

ARGONAUTA



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Argonauta Editorial

by Meaghan Walker & Ambjörn Adomeit

Hello *Argonauts*,

Well, I've been told it's spring, though it's not really apparent in Newfoundland. We had one sunny day in May and have since been punished by an onslaught of rain and fog, least we become too content. Still, I look forward to going around the bay this summer!

This month we have a long *Argo* for you. Unfortunately, this edition carries the sad news of the passing of Dr. Chris Bell whom I had the pleasure of meeting at the CNRS conference last year in St. John's. Chris was very engaging and gave a very interesting talk on the "air gap" in the Battle of the Atlantic. I enjoyed spending time with him and his wife Deanna at the Crow's Nest and on Water Street following the conference proper. His passing came as a real shock to me, as I'm sure it did to the CNRS membership, and I thank Richard Goette for contributing an obituary to this edition which I hope reflects the respect we all have for Chris as a scholar and fellow member.

Harry Holman has provided an article about the life of the sometimes-icebreaker, sometimes-ferry *Champlain*. The story ties in very well with our up-coming CNRS/NASOH joint conference, whose theme is on in-land waterways. *Champlain* served much of its life on the St. Lawrence, though it ended its service life in the ownership of Bowater and sank here in Placentia Bay. Holman's extensive use of parliamentary papers, trade journals, and newspapers traces the perhaps disappointing service of the ship within the wider success of Canadian icebreakers.

Finally, this edition contains important information and announcements. First is the schedule of the CNRS/NASOH Conference at Brock University in St. Catharines on the 20-22 June, followed by registration information. We have also learned of a new H-Net list, H-Oceans that some of our members may find worthwhile to join. Then we have published the minutes of two council meetings, November 4, 2023, and March 16, 2024.

Finally, *Argonauta* is looking for new submissions for articles. We hope you will think of us this summer when you are forced to cut something from a talk or article, shorten a footnote that is too long, or when you find something in the archive that is too compelling to leave!

Meaghan & Ambjörn



President's Corner

by Tom Malcomson

Hot on the heels of the first issue, is the second helping of Argonauta for 2024. Meaghan and Ambjörn have worked hard to master the editing and layout of the CNRS newsletter, and their effort has put us right on track for the publication sequence of this valuable source of maritime history and CNRS business.

The central objective of our Society is to promote the research and dissemination of maritime history. History concerns itself with the things, events, and people that happened or lived in the past. But that maritime past continues to play out in front of us every day.

Recently, I read of the opening of the Welland Canal for the 2024 season. Growing up in Welland, when the canal actually traversed the heart of the city, the opening meant lengthy traffic interruptions as the lift bridges let the seaway traffic pass. For me it portended seeing ships from around the world, launching my strong desire to travel. But what I didn't know then was the economic impact of the Seaway. In 1960 the canal saw 29,080,737 metric tonnes pass through. In 2023, 10.4 million tonnes of grain, 12 million tonnes of dry bulk and 3.6 million tonnes of liquid bulk was hauled through the system. The seaway directly affects almost a quarter of a million jobs and generates US\$36 billion in economic impact throughout North America.

If we head west to Vancouver the impact of maritime shipping escalates drastically. The most recent Vancouver Fraser Port Authority Financial Report (2022, p. 2), states a total metric tonnage of 141,416,000, 334,000 cars, and 810,000 cruise passengers. In 2023, Halifax saw 9,860,031 metric tonnes of cargo and 300,005 cruise passengers pass through the port (Cargo Statistics, <https://www.portofhalifax.ca/port-operations-centre/cargo-statistics/>). Vancouver and Halifax saw the cruise industry disappear in 2020-21, because of COVID restrictions. History is rife with the impact of pandemics.

All this to say that maritime history/activity is involved in the lives we live, from bringing us goods, to carrying the iron ore to make steel, wheat to feed us and people around the world, and so much more. A quick visit to one of the ship traffic apps, such as Marine Traffic, simply overwhelms one with the number and variety of vessels at sea, in the rivers and on the Great Lakes. They traverse routes with lengthy histories. Yet many people are oblivious to this maritime world and do not think of the fact that so much of what we depend on spends part of its time on a boat. Every vessel we see sail by, is at the current end point of the long history of maritime activity, and its' influences.

Our Conference at Brock University this June will offer the opportunity to hear some of the cutting-edge research being done in maritime history. I hope you will consider attending.

The CNRS Annual General Meeting will take place at the end of the conference, on Saturday June 22 between 10:30 am and noon. A ZOOM link will be sent to members who do not attend the conference in person or via ZOOM.



Obituary: Dr. Christopher Bell, CRNS Member

by Richard Goette

Canada's maritime history community has lost one of its members, Dr. Chris Bell, after a brief yet brave fight with cancer. Although I knew Chris for years due to shared research interests on air power in the Battle of the Atlantic, I only actually met him in person this past August at the CNRS conference in St. John's, Newfoundland. Some of you may recall his excellent presentation on his new research on closing the mid-Atlantic "Air Gap" and/or perhaps may have shared a ride or a meal with Chris and his wife Deanna during the conference. Others may have never met Chris personally but knew him through his superb historical scholarship. Indeed, a number of CNRS members have already expressed both their shock at his death and admiration for his work.

Chris Bell taught in the Department of History at Dalhousie University in Halifax, Nova Scotia. His courses on modern Britain, the two world wars, and an upper-level seminar on Winston Churchill were particularly popular, and he won two teaching awards.

Most notably, however, Chris was an outstanding scholar, especially on subjects related to Sir Winston Churchill and British naval history. Chris Bell is well known for his superb research, and in particular for debunking myths and bringing new interpretations on subjects to enrich the historiography. Notably, his 2012 book, *Churchill and Sea Power*, won the CNRS's Keith Matthews Award for best book on maritime history. As one of our fellow CNRS members observed recently, this book "provides a unique insight into the era, with a special reference to the uneven role Canada played." The former great wartime leader and British prime minister was a particular research interest for Chris Bell. Indeed, as Chris himself put it not long before he passed, "One thing I learned a long time ago, is that if you dig long and deep enough Churchill will eventually find a place in any narrative!"

Chris Bell was also not afraid to engage in healthy academic debates, with one CNRS member recalling in particular "a couple of feisty articles" directed at a colleague as part of a respectful dialogue. Another CNRS member recalls Chris as "a great behind-the-scenes supporter of our objectives, always willing to peer review articles and present his own as often as was practicable." The same member recalls fondly working with Chris while he was on the staff at the US Navy War College faculty, "not least his great volume on naval mutinies of the 20th century."

Chris Bell's 2015 article, "Air Power and the Battle of the Atlantic: Very Long-Range Aircraft and the Delay in Closing the Atlantic 'Air Gap'" won the 2015 Sir Julian Corbett Prize in Modern Naval History from the University of London's Institute of Historical

Research. In fact, Chris appreciated that there was more to the Air Gap story, and his most recent research explores the Canadian and American aspects of this subject.



With his arms crossed in front of the plaque, Chris Bell poses for a photo with fellow CNRS St. John's August 2023 conference attendees.

From left to right: Wes Cross, Rich Gimblett, Alex Comber, Chris Willmes, Chris Bell, and Roger Sarty.

Photo by Chris's partner, Deanna Foster.

Chris had planned to present some of his research on this subject at the annual Laurier Military History Colloquium in early May. He was excited to be presenting a paper at this conference for the first time. However, due to his illness, Chris asked fellow panel members (and CNRS members) Wes Cross and I to express his regrets that he was unable to attend the conference. Chris had been looking forward to branching out from his traditional focus on British naval history to present his recent research on the Royal Canadian Air Force, especially given the RCAF's 100th celebrations this year. In particular, in Chris' own words, he "also wanted to try to find new things that would be of interest to a Canadian audience," and was very keen "to make sure our [Canadian] side of the [Air Gap] story is fully and properly told." Chris noted that he approached this challenge with some apprehension, but this apprehension is unfounded. It was my and Wes Cross's honour to jointly present Chris Bell's research on the efforts of the RCAF to secure very long-range aircraft for the Battle of the Atlantic at the conference. Wes and I hope we did him justice, even though we fully understood that his work could never be presented as well as Chris could. The presentation was well-received, soliciting several excellent questions.

This is important because this was the last conference paper Chris Bell ever completed. He passed away less than two weeks later. Yet his legacy continues. His 2023 CNRS conference paper will be published in an issue of *The Northern Mariner* later this year. Additionally, arrangements have been made for his work on the full story of the failure to

close the Air Gap – from both sides of the Atlantic – to continue. Chris Bell’s outstanding work will remain an important contribution to the historiography and will continue to positively influence current and future historians and researchers. This is best reflected by Wes Cross: “He provided collaboration, words of encouragement and extraordinarily valuable advice and unique insight into historical analysis which has been a benefit to so many. He was above all a generous and gentle person. He will be missed by all of us who had the opportunity to work with him.”

We will indeed miss our superb friend, colleague and historian. You have crossed the bar, Chris. Rest in peace.

For those interested, here is the announcement of Chris’ passing from his employer, which also includes a link to his obituary:

In Memoriam: Dr. Christopher Bell

https://www.dal.ca/news/today/2024/05/21/in_memoriam_dr_christopher_m_bell.html

Richard Goette, 2nd Vice-president, CNRS



The Canadian Government Steamer *Champlain*

Captain McElhinney's Last Icebreaker

by HT Holman

While Canada is a northern nation it was surprisingly slow to develop the same icebreaking capacity as the northern European countries bordering the Baltic.¹ From a relatively early period there were alternate shipping options available when the major east coast ports of Québec and Montreal were closed by ice. The latter port had a rail link with the ice-free port of Portland, Maine beginning in 1853. Then, the completion of the Intercolonial Railway in 1876 meant that the ports of Halifax and Saint John could also serve as winter alternatives to the St. Lawrence route. Finally, a direct rail route between Montreal and Saint John was completed in 1889. Due to this rail infrastructure, the need to provide service for mails, goods, and passengers to otherwise isolated cities that had made icebreakers so important for Baltic ports was considerably reduced for Canada.

