

# *ARGONAUTA*



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

Volume XLII, Number 4, Autumn 2025

# ARGONAUTA

Founded 1984 by Kenneth MacKenzie  
ISSN No. 2291-5427

**Editors:** Ambjörn L. Adomeit & Richard Goette

## *Argonauta* Editorial Office

E-Mail submissions to:

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

*ARGONAUTA* is published four times a year: Winter, Spring, Summer, and Autumn

## CNRS Council

President:	Thomas Malcomson
1 <sup>st</sup> Vice President:	Isabel Campbell
2 <sup>nd</sup> Vice President:	Richard Goette
Treasurer:	Errolyn Humphreys
Associate Treasurer:	Ian Yeates
Secretary:	Michael Moir
Membership Secretary:	Meaghan Walker
Councillor (Communications):	Sam McLean
Councillor:	Ambjörn L. Adomeit
Councillor:	Catherine Brooks
Councillor:	Adam Coombs
Councillor:	Michael deJong
Councillor:	Walter Lewis
Councillor:	Jeff Noakes
Councillor:	Christopher Perry
Past President:	Michael Moir

### Membership Business:

PO Box 34029 Ottawa, Ontario, K2S 5B1 Canada  
e-mail: [CNRSMembership@cnrs-scrn.org](mailto:CNRSMembership@cnrs-scrn.org)

Annual Membership including four issues of ARGONAUTA  
and four issues of *THE NORTHERN MARINER/LE MARIN DU NORD*:

View membership categories at the end of this issue.

Our Website: <http://www.cnrs-scrn.org>

## In this issue of *Argonauta*

### Table of Contents

<b>EDITORIAL.....</b>	<b>2</b>
<b>PRESIDENT'S CORNER .....</b>	<b>3</b>
<b>CALL FOR PAPERS: CNRS ANNUAL CONFERENCE, 25-27 JUNE 2026 .....</b>	<b>5</b>
<b>"THE PLASTIC RUM JERRYCANS OF THE ROYAL NEW ZEALAND NAVY," BY BRIAN BERTOSA.....</b>	<b>7</b>
<b>CNRS-SCRN AWARDS FOR 2024.....</b>	<b>18</b>
<b>CNRS FINANCIALS, 2024-25.....</b>	<b>22</b>
<b>CALL FOR PAPERS: NASOH ANNUAL CONFERENCE, 27-29 MAY 2026 .....</b>	<b>25</b>
<b>ARGONAUTA GUIDELINES FOR PROSPECTIVE AUTHORS.....</b>	<b>26</b>
<b>CNRS MEMBERSHIP DETAILS AND FORM.....</b>	<b>28</b>

# Editorial

by Ambjörn L. Adomeit



---

Hello Members and Patrons of the Canadian Nautical Research Society!

We start off this issue with a couple of announcements and an interesting puzzle posed by CNRS President Tom Malcomson. We have some administrative matters to take care of, including but not limited to the CNRS Awards Report (page 18), and the CNRS Financials Report (page 22).

It is with a great deal of excitement that we are also publishing two Calls for Papers in this edition, the first being the Canadian Nautical Research Society's 2026 Annual General Meeting. This year we are working together with the 13<sup>th</sup> Royal Canadian Navy History Conference to present a fantastic array of papers and events on the grounds of our own CFB (Canadian Forces Base) Esquimalt, in Esquimalt, British Columbia on 25-27 June 2026. (For those who are unaware, Esquimalt is a next-door neighbour to Victoria, BC). Please send conference inquiries to [rcncnrsconference@gmail.com](mailto:rcncnrsconference@gmail.com) . Secondly, our sister organization, the North American Society for Oceanic History (NASOH), is calling for papers for their own 27-29 May 2026 conference in New Haven, Connecticut!

Our feature article this edition is by Brian Bertosa, who regales us with some fascinating information about "The Plastic Rum Jerrycans of the Royal New Zealand Navy." Bertosa has created for us a wonderfully researched piece, and I am sure you will enjoy it.

A relief for some, I imagine, is that the "how-to" articles pertaining to the Chicago Manual of Style, 18<sup>th</sup> Edition have been put off for this issue, but will appear soon.

As always, we are looking for more contributions to *Argonauta's* succeeding editions, so please do not hesitate to contact the editorial team at [cnrs-argo@cnrs-scrn.org](mailto:cnrs-argo@cnrs-scrn.org) with ideas for submissions.

Best wishes,

Ambjörn L. Adomeit

## President's Corner

by Tom Malcomson

---



I am sure you have heard the old saying, “Good things come to those who wait.” Well our new webpage certainly falls into line with this idea. As I write this it is on the cusp of being put online. It will present a new, refreshed look to our on-line presence. Current and back issues of the newsletter *Argonauta* will be accessible, and there will be a link to the digital version of *The Northern Mariner/Le marin du nord*. The website will also offer updated information about our awards and prizes that promote the study of maritime history. A slide show highlighting one of the many various aspects of maritime history, from stories of people, individual ships, shipping companies, ports, ship construction, maritime history in popular culture, and other topics will cycle through the webpage, monthly. An email will be sent to members as soon as the website is live.

The second part of the old saying is “...but better things come to those who are patient.” The webpage is not quite finished, and more will be added in the next few months. In time our renewed social media connections will be tied to the website, as will other features we hope will engage Society members (and the larger public). We hope to feature articles and book reviews from the past that will be of interest to those landing on the site. Other developments are being considered.

Nearly a year ago I asked members for help in identifying the Shannon Bay wreck. We have moved forward a bit, but are still looking for information that might nail down the ship's name and thus open up its story. Insurance records and records of logging companies are one avenue of search. So, if you have any insights into where that information can be found for the ships of the west coast, in particular for those in and around Masset Inlet (which holds Shannon Bay), Haida Gwaii, BC, please let me know.

I will end this corner with a side trip down memory lane. Recently I was given a copy of “Canadian Maritime Bibliography For 1987” compiled by Lewis R. Fischer and M. Stephen Salmon, published by the CNRS in 1987. Apparently, our predecessors published an edition of this every year in the second half of the 1980s, capturing the publications for that particular year. The 1987 edition held 986 entries (of which 200 were for items that did not make it into the 1986 version). The first paragraph of this 1987 edition states that the listings had increased over the previous year, as the editors reviewed more sources for maritime related articles. But Fischer and Salmon suggested the increased number was due in part to:

...a re-awakening of interest by Canadians in maritime affairs. Part of this is no doubt due to the recent White Paper on Defence and recent pressing concerns about Arctic sovereignty, two topics which have been much in the news during the past year. We also believe, however, that some of the

explanation is that the outpouring of books and articles in the last few years is having an effect: the publications that we chronicle in our annual bibliographies are stimulating other Canadians to take an interest in the sea.

Going through this bibliography I found nine current members with a total of 16 publications in 1987. Among the founding co-editors of *The Northern Mariner/Le marin du nord* (Lewis Fischer, Olaf U. Janzen and Gerald Panting) 10 articles. Only three of these 26 appeared within the CNRS publications (all in *Argonauta*). *The Northern Mariner/Le marin du nord* was not included in the survey, as it did not yet exist (beginning life in 1991). Then, as now, our members have contributed to the dissemination of maritime history, publishing their research results, exploring the wide variety of topics across the domain of maritime history, and telling stories that enlighten, question and enthrall.

Regards,

Tom

\*\*\*

The Mystery Ship

I have this photo-postcard of a ship for which there is no name. Readers are invited to take a look and try to identify the vessel (and any part of its story you might know).

