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Editorial

Much of a historian's work is done in the quiet of the study, or while inhaling the dust from hitherto unopened archive boxes. It is easy to forget that the 'whats' and 'whys' we are investigating usually revolve around real people and complicated machinery – put together for a specific task, typically with no thought of the convenience of future historians. I was reminded of the value of hands-on experience this June, when I had the good fortune to run into Dr. Bill Burwell, one of the organisers of the "Great International Steamboat Flotilla".

It was sheer happenstance that saw Bill and his wife staying on board the *Alexander Henry* the same night that my wife and I were there, and that got the four of us talking: boats, naturally. The next day, we were taken for a short run in his steamboat *Puffin*. It was a wonderful sight to look astern at the rest of the small flotilla, billows of steam blending into the

early morning mist (naturally, cameras had been left at home), all this enhanced by the smell of wood smoke from the funnel. In and of itself an experience that will be remembered for a long time. But there was more to it than that. From the moment of stepping on board, I had been watching the routine of raising steam and the entire process of getting the boat moving. We all know the theory: the steam passes from the "kettle" into the cylinders of the engine and drives the pistons which get the propeller shaft revolving. But how many today have actually *seen* this? I found it fascinating, and even for a small boat, the machinery surprisingly complex. Pipes and valves and gauges, all of which make sense when you spend a few minutes tracing the path of the steam, and understand what's going on. In operation, the compound (ie two cylinder) reciprocating engine leaks bit of steam from a multitude of places, and water and oil dribbles everywhere. You can look below, and there are the piston rods moving up and down, making the shaft turn. Watching that engine, I was struck by three thoughts in quick succession.

The first came as we backed away from the dock, and it took only a simple twist of a lever to get us moving forward: this is a much easier way of manoeuvring than oars or sails! Not, I'll admit, an exactly original thought, particularly as I've done some messing about in boats for years. However, what I was really thinking about was the impact this technology must have had on sailors the first time they saw it up close. A few chunks of wood into the firebox, and presto: the ability to move forward or backwards at will. *I felt*, not just understood, the advantages of steam.

Secondly, seeing all that water and oil and steam leaking out from what was a very well maintained engine drove home the impact that turbine machinery had in the engine room. Not only were turbines much quieter, they were much cleaner...

In the Irresistible [a battleship with reciprocating engines] the noise was deafening. It was impossible to make a remark plainly audible, and telephones were useless. The deck plates were greasy with oil and water, so that it was difficult to walk without slipping. Some gland was certain to be blowing a little, which made the atmosphere murky with steam. One or more hoses would be playing on a bearing which threatened trouble. Men constantly working round the engine, would be feeling the bearings to see if they were running cool, or showing signs of heating; and the officers would be seen with their coats buttoned up to their throats and perhaps in oilskins, black in the face, and with their clothes wet with oil and water.¹

And with fewer moving parts, turbines were easier to maintain, and less prone to breakdown.

Finally, no wonder that the internal combustion engine drove steam from the waterways and oceans of the world! For all the fun that one can have running a steam launch, if all you want to do is go fishing, then an outboard motor is simpler and more practical all around.

Of course, *I knew* all of this long before I stepped aboard the *Puffin*. The real lesson of this little trip was seeing the gap between theoretical knowledge and hands-on experience. Only by *doing*, even if on a small scale, can one begin to see the world through the eyes of the sailor.

Another example. When sitting at the keyboard, it is easy to pontificate about the advantages of co-incidence vs stereoscopic rangefinders as used in naval gunnery. But only when you take a short boat ride, and try to focus your 35mm SLR camera on distant vessels, do you fully understand the problems with the former onboard a rolling ship. Re-enactments, simulations, and ultimately experimental archaeology may not portray exactly how things were done, but they open a window into why things were done a particular way.

In short, whenever you get the chance, get out of the office and on to the water. Not only will the fresh air do you some good, you will gain a whole new perspective on the ships and the men who did the stuff that is now maritime history.