The terms of confederation between Canada and Prince Edward Island in 1873, however, mandated that a year-round steamship connection between the new island province and the mainland was maintained. This resulted in the development of steamers specifically for use during the winter on the Northumberland Strait. Beginning with the unsuccessful *Northern Light* in 1876, the service did achieve a degree of success with the steamers *Stanley* in 1888 and the *Minto* in 1899. While the latter two vessels incorporated icebreaking design advancements made in Baltic vessels, the service of the ships resulted in quite a different type of icebreaker from the European designs. The Baltic vessels were primarily intended to work with other vessels by opening harbours, creating and maintaining ice-free channels in which merchant ships could operate. This encouraged the development of relatively small but very powerful ships with a single purpose.

The Canadian steamers built before 1900 played a somewhat different role. The Northumberland icebreakers had a hybrid design reflecting their multi-purpose use. They primarily broke ice only for their own transit and had to have extensive capacity for passengers and freight as there were no other regional steamship services in the winter season. In addition, the vessels needed to meet other seasonal government needs. Despite being icebreakers, these Canadian vessels were required to serve in the non-ice period for purposes such as light-house suppliers and buoy maintenance vessels for the marine department.

After 1900, the Canadian thinking on the use of icebreakers began to change. While overcoming the barrier to winter transportation on the St. Lawrence River had been a firmly held dream since the nineteenth century, there were further issues than just the

river's seasonal freeze.² The St. Lawrence, which flowed through a low valley for much of its passage from Montreal to Québec, was pinched in places by rocky outcrops, most notably at Cap Rouge just above Québec. In the winter, ice jams at the narrowing caused extensive flooding of riverside lands and communities above the ice congestion.

Breaking the jams on the St. Lawrence to reduce flooding became the primary reason for the deployment of ice-breaking vessels in the early years of the twentieth century, but it was recognized that the reduction of ice jams would also hasten the movement of ice on the river and make it possible to have a slightly longer shipping season at the port of Québec. Likewise, it could help to open the channel between Québec and Montreal at an earlier date.

This led to the 1903 decision to commission an icebreaking vessel whose primary purpose was related to St. Lawrence ice jams but would also have the capacity to assist in other areas.³ The CGS *Montcalm* was launched in 1904 and before the end of that year was already proving useful in meeting its objectives.⁴ However, the *Montcalm* was not the only icebreaker built and put into service that year. The construction of a second icebreaker was an anomaly in the pattern of responding to icebreaking needs with increasingly larger and more powerful ships. CGS *Champlain* on its launch, was justified at the time as being required for several purposes. However, its history shows that its use bore a greater similarity to the mixed duties of the Northumberland Strait steamers than it did to the more specialized icebreaking role played by the *Montcalm*.

Instead, the *Champlain* was built to solve a specific transportation problem. The district of Charlevoix was somewhat isolated from the rest of the province, especially in winter, despite its position on the north shore of the St. Lawrence below Québec. The rocks of the Laurentian Shield extended close to the river's edge for much of the distance between Québec and Murray Bay (later La Malbaie) and there were few settlements and fewer useful ports in the area. Even road connections were difficult and, for much of the winter season, non-existent. However, the area was one of the earliest in the province to be exploited for seasonal recreation. Summer residences for Montreal and Québec City residents, as well as more distant tourists, were found in many of the communities. Wharves were built in several locations such as Baie-St-Paul, les Éboulements, and at Murray Bay. The latter became a substantial resort community following the development of several hotels. Served in the summer by private steamship operators, the geography of the area prevented the extension of rail services until well into the twentieth century. However, the main line of the Intercolonial Railway ran close to the south shore of the river and the easiest way of transporting goods, mails and passengers was by steamer service across the St. Lawrence at Rivière Ouelle where a short spur line connected to the Intercolonial near St. Denis.

Prior to 1904, the service between Rivière Ouelle and Murray Bay was a government-subsidized, privately-owned, steamship company. However, in the winter of 1903-1904 the company which held the contract did not operate, and in 1904 it refused the contract offered by the government as the company was not sure that winter navigation was even possible. The Dominion government argued that owing to the value to the area of the connection to the Intercolonial Railway, it was necessary maintain the operation and

they accordingly had placed an appropriation of \$125,000 in the budget for the construction of a steamer. The same appropriation motion also specified \$300,000 for a vessel “to be constructed as an ice-breaker for the River St. Lawrence.”⁵ This referred to what was to become the *Montcalm*. The lesser amount was for “a steamer for winter and summer navigation.”⁶ When the matter reached the Senate the question of tendering was raised. The government defended its decision to solicit bids in Great Britain, stating that no Canadian firms would be able to deliver a completed ship before the first of December when the new service was supposed to begin.⁷

On 26 May 1904 the Department of Marine and Fisheries submitted a memorandum to the Cabinet indicating that a proposal had been received relating to the provision of the steamer service between the North and South shores of the St. Lawrence. The memorandum noted that to maintain this service in previous years, some \$12,000 had been allocated vessel charter for winter service between Rivière Ouelle and Murray Bay and a further \$6,000 for summer service. The Department had received an offer from Fleming and Ferguson of Paisley, Scotland, the same company that had been awarded the contract for the *Montcalm*. They proposed to build a vessel with a length of 125 feet, breadth of 30 feet, drawing 9 feet 6 inches loaded and powered by two-cylinder compound engines giving a speed of 10 ½ knots (see Figure 1). It was to be “fitted to work as an ice-breaker in conjunction with the large ice-breaker which has already been provided for.”⁸ The asking price was £18,000 including delivery of the ship to Québec. The Minister asked for authorization to conclude an immediate agreement for the vessel not to exceed \$100,000, “if better advantages cannot be obtained from Canadian firms or elsewhere,”⁹ with delivery at Québec required no later than 1 December 1904. The proposal was given approval four days later.¹⁰

After a remarkably short building time the *Champlain* arrived in Québec on 24 October 1904 following a 14-day passage.¹¹ A description of the vessel, which hinted at its dual role, appeared in the *Railway and Shipping World*:

She is a steel steamer having the following dimensions: length, 120 feet; breadth, 30 feet; depth of hold, 17 feet 6 inches; draft, 11 feet; freeboard, 8 feet; tonnage, gross 522 tons, register 225 tons. She is fitted to carry first and second class passengers, is lighted throughout by electricity, and is generally equipped with all modern appliances. She is capable of making 11 knots an hour. She was specially framed to give great strength, and her bows are constructed to make her way through ice. It is reported that she will run between Rivière Ouelle station on the Intercolonial Ry. and Murray Harbour during the winter; but the original statement was that she was to be employed in keeping an open channel in the river, to lengthen the period of navigation into Montreal.¹²

The Department of Marine and Fisheries annual report for 1905 is the first one which mentions the *Champlain* (“built as an icebreaker”) and is also somewhat vague about its duties: “Her work will be principally confined to keeping navigation open between Rivière Ouelle and the north shore of the St. Lawrence both winter and summer.”¹³ During its first winter of operation the *Champlain* suffered from a number of unfortunate accidents. In the spring of the year it ran into a wharf causing damage to the bow and

The *Champlain* and its larger and more powerful sibling the *Montcalm* appear to be the last vessels built under the superintendence of Captain Mark Patten McElhinney.²⁰ Born in Londonderry, a community near Truro, Nova Scotia, 18 March 1837, McElhinney received his Mate's certificate on 13 March 1860 and his Master's certificate on 27 March 1862, both in Glasgow. Afterwards, he made several voyages as captain, which were recorded in Atlantic waters through the 1860s and 1870s. His first steam commission was as captain of the Québec and Gulf Ports steamer SS *Alhambra* in 1876.

He was appointed as Clerk 2nd class in the Department of Marine and Fisheries in 1882 and from that date also held appointment as Inspector of Hulls and Equipment. He seems to have been used by the department in several different capacities. For example, in 1883 he was noted as "late mate" of *Northern Light*,²¹ and in 1884 as captain of new steamer *Lansdowne*.²² Probably as a result of his icebreaking experience in the *Northern Light*, he was appointed to establish the government-operated winter Ice-Boat service to Prince Edward Island in 1885 when the government took over the service formerly operated by private contractors.