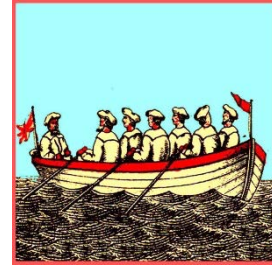


Please send your response to the editor of *Argonauta*.

Postcard from Thomas Malcomson

## **CALL for PAPERS: CNRS Annual Conference, Esquimalt, BC**

---



**13th Royal Canadian Navy History Conference  
Together with the Canadian Nautical Research Society  
25–27 June 2026 | CFB Esquimalt, British Columbia  
Contact: [rcncnrsconference@gmail.com](mailto:rcncnrsconference@gmail.com)**

### ***Theme: Sea Power on the Pacific Rim: History, Heritage, and the Canadian Experience***

The 13<sup>th</sup> Royal Canadian Navy History Conference, convened in partnership with the Canadian Nautical Research Society, invites proposals for papers, panels, and roundtables to be held at Canadian Forces Base Esquimalt, 25–27 June 2026.

This conference coincides with the RCN’s longstanding presence on the Pacific Coast and provides a timely opportunity to explore the multifaceted history of sea power on the Pacific Rim. From Indigenous maritime traditions to imperial rivalries, from the Pacific theatres of the world wars to Cold War operations, and from heritage preservation to contemporary strategic challenges, the Pacific has always been a dynamic space of maritime interaction.

We welcome proposals that engage with the broad theme of “**Sea Power on the Pacific Rim: History, Heritage, and the Canadian Experience.**” Topics may include, but are not limited to:

- The evolution of the Royal Canadian Navy’s Pacific presence, from Esquimalt’s 19th-century origins to the modern fleet.
- Exploring naval culture and leadership, through examination of historic customs, development of educational approaches, and/or career development.
- Canada’s role in Pacific conflicts and operations, including the World Wars, Korea, the Cold War, and post–Cold War missions.
- Indigenous maritime history and perspectives on Pacific seafaring and sovereignty.
- Naval heritage, commemoration, and the preservation of material culture on the Pacific coast.
- Comparative and transnational studies of sea power in the Pacific, including the Royal Navy, US Navy, Imperial Japanese Navy, and regional maritime forces.
- The impact of geography, trade, migration, and technology on Pacific naval and maritime history.
- Historiographical and methodological approaches to studying Pacific naval history.

## Submission Guidelines

- **Individual papers:** Please submit an abstract of no more than 300 words, along with a brief (150-word) biographical note.
- **Panels and roundtables:** Submit a 500-word proposal outlining the panel theme, plus abstracts and bios for each participant.
- Proposals are welcome from academics, students, naval professionals, independent scholars, and heritage practitioners.

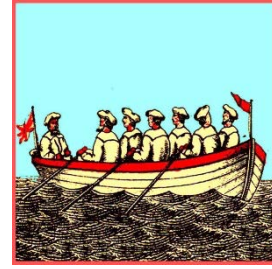
## Deadlines and Details

- **Proposal submission deadline:** *15 January 2026*
- **Notification of acceptance:** *15 February 2026*
- Submissions and inquiries should be sent to:  
[rcncnrsconference@gmail.com](mailto:rcncnrsconference@gmail.com)

The 13th RCN History Conference promises to be a significant opportunity for dialogue between historians, naval personnel, and the wider community. We look forward to welcoming participants to Esquimalt, the historic heart of the Royal Canadian Navy on the Pacific Coast.

# The Plastic Rum Jerrycans of the Royal New Zealand Navy

by Brian Bertosa



When Britain's Royal Navy abolished the daily issue of rum on 31 July 1970, they were delivering the spirit to ships in two different types of containers. In the case of larger vessels, rum was stored on board in wooden barrels, normally either a "kilderkin" of 18 imperial gallons or a "small cask" of 9 gallons.<sup>1</sup> For smaller vessels such as submarines, the spirit was delivered in earthenware jars with a capacity of one gallon encased in a protective wicker covering with handles for carrying.<sup>2</sup> Although there was certainly nothing wrong with these jars in terms of their suitability to carry rum, visitors to antique shops will know that stoppered earthenware containers for liquids are really a nineteenth-century technology, if not older. As for the wicker, owners of furniture made from that material will know that the individual strands are prone to breakage. The coverings could not stand up to prolonged periods of rough handling, and detached bits of wicker from rum jars like these caused problems with cleanliness in the spirit rooms of vessels of the Royal New Zealand Navy.<sup>3</sup>



*Figure 1. A one-gallon earthenware jar used by the Royal New Zealand Navy for rum prior to 1965. The wicker covering afforded some measure of protection as well as handles for carrying. (Attachment to L. B. Carey, Captain Superintendent, Auckland to the Commodore, Auckland, Stowage of Rum, 15 December 1965, Stores – Victualling Stores – Rum [1957–1973], R1017009, Archives New Zealand)*

Although their role today is more one of aging than transport, wooden barrels are still a staple of the wine and spirits trade, but by no means are they without problems of their own. Files of

<sup>1</sup> Matt Pietrek and Alexandre Gabriel, *The Rum Never Sets: 300 Years of Royal Navy and London Dock Rum* (Ferrand Foundation, 2025), 129, 150–51; "Royal Navy Rum Casks," Up Spirits – Rum in the Royal Navy & Royal Navy Rum Memorabilia, <http://www.upspirits.co.uk/casks.html>, accessed 16 August 2025. These were often referred to respectively as 20-gallon and 10-gallon casks in contemporary correspondence.

<sup>2</sup> Pietrek and Gabriel, *The Rum Never Sets*, 129, 153; "Royal Navy 1 Gallon Rum Jars," Up Spirits – Rum in the Royal Navy & Royal Navy Rum Memorabilia, <http://www.upspirits.co.uk/wicker-jars.html>, accessed 16 August 2025.

<sup>3</sup> L. B. Carey, Captain Superintendent, Auckland to the Commodore, Auckland, Stowage of Rum, 15 December 1965, para. 2. (b), Stores – Victualling Stores – Rum [1957–1973], R1017009, Archives New Zealand (hereinafter ANZ).

archival documents on naval rum from New Zealand, Canada, and Australia are replete with correspondence dealing with losses of rum stored in wooden casks.<sup>4</sup> Besides leaks from faulty casks, including a documented example caused by wood-boring worms,<sup>5</sup> it is entirely normal for losses of rum to occur over time in perfectly sound casks. Particularly in the case of casks that are new or very dry, a certain amount will be absorbed by the pores in the structure of the wood.<sup>6</sup> More important losses, again due to the porous nature of wood, occur through evaporation, which can reduce the amount of rum held in a cask by anywhere from 2.5 to 10% per year depending on the climate.<sup>7</sup> Furthermore, depending on whether the ambient conditions are humid or dry, either more alcohol will evaporate from the cask or more water, thereby affecting the alcoholic strength of the rum stored within.<sup>8</sup> On top of all that, it was found in New Zealand service that wooden casks “require constant expensive repair.”<sup>9</sup>



*Figure 2. A Royal Navy 18-gallon kilderkin. The red paint on the chimbs (pronounced “chimes”) of the cask indicate that it is intended for rum. (Upspirits.com, image without watermark provided by arrangement with Mark Helps, website creator)*

<sup>4</sup> Numerous examples can be found in, for New Zealand, the file Stores – Victualling Stores – Rum [1941–1949], R21466784, ANZ; for Canada, the files Provisions – Rum, RG24-D-1-c, vol. 34777, file 7351-610, Library and Archives Canada (hereinafter LAC); for Australia, the file Rum for Admiralty, MP151/1, 668/202/264, National Archives of Australia (hereinafter NAA). The Royal Australian Navy had no rum issue, but Australian distillers supplied rum to the Royal Navy during the Second World War, on which, see Brian Bertosa, “Australian Rum and the Royal Navy During the Second World War,” *The Great Circle* 47, no. 1 (2025): 111-35.