WS

¹ Admiral Sir Reginald Bacon, *From 1900 Onward*, p. 96. Thanks to John Roberts for fleshing out my memory of this vivid image.

Council Corner

The annual conference is now behind us; those who were there will remember it as a great success. Many thanks indeed are due to Greg Hannah, our Treasurer, who spearheaded local arrangements, and to Jim Pritchard, 1st Vice President, who headed the programme committee and also worked on local arrangements. Jim Bradford, a CNRS member who teaches at Texas A&M University and is also a North American Society for Oceanic History member ran the NASOH contribution to the programme of our joint meeting. Many thanks indeed to all three for a tremendous success. I can only hope that on the basis of this year's great conference more CNRS members will come next year.

The 2002 conference will be in Halifax 2-5 May. On Thursday, 2 May, we will have a series of biographical sketches of the Chiefs of Naval Staff. This part of the programme is being offered in conjunction with the

Directorate of History and Heritage and the Maritime Forces. We will then turn to look at the port of Halifax. Sunday, 5 May, is of course Battle of Atlantic Sunday. Rich Gimblett is currently coordinating the programme.

The annual conference also provides the venue for the Annual General Meeting. Several important pieces of business were reported on in Kingston that should be repeated here for those who were not present. First, the council for the current year was elected. Chris Archer, who had organized the very successful conference in Calgary in 1998, has stepped down as a Vice President. His place has been filled by Rich Gimblett. The vacancy as Secretary that move created has been filled by Bill Schleihauf, one of the co-editors of *Argonauta*. Other members of council continued in their positions. This will be my third and final year as president of the society. Many thanks to all members of council, retiring and continuing, for their work and support over the past year.

Members will remember that for the past several years our finances have been in a confused state. Greg Hannah and Muriel Gimblett, who reviews our books, have finally wrestled the beast to the ground. Greg was able to provide a financial statement at the AGM, and it is produced elsewhere in this newsletter. Another important piece of business that was the notice of motion to amend the by-laws of the society. This too is reported on extensively elsewhere in the newsletter. I would encourage all members to read it carefully. Our by-laws require that notice of motion be given at an AGM for consideration at the next AGM. The requirement to give notice of motion means that the proposal may not be amended when it is



Jim Bradford and Jim Pritchard, Organisers of the joint CNRS/NASOH Conference

considered at Halifax.

The difficulties with *The Northern Mariner/Le marin du nord* really do look as though they are coming to an end. Skip Fischer, our retiring editor, who has been plagued by ill health, told me in early July that he now seems to enjoy both comfortable and stable health. He expects that the January and April issues of the *NM* will go to the printer in August which should mean a September mailing. Meanwhile, having been involved in an *ex officio* capacity in the search for a new editor, after much consideration I decided to put my name forward to the search committee. This offer of service was accepted by the Editorial Board at its meeting in Kingston, and I was appointed the editor with effect from the July 2001 issue. I would hope that the July issue will follow not too far behind the January and April issues. In the last Council Corner column I had to report that Greg Kennedy who had taken over the book reviews from Olaf Janzen had been forced to step down. We have approached David Zimmerman at the University of Victoria to take on that position. David will be well known to members as the author of *The Great Naval Battle of Ottawa*, a study of the development in Canada of radar. His other books include *Coastal Fort: A History of Fort Sullivan, Eastport, Maine* and *Top Secret Exchange: The Tizard Mission and the Scientific War*. David has expressed great interest in becoming the book reviews editor, and his final acceptance is now dependent on the approval of his Vice-President, Academic at the University of Victoria.