When the decision was made in April 1888 to replace the aging and unsuccessful *Northern Light*, McElhinney travelled to Scotland to superintend building of a new steel steamer. During this period, he was also assigned to visit Norway and Sweden "where he will inspect vessels built specially for piercing ice fields."²³ The result was the launch, later in the same year, of the icebreaking steamer *Stanley*. According to the Charlottetown *Examiner*, the vessel was built "from designs furnished by Captain McElhinney, Nautical Advisor to the Dominion Government – based on what he could gather from the workings of ice-breaking steamers in Hamburg and Gottenburg."²⁴

McElhinney was consistently referred to as "nautical advisor" or "naval advisor" but this was not an official designation.²⁵ It is not known if he had any training in vessel design, though he was later a member of the Society of Marine Architects and Naval Engineers.²⁶ In 1899 he was credited with the design of the *Minto* that joined the *Stanley* as an icebreaker in the Prince Edward Island service. He also designed, or consulted, with the design of other departmental vessels including the fishery patrol and lighthouse service steamers *Quadra* (1890), *Aberdeen* (1894), *Druid* (1902), and *Lady Laurier* (1902).²⁷ As such he was responsible for a very high proportion of the larger vessels built for the Canadian government for more than a decade.²⁸

In 1890, McElhinney was promoted to be a 1st class clerk and in 1907 was appointed Chief Clerk – Correspondence & Records but that role may have been simply in compensation for long service.²⁹ In response to questioning about the departmental accounts the following year, the then-Minister of Marine and Fisheries Louis-Philippe Brodeur stated "there is an extra Chief Clerk, Mr. McElhinney, who is an old employee of the department, who has been a faithful officer, and who I thought deserved promotion."³⁰ He appears to have been displaced in the role of naval advisor by Charles Duguid when the ice breaker *Lady Grey* was in development.³¹ McElhinney was superannuated on 1 August 1908 and died in 1910.³²

In 1909, a detailed survey was made of ice conditions in both the Northumberland Strait and the St. Lawrence River to determine the characteristics of ice formation, the impact on tides and currents on the ice, and the capability of icebreakers to address the problems of ice in both locations.³³ Beginning in 1911, the Department reports contained a separate section on icebreaking on the St. Lawrence River and the service was re-organized to ensure that the steamers *Montcalm* and *Lady Grey* worked together to ensure maximum productivity.³⁴ Benefits noted as a result of this concentrated attack on the ice above Québec were flood prevention, earlier navigation to Montreal, and an extended season for channel dredging. There is no mention of the *Champlain* in these reports and it is clear that the ship was no longer considered as part of the Department's icebreaking operations. In 1916 a list of the icebreakers in service gave only the SS *Prince Edward Island* and the *Stanley* in the Northumberland Strait and the *Lady Grey* and *Montcalm* in the St. Lawrence River.³⁵

Instead, the *Champlain* was exclusively assigned to ferry duties between the Rivière Ouelle wharf, the terminus of a short spur line off the Intercolonial main line, and Murray Bay, Saint-Irénée and Cap-à-l'Aigle on the north shore (see Figure 2). With few interruptions and excepting Sundays, it crossed twice daily in the summer and daily in winter. In 1911, for example, the vessel transported just under 8,300 passengers, 4,758 bags of mail, and a large quantity of freight.³⁶



Figure 2 – CGS *Champlain* Source: Le Secteur des archives privées de la Ville de Lévis. Fonds Famille Davie Album Photo petite VL01 P03-SO2-D04-P55 Le Brise-lice et passagers *Champlain*.

The rationale for the support of the service across the St. Lawrence from Rivière Ouellet to the North Shore communities was the lack of direct rail communication linking the area to Québec. In 1881 the Quebec, Montmorency and Charlevoix Railway Company had been chartered by the government of Québec with plans to build along the shore as

far as Baie-Sainte-Catherine. By 1889 it had only reached Ste. Anne de Beaupré and construction was stalled until 1909. However, ten years later the line had been extended to La Malbaie and Clermont in the Charlevoix area, reaching the former location in July 1919. The same year, daily service on the rail line was halted owing to lack of traffic and the company was sold in 1920 to the Government of Canada and was integrated into the Canadian National Railways.

As early as 1916 the Government had been considering the discontinuance of the ferry service owing to the completion of the rail line. A letter from the Deputy Minister of Marine and Fisheries Alexander Johnston noted that the steamer was obsolete, its usefulness “was pretty nearly gone,” and that a replacement would cost no less than \$175,000.³⁷ However, in response to a 1919 question in the House of Commons from Joseph Casgrain, the Member for Charlevoix- Montmorency, as to the intention of the government regarding the fate of the ferry service, he was told that the government had no intention of selling the *Champlain*.³⁸ A year later it was obvious that with the completion of the rail line the isolation of the Charlevoix was ended and, following a tender call,³⁹ the sixteen-year-old *Champlain* was sold to the Gulf of St. Lawrence Shipping and Trading Company for \$61,000.⁴⁰

That company was established several years earlier and in 1920 planned an ambitious expansion, proposing to serve the North Shore with the *Champlain*. The vessel was purchased with promissory notes that the company and its backers were unable or unwilling to honour when they came due. In the spring of 1921, the Gulf of St. Lawrence Shipping and Trading Company went bankrupt.⁴¹ Arctic explorer Captain Joseph-Elzéar Bernier, who had been Marine Superintendent with the bankrupt company, expressed some interest in acquiring the *Champlain*, hoping to establish a year-round service extending from Murray Bay to Clarke City, but the plans did not come to fruition.⁴²

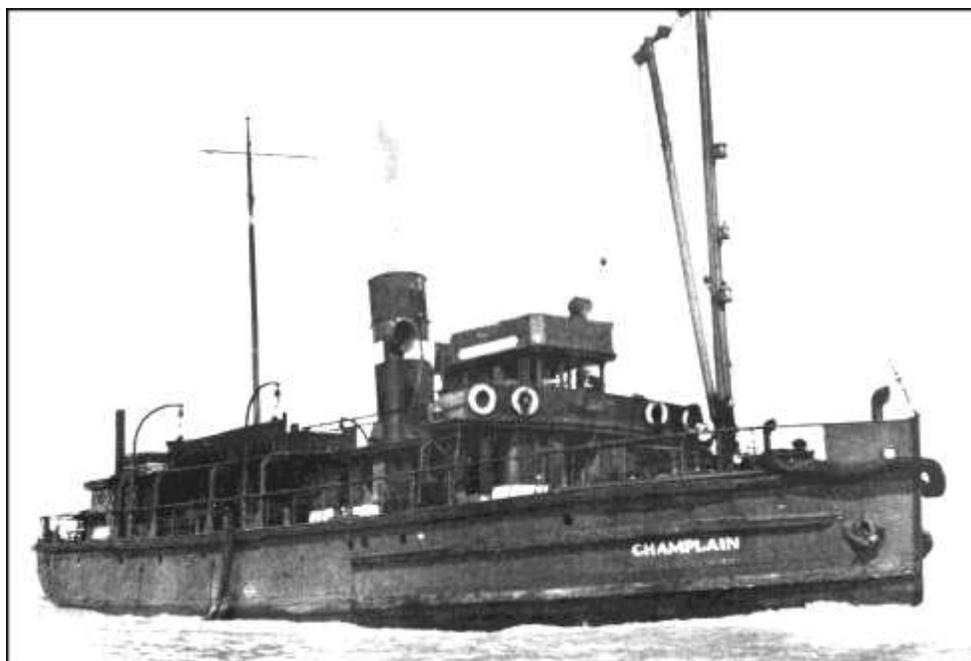


Figure 3 – S.S. Champlain ca. 1930
Source: Alpena County George N. Fletcher Public Library. George R. and Edith Angell Cook Special Collections Department. Kenneth Thro Collection, University Wisconsin-Superior.

In 1930, the registration was transferred to James Playfair and subsequently to Sincennes-McNaughton. Converted to a tug, the *Champlain* was operated by Sin-Mac Lines (see Figure 3), and after 1937 by United Towing of Port Arthur Ontario, operating on the Great Lakes and elsewhere. In 1942, ownership was transferred to Bowater's Newfoundland Pulp and Paper. The vessel sank in Placentia Bay on 18 December 1942 and the registry was closed.

The *Champlain* was not the last icebreaking vessel to combine the roles of passenger steamer and ice navigation. Both the *Lady Grey* and *Earl Grey* had accommodation for passengers, dignitaries, and officials. The latter vessel especially, with its yacht-like appearance and use by the Governor-General as an inspection ship, tried to balance these official responsibilities. However, it was clear with both vessels where their primary obligations lay. Both ships had long service records and with the passage of time their ice breaking activities became more, rather than less important.⁴³

The case of the *Champlain* was different. Although ice-strengthened and called in official records an icebreaker, the vessel's primary—and later only—task was as an all-season ferry. It had contributed little to the opening of the St. Lawrence to winter commerce and, when its role as a passenger ferry was taken over by rail service, it was deemed surplus to requirements. After the Northumberland Strait service began to be delivered by an icebreaking rail ferry in 1917 and the *Champlain* ceased operation, the role of Canadian icebreakers shifted. In addition to proving their worth in flood control, the vessels also demonstrated increasing success in creating and maintaining winter access to ice-bound ports, at least in the early winter and late spring. In the decades that followed, as Canadian attention shifted to the north, icebreakers would become essential to the changing vision of Canada.

Author

Harry Tinson Holman has worked for more than fifty years in the management of historic resources, including a substantial term as Archivist of Prince Edward Island. He is a member of the Historic Sites and Monuments Board of Canada. With degrees from the University of Alberta and Queens University, he has numerous publications both popular and scholarly, and works today as an independent scholar and researcher specializing in the marine history of Canada. Recent works include several articles in *The Northern Mariner* and *Argonauta* and more than 400 blog postings, primarily on nautical history found at <https://sailstrait.wordpress.com>.

Endnotes

¹ While there are some studies of individual vessels there has been no overall history of icebreaking in Canada. One of the best sources remains Thomas E. Appleton's 1968 *Usque Ad Mare*. Articles such as R.J. Fraser's "Early Canadian Icebreakers" and S.J. Jones' "A History of Icebreaking Ship" contain little information for Canadian vessels before the 1920s. See Appleton, *Usque Ad Mare* (Ottawa: Department of Transport, 1968); Fraser, "Early Canadian Icebreakers," *Arctic* 16, No. 1 (March 1963): 2-7; and Jones, "A History of Icebreaking Ships," *Journal of Ocean Technology* 3, no. 1, (2008): 54-74.

² It was the desire to create year-round transportation between the port of Quebec and the sea that was the impetus for the design of the first Canadian icebreaker in the 1870s. The vessel, the *Northern Light*, was designed to be used on the St. Lawrence but saw service instead across the Northumberland Strait between Prince Edward Island and the mainland – a route which was explicitly required by the agreement bringing Prince Edward Island into the Confederation. See H.T. Holman, ““A Marine Nondescript” Canada’s First Icebreaker,” *The Northern Mariner / Le marin du nord* XXIX, no.4 (Winter 2019): 313-334, https://www.cnrs-scrn.org/northern_mariner/vol29/tnm_29_4_toc.pdf.