<sup>5</sup> T. Daniel, Victualling Store Officer, H.M.A. Victualling Yard, Brisbane to the Director of Victualling, Navy Office, Melbourne, Rum for War Office – Bundaberg Distilling Co. (Navy Office File 668/201/2762), 27 January 1944, para. 5, MP151/1, 668/202/264, NAA.

<sup>6</sup> J. F. Lonergan, Managing Director, Castlemaine Perkins Ltd. to the Officer in Charge, Naval Victualling Store, Camperdown, Sydney, Claims for Rum, 12 February 1945, MP151/1, 668/202/264, NAA; Pietrek and Gabriel, *The Rum Never Sets*, 192.

<sup>7</sup> Pietrek and Gabriel, *The Rum Never Sets*, 192. On high evaporative losses in summer in New Zealand, see [signature illegible], Naval Officer-in-Charge, Auckland to the Naval Secretary, Navy Office, Wellington, 8 November 1937, para. 5, R21466784, ANZ.

<sup>8</sup> *Ibid.*, 190–91.

<sup>9</sup> Carey to Commodore Auckland, 15 December 1965, para. 5.

New materials that eliminated most, if not all, of these problems were available to the British in the last decade of the rum ration, if not earlier, but in fairness to them, abolition of the daily rum issue had been in the air throughout the 1960s, therefore any move to an entirely new system of transport and storage of rum would likely have been seen as wasteful and unnecessary under those circumstances.<sup>10</sup> Nevertheless, had they continued with rum, would they have still been delivering it to units in such antiquated containers in the twenty-first century? “What if” questions are of course impossible to answer definitively, but some sense of the direction the Royal Navy might have taken may be had by examining the example of the Royal New Zealand Navy. The daily rum issue was not abolished in New Zealand until 1 March 1990, and on that date Navy rum was most certainly not to be found in ships and shore establishments in wooden barrels or wicker-covered earthenware flagons.<sup>11</sup>

The earliest suggestion in New Zealand of a new material for containers of naval rum was made in July 1965 and involved glass jars.<sup>12</sup> While not ultimately adopted, the idea is nonetheless interesting because in 1958 the Royal Canadian Navy, dissatisfied with an estimated loss rate of rum of 7.42% “caused by cask seepage, evaporation, absorption and spillage during the pumping operation,”<sup>13</sup> adopted glass as their new material.<sup>14</sup> In their case, however, the solution was essentially left to the supplier, Captain Morgan Rum Distillers Limited of Montréal, who began to deliver the rum in standard commercial 40-ounce bottles (1.14 litres, often referred to as “40-pounders” in Canada) packed 12 to a case. Although a highly successful solution in Canada, this approach would not have been suitable for the Royal New Zealand Navy (RNZN), who at that time acquired their rum in casks from Australia at an approximate strength of 75% alcohol by volume (ABV), a normal shipping strength.<sup>15</sup> On arrival in Auckland, this rum was vatted, diluted to the Navy’s issuing strength of 54.5% ABV, and put into either casks or jars for issue to the fleet.<sup>16</sup> The Canadian approach would not have been applicable unless the RNZN were willing to install a small-scale commercial bottling plant of their own at their home base in Devonport.<sup>17</sup>

---

<sup>10</sup> Richard Moore, “‘We Are a Modern Navy’: Abolishing the Royal Navy’s Rum Ration,” *Mariner’s Mirror* 103, no. 1 (2017): 69–77, <https://doi.org/10.1080/00253359.2017.1274141>.

<sup>11</sup> “RNZN and the Rum Issue,” Torpedo Bay Navy Museum, <https://navymuseum.co.nz/explore/by-themes/customs-and-traditions/rnzn-and-the-rum-issue/>, accessed 17 August 2025.

<sup>12</sup> Carey to Commodore Auckland, 15 December 1965, para. 7; the suggestion was made 23 July 1965 by an unnamed naval rating.

<sup>13</sup> C. J. Dillon, A/Commodore (S) RCN, Supply Officer-in-Chief to Defence Research Medical Laboratories, Toronto, Packaging of Rum, 27 November 1956, para. 1. (10), RG24-D-1-c, vol. 34777, file 7351-610, LAC. It is unclear how an “estimate” such as this could run to two decimal places.

<sup>14</sup> CANAVHED to AIG 1116, 11 December 1957, RG24-D-1-c, vol. 34777, file 7351-610, LAC.

<sup>15</sup> T. S. Hickey, Manager, John Cawsey & Co. (Canberra) Pty. Ltd. to Mr. Carpenter, New Zealand High Commission, Canberra, 17 July 1964; [initials illegible], “by S.1,” Rum to the R.N.Z.N., Navy Minute Sheet, 10 August 1964; both R1017009, ANZ.

<sup>16</sup> K. P. Ibbertson, Director, The Campbell & Ehrenfried Co. Ltd. to the Victualling Store Officer, H. M. Naval Base, Auckland, 21 August 1941; H. R. Sleeman, Naval Secretary to the Naval Officer in Charge, Auckland, Rum ex Australia, 10 September 1941, para. 2; both R21466784, ANZ.

<sup>17</sup> Broadly similar arguments apply to the British, whose methods of rum supply were not unlike those of the RNZN, on which, see Matt Pietrek, “Royal Navy Rum Production,” chap. 6 in Pietrek and Gabriel, *The Rum Never Sets*. The Admiralty requested, and received, information from the RCN on the adoption of bottled rum but did not act upon it: see A. G. Tait, Commander, Royal Navy, Office of Senior Naval Liaison Officer, U.K. Services Liaison Staff, Ottawa to the Supply Officer in Chief, Royal Canadian Navy, Naval Headquarters, Ottawa, Packaging of Rum, 4 February 1959 and [signature

What the New Zealanders were interested in was a bulk pack that could at least approximate the capacity of the containers they were accustomed to using for the carriage and stowage of rum. The Canadians, too, had begun work on an “unbreakable” bulk container before 1954 but abandoned the project at an early stage due to the great success of trials with the commercial bottles.<sup>18</sup> Although the intended material for these containers had not been decided, one RCN officer spoke to a representative of a company making polyethylene bottles and was informed that “they have not yet licked the problem of flavour loss through the polyethylene.”<sup>19</sup> Nine years later, though, blow-moulded high-density “polythene” – the name for polyethylene found in all New Zealand correspondence of the period – had been approved by the New Zealand Health Department “for all liquids other than petrol, i.e. vinegar, rum, soft drinks, essences & etc.”<sup>20</sup> There was nothing standing in the way, then, of following “a suggestion by Mr. J.M. Malloy, Section Clerk in the Victualling Section” of Naval Stores to move ahead with the “use of polythene containers for the stowage of rum.”<sup>21</sup>

The earliest available document on the polythene jerrycan initiative dates from December 1965, when L. B. Carey, Captain Superintendent, Auckland, reported that “the trial of 2 gallon and five gallon polythene containers for the stowage of rum has been made and has proved very satisfactory. No deterioration in quality has occurred.”<sup>22</sup> It was stated in a later document that “plastic containers were in use experimentally for some 12 months before . . . February 1966,”<sup>23</sup> therefore the trials appear to have begun in February 1965. Captain Carey’s report continued as follows:

2. *The containers have been used in HMNZS [Her Majesty’s New Zealand Ship] PHILOMEL, Motor Launches, HMNZS IRIRANGI and*

---

illegible], Supply Officer in Chief to Senior Naval Liaison Officer, U.K. Services Liaison Staff, Ottawa, Packaging of Rum, 13 March 1959; both RG24-D-1-c, vol. 34777, file 7351-610, LAC.