The support of a university vice-president before accepting a position as book reviews editor is today a necessity because of

the mailing costs involved and the implications such a position has for an institutional budget. In my last Council Corner I indicated that the Society must be prepared to accept some of those costs. This matter was discussed at the AGM. The council proposed that for the next three to five years the Society operate at a deficit that can be covered by the current members' equity. Over that time the President's Appeal, which will continue on an annual basis, will be able to grow to the extent, we can hope, that it will start to produce sufficient income to cover our share of the mailing expenses. Over that same period of time we will be able to note exactly what the publishing costs are under the new post-Memorial University arrangements. The first full year of that will be 2002. In light of that information and the response to the annual appeals, we will then be in a position to reexamine our publishing programme and book review policy. The recommendation that we proceed in this manner was accepted by the AGM.

A word on membership, a frequent topic in this column, is also in order. First, we are most pleased that Faye Kert, a former CNRS president, has agreed to act as our membership secretary. The proposed by-law amendment would make that a position on the executive. At the AGM she provided a report on that state of the membership which will be a benchmark for our future growth. When the April issue of *Argonauta* was finally sent out, we had 202 paid up members for 2001. That figure includes thirteen new members this year, and forty-four institutional members. With that mailing reminder notices were sent to those whom our records indicate have not yet renewed. Between those renewals and more new members, I would

hope that we will end to year with over 250 members.

In closing, allow me to offer my thanks. They are due to the council for their contributions over the past year, and to the editors of both our journal and our newsletter for their sterling. Finally, thank you to you, the members for your continued support of the society during a difficult time, and to the correspondents to the newsletter. Feedback and comment is most welcome. It also shows that there is an active group interested in our maritime history and connections.

Bill Glover
President, CNRS

CNRS Website Now Online!

Our friends of the Marine Museum of the Great Lakes in Kingston Ontario have generously provided a home for the new CNRS website. The address is:

<http://www.marmus.ca/CNRS/>

Bill Schleihau (william@cae.com) is playing the part of webmaster. As this edition of *Argonauta* goes to press, the site has been launched, but is still in the fitting-out phase. Very soon, you will see a description of the various CNRS awards, notes regarding upcoming conferences, and the like. This will also be the place to find late-breaking news about the Society, publication schedules, etc.

Aussi, il y aura une version Française disponible – des volontaires pour faire la traduction sont le bienvenue.

2000 Awards from the Society

by Faye Kert

At our AGM in Kingston this past May, the CNRS made its usual presentations. The **Matthews Merit Award** went to Muriel Gimblett for service to the Canadian Nautical Research Society and its Members. The 2000 **Keith Matthews Award** for Best Article went to Dr. Michael Hadley for "Grand Admiral Dönitz (1891-1980): A Dramatic Key to the Man behind the Mask" published in *The Northern Mariner/ Le marin du nord*, Volume X, No 2, (April 2000). The Awards Committee have not yet decided on the winner of the Keith Matthews Award for best book. Lastly, Kathleen Monk won the **Gerry Panting Award for New Scholars** for her presentation on the survey of the *Sligo*.

Correction to April Issue

The editors admit to an embarrassing mistake in the April 2001 issue of *Argonauta*: John Crosse's name was mis-spelled 'Cross', making it difficult to find his index in the Public Archives of Nova Scotia. The correct citation is:

John Crosse, "An Index to Press Clippings of the International Fisherman's Trophy Races, 1920-1938." Nova Scotia Archives & Records Management, Halifax, Accession Number 1977-16 in MG 7, Log Books ships and Shipping, Volume 123A.

Research Queries

S.S. *Atlantic* Inquiry

Alan Ruffman asks:

On April 27-30, 2001 a tour organized by the U.S.-based Titanic Historical Society came to Halifax, Nova Scotia, to explore the sites and exhibits of artefacts related to, not only the R.M.S. *Titanic*, but also the S.S. *Atlantic*, one of the first liners of the embryonic White Star Line. As most will know, the *Atlantic* turned off its New York-bound track off Nova Scotia to seek additional coal in Halifax.