³ The whole icebreaker project was described in 1904 as an experiment combining the “qualities of an ice breaker and a light house boat.” Canada. *House of Commons Debates*. 9th Parl., 4th Sess., vol. 5 (9 August 1904), 8920, https://parl.canadiana.ca/view/oop.debates_HOC0904_05/454.

⁴ For a brief history of the Montcalm see Holman, “Breaking Ice With the Russians: The Second World War: Part 1,” Sailstrait (blog), 13 February 2023, <https://sailstrait.wordpress.com/2023/02/13/breaking-ice-with-the-russians-the-second-war-part-1/>; and Holman, ““The Montcalm in Russian Waters: From the Murmansk Run to the Gulags,” Sailstrait (blog), 20 February 2023, <https://sailstrait.wordpress.com/2023/02/20/the-montcalm-in-russian-waters-from-the-murmansk-run-to-the-gulags/>.

⁵ Canada. *House of Commons Debates*, 4th Sess. 9th Parliament, vol. 5 (9 August 1904), 8921, https://parl.canadiana.ca/view/oop.debates_HOC0904_05/455; and Canada. *House of Commons Journals*, 9th Parliament, 4th Sess., vol. 39 (10 August 1904), 451, https://parl.canadiana.ca/view/oop.HOC_0904_39_01/459.

⁶ *Ibid.*

⁷ Canada. *Senate Debates*, 9th Parliament, 4th Sess., Vol. 1 (27 June 1904), 629-630. https://parl.canadiana.ca/view/oop.debates_SOC0904_01/632; and “Province of Quebec Shipping,” *Railway and Shipping World*, no. 78 (August 1904): 293, https://www.canadiana.ca/view/oocihm.8_04818_78/36.

⁸ Libraries and Archives Canada [LAC], RG2, Privy Council Office, Series A-1-a. Number 1904-1077.

⁹ *Ibid.*

¹⁰ *Ibid.*

¹¹ “Ice Breaker has reached Quebec,” *Montreal Daily Herald*, 26 October 1904, <https://numerique.banq.qc.ca/patrimoine/details/52327/4625622>.

¹² “Province of Quebec Shipping,” *Railway and Shipping World*, no. 82 (December 1904): 457, https://www.canadiana.ca/view/oocihm.8_04818_82/40.

¹³ Canada. *Annual Report of the Department of Marine and Fisheries, House of Commons Sessional Papers*, 10th Parliament, 1st sess., vol. 9, paper 21 (1905), 94, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-9-1905-eng.pdf.

¹⁴ See “Ice Breakers,” *Quebec Chronicle*, 22 May 1905, <https://numerique.banq.qc.ca/patrimoine/details/52327/3607650>. The *Champlain*’s damages were minor compared to those suffered by the *Montcalm* over the winter’s service which required new shafts, replacement of propeller blades and reinforcement and replacement of frames as well as re-riveting of several plates.

¹⁵ Canada, *House of Commons Debates*, 10th Parliament, 1st Sess., vol. 2 (14 March 1905), 2451. https://parl.canadiana.ca/view/oop.debates_HOC1001_02.

¹⁶ Jean Leclerc. *Les Pilotes du Saint-Laurent et l’organisation du pilotage en aval du havre de Québec, 1762-1920* (PhD diss., Laval University, 2003), 500.

¹⁷ Canada, *House of Commons Debates*, 10th Parliament, 1st Sess., vol. 2 (14 March 1905), 2448-50. https://parl.canadiana.ca/view/oop.debates_HOC1001_02/230.

¹⁸ *Ibid.*

¹⁹ *Ibid.*, 2450. This was the same Paisley firm that built the *Montcalm* and *Champlain*.

²⁰ Also appears in some records as Patton.

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- ²¹ “Notes from the Capital,” *Morning Chronicle and Commercial and Shipping Gazette* [Montreal], 8 March 1883, <https://numerique.banq.qc.ca/patrimoine/details/52327/3603338>. McElhinney noted that *Northern Light* was not properly constructed for breaking harbour ice and recommended that any replacement vessel should be of lighter draft.
- ²² “From Amherst,” *Chignecto Post* [Sackville], 13 November 1884, https://www.canadiana.ca/view/oocihm.N_00123_188109/710.
- ²³ “Another Winter Steamer,” *Examiner* [Charlottetown], 30 April 1888, <https://islandnewspapers.ca/islandora/object/examiner:18880430>.
- ²⁴ “Winter Navigation,” *Examiner*, 15 December 1888, <https://islandnewspapers.ca/islandora/object/examiner:18881215>.
- ²⁵ The first official Naval Architect was McElhinney’s successor, Charles F.M. Duguid. See George Bolotenko *Canada’s Office of the Naval Architect, Government Icebreakers and The Russian Icebreaker Yermak*, *Argonauta* 33, no. 2. (Spring 2016): 4-13. https://www.cnrs-scrn.org/argonauta/pdf/argo_33_2.pdf.
- ²⁶ Society of Naval Architects and Marine Engineers, *Constitution and By-Laws and List of Members* 1897, 13. In 1897 he was one of only two Canadian members of the organization. See also W. L. McLaren, “Modern Amateur Machine Shops,” *The Canadian Engineer*, XIV, no. 8 (August 1907): 297. https://www.canadiana.ca/view/oocihm.8_04084_164/22..
- ²⁷ Frederick William Wallace, *In the Wake of the Windships: Notes, Records and Biographies Pertaining to the Square-rigged Merchant Marine of British North America*. (The Musson Book Company, 1927), 254-255, https://archive.org/details/trent_0116400239988. Also see the requirement that McElhinney be involved with the design of the small oyster research vessel, the *Ostrea* in 1902. LAC RG23 Department of Marine and Fisheries Vol 333 File 2868 Pt.1. This file includes detailed specifications for the vessel. See also H.T. Holman, “Atlantic Canada’s First Research Vessels: The Department of Marine and Fisheries and the many *Ostreas*,” *Argonauta* XL, no. 4 (Fall 2023): 4, https://www.cnrs-scrn.org/argonauta/pdf_argo/argo_40_4.pdf.
- ²⁸ Remarkably, almost all of the McElhinney-designed vessels were built by the same firm in Paisley Scotland; Fleming and Ferguson.
- ²⁹ Canada. *The Civil Service List of Canada 1900. House of Commons Sessional Papers*. 9th Parliament, 1st sess., vol. 12, paper 30 (1901), 145, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-12-1901-eng.pdf.
- ³⁰ Canada. *House of Commons Debates*, 10th Parliament, 4th Sess., vol. 1 (8 January 1908), 977. https://parl.canadiana.ca/view/oop.debates_HOC1004_01/497.
- ³¹ Charles Duguid was brought to Canada in 1905 and it was he, rather than McElhinney, who supervised the building of the *Lady Grey* in 1906. Duguid later testified in 1910 that he had designed the original plans for the *Lady Grey*. See Canada. *House of Commons Standing Committee on Public Accounts*, 11th Parliament, 3rd Sess., vol. 4 (1910), 64-65, https://parl.canadiana.ca/view/oop.com_HOC_1103_4_4/74_A detailed description of the vessel and an image showing the shape of the bow, described as “the Canadian type,” can be found in “The Icebreaking S.S. *Lady Grey*,” *Railway and Marine World*, no. 104 (October 1906): 613, <https://archive.org/details/canadiantransport1906donm/page/612/>.
- ³² Canada. *The Civil Service List of Canada 1908. House of Commons Sessional Papers*. 11th Parliament, 1st sess., vol. 16, paper 30 (1909), 211, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-16-1909-eng.pdf. Charles Duguid was brought to Canada from the Vickers shipyard in Barrow in Furness in 1905 and it was he, rather than McElhinney, who supervised the building of the *Lady Grey* in 1906. Duguid later testified in 1910 that he had designed the original plans for the *Lady Grey*.
- ³³ Canada. “Ice Formation in the St. Lawrence River and Strait of Northumberland,” *Report of the Deputy Minister Department of Marine and Fisheries. House of Commons Sessional Papers*. 11th Parliament, 2nd sess., vol. 11, paper 21 (1910), 26-33, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-11-1910-eng.pdf. No mention of the *Champlain* was made in this report.

³⁴ Canada. "Ice Breaking Operations," *Annual Report of the Department of Marine and Fisheries. House of Commons Sessional Papers*. 11th Parliament, 3rd sess., vol. 13, paper 21 (1911), 119-121, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-13-1911-eng.pdf.

³⁵ "Dominion Government Steamships and Icebreakers," *Canadian Railway and Marine World*, no. 217 (March 1916), 119, https://www.canadiana.ca/view/oocihm.8_06968_44/37. By this time three other Canadian icebreakers, the *Minto*, the *Earl Grey*, and the *J.D. Hazen*, had been sold to the Russian government.

³⁶ Canada, *Annual Report of the Department of Marine and Fisheries. House of Commons Sessional Papers*. 12th Parliament, 1st. sess., vol. 14, paper 21 (1912), 15, https://publications.gc.ca/collections/collection_2018/parl/x12-3/X12-3-14-1912-eng.pdf.

³⁷ Canada. *House of Commons Debates*. 12th Parliament, 6th Sess., vol. 5 (16 May 1916), 4022, https://parl.canadiana.ca/view/oop.debates_HOC1206_04/1052.

³⁸ Canada. *House of Commons Debates*, 13th Parliament, 3rd Sess., vol. 2 (10 November 1919), 2000, https://parl.canadiana.ca/view/oop.debates_HOC1303_02/1010.

³⁹ "Vessel for Sale," *Quebec Chronicle*, 29 January 1920, <https://numerique.banq.qc.ca/patrimoine/details/52327/3612234>.

⁴⁰ LAC RG2, Privy Council Office, Series A-1-a. 1920-0405.