<sup>18</sup> [Signature illegible] for H. A. Delcellier, Colonel, DID [Directorate of Inter-Service Development] to A/SOC (Admin) [Assistant Supply Officer-in-Chief, (Administration)], Bottle Polyethylene, 28 January 1954, para. 1; J. D. Kemp for Superintendent, Defence Research Medical Laboratories to Naval Headquarters, Department of National Defence, Ottawa, Rum Packaging, 18 January 1957, paras. 3 and 7; both RG24-D-1-c, vol. 34777, file 7351-610, LAC.

<sup>19</sup> [Signature illegible], LCdr (S) to ASOC(A), DOPS [Directorate of Personnel Stores], handwritten note, 12 November 1956, RG24-D-1-c, vol. 34777, file 7351-610, LAC.

<sup>20</sup> J. S. Dick for Captain Superintendent, Auckland to the Deputy Secretary of Defence (Navy), Navy Office, Wellington, Stowage of Rum, 3 February 1966, para. 1, R1017009, ANZ. Curiously, there was also an Admiralty specification for the same material “used for rum” (*ibid.*, para. 2), suggesting that the British may have been looking at a new bulk container as well. This is hinted at, too, by a request for information on the polythene containers sent by the NZ Defence Liaison Staff, London, presumably on behalf of the British, on 19 June 1969 (S. G. Tasker for Deputy Secretary of Defence (Navy) to the Head, New Zealand Defence Liaison Staff, London, Plastic Containers for Rum, 15 July 1969, R1017009, ANZ). This was sent only five months prior to the final decision to abolish the daily issue in the United Kingdom (Moore, “Modern Navy,” 76). If there *had* been a team working on alternative packaging for Admiralty rum, it was presumably understood that they were to continue their work until instructed otherwise.

<sup>21</sup> Carey to Commodore Auckland, 15 December 1965, para. 7.

<sup>22</sup> *Ibid.*, para. 1. The 2-gallon containers appear to have been in reality 2½-gallon containers whose net contents were 2 gallons; see Suggested re-write of Chapter 7 of N.Z.B.R. 26 (2) (7) Rum, 0701 paras. 1 and 2, attachment to J. S. Dick for Captain Superintendent to the Deputy Secretary of Defence (Navy), Navy Office, Wellington, N.Z.B.R. 26(2) Chap. 7 – Rum, 2 March 1966, R1017009, ANZ.

<sup>23</sup> J. S. Dick for Captain Superintendent to the Commodore, Auckland, Plastic Containers for Rum, 3 September 1968, para. 2, R1017009, ANZ.

were taken by HMNZS INVERELL during her recent visit to Australia. Comments received from those concerned have been favourable and the following are apparent:

- (a) *The polythene containers are much more easy to handle than the old wicker-work jars.*
- (b) *The absence of wicker-work promotes far greater cleanliness in the stowage.*
- (c) *The screw cap obviates the possibility of dirt, pieces of sealing wax etc. falling into the neck of the container when being opened.*
- (d) *From a Naval Stores point of view, the new containers are easier to store, to fill and to seal.*

- ... .
- 4. *It is proposed to replace the present wicker-work containers by [2-gallon] polythene containers which cost 12/-d each progressively. (The stone wicker covered jars cost 11/6d each and are very vulnerable).*
  - 5. *The five gallon polythene containers will cost 17/6d each and will replace the present 10 gallon kilderkins costing £7.10.0 each and which require constant expensive repair.<sup>24</sup>*

Formal approval of the new containers was granted 18 February 1966.<sup>25</sup> Monochrome photographs accompanying Carey's report show containers that appear to be white and are marked "VICT." (victuals or victualling) on one side; perhaps "Spirits" or "Rum" was deemed too tempting. By the middle of 1967, though, the polythene jerrycans had proven so successful that they were being used "for many liquids other than rum," one of which was vinegar. Accordingly, taking a cue from the practice of painting a red band around the wicker of the former rum jars to identify them, approval was given for "a 2" red horizontal band painted on each container" in the case of jerrycans intended for rum; these, moreover, had a wire threaded through the two lugged caps linked with the victualling yard seal to prevent pilfering.<sup>26</sup>

---

<sup>24</sup> Carey to Commodore Auckland, 15 December 1965.

<sup>25</sup> S. G. Tasker for Deputy Secretary of Defence (Navy) to the Captain Superintendent, Auckland, Stowage of Rum, 18 February 1966, para. 1, R1017009, ANZ.

<sup>26</sup> L.G. Carr, Commodore RNZN, Commodore Auckland to the Deputy Secretary of Defence (Navy), Navy Office, Wellington, Rum Containers, 28 July 1967, R1017009, ANZ.



*Figure 3. A polythene jerry can introduced in 1965 for the carriage and stowage of Royal New Zealand Navy rum (side view). Visible at the top is the method of sealing, which involved a wire attached to the vent cap (right) and the pour cap (left) and the victualling yard seal at the latter. (Attachment to Carey to Commodore Auckland, 15 December 1965, R1017009, ANZ)*



*Figure 4. A polythene jerry can introduced in 1965 for the carriage and stowage of Royal New Zealand Navy rum (end view). Visible at the top is the pour cap and the victualling yard seal. (Attachment to Carey to Commodore Auckland, 15 December 1965, R1017009, ANZ)*

There were only two documented instances of problems with the polythene containers, and in neither case were there grounds for seriously questioning the decision to go with plastic.

The first took place in July 1968 when HMNZS *Otago*, then serving with the British Commonwealth Far East Strategic Reserve,<sup>27</sup> received a new supply of rum

---

<sup>27</sup> "NZ Naval Report to the Defence Council – 1968, Extract from the Report of the Naval Board of the Defence Council for period 1 April 1968 to 31 March 1969," RNZN Communicators Association, <https://rnzncomms.org/dc-1968/>, accessed 8 August 2025.

while at the Royal Naval Armament Depot jetty at Singapore.<sup>28</sup> The Royal Navy had not yet abolished their daily rum issue, therefore any rum taken on at Singapore at that time would have been Admiralty rum. Moreover, the British continued to use wooden casks and earthenware jars to the very end, therefore New Zealand's plastic jerrycans would in no way have been involved prior to the time of delivery. At that point, however, because the storerooms of RNZN vessels were not fitted for the stowage of casks, the procedure was to decant all rum received from overseas sources into jerrycans.<sup>29</sup>

It appears that, for reasons that are not clear, this particular batch of Admiralty rum, which was a spirit normally well regarded by RNZN crews,<sup>30</sup> was not considered up to scratch by *Otago's* ratings. An unknown hand, probably the ship's supply officer, takes up the story.