She never made it: she drove hard ashore on the rocks of Mar's Head, Lower Prospect, Nova Scotia, on the evening of April 1, 1873. The vessel was a total loss, and in the order of 562 of the 952 persons on board perished in the freezing cold sea. The White Star Line held the doubtful distinction of causing the most tragic single ship disaster off the Canadian coast, until the White Star Line's *Titanic* eclipsed it 39 years later with 1,497 lost.

On its last evening here, one of the tour's organiser's, Paul Loudon-Brown, gave a talk at the banquet on the *Atlantic* based in part on the seemingly quite rare volume of the subsequent inquiry which he had stumbled upon in an English bookshop, ex a German Embassy library. Such an inquiry report is not known here, and is not in local libraries or archives. Mr. Loudon-Brown, a published author, may well have a book in mind, and he was discreet in not giving the title or other bibliographic information, on his fortunate find. I've set out to see where this inquiry volume resides - or perhaps I should now say, if this inquiry volume

resides in a public source.

I assumed to start there it would have been a British (Board of Trade?) inquiry. Such an inquiry volume is not known or held at the British Library, Newfoundland's Maritime History Archive, National Library of Canada, Directorate of History in Ottawa, The Mariner's Museum in Newport News, National Museum of Science and Industry in London, Southampton Archives Services, or Merseyside Maritime Museum, with no responses as yet from several other British libraries, from the Library of Congress, U.S. National Archives and Records Administration, or from the Smithsonian.

I've worked hard, and what I've learned is that the Canadian government held a seemingly brief inquiry in April 1873. The "Abstracts of the returns made to the Board of Trade wreck, casualties and collisions..." for 1874, Part VI, Table 43, pp. 133-134, held at the Caird Library of the National Maritime Museum in Greenwich reports "Inquiry held in Halifax before E. M. MacDonald Commissioner, assisted by Captains Scot and Mackenzie, 18th of April, 1873."

I believe that the brief April 18, 1873 "Report of Investigation into the cause of the wreck of the steamship *Atlantic*" is found in the Sessional Papers of the Government of Canada, Vol. (?) 37, Victoria 1873[sic] (No. 4), pp. Ivi-lviii (while they are listed as '1873' they should have read '1874', plus Appendix 38 (pp. 340-343) - a total of six pages.

I've also read in Robin Gardiners's book "*Titanic, the ship that never sank?*" [the title of which may well indicate why Gardiner should

not ever be cited] that, "In an inquiry into the cause of the disaster beginning on 5 April of that year E. M. Macdonald, Collector of Customs, heard four days of testimony from 22 witnesses. At the end of that inquiry, he was in no doubt about the cause of the accident." Perhaps Macdonald began on April 5th, as Gardiner says, held four days of hearings, heard from 22 witnesses, and finished on April 18, 1873, or in fact issued his report on April 18, 1873?? Regardless, the circa six pages cited above in the 1874 Sessional Papers does not a volume in a German Embassy library make!

Does any of the *Argonauta* readership know whether there was a full printed transcript volume of the four days and 22 witnesses' testimony from the circa April 5-18, 1873 Canadian inquiry? Could this be what Paul Loudon-Brown stumbled upon and bought?? Does anyone know where a copy is held or archived?

In about 20 inquiries, I have not found one single shred of evidence yet of a second, or follow-on, British inquiry that might have created the volume that Mr. Loudon-Brown apparently has located. Nothing. Nada. Zip. Etc.

If there really is the printed transcript of the Canadian inquiry (or of a British inquiry) that we do not hold in Nova Scotia, then it is a rather rare and important Nova Scotia document, and eventually the Maritime Museum of the Atlantic might like to try to purchase a copy, or to at least arrange for a microfilm copy,. But at this point I do not even know what we are talking about, or if it even exists!!

RCAF Marine Section?