⁴¹ Kevin Griffin, *St. Lawrence Saga: The Clarke Steamship Story* (Self-published, 2013), 7-8, <https://clarkesteamship.wordpress.com/wp-content/uploads/2014/03/chapter-3.pdf>.

⁴² "Endorsed Pleas for a Subsidy," *Quebec Chronicle*, 2 September 1921, <https://numerique.banq.qc.ca/patrimoine/details/52327/3612735>; and "Province of Quebec," *Canadian Railway and Marine World*, no. 284 (October 1921), 561, <https://archive.org/details/canadiantransport1921/page/1292>. It is interesting to note that log books, drawings of the vessel, and other information concerning the *Champlain* are to be found in the Bernier Papers of the Fonds Joseph-Elzéar Bernier, Archives privées Ville de Lévis, QC, <https://archiveshistoriques.ville.levis.qc.ca/fonds-joseph-elzear-bernier>.

⁴³ The *Earl Grey* was transferred to Russian control in 1914 and served in Arctic waters until 1958. See Holman, "The Steamer *Earl Grey*: The Canadian Years," *Sailstrait* (blog), <https://sailstrait.wordpress.com/2015/12/10/the-steamer-earl-grey-the-canadian-years/>; and Holman, "I'll take the North-East Passage: *Earl Grey*: The Russian Years," *Sailstrait* (blog), <https://sailstrait.wordpress.com/2015/12/14/ill-take-the-north-east-passage-earl-grey-the-russian-years/>.

Conference Schedule: Joint CNRS/NASOH Conference & AGM 2024

CNRS/NASOH/Brock 2024 Conference, June 20 – 22
Brock University St Catharines

For the bios and abstracts, visit https://www.cnrs-scrn.org/pdf/abstracts_and_bios.pdf.
Page numbers after session names in the schedule refer to this document.

Thursday June 20, Schedule

Conference registration in South Block hallway opens at 8:00 am

All Sessions take place in one of three rooms in South Block.

- Sessions with a 'A' take place in rm 202.
- Sessions with a 'B' take place in rm 215.
- Sessions with a 'C' take place in rm 216.

8:45 - 9:15 am **Welcome & Opening Remarks** in Room: 202

First Sessions 9:30 - 10:45 am

Session 1A: Fisheries: Harvesting, Populations and Research p. 1-4

Chair: John Jensen, University of West Florida

9:30 International Retrospective (1870 –1970) on Commercial Fishing in the western Lake Superior basin
Bill Skrepichuk, Independent Scholar

9:50 No Small Fry: F. E. J. Fry's Impact on Fisheries Science
Neea Jacklin, Toronto Metropolitan University

10:10 The Atlantic, the Pacific, and the "Oceans" in Between
Jennifer Hubbard, Toronto Metropolitan University

10:30 Q & A

Session 1B: Vessel Design and Function: The Influence of Task at Hand pp. 4-7

Chair: Kimberly Monk, Brock University

9:30 Northern Light: A Daggerboard Hay Scow of Eastern Lake Ontario
Ben Ford, Indiana University of Pennsylvania and Carrie Sowden,
National Museum of the Great Lakes

9:50 The Humble Logging Tug: Workhorse of Northwestern Ontario

Michael deJong and Jeff Mundy, Thunder Bay Museum

10:10 Testing the Typology: New Analysis of Civil War Blockade Runners
Alexander Owens, East Carolina University

10:30 Q & A

BREAK 10:45 - 11:00 am

Second Sessions 11:00 am - 12:35 pm

Session 2A: Warfare on Lakes and Rivers pp. 7-12

Chair: Thomas Malcomson, Independent Scholar

11:00 Taking the War North: Confederates on the Great Lakes
John Grady, Independent Scholar

11:20 The Soldier and The Sailor at Vicksburg: Unprecedented Joint Operations
Dwight Hughes, Independent Scholar

11:40 Raiders, Rangers, and the Ruffian: An Analysis of Amphibious Operations
Cory van Hees, East Carolina University

12:00 Q & A

Session 2B: Warfare: Response Under Pressure pp. 12-18

Chair: Richard Gimblett, Independent Scholar

11:00 Wonham's Wireless War: from Lakehead to Lightship
Jeff Noakes, Canadian War Museum

11:20 Under Pressure: An Engineering Analysis of British Naval Gun Failure
Patterns
James Fowler, East Carolina University

11:40 A History: F6F-3 Hellcats in the Battle for Saipan
Alex Morrow, East Carolina University

12:00 The Hough-Type and the Emergency Fleet Corporation
Ian Shoemaker, Independent Scholar

12:20 Q & A

Session 2C: On the Waterfront: Development, Corruption, Race and Labour pp.18-23

Chair: Michael Moir, York University

11:00 Double-Dipping: Abraham Skinner, The Grand River Harbour Company,
and the Corrupt Scheme to Defraud the United States Government
James Risk, University of South Carolina

11:20 Chicago, London and Glasgow: How the UK's Ports Helped Shaped
Chicago's Waterfront, 1900-1920
Guy Collender (via Zoom), University of Portsmouth

- 11:40 Strike, 1861! Labour Action on Niagara's 19th Century Shipyards
Adrian Petry, St Catharines Museum & Welland Canals Centre
- 12:00 Where the River Meets the Sea: Race and Labor in the Estuarian Gulf
Kevin Grubbs, University of South Mississippi
- 12:20 Q & A

LUNCH 12:35 - 1:45 pm

Lunch time Session: "Reflection on NASOH at 50" in Room 202 p. 24
Participants: Amy Mitchell-Cook, John Hattendorf, Gene Smith, and Paul Fontenoy. Moderator: Evan Wilson

Third Sessions 1:45 - 3:20 pm

Session 3A: Maritime Spaces of Oppression, Freedom and Career pp. 23-28
Chair: Amy Mitchell-Cook, University of West Florida

- 1:45 The Colour Line and the River Road: Nineteenth-Century Ships as Spaces of Authority and Mobility for Women of Colour
Julia Stryker, Memorial University of Newfoundland
- 2:05 Mrs. Ellen Easton, Broker of Women's Domestic Labor on the Great Lakes Cargo Vessels
John Jensen, University of West Florida
- 2:25 "A Tale of Two Ships: Part Deux" Previous discoveries in the history of La Concorde and the next phase of the NC African American Heritage Commission's IMLS-funded project
Jill Schuler, North Carolina African American Heritage Commission
- 2:45 "A Female Submarine Diver (1895)": Exploring the Contributions of Women to the History of Deep-Sea Diving
Lynn Harris, East Carolina University
- 3:05 Q & A

Session 3B: Maritime Archaeology: Object, Site, Preservation pp. 28-30
Chair: Christine Bolte, University of West Florida

- 1:45 Rendering the Whale: Design and Manufacture of Try-Pots in the Commercial Whaling Industry
Dayan Weller, East Carolina University
- 2:05 Abandoned, but Not Forgotten: The Systemic and Archaeological Context of Hildegard
Paul Willard Gates, Lake Champlain Maritime Museum
- 2:25 Shipwrecked in Texas: 25 years of Wooden Ship Conservation at the Conservation Research Laboratory at Texas A&M University
Chris Dostal, Texas A&M University

2:45 Q & A

Session 3C: Sea Power: Naval Influence over Land Operations and Public Mind pp. 30-35

Chair: Faye Kert, Independent Scholar

1:45 Ruling the Waters, Lands, and People: Water in the History of Central Mexico (15th to 18th Century)

Martin Gabriel (via Zoom), University of Klagenfurt

2:05 Sea Power as an Essential Tool in Cortesian Conquest
Dorian Record, East Carolina University

2:25 Mahan and the Masses: Learning and Reading Sea Power in American Popular Culture, 1890-1916

Jason Smith, Southern Connecticut State University

2:45 The Ho Chi Minh Sea Trail

Mark Fiorey, U.S. Naval War College

3:05 Q & A

BREAK 3:20 - 3:35 pm

Fourth Session 3:35 - 4:55 pm

Session 4A: Roundtable: Publishing Maritime, Naval, Oceanographic, and Marine Environmental History for Diverse Audiences pp. 35-38

Chair: Penelope Hardy, University of Wisconsin

Participants: Katharine Anderson, York University; Benjamin Armstrong, United States Naval Academy; Christine Keiner, Rochester Institute of Technology; Lincoln Paine, University of Maine; and Helen Rozwadowski, University of Connecticut

End of Thursday Sessions: Now to the Reception in Isaac's Pub & Grill, 5 to 8 pm

FRIDAY JUNE 21, SCHEDULE REGISTRATION OPENS AT 8:00 AM

Fifth Sessions 9:00 - 10:15 am

Session 5A: The Royal Navy in North America during and after the Seven Years War pp. 39-41

Chair: John Hattendorf, U.S. Naval War College

9:00 Embracing the Enemy: Acadian Expulsion and the Wreck of the Duke William

Sam Cavell, Southeastern Louisiana University

9:20 Making Fewer Blunders: Wolfe, Cook, and Jervis at Quebec, 1759

Evan Wilson, U.S. Naval War College

9:40 Judges of the Liberty of the Subject? Royal Navy Customs Enforcement in North America in the 1760s
Ryan Mewett, U.S. Naval Academy

10:00 Q & A

Session 5B: Canals: Bypass Surgery on the Landscape pp. 42-45

Chair: Michael Tuttle, Gray and Pape Inc.