*On berthing at 1500 three representatives from the Superintending Victualling Stores Officer's staff called on me with samples of three different lots of rum and a stated willingness to exchange our stock for a more "palatable brew." Two senior ranks were summoned and a more acceptable rum was chosen. Our whole stock was landed that evening and the ship's plastic containers were refilled and returned to the ship whilst alongside at RNAD [Royal Naval Armament Depot] the following morning, all this being done without paper action. It transpired that the stock of rum embarked initially had never been tasted by SVSO's [Superintending Victualling Store Officer] staff in Singapore, as it was part of a small consignment that had been blended in the United Kingdom. . . . There have been no complaints of unpalatable rum since.<sup>31</sup>*

This incident was taken seriously enough that a sample of the offending rum, along with two samples of Admiralty rum blended in Singapore of different pack dates, a sample of RNZN rum (which was Australian),<sup>32</sup> and one of the RNZN's plastic containers were delivered to the Senior Armed Services Food Chemist (SASFC) at Singapore for examination.<sup>33</sup> While noting that the New Zealand-issue rum had "a slightly different flavour" to the Admiralty rums, the chemist "reported no cause for complaint concerning flavour in any of the samples," while the SVSO pointed out that no RN ship or shore establishment complained about the rum that was disliked in *Otago*.<sup>34</sup> Perhaps trying to be helpful, while diplomatically refraining

---

<sup>28</sup> Extract from OT. 2/4/61 dated 15th August 1968, enclosure 1 to Richard T. Hale, Captain, RNZN, HMNZS OTAGO at Singapore to the Commodore, Auckland, Plastic Containers for Rum, 22 August 1968, R1017009, ANZ.

<sup>29</sup> [Signature illegible], "by S3," Amendment to NZBR 26 (2) article 0707, Navy Minute Sheet, 11 December 1967, para. 4, R1017009, ANZ.

<sup>30</sup> [Signature illegible] for Navy Secretary to the Comptroller of Customs, Customs Department, Wellington, Importation of Rum for the R.N.Z.N., 14 September 1958, para. 3, Importation of Rum for the RNZN [Royal New Zealand Navy], R1617381, ANZ.

<sup>31</sup> Extract from OT. 2/4/61 dated 15th August 1968.

<sup>32</sup> Dick to Commodore Auckland, 3 September 1968, para. 1; J. S. Dick, Superintending Naval Store Officer to the Government Analyst, Department of Scientific & Industrial Research, Auckland, Plastic Containers for Rum, 11 September 1968, para. 3, R1017009, ANZ.

<sup>33</sup> Superintending Victualling Stores Officer, H.M. Dockyard, Singapore to the Supply Officer, H.M.N.Z.S. OTAGO, Complaint Regarding Rum Supplied by S.V.S.O., 27 July 1968, para. 1, R1017009, ANZ.

<sup>34</sup> *Ibid.*, paras. 2 and 5.

from casting aspersions on the ability of RNZN ratings to tell when they had a “good” rum on hand, the SVSO turned his attention to the plastic jerrycan.

3. *You may wish to note, however, that the SASFC commented unfavourably on your plastic container. His report reads as follows:— Assuming that the plastic container has been used only for rum, it is obvious from the residual odour and signs of attack that it is not a suitable receptacle.*
4. *The chemist’s examination revealed a residual odour and signs of attack by the alcohol element i.e. the inside of the container was stained a dark brown colour. The odour and stain still remained after a thorough cleaning out of the container.*
5. *. . . It appears possible therefore that the polythene/plastic container could have been imparting an off-flavour to the rum packed therein.*<sup>35</sup>

There are a number of points among these findings that can be called into question, suggesting that food-grade polythene was not something that either the chemist or the SVSO had any great familiarity with. Staining is not synonymous with chemical attack; rather, it is simply an indication that the plastic has absorbed some of the rum’s colour through prolonged contact in a manner no different from what takes place inside a wooden cask or earthenware jar.<sup>36</sup> Likewise for odour; if staining and odour were signs of a poor container for rum, then the casks and jars used by the Royal Navy would be just as unsuitable, if not more so, due to the porous nature of wood and unglazed ceramic. As far as I am aware, of the materials commonly used to store or transport spirits, only glass and stainless steel can be made pristine again, in terms of both colour and odour, through cleaning, and the fact that this was even attempted further suggests unfamiliarity with polythene. As for “imparting an off-flavour,” a rum container thus “seasoned” with residue on the inside can only impart something of the last liquid it contained, which in this case was the normal RNZN rum that the crew of *Otago* were accustomed to. The reasoning on display here does no credit to either the chemist or the SVSO, both of whom appear to be grasping at straws.

My own sense of the episode is that, despite the assurances to the contrary offered to the New Zealanders, the SVSO’s people may in fact have been aware that there was something wrong with that particular batch of rum; this is suggested by their very obliging response to the complaint, the speed of their replacement of the stock (carried out at night, no less!), and, above all, their lack of interest in any paper trail to document the transaction. The fact that *Otago*’s ratings were content with the replacement rum, when all batches of Admiralty rum, wherever blended, were supposed to be indistinguishable, should eliminate any doubt. The attention focused on the polythene jerrycan was probably an exculpatory attempt by the SVSO to divert attention elsewhere.

---

<sup>35</sup> Ibid., paras. 3–5.

<sup>36</sup> “Stain-resistant plastic articles and methods of making same,” Google Patents, <https://patents.google.com/patent/WO2003091018A1/en>, accessed 9 August 2025.

The only other documented case of difficulties with polythene jerrycans dates from 1970, and once again – although indirectly this time – it involved the Royal Navy at Singapore. As mentioned above, the British did away with rum as of 31 July that year, after which date any New Zealand vessel assigned to Far East duty with them was going to be reliant on Navy Office in Wellington for their rum supply. One possible way to make this happen was to send the rum to Singapore via commercial channels. However, because “rum is highly inflammable, and attractive, . . . special arrangements are required for its storage ashore in Singapore”; considered “a bit messy, and expensive,” this would have involved holding the rum “in bond pending ship’s movements.”<sup>37</sup> In light of these difficulties, it was considered altogether preferable that “replenishment from Auckland was to be frequent, [in] small lots” that could be put directly aboard HMNZ Ships.<sup>38</sup> It appears that one such delivery was in fact carried out when 100 5-gallon jerrycans of rum were sent up for HMNZS *Otago* in September 1970 aboard SS *Bankura*.<sup>39</sup> Unfortunately, nobody in connection with this shipment appears to have ‘got the memo’ about small lots. In the words of Commander I. H. D. Tyler, RNZN, CO of *Otago*,

1. *Following the arrival of stores ex S.S. BANKURA, all available space in the Spirit Room was used to stow 5 gallon plastic containers, approximately 100 full containers being stowed in a stowage designed for 42. One container was of necessity due to lack of space rested on the edge of a longitudinal, being supported by rum containers on one side, and the ship’s side on the other.*

2. *On entering the Spirit Room on 30th September it was found that the weight of rum in the container coupled with the comparatively sharp edge of the longitudinal, and ship’s movement, had caused the plastic to split at the base of the container where it rested on the longitudinal, the result that most of the contents had leaked onto the Spirit Room deck.*<sup>40</sup>

Nor was this the only incident in *Otago* on that deployment.

1. *Since the [previous letter] was forwarded a further two rum containers have developed splits in the base, with consequent seepage of rum onto the Spirit Room deck. In both cases, the containers had been stowed on the deck of the Spirit Room. However, owing to insufficient stowage space a second row of containers had been placed on a board extending across the top of the bottom row of containers.*

---

<sup>37</sup> [Signature illegible], “by SO (Pers),” Rum – Stowages – Capacity of Spirit Room Stowages, Minute Sheet, 22 December 1970, para. 6; [initials illegible], “by SO SYD” [Staff Officer Supply Duties], Rum – Stowages – Capacity of Spirit Room Stowages, Minute Sheet, 22 December 1970; both R1017009, ANZ.

