transit</b>	<b>\$2,694.26</b>

**SUB-TOTAL CASH AVAILABLE** **\$29,693.52**

#### **LIABILITIES**

##### **Payments in transit**

Naval Maritime Museum	(\$585.00)		CNRS
Conference			
Canada Post	(\$468.75)		
<b>Total Cash Owing</b>			<b><u>(\$1,053.75)</u></b>

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

#### Estimated Expenses to Year- End

Bank Fees (Sept -Dec)	(\$84.00)		
Faye Kert - Mailing Expenses	(\$1,000.00)		
Canada Post	(\$500.00)		
Marquis Printers ( <i>have paid \$4,966.97 to date for 2 invoices – assuming 1 more</i> )	(\$3,000.00)		
NASOH recovery	\$1,500.00		
Printing and Editing	(\$250.00)		paid \$477 to
date			
<b>Total estimated expenses to year-end</b>		<b><u>(\$3,334.00)</u></b>	

#### NOTES:

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

## Guidelines for Authors

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

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

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

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

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

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

Foreign ships and submarines:

USS *Enterprise*

HMS *Victory*

HMAS *Canberra* 3

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

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

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

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

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

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

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

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



# The Canadian Nautical Research Society

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

## Membership/Renewal Form

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

Members receive:

- ***The Northern Mariner/Le Marin du nord***, a quarterly refereed journal dedicated to publishing research and writing about all aspects of maritime history of the North Atlantic, Arctic and North Pacific Oceans. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, nautical archaeology and maritime societies.
- ***Argonauta***, a quarterly newsletter publishing articles, opinions, news and information about maritime history and fellow members.
- An Annual General Meeting and Conference located in maritime minded locations across Canada such as Halifax, Vancouver, Hamilton, Churchill and Quebec City.
- Affiliation with the International Commission of Maritime History (ICMH).

Membership is by calendar year and is an exceptional value at \$70 for individuals, \$25 for students, or \$95 for institutions. Please add \$10 for international postage and handling. Members of the North American Society for Oceanic History (NASOH) may join the CNRS for a reduced rate of \$35 per year. Individuals or groups interested in furthering the work of the CNRS may wish to subscribe to one of several other levels of membership, each of which includes all the benefits of belonging to the Society. CNRS is a registered charity and any donation above the cost of basic membership to the Society is automatically acknowledged with a tax-receipt.

	Canadian	International	
<b>Individual</b>	\$70	\$80	Benefactor \$250
<b>Institutional</b>	\$95	\$105	Corporate \$500
<b>Student</b>	\$25	\$25	Patron \$1000 or above
<b>NASOH</b>	\$35	\$35	

Please type in or print clearly and return with payment (all rates in Canadian \$).

**NB:** CNRS does not sell or exchange membership information with other organizations or commercial enterprises. The information provided on this form will only be used for sending you our publications or to correspond with you concerning your membership and the Society's business.

Should the CNRS publish a members directory for members only access please indicate with a check mark personal contact information you wish to disclose

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_

Payment by Cheque  Money Order  Visa  Master Card

Credit Card Number \_\_\_\_\_ Expiry date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_