9:00 “The proudest empire in Europe is but a bauble compared to what America will be:” The Erie Canal and the Rhetoric of International Relations

Michael Laver, Rochester Institute of Technology

9:20 To Throw an Arm of the Sea Across the Interior: Archaeological Enquiry at the Marshall Tunnel Complex

Brendan Burke, Virginia Department of Historic Resources

9:40 If These Locks Could Talk: Visualizing Nineteenth Century Great Lakes Shipping Through the Welland Canal

Kimberly Monk, Brock University

10:00 Q & A

BREAK 10:15 - 10:30 am

Sixth Session 10:30 - 11:45 am

Session 6A: Maritime Labour and Commerce along Borderlands and across Frontiers: the English Channel, the Columbia River, and the New York Lakes pp. 45-49

Chair: Gene Smith, Texas Christian University

10:30 Jersey and Guernsey Merchants and the English Channel as a Gateway to 18th Century Atlantic Trade

Sydney Watts, University of Richmond

10:50 Fathoming the Lakes: How Maritime Labor helped Transform the Revolutionary New York Frontier

Michael Gunther, Georgia Gwinnett College

11:10 “A Contest for Dominion on the Shores of the Pacific:” American Merchants, the Otter Fur Trade, and Territorial Expansion in the Columbia River Region, 1787-1818

Graeme Mack, University of Richmond

11:30 Q & A

Session 6B: Trade on the Great Lakes and the Mississippi pp. 50-54

Chair: Michael Moir, York University

- 10:30 Navigating Progress: The Impact of Steamboats on Trading in the Mississippi River
Andi Esters, Haifa International University
- 10:50 The Canadian Sailing Fleet and Lake Ontario's International Trade
Benjamin Ioset, Institute of Nautical Archaeology
- 11:10 Dispersing the Fog: Data Mining and Canadian Great Lakes Business History, 1900-1960
M. Stephen Salmon and Evan Salmon, Steamer Consulting
- 11:30 Q & A

Session 6C: Violence, Accidents, Accusations, and the Channels to Resolution pp. 54-58
Chair: Kevin Grubbs, University of South Mississippi

- 10:30 Whaleships as Breeding Grounds of Violence
Michael Toth, Texas Christian University
- 10:50 Chow-Chow Water: A British-Russian Collision in China in 1880
Rashed Chowdhury, Independent Scholar
- 11:10 A Case of Liability: The Loss of the steamer Waubuno and the Sensational Lawsuit it Inspired
Douglas Hunter, Independent Scholar
- 11:30 Q & A

LUNCH 11:45 am - 1:00 pm

Lunch session 12:00 - 12:30 pm Room 216

Blue Jacket Blues: The Lost Recordings of Johnny Cash at the Naval War College – Live in '75, David Kohen, U.S. Naval War College pp. 58-59

Seventh Session 1:00 - 2:15 pm

Session 7A: Sailors Ashore in the Antebellum and Civil War United States pp. 59-62
Chair: BJ Armstrong, U.S. Naval Academy

- 1:00 'That Strange and Very Ancient Custom': Tattooists in American Sailortowns during the Nineteenth Century
Cori Convertito, Key West Art & Historical Society
- 1:20 Bearing Off a Toe of Michael Angelo: Henry Wadsworth in the Mediterranean, 1802-1804
Abigail Mullen, U.S. Naval Academy
- 1:40 Apostles of Union: US Naval Officers and the Secession Crisis
Roger Bailey, American Battlefield Trust
- 2:00 Q & A

Session 7B: Cold War Politics: Physical and Political Lines of Division pp. 62-66

Chair: Richard Goette, Canadian Forces College

- 1:00 The American Indictment: Canada's Search for Nuclear Attack Submarines, and the United States' Opposition
Ambjörn L. Adomeit, Western University
- 1:20 The Coldest Part of The Cold War: Locating the Lomonosov Ridge
Wes Cross, Independent Scholar
- 1:40 A Most Improbable Project: Canada's Victoria Class Submarines in "retrospect"
Paul Mitchell, Canadian Forces College
- 2:00 Q & A

Session 7C: Impact of Technology on Trade, Land and Ship Building pp. 66-70

Chair: Thomas Malcomson, Independent Scholar

- 1:00 Up the River with a Paddle: Shipping Merchandise into the Interior along the Apalachicola and its Tributaries
Monica Beck and William Lees, University of West Florida
- 1:20 Sand Mining's Eroding Influence at Point Pelee
Mary Baxter, Western University
- 1:40 Collingwood and the Transition from Wood to Steel Shipbuilding in Canada, 1883-1916
Michael Moir, York University
- 2:00 Q & A

BREAK 2:15 - 2:30 pm

Eighth Session 2:30 - 3:45 pm

Session 8A: Material Culture of the Maritime Landscape pp. 70-73

Chair: Amy Mitchell-Cook, University of West Florida

- 2:30 Visualizing the Submerged Slipways, Wharves and Docks of Point Frederick
Robert Banks, Independent Scholar
- 2:50 Gaspé Maritime Archaeology Project
Carolyn Kennedy, Center for Maritime Archaeology and Conservation
- 3:10 Arnold's Bay Project: Material Culture and Connections from a Colonial Battlefield in Lake Champlain
Cherilyn Gilligan, Lake Champlain Maritime Museum
- 3:30 Q & A

Session 8B: Pilots, Diplomats, Deserters: French Global Trade and Local Infrastructure pp. 73-77

Chair: Faye Kert, Independent Scholar

- 2:30 Navigating the Ganges: Foreign Knowledge meets Local Hazards
Margaret Schotte, York University
- 2:50 Finding Ports in the Storm: The French East India Company, Diplomacy, and the Winter Monsoon
Christina Welsch, College of Wooster
- 3:10 Digital Harbours: Ship Desertions at Cap-Français and Perspectives on Colonial Saint-Domingue
Matt Robertshaw, York University
- 3:30 Q & A

End of Friday Sessions: Those going on the Port Dalhousie Tour, transportation departs at 4:30 pm

Graduate Student and Early Career Mixer: Issac Pub and Grill, starting at 4:30 pm

SATURDAY JUNE 22, SCHEDULE REGISTRATION OPENS AT 8 AM

Ninth Session 9:00 - 10:15 am

Session 9A: British Naval History: Using a Different Lens pp. 78-81

Chair: Evan Wilson, U.S. Naval War College

- 9:00 Botanical Perspectives from Vancouver's Expedition (1791-1795)
Catherine Brooks, Texas A&M University
- 9:20 The BR1 Books for Reference Catalogue- ADM 234/1048 (1968)
Samuel McLean, Independent Scholar
- 9:40 Descent into Madness: The Incidence of "Diseases of the Mind" and the North America and West Indies Station, 1790-1818
Brandon W. Lentz, Texas A&M University
- 10:00 Q & A

Session 9B: Maritime Landscape: Beneath Shifting Sands pp. 81-84

Chair: Michael Moir, York University

- 9:00 Wetlands and Ontario Archaeology
Allanah Macdonald, Archaeological Services Inc.
- 9:20 Shipwrecks In The Sand: 19th Century Vessel Remains in the Interface of Lake and Shore
Scarlett Janusas and Patrick Folkes, Scarlett Janusas Archaeology Inc.
- 9:40 Railroads as Maritime History in Lake Superior National Marine Conservation Area

Lisa Sonnenburg and Liam Giffin, Parks Canada

10:00 Q & A

BREAK 10:00 - 10:15 am

AGMs 10:30 am - 12:00 pm

NASOH's AGM – Room 202
CNRS's AGM – Room 216

LUNCH 12:00 to 1:00 pm

Tour of St Catharine's Museum and the Welland Canal Centre at Lock 3

Transportation leaves Brock University at 1:30 pm

Return to Brock University by 4:30 pm

DINNER 5:30 to 9:00 pm

Conference Banquet at Pond Inlet, Brock University

Keynote: Walter Lewis: The Changing Great Lakes, p. 85

End of Conference

Registration: Joint CNRS/NASOH Conference & AGM 2024

Registration is now open for the Annual CNRS Conference: Inland Seas, Rivers and Canals

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

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

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

[https://site.pheedloop.com/event/EVEGZSNNQNRIF/home/.](https://site.pheedloop.com/event/EVEGZSNNQNRIF/home/)

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

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

Announcement: New H-Net Listserv H-Oceans

H-Oceans launched on the 22 May 2024 via H-Net

<https://networks.h-net.org/h-oceans>

From the announcement:

H-Oceans considers the volumetric, global oceans as a site of historical inquiry and is devoted to analyses of this environment. Scholars in multiple academic fields, living and working across the globe, have shown that oceans—covering 70% of the planet's surface and 99% of its living space—in all their dimensions are (and have been) places with historical pasts.

H-Oceans unites scholars across the humanities and social sciences who study the global oceans and challenge assumptions about the seas as timeless, acultural and unchanging spaces. The study of oceans, marine and coastal environments, marine geopolitics, work and recreation, as well as knowledge production about oceans derive from human and natural archives and show that oceans are sites with their own histories. Highlighting interconnectedness especially in the face of anthropogenic climate change, we recognize that, historically and culturally, oceans have been considered geographically distinct, and indeed that past, present, and future oceans are not the same.

The H-Oceans editorial board aims to provide opportunities for those interested in histories of oceans to share research, book reviews, and announcements, as well as to promote projects that advance the study of the rapidly expanding field of oceans and their histories. We welcome colleagues from any field interested in incorporating interdisciplinary humanities and social science perspectives into their research methodologies to better understand the human interaction with the oceans and their histories.

The H-Oceans editorial board hopes to foster communication across disciplines as we consider the intertwining histories of oceans and their denizens, past and present, including human beings, and we welcome you to join this endeavor.

Contact Information: [H-Oceans Editorial Team](#)

Contact Email: editorial-oceans@mail.h-net.org

URL: <https://networks.h-net.org/h-oceans>



Minutes: 4 November 2023 Council Meeting

by Michael Moir

Held online via ZOOM

Present: Thomas (Tom) Malcomson, President; Isabel Campbell, First Vice-President; Richard Goette, Second Vice-President; Errolyn Humphreys, Treasurer; Michael Moir, Secretary and Past President; Ambjörn Adomeit, Sebastian Harper, Walter Lewis, Jeff Noakes, Meaghan Walker, Councillors; and Richard (Rich) Gimblett, Vice-Chair of the Editorial Board.