<sup>38</sup> J. Smyth, “T. 1,” Rum – Frigates – Proposal to Increase Capacity of Spirit Room Stowages in Frigates, Minute Sheet, 22 December 1970, para. 3, R1017009, ANZ.

<sup>39</sup> I. H. D. Tyler, Commander, R.N.Z.N., Commanding Officer H.M.N.Z.S. OTAGO at Singapore to the Commodore, Auckland, Loss of Rum, 2 October 1970, para. 1, R1017009, ANZ. On *Bankura*, see, among others, “BANKURA - IMO 5035828,” <https://www.shipspotting.com/photos/1331108>, accessed 13 August 2025.

<sup>40</sup> Tyler to Commodore Auckland, 2 October 1970.

2. It is presumed that the weight of the additional row of containers, coupled with the ship's movement was sufficient to cause a gradual buckling of the base of the container which subsequently fractured.<sup>41</sup>

The suitability of the polythene jerrycans as containers for rum was not called into question in response to these reports, for the problem clearly lay elsewhere. Possibly in response to the unfortunate experience with the overlarge consignment carried in *Bankura*, Commodore Auckland stated that "it is regarded as an essential principle of the new policy for replenishment of HMNZ Ships in the Far East . . . that they should carry the maximum possible on departure from New Zealand. It is considered that rum should not be an exception."<sup>42</sup> While intended to minimize further reliance on commercial shippers, this policy did nothing to address the issue of overcrowding of jerrycans in RNZN vessels. In order to create more space in spirit rooms, an initiative was conceived that "would involve removing the existing 'cupboard stowage' which is no longer required. They were previously used for Wicker jars, Sacramental Wine etc. This would give the frigates in excess of six months supply (approximately 100 cans). Should the commission on the F.E.S. [Far East Station] be of a longer period then arrangements could be made to ship up the balance."<sup>43</sup> Accordingly, a decision of 22 March 1971 directed that "Alteration and Addition action is to be initiated in respect of HMNZ Ships WAIKATO, TARANAKI and OTAGO" to carry out the modification, provided that "full consideration has been given to the effects of the increased weight on the displacement and stability of the ships concerned."<sup>44</sup>

As for HMNZS *Canterbury*, a new build then fitting out in the United Kingdom, the modification to the spirit room had already been completed,<sup>45</sup> but it would need a supply of rum before taking on the ship's company. After HMNZS *Blackpool* was returned to the Royal Navy at Portsmouth in June 1971, its crew transferred to *Canterbury*, taking all remaining jerrycans of rum in *Blackpool* with them.<sup>46</sup> This was not, however, going to be enough for the initial stock of rum for eight months planned for *Canterbury*; the remainder was shipped up from New Zealand in casks.<sup>47</sup> Unlike bona fide Royal Navy rum casks, earthenware flagons, or Royal Canadian Navy/Canadian Armed Forces Captain Morgan rum bottles, all of which are sought after in the collectors' market, New Zealand's plastic rum jerrycans appear to be entirely unknown to the internet. Even the National Museum of the RNZN has no examples of either the 2-gallon or 5-gallon containers in their collection, nor any

---

<sup>41</sup> I. H. D. Tyler, Commander, R.N.Z.N., Commanding Officer H.M.N.Z.S. OTAGO at Keelung to the Commodore, Auckland, Loss of Rum, 14 November 1970, R1017009, ANZ.

<sup>42</sup> J. P. S. Vallant, Commodore RNZN to the Chief of the Naval Staff, Defence Headquarters, Wellington, Type 12 Frigates – Proposed Alteration and Addition – Spirit Room Stowage, 5 November 1970, para. 3, R1017009, ANZ.

<sup>43</sup> SO SYD, Rum – Stowages – Capacity of Spirit Room Stowages, Minute Sheet, 22 December 1970.

<sup>44</sup> F. H. Bland, Captain, RNZN for Chief of the Naval Staff to the Commodore, Auckland, Type 12 Frigates – Spirit Room Stowage, 22 March 1971, paras. 2 and 3, R1017009, ANZ.

<sup>45</sup> *Ibid.*, para. 4.

<sup>46</sup> "Blackpool," Torpedo Bay Navy Museum, <https://navymuseum.co.nz/explore/by-collections/ships/blackpool/>, accessed 15 August 2025; NZDEF WN to RBYWAA/COMAUCK, Rum for HMNZS CANTERBURY, 28 October, 1970, para. 1, R1017009, ANZ.

<sup>47</sup> NZDEF WN to RBYWAA/COMAUCK, 28 October, 1970, para. 1, R1017009, ANZ.

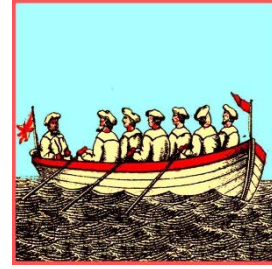
photos of them in their photographic department.<sup>48</sup> Regardless of their aesthetic qualities, given the absolute uniqueness of this style of container in the world of Navy rum, the possibility that there may be none left anywhere today is unfortunate.

*The author would like to acknowledge the assistance of Dr. Tanja Rother who, through the auspices of PHANZA, the Professional Historians Association of New Zealand/Aotearoa, agreed to digitize an enormous quantity of documents for this and other projects of his at Archives New Zealand in Wellington due to the suspension of the latter's digitization services.*

---

<sup>48</sup> Lewis Dunster, Collections Assistant, National Museum of the Royal New Zealand Navy, email message to author, 27 June 1965.

## CNRS-SCRN Awards for 2024



---

The Canadian Nautical Research Society / La Société Canadienne pour la recherche nautique ([www.cnrs-scrn.org](http://www.cnrs-scrn.org)) was founded in 1984 to encourage an awareness of Canadian and world maritime heritage. One track in pursuit of this mandate is the presentation of a variety of annual awards, a full description of which, with listings of past recipients, can be found on our web-site:

[https://www.cnrs-scrn.org/books\\_and\\_awards/awards\\_e.html](https://www.cnrs-scrn.org/books_and_awards/awards_e.html)

The Society Awards for 2024 were presented at our Annual General Meeting in the Port Hope Public Library, Port Hope, Ontario, on Saturday 24 May 2025.

---

### **Keith Matthews Book and Article Awards**

These prestigious awards are named after the renowned maritime historian from Memorial University who was also a founder and first president of the CNRS. Keith Matthews died in 1984 and the first award in his name was made the following year. There are two kinds of awards: one each recognizing a Best Book and a Best Article on a maritime subject published in the previous calendar year in our peer-reviewed journal, *The Northern Mariner / Le Marin du nord*; within each there are sub-categories allowing for Honourable Mentions, and for a Book Deserving Special Recognition (one that does not fully meet conventional scholarly criteria but is a major contribution to the field). At present there is no cash value to the awards.

### **Best Book of 2024**

**Gordon H. Boyce**, *A History of British Tramp Shipping, 1870-1914: Volume 1, Entry, Enterprise Formation, and Early Firm Growth* (Liverpool University Press, Research in Maritime History No. 57).

In *British Tramp Shipping*, Gordon Boyce has produced an excellent account on a neglected topic of global importance. The result of life-long work on masses of untapped primary data, and the first of a multi-volume project, when completed they are likely to remain the foundational source for future interpretations in the field.