Al Ross (ALROSS2@aol.com) is looking for sources for operational histories, photos, and (most importantly) factory/official plans for the 70' rescue boats built for the RCAF by the Canadian Power Boat Company of Montreal during WWII. He has some material and has corresponded with the former manager of the CPB plant, but does not have sufficient material for the project he has in mind. NDHQ didn't have much, either.

Nautical Miles and Nautical Miles

From Steven Toby (stoby@JJMA.Com):

The problem is this: there are two definitions of the nautical mile. The British sea mile is 6080 feet or one minute of latitude. The International Nautical Mile, adopted by the US in 1954 according to Saunders's classic *Hydrodynamics in Ship Design* (1957), is 6076.10333 feet.

This presents a problem for certain common computations in ship hydrodynamics. Historical data such as the Taylor systematic series of model tests, first published in 1910, are expressed as graphs of residuary resistance per ton as functions of displacement-length ratio (DLR) and speed-length ratio (SLR). Taylor expresses his SLR as the speed in knots divided by the square root of the model LWL in feet. Naturally, working in 1910, he would mean British knots. When the Taylor data was re-analyzed and re-published by Dr. Morton Gertler in 1954 as *David Taylor Model Basin Report #806*, some of the data was expressed in "scientific" dimensionless form, as dimensionless residuary resistance coefficient

CR as a function of volumetric coefficient CV, but still using the dimensional SLR. (The problem could have been eliminated had Dr. Gertler been sharp enough to dump the traditional SLR in favor of the dimensionless Froude number).

When I worked at the Naval Sea Systems Command in the 80's, the Taylor series had recently been computerized in a program then called PPP80 (later improved and renamed TSS86). The 80 and 86 refer to the year the programs were created. In this program, and in the classical sources for it, Taylor and Gertler, the British knot is used universally. Should the SLR be defined using International knots, I convinced myself at the time that the difference would be so trifling that the speed error would be insignificant. If entering the Taylor/Gertler graphs with a pseudo-SLR defined by International knots, the resistance coefficients would be different enough that the original data would have to be converted.

Well, now software has advanced to the point that it's easier to do parts of the calculation of ship resistance in a spreadsheet, using the creaky old TSS86 only to establish the residuary resistance. (The program does a 4-dimensional interpolation of a monster matrix of CR numbers transcribed painstakingly from the Gertler graphs. This has never been redone in any of the modern computer languages or spreadsheet methods such as Visual Basic.) In 1995, I had the unenviable task of re-writing TSS86 to accept metric ship dimensions and output the resistance in newtons and kilowatts. I had the chance to upgrade the knot to the International knot, but realizing that British knots would have to be retained as input to the interpolation routine so that the residuary

resistance would be correct, I left the knot as it was – 6080 feet.

And now that we've used spreadsheets to calculate frictional resistance and multiply out the CR into residuary resistance, we find there is a noticeable difference. When you use the International knot to compute the other stuff, which you are led to do since the commonly accepted SI conversion from knots to m/sec, 0.51444, is based on the International knot, the "bottom line" of ship resistance is on the order of 1% different (high) compared to the way TSS86 computes it. The residuary resistance is essentially OK.

It's not hard to see why the discrepancy is so much bigger than the difference in the size of the nautical mile. Compute 6080/6079.1 and the result is 1.000642 – 0.06%, yes, six hundredths of a percent. I think it's understandable how in 1982 when I first considered this problem I rejected it as being unimportant. However, when you compute a frictional resistance coefficient you use speed (m/sec) in the Reynolds number. Then you multiply it by the wetted surface and the speed squared to get a resistance, so the difference increases by an order of magnitude with each of those computations. Bottom line is that you are compounding these small errors to the point that they become big enough to be measured in a model test. Internally to TSS86, the results are consistent -- the output is in British knots, but showing newtons and kW's as the output against knots, someone looking at that output will probably assume it's International knots. Not a problem – the difference is unimportant. But, it means it's not practical to use the coefficients from a TSS86 run and re-compute something in a spreadsheet unless you use

British knots there too, meaning the conversion to m/sec will look wrong to anyone truly familiar with the metric system.