Regrets: Ian Yeates, Associate Treasurer; Winston (Kip) Scoville, Membership Secretary; Chris Perry and Margaret Schotte, Councillors; Roger Sarty, Chair of the Editorial Board; Faye Kert, Honorary Member.

Call to Order

Tom called the meeting to order at 1102 hrs.

Approval of Agenda

Ambjörn moved, Isabel seconded approval of the agenda. Carried.

Minutes of Council's Previous Meeting

Isabel moved, Ambjörn seconded approval of the minutes for 21 July 2023. Carried.

President's Report

The Society is in a good place after Meaghan and Memorial University of Newfoundland put on an excellent hybrid conference last August, but we need to attract new members to ensure the Society's long-term survival. We also need members to become more active in the Society's activities, such as the 2024 conference in St. Catharines.

Treasurer's Report

Errolyn discussed the comparative balance sheet and income statement for the period from 1 January to 21 October 2023. The statement includes the cost of printing and distributing two issues of *The Northern Mariner/Le marin du nord* (TNM). Production of one more issue is anticipated later this year, with plans to publish the fourth issue of vol. 33 and four issues of vol. 34 in 2024. Errolyn mentioned that we will start receiving membership renewals in November. Names are then forwarded to Walter to update the TNM mailing list.

It was noted that at the 2023 annual meeting, a member requested that financial statements include the cost of issues yet to be published as a liability against the revenue received as membership fees. Subtracting the projected cost of unpublished issues owed to members from the Society's total assets will provide a clearer understanding of uncommitted funds available for other purposes. Errolyn stated that she could address this issue in future annual financial statements. The number would be an estimate based on an average of recent invoices, since the cost of printing and distribution varies from issue to issue.

Walter moved, Jeff seconded to accept the financial statements. Carried.
Errolyn left the meeting at 1122 hrs.

Publications

The Northern Mariner/Le marin du nord: Rich spoke on behalf of the Editorial Board. TNM's editorial team is well on their way to catching up the published volumes with the calendar year for which members have paid their fees. Articles are in place for vol. 33, no. 2 (2023), but production is delayed due to the General Editor's expanded teaching commitments. No. 3 will likely appear before the end of the year. Content is in hand for vol. 33, no. 4 and vol. 34, no. 1 (2024). Vol. 34, no. 2 will be the proceedings of the CNRS 2023 conference edited by Roger and Rich, and no. 3 will be based on the proceedings of NASOH's 2023 conference edited by Alicia Caporaso. The decision to use guest editors arose out of an editorial team meeting in August that discussed succession planning and broadening the pool of participants in the journal's production to promote its sustainability.

Rich noted that due to the delay in wrapping up vol. 33, no. 2, its first article will be posted on the York Digital Journals (YDJ) website to keep up momentum while the editorial team completes work on the issue. It was observed by Council that this practice is used by other leading journals, and the sooner we can make articles available, the better for authors who depend upon these publications for grant and job applications, as well as tenure files. Council supported the decision to release individual articles in the YDJ version of the journal when ready for publication.

Book Review Editor: Council discussed recruitment of a new Book Review Editor to succeed Faye Kert. The role requires institutional support for distributing books to reviewers, but the work of recruiting reviewers, editing reviews, and mailing books could be split between a team of people.

Argonauta: Tom reported that Erika Behrisch will step down as Editor of *Argonauta* after completing the Fall 2023 issue. The role requires editing and layout skills. There is a steady stream of submissions with material on hand for the next issue. A team approach might work best. Walter offered to do the layout if templates are provided. Ambjörn and Meaghan expressed interest in sharing the Editor's role. Council agreed with this succession plan.

Webpage Rebranding Exercise: Tom spoke to his concerns regarding the Society's website, which is not as engaging as the sites of other maritime history organizations. Walter noted that refreshing the website was under discussion when he joined Council in 2012. While several options were explored, nothing has changed. The website is maintained by Paul Adamthwaite, who writes his own code using HTML. Paul has also looked after providing bilingual content when time permits during his busy schedule. WordPress was previously suggested at Council as an alternative approach to managing the website, but Paul discouraged its use due to security issues with its scripting language. Walter noted that these problems lie with add-on applications that need careful selection to minimize risks, and that WordPress is not good at managing bilingual sites. Council's discussion touched on several issues. The Society is not unique in being dependent upon a single volunteer for managing its website. Using a professional designer will be costly but will provide long-term support and upkeep, such as refreshing the templates and content. Our website does not render well on mobile devices. Creation of an endowed chair in Canadian maritime history at a university may provide opportunities to host the website. *Argonauta* should remain available only on our website, backed up by the Internet Archive's Wayback Machine (<https://archive.org/>). Positional email addresses linked to the website ensure continuity of communications during the succession of office holders and provide a buffer when dealing with difficult people.

It was agreed that the purpose of the website would be discussed at the midwinter Council meeting. In the meantime, Tom will gather information about registration of the Society's domain name and options for going forward.

Membership report

Discussion of Kip's report. New members from the conference.

Awards Committee

Moved by Isabel, seconded by Walter that Richard Gimblett be appointed Chair of the Awards Committee. Carried.

Conferences

2023 Conference at St. John's: Meaghan discussed her report on the 2023 conference. It was a successful conference, with nine members on site to enjoy St. John's fine weather and another eleven attending virtually. There were no technical issues thanks to the generous support of Memorial University of Newfoundland. Members enjoyed the wide range of topics (including several on Newfoundland maritime history), the reception at the Crow's Nest Officers' Club where Margaret Morris explained its role during the Battle of the Atlantic, and the tour of the Maritime History Archive led by David Bradley. The conference generated a profit of approximately \$470.

2024 Joint Conference with NASOH at St. Catharines: Tom discussed the 2024 conference, which will be held jointly with NASOH and Brock University. In addition to Tom, the committee includes Richard, Ambjörn, Sam, and Kimberly Monk of Brock

University's History Department, which has shown strong support for the conference. The contract with Brock University has been signed. Attendance is projected to be 150 people, with virtual access for individuals not residing in continental North America (there may be exceptions for people unable to travel). Accommodation choices include student residence with varying prices for a single or shared bathroom and an optional breakfast, or a nearby hotel within walking distance of the venue. Plans include a banquet that will be optional. Registration will open in January 2024 and will be managed by Brock University. Council discussed the need to offer virtual attendance at the annual general meeting for those members not participating in the conference, as well as potential keynote speakers for the banquet who could talk about the heritage of our inland seas.

Future Conferences: Rich will investigate Port Hope's facilities for the 2025 conference, including their virtual capacity. Sebastien reported that Chris would like to hold the 2026 conference at Canadian Forces Base Esquimalt's HMCS *Venture*. There was considerable interest in this suggestion, which would bring to fruition the goal of the 2021 conference committee to meet on Vancouver Island that was derailed by the pandemic.

There being no other business, the meeting adjourned at 1322 hrs.

Respectfully submitted,
Michael Moir
Secretary



Minutes: 16 March 2024 Council Meeting

by Michael Moir

Held online via ZOOM

Present: Thomas (Tom) Malcomson, President; Richard Goette, Second Vice-President; Errolyn Humphreys, Treasurer; Ian Yeates, Associate Treasurer; Michael Moir, Secretary and Past President; Ambjörn Adomeit, Sam McLean, Chris Perry, Margaret Schotte, Councillors; Richard (Rich) Gimblett, Chair of the Awards Committee; Roger Sarty, Chair of the Editorial Board; and Faye Kert, Honorary Member.

Regrets: Isabel Campbell, First Vice-President; Winston (Kip) Scoville, Membership Secretary; Sebastian Harper, Walter Lewis, Jeff Nokes, and Meaghan Walker, Councillors.

Call to Order

Tom called the meeting to order at 1202 hrs.

Approval of Agenda

Faye moved, Chris seconded approval of the agenda. Carried.

Minutes of Council's Previous Meeting

Ambjörn moved, Chris seconded approval of the minutes of 4 November 2023. Carried.

President's Report

Tom reported that there is much happening, and that the Society is alive and well. Having been in the role of President for seven months, Tom acknowledged a deep appreciation for the work of his predecessors.

Treasurer's Report

Errolyn discussed the balance sheet and income statement comparing the Society's finances on 31 December 2023 with the results of the previous year. Membership revenue was up by \$2,682 due to the high rate of renewals, and registration fees for the 2023 conference added \$1,500 (the 2022 online conference was free for members). Despite declines of \$102 in journal sales and \$66 in investment income, total revenue was \$16,224, an increase of \$5,304 from the previous year. Expenses for 2023 were \$12,702, an increase of \$4,266 over 2022 due to higher publishing costs for the journal, awarding two prizes instead of just one, and conference costs (\$1,070). The net income for 2023 was \$3,521, an increase of \$1,037 from 2022.

Errolyn led a discussion about updating the Society's procedures for payments and disbursements. Walter is looking into online membership renewals that will automatically issue tax receipts. More organizations require payment by credit card and will not accept cheques. After reviewing several options, it was agreed that Ian in his role as Associate Treasurer will apply for a new credit card with a limit of \$5,000. Charges requiring payment will be passed by the Treasurer to the Associate Treasurer by email with the President's approval. The Treasurer will reimburse the Associate Treasurer by cheque upon submission of the monthly credit card statement.

It was noted that other cultural not-for-profit organizations use commercial service providers to look after banking, membership renewals, tax receipts, and mailing lists. Ian and Michael will look into companies that offer this service, and Ian will report on this suggestion to the next meeting of Council.

Errolyn moved, Ian seconded to accept the financial statements. Carried.
Errolyn left the meeting at 1237 hrs.