### **Honourable Mention / Best Book of 2024**

**Matthew Neufeld**, *Early Modern Naval Health Care in England, 1650-1750* (McGill-Queen's University Press).

Based on formidable primary research, *Early Modern Naval Health Care in England*, is a wonderful interpretive essay on an important "back office" function of maritime history. Matthew Neufeld makes the compelling point that the provision of health care was an intricate part of the emergence of modernity, and that Britain's Royal Navy was a leading light in that regard.

### **Honourable Mention / Best Book of 2024**

**Nate Hendley**, *Atrocity on the Atlantic: Attack on a Hospital Ship During the Great War* (Dundurn).

In *Atrocity on the Atlantic*, Nate Hendley presents an accessible exploration of the many lasting impacts of the *Llandovery Castle* incident. In addition to covering the actual sinking of the hospital ship, he makes an important new contribution in describing the little-known subsequent Leipzig War Crimes Trials, and the historical legal precedent resulting from this atrocity.

### **Book Deserving Special Recognition 2024**

**Michael L. Hadley**, *Boxing the Compass: A Life of Seafaring, Music, and Pilgrimage* (Heritage House).

In *Boxing the Compass*, Michael Hadley has presented a thoughtful memoir of a fascinating career that includes major contributions to diverse aspects of maritime history. His search for meaning reflects upon questions that many of us contemplate, although not nearly as articulately as he has in this relatable and engaging account.

### **Honourable Mention / Book Deserving Special Recognition 2024**

**Ron Thompson**, *The Wind From All Directions* [a novel] (Double Dagger).

Ron Thompson's *The Wind From All Directions* is a compelling fictional retelling of the competing claims in 1792 to Nootka Sound between British Lieutenant Vancouver and Spanish Commandant Quadra, but with the important inclusion here of the indigenous perspective of Maquinna, chief of the Mowachaht peoples already resident there. Beautifully written, Ron made good use of historical sources, and was transparent on how he used them and where he let his imagination fly.

### **Best Article of 2024**

**Christopher M. Bell**, *The Battle of the Atlantic, the "Air Gap," and the Delay in Allocating Liberators to the Royal Canadian Air Force*

<https://tnm.journals.yorku.ca/index.php/default/article/view/1254>

In his last published article before his untimely death, Chris Bell lays out the scope for his radical reinterpretation of a topic long thought settled, but with enticing threads hopefully for others to weave into whole cloth in his memory.

### **Honourable Mention / Best Article of 2024**

**Thomas Malcomson**, *The Efficient Cook: The Upper Lakes & St. Lawrence Transportation Company's Cookery Manual*

<https://tnm.journals.yorku.ca/index.php/default/article/view/1313>

Embarking down a new area of research, into postwar Great Lakes merchant seaman social history, Thomas Malcomson develops the chance discovery of a company cooking manual into a compelling study of postwar nutritional progress.

### **Honourable Mention / Best Article of 2024**

**Kimberly Bregfoyle**, *Rudder Form in Inland and Oceangoing Dutch Merchantmen of the 17th Century*

<https://tnm.journals.yorku.ca/index.php/default/article/view/1341>

Kimberley Bregfoyle tackles an obscure but fascinating subject in prose that is accessible to those of us not schooled in the complications of naval architecture, all the more noteworthy for her being a “new” scholar. More properly this should merit the Pritchard Student Article Prize, for which alas she does not qualify.

### **Jacques Cartier MA Prize**

To encourage graduate studies at the Master's level in Canadian universities and other institutes of higher learning, the Society awards a prize annually to a thesis of high achievement. The winner will receive an award of \$500. The award is named after Jacques Cartier, navigator of Saint-Malo, master mariner and explorer of France, who voyaged into the Gulf and River St. Lawrence which he named.

**Scott Stephen**, “Esquimalt and its Latin American Connection: Linking British Concerns in Chile and Peru to the Establishment of a Naval Base in British Columbia” (University of British Columbia, Vancouver).

This thesis addresses the foundation of the Royal Navy’s establishment at Esquimalt, on Vancouver Island, in the colony of British Columbia between the 1850s through to 1870. The former historiography holds that the naval yard was located at Esquimalt as British attention was drawn to the northwest boundary of the United States and the colony of British Columbia and growing tensions between the southern power and Great Britain. Scott Stephen’s research completely upends this analysis, revealing instead that the main impetus for establishing the base there was the British imperial interests in Pacific Latin America (in particular Chile and Peru). Mercantile interests (the critical copper and Guano trades) necessitated the British navy’s presence along the Pacific coast of Central and South America, but the only viable location for the navy’s stores depot was Esquimalt. The naval yard provided supplies and repairs for the British ships serving in the Pacific Ocean, all along the America’s western coastline and out to Hawaii. Stephen presents a very convincing argument, supported by solid archival research and a logical examination of the evidence. His work pushes our understanding of the Esquimalt naval yard’s imperial purpose into new territory. Scott Stephen pulls into his study the interaction between the navy and the indigenous nations living along the coastal area of the colony, noting the navy’s role in pushing forward colonization. This part of his thesis addresses the navy’s part in aggression against the indigenous people, an area of research that beckons further exploration.

---

### **James Pritchard Student Article Prize**

This prize was initiated in 2021 to be awarded annually for the best contribution written by a student and published in *The Northern Mariner/Le marin du nord*. The winner will receive an award of \$300.

[no award presented in 2025]

**Gerry Panting Award for New Scholars**

Gerald E. 'Gerry' Panting was a founder of the CNRS, and as a longtime faculty member at the Memorial University of Newfoundland (1959-93) was a mentor of young scholars. This award in his name is a bursary of not more than \$1,000 CDN to assist a new scholar in the field of nautical research to present a paper (in English or French) at the CNRS annual conference.

[no award presented in 2025]

---

**Alec Douglas Award for Contributions to Maritime History**

This is an occasional award by which the Society acknowledges excellence in contributions to maritime history across the broad range of such activity. It is applicable to individuals or institutions such as museums, archives or educational organizations. There is no cash value associated with the award.

**Paul Adamthwaite & Betty Ann Anderson / Naval Marine Archives: The Canadian Collection**

Paul Adamthwaite and Betty Ann Anderson are recognized for their outstanding efforts as the co-founders and leading lights in the sustainment of the Naval Marine Archive: The Canadian Collection. Their additional contributions to the furthering of Canadian maritime history include having provided administrative services to the Canadian Society of Marine Artists and many years of dedicated service to the CNRS.

# CNRS Financials, 2024-25

Errolyn Humphreys, Treasurer



## Comparative Balance Sheet

	<u>As at March 31 2025</u>	<u>As at March 31 2024</u>	<u>Difference</u>
<b>ASSET</b>			
Current Assets			
BMO Operating Account	39,287.51	41,454.69	-
BMO Cash Reserve Account	6,500.00	0.00	2,167.18
Investments	7,008.87	6,820.30	188.57
Accounts Receivable	0.00	0.00	0.00
Accrued Receivables	130.91	0.00	130.91
<b>TOTAL ASSET</b>	<b><u>52,927.29</u></b>	<b><u>48,274.99</u></b>	<b>4,652.30</b>
<b>LIABILITY</b>			
Liabilities			
Accounts Payable	0.00	40.54	-40.54
Membership Fees Received in Advance	0.00	0.00	0.00
Deferred Revenue	0.00	0.00	0.00
<b>TOTAL LIABILITY</b>	<b><u>0.00</u></b>	<b><u>40.54</u></b>	<b>-40.54</b>
<b>EQUITY</b>			
Members' Equity Current	5,263.18	6,085.92	-822.74
Earnings Retained Earnings	49,555.49	43,817.50	5,737.99
Unrealized Gain/Loss (OE)	-2,645.75	-	188.57
Gain or Loss on Exchange	754.37	2,834.32	-410.98
	1,165.35		
<b>TOTAL EQUITY</b>	<b><u>52,927.29</u></b>	<b><u>48,234.45</u></b>	<b>4,692.84</b>
<b>LIABILITIES AND EQUITY</b>	<b><u>52,927.29</u></b>	<b><u>48,274.99</u></b>	<b>4,652.30</b>

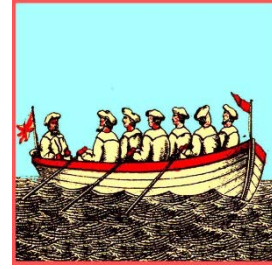
Generated On: 04/12/2025

## Comparative Income Statement

	<u>As at March 31 2025</u>	<u>As at March 31 2025</u>	<u>Difference</u>
<b>REVENUE</b>			
Individual -Cdn	2,610.00	3,060.00	-
Individual -Intl	205.00	490.00	-
Student - Cdn	0.00	0.00	0.00
Student -Intl	0.00	0.00	0.00
Institutional - Cdn	1,140.00	1,140.00	0.00
Institutional -Intl	1,320.00	1,420.00	-
Supporting	650.00	1,030.00	-
Individual-Digital	160.00	690.00	-
Student/Ecr Digital	50.00	75.00	-
<b>Total Membership Revenue</b>	<b><u>6,135.00</u></b>	<b><u>7,905.00</u></b>	<b>-</b>
TNM Sales and Royalties	221.29	108.22	113.07
<b>Total Publications Revenue</b>	<b><u>221.29</u></b>	<b><u>108.22</u></b>	<b>113.07</b>
Registration Fees	250.00	0.00	250.00
<b>Total Conference Revenue</b>	<b><u>250.00</u></b>	<b><u>0.00</u></b>	<b>250.00</b>
Investment-MFunds	37.40	34.32	3.08
<b>Total Investment Revenue</b>	<b><u>37.40</u></b>	<b><u>34.32</u></b>	<b>3.08</b>
Exchange Rate	0.00	0.00	0.00
Other Revenue	0.00	0.00	0.00
<b>Total Other Revenue</b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b>0.00</b>
<b>TOTAL REVENUE</b>	<b><u>6,643.69</u></b>	<b><u>8,047.54</u></b>	<b>-</b>
<b>EXPENSE</b>			
Bank and Credit Card Charges	239.26	164.73	74.53
Prepaid Expense	803.94	780.00	23.94
<b>Total Administrative Costs</b>	<b><u>1,043.20</u></b>	<b><u>944.73</u></b>	<b>98.47</b>
Mailing & Distribution	238.49	-25.18	263.67
Other Publication Expenses	0.00	0.00	0.00
Printing Expense -NM	0.00	0.00	0.00
NASOH - reduction	<u>0.00</u>	<u>0.00</u>	0.00
Total Printing Expense	0.00	0.00	0.00
NM - Other / Royalty Payments	0.00	0.00	0.00
Editing and Translation Expense	0.00	0.00	0.00
Book Review & Editorial Support	0.00	0.00	0.00
<b>Total Publications Costs</b>	<b><u>238.49</u></b>	<b><u>-25.18</u></b>	<b>263.67</b>
CNRS Conferences	0.00	0.00	0.00
Other Conferences	0.00	0.00	0.00

<b>Total Conferences Expenses</b>	<u>0.00</u>	<u>0.00</u>	<b>0.00</b>
Prize Expenses	0.00	800.00	-
<b>Total Prize Expenses</b>	<u>0.00</u>	<u>800.00</u>	<b>800.00</b>
Other Expenses	0.00	0.00	0.00
Digital	0.00	157.99	-
<b>Total Other Expenses</b>	<u>0.00</u>	<u>157.99</u>	<b>157.99</b>
GST/HST Paid	98.82	84.08	14.74
<b>Total Sales Expense</b>	<u>98.82</u>	<u>84.08</u>	<b>14.74</b>
<b>TOTAL EXPENSE</b>	<u>1,380.51</u>	<u>1,961.62</u>	<b>-</b>
<b>NET INCOME</b>	<u>5,263.18</u>	<u>6,085.92</u>	<b>822.74</b>

## **Call for Papers: NASOH Annual Conference, 27-29 May 2026**



### **Maritime Margins: Missing Voices, Overlooked Places, and New Perspectives**

**New Haven, Connecticut, May 27-29, 2026**

#### **Call for Papers**

The North American Society for Oceanic History invites you to its annual conference at the Canal Dock Boathouse and Hotel Marcel in New Haven, Connecticut, May 27-29, 2026. From the Black engineer William Lanson, who once made New Haven's Long Wharf the longest structure of its kind in North America to the birth of industrialized oystering in the waters between river, harbor, and Long Island Sound, New Haven sits at multiple margins of human and natural histories. The city is also the "cultural capital of Connecticut," boasting renowned museums, research libraries, and some of the best "apizza" outside Naples.

All scholars of the history or archaeology of fresh and saltwater, maritime cultural landscapes, navies, maritime security and strategy, and maritime actors (including the natural environment itself) are encouraged to submit proposals. We particularly seek presentations that highlight historically marginalized people, places, and subjects, including papers that consider race, class, gender and imperial, colonial, and environmental histories.

The program committee invites panel proposals of at least three and no more than four papers. We also welcome roundtable and individual paper proposals. The committee will consider a limited number of remote presentations **from international participants only** on a case-by-case basis. Participants from the United States must present in-person.

Proposal submissions should be in a single document (.doc or .docx) and include: A) panel or paper title; B) 150-200 word abstract for the full panel and for each paper submitted; C) a 150 word (maximum) biographical statement for each presenter; D) phone number, address, affiliation, and email of presenter(s); and E) any special requests to include remote participation by international presenters or any physical or technical accommodations required beyond a basic projector, laptop, and screen. Conference registration is required for all participants.

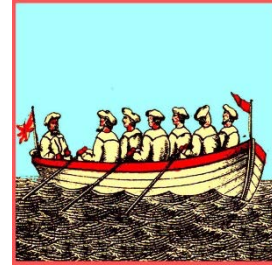
Proposals should be submitted electronically to [nasoh.conference@gmail.com](mailto:nasoh.conference@gmail.com) by **February 2, 2026**. Contact Dr. Jason W. Smith at [smithj131@southernct.edu](mailto:smithj131@southernct.edu) for general questions about the conference.

#### **Student Grants and Awards**

All students applying to present are automatically considered for NASOH's Chad Smith Travel Grants. Students are also encouraged to submit their paper to be considered for the Clark G. Reynolds Student Paper Award. Additional information on award guidelines can be found on the [NASOH website](#).

# 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.

In 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. ("It," rather than "she.")

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 footnotes and bibliographies (if desired) as derived from *The Chicago Manual of Style*, sixteenth edition or later. All footnotes should be in Arabic numerals, listed from “1” consecutively to the highest or last number, without any repetition 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 (e.g., DOI) should not be embedded in the text of the submission, but instead confined to the footnotes and bibliography. We ask that the full text of hyperlinks be visible, as with the RMC 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, 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.



# 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](http://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.

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

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

Payment by:  Cheque  Money Order  Visa  Master Card

Credit Card Number: \_\_\_\_\_ Expiry Date: \_\_\_\_\_

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