Management of Electronic Records

As Council shifts to online operations, we need to set up shared file storage so that documents can be accessed anytime, anywhere, and would become the Society's digital archives. Ian raised this issue with Tom and Michael, who as Secretary is the custodian of the Society's correspondence and is responsible for recording its meetings. Michael recommended a plan offered by Dropbox. Sam expressed concern about reports that Dropbox is sharing clients' content with a third-party AI partner for experimentation. Other members of Council raised reservations about the platform's ease of use and suggested that development of a new website could offer password-protected file sharing. It was agreed that Michael's recommendation would be a temporary solution if problems develop.

Ambjörn moved, Margaret seconded that Michael and Ian be authorized to set up an account with Dropbox. Carried.

Publications

The Northern Mariner/Le marin du nord: Roger informed Council that Peter Kikkert is unable to continue as General Editor after completing the 2024 volume due to the demands of extended teaching commitments and other issues. Succession planning is underway to replace Peter and Faye, who would like to step down as Book Reviews Editor.

Peter is close to finishing the other articles for vol. 33, no. 2 (2023) and sending the issue to the printer. Content is in hand for the last two numbers of vol. 33, Peter will have time to devote to the journal when the winter semester ends, Faye has provided ample book reviews, and Roger and Rich will help with peer review and copy editing. Preparations for vol. 34 (2024) are underway with two numbers devoted to the previous

CNRS conference to be edited by Roger and Rich. A third issue will contain papers from last year's 2023 NASOH conference edited by Alicia Caporaso. Roger noted the excellent response of presenters at both 2023 conferences to invitations to submit manuscripts, which has put the journal in a much stronger position in terms of content. Roger also acknowledged the excellent work of Walter as Production Editor.

Faye moved, Chris seconded that Council receive the report. Carried.

Argonauta Report: Ambjörn reported that Meaghan has done a considerable amount of work on this publication since they took on the role of Editors in 2024. They have enough content for three issues of *Argonauta* and are looking for more. They want to increase the number of articles while ensuring the high academic standard of submissions.

Sam moved, Margaret seconded that Council receive the report. Carried.

Awards Committee Report

Rich reported that eight submissions were received for the 2023 Matthews Book Award; many are strong contenders. Adjudication of the Matthews Article Award, as well as the Pritchard Student Article Prize, will wait until vol. 33, no. 4 of *TNM* has been published. Margaret and Meaghan, who are the adjudicators for the Cartier MA Prize, contacted history departments in Canada, United States, and United Kingdom, but there were no submissions. It is too soon to know if the Panting Award for New Scholars will be given out in connection with the 2024 conference.

Richard moved, Faye seconded that Council receive the report. Carried.

Membership Report

Tom took on the work of Membership Secretary because Kip was not available to serve in this role. Membership renewal is a time-consuming process, especially between December and April. It involves sending up to three reminder emails to each member, as well as thank-you messages upon receiving payment (acknowledgement is slower for those who pay by cheque, since names are not passed along until after the Treasurer has picked up and deposited the cheques). Renewal of institutional members can be challenging because of the need to track down current emails and issue invoices in some cases. The Society has 99 members who have paid their dues for 2024:

- 64 Individual – Canadian (39 paper; 25 digital, including 4 students)
- 7 Individual – International (5 paper; 2 digital)
- 1 NASOH dual membership
- 25 Institutional
- 2 Honorary

Tom reported that despite Council's decisions to provide open access to *TNM* and *Argonauta*, a significant number of people are still willing to pay for memberships due to their commitment to maritime history. Despite his persistent efforts, however, the membership list includes several members who have not renewed. In the case of

individuals, 5 Canadians have not renewed since 2023, 21 (19 Canadians and 2 international) since 2022, and 12 (11 Canadian and 1 international) since 2021. Tom moved, Ambjörn seconded that unpaid members be removed from the membership list. Carried.

Tom recommended that unpaid members should be given one year's grace; for example, those who paid in 2023 will receive the 2024 volume of *TNM* but will be removed from the mailing list in 2025 if they have not renewed their memberships. Tom will continue to pursue unpaid institutional memberships.

Chris asked about multi-year memberships. It was noted that this is an arrangement used in the past upon request.

Conferences

2024 Joint Conference with NASOH at St. Catharines: Tom is chair of the committee that is making good progress planning the CNRS/NASOH conference at Brock University on 20-22 June 2024. The committee received almost 60 proposals for papers, four panels, and one round table. Tom is working on details to allow members not attending the conference in person to have virtual access to the annual general meeting. Tom observed that Brock is an expensive venue, but a hotel would cost even more, especially catering breaks and lunches. Council also discussed the need to find sponsors to defray costs of a reception on the opening day.

2025 Conference at Port Hope: Rich reported on planning for the 2025 conference in Port Hope, Ontario. It will likely be similar in size to the 2023 conference in St. John's (approximately 20 members). Rich and Walter visited the public library and discussions have begun about rental fees and technical support. The tentative date for the conference is 8-10 May 2025. Looking ahead, Rich suggested that the Society consider meeting in Peterborough, where the canoe museum is moving into a new facility.

2026 Conference at Esquimalt: Chris reported that Sebastian has received permission from the Royal Canadian Navy's Commander Maritime Forces Pacific to hold the 2026 conference at MARPAC's venues on Vancouver Island in conjunction with the annual RCN history conference.

Ian moved, Ambjörn seconded that Council receives these reports. Carried.

Nominating Committee Report

Michael will be contacting Council members to discuss their interest in continuing on Council and taking on new roles. He is also preparing a call for nominations that will go in *Argonauta*. His search for nomination criteria led to the discovery that the Society's by-law is silent on this matter. He discussed this issue with William Glover, who drafted the by-law in 2015. They agreed that this omission should be addressed.

Michael moved, Faye seconded that the last sentence of section 37 of By-law 1, which reads “The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting,” be amended to read, “The nominating committee will nominate one candidate for each position from the Society’s individual members in good standing for approval by members at the next annual general meeting.” Carried.

The amendment will be submitted to the Society’s membership for ratification at the next annual general meeting.

Website

Tom led a discussion to identify features that members of Council would like to see in the Society’s website. Suggestions included:

- Repository of useful information – the importance of “About Us” and governance pages, alerting people to news about publications and awards (especially important for graduate students), conference planning for the current year and near future.
- Continue to serve as the digital repository for *Argonauta*; we should focus on the York Digital Journals website for providing access to *TNM* (<https://tnm.journals.yorku.ca/index.php/default/issue/archive>).
- A link to the NASOH book review page (<https://nasoh.org/books-for-review>).
- Content about maritime historians and curators, maritime museums, and historic vessels that excites curiosity young people and encourages them to pursue maritime history and related disciplines as a field of study and a career.
- A password-protected back end to store digital records of the Society.
- Capacity to handle secure financial transactions, such as membership renewals, donations, and conference registration.

The discussion noted several potential caveats. Creating new web content, such as podcasts, is extremely labour intensive and can wear out individuals who take on this task. How, then, can we use the website to better promote existing content? The website must be compliant with the Accessibility for Ontarians with Disabilities Act, and we must address the goal of offering bilingual content. The Society’s social media accounts also face challenges in terms of the time required to add new content on a continuous basis and questions about the future of the platforms.

Tom will form a small committee of Council to study if the present site can be refreshed and enhanced or if a new site is needed and will bring recommendations to a future meeting of Council.

There being no other business, the meeting adjourned at 1453 hrs.

Respectfully submitted,
Michael Moir
Secretary

***Argonauta* Call for Papers**

The editors of *Argonauta* are requesting papers on maritime topics that may not be suitable to submit to *The Northern Mariner/Le marin du nord* or other peer-reviewed publications. We especially would encourage members working with students to promote *Argonauta* as a stepping-stone towards publication in scholarly journals.

For *Argonauta* articles we are interested in:

- Research notes, diversions, and long-form queries
- Archival stories, collection histories, and document/object studies
- Museum or art exhibition reviews
- Commentary on historiography or state of the field
- Outstanding student papers
- Maritime topics of all varieties are of interest
- And the same historical pieces CNRS Members expect and enjoy

Argonauta is a newsletter provided to CNRS members.

Please contact co-editors Meaghan Walker and Ambjörn Adomiet with submissions and queries at CNRS-Argo@crns-scrn.org.

See below for details on *Argo* guidelines for prospective authors.

Argonauta guidelines for prospective authors

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

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

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

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

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

Following current industry standard, ships are considered gender neutral.

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

Articles should conform to the following structural guidelines:

All submissions should be in Word format, utilizing Arial 12 pt. Please use endnotes rather than footnotes. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars. Hyperlinks should not be embedded in text. We ask that the full text of hyperlinks be visible, as with the RMCC link below, for those who may print *Argonauta* or in case some unforeseen technical change occurs.

Each image must be accompanied by a caption describing it and crediting the source, and indicating where the original is held. Images will not be reproduced without this information. Authors are responsible to ensure that they have copyright permission for any images, artwork, or other protected materials they utilize. We ask that every author submit a written statement to that effect. Please indicate clearly where in the text each image should go for the editors to place it in the layout. We also ask that the reader is made aware of when the image is relevant to the text with an insert of (see Figure 1).

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 the Royal Military College of Canada'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 of relevant sources, advice, or help where provided. Editors are not responsible for monitoring these matters.

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



CNRS Membership Details and Form The Canadian Nautical Research Society

PO Box 34029
Ottawa, Ontario K2J 5B1 Canada
<http://www.cnrs-scrn.org>

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

Members receive:

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

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

	Canadian	International	Digital Only	Patronage Levels
Individuals	\$80	\$95	\$40	Benefactor \$250
Institutions	\$95	\$110		Corporate \$500
Students	\$25	\$35	\$25	Patron \$1,000+
NASOH			\$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.

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