The unresolved problem is this: re-doing the Taylor/Gertler data using the International nautical mile, or simply expressing it as a function of Froude number rather than SLR, is a task requiring so much labour it is of doubtful practicality. Continuing to use the British knot means we are out of step with the rest of the world, in an environment where customers increasingly want to see their resistance and powering in metric units because those are the units the manufacturers of engines are quoting in. I doubt if the 1% difference could make a ship fail to make speed on sea trials. But for academic "completeness," I invite comment on two aspects of this:

1. Is the British knot of 6080 feet completely in disuse everywhere outside the US? What does present-day UK, US, and Canadian literature on navigation say?
2. What do present day "tank rats" (model testing tank technical personnel) use for knots? I'm already pretty sure European facilities use the International knot, but how about British, US, and Canadian? I'd like as many examples as possible. When comparing results to historic data, how do these people resolve the dilemma I described?

I asked the David Taylor Model Basin recently and they told me they use the standard, International nautical mile. Therefore, all of their worm curves are incorrect. When I pointed this out, they said they were just going

to tolerate the discrepancy since it was small. I am not convinced it is small, for reasons explained in the original query.

The solution I've adopted temporarily is to continue to use the British knot, but to change (in the spreadsheet where we analyze the Taylor results) the conversion to m/sec from 0.51444 (generally accepted number for International knots) to 0.51478, which converts British knots to m/sec by my own computation. This makes the worm curves exact but allows the results to come out in effective power (kilowatts) vs British knots.

Quest to Find the *Hood*!

It has received little notice from Canada's press, but the UK's "Channel 4" has sponsored an expedition to find the wreck of HMS *Hood*, sunk by the German battleship *Bismarck* on 24 May, 1941. The survey vessel *Northern Horizon* set sail from Ireland on the 1st of July and began by looking for, and finding, the remains of *Bismarck*. Several days were spent filming and surveying, and then the team departed for the Denmark Straits on the 13th.

A week later, *Hood* was found. As expected, she is badly mangled. Forty feet each of the bow and stern are intact, 200 metres apart. 1,000 metres away is the bulk of the hull, upside down. Two debris fields are nearby.

There are several Canadian connections to this story. Firstly, Bill Jurens of Winnipeg, was onboard the survey vessel. His article in *Warship International*, "The Loss of H. M. S. *Hood* - A Re-Examination" (Number 2 1987, page 122) is to date the single best analysis of the tragedy.

More importantly, there were three RCN midshipmen in *Hood* doing their "big ship" time: Thomas N. Beard, Francis L. Jones and Christopher J. Norman were lost with her. Furthermore, Rollie Webb has pointed out that there were a number of Newfoundlanders in *Hood's* crew: his wife's uncle was one of them.

The two best websites carrying this story are those of the HMS *Hood* Association and that of Channel 4 itself:

<http://www.hmshood.com>

<http://www.channel4.com/hood/index.html>

Just What *Is* an Inch, Anyway?

A recent posting on MARHST-L (John Harland, "Standardization of the Inch", 18 June 2001) may be of interest. It turns out that the inch has only recently become a consistent unit of measure amongst many countries, and furthermore, it has long been based on the metric system!

In 1893, the United States used metric values to define the common non-metric units. Their inch ended up being 25.0005 millimetres. In 1922, Britain defined the inch as 25.399956 mm. Canada, 1951, set the inch as 25.40000 millimetres. Three very similar values, identical if "close enough for government work" is the attitude. Except that for government work, specifically fine engineering and machining of the sort that was called for by the Second World War, it was not good enough. Surprising discrepancies turned up when products ordered on one side of the Atlantic were made by the other.

Not until 1958 was the inch was standardised at the Canadian value: 2.54 millimetres.

The Tonnage Question

by Alan Harris

The "Tonnage Question" is always a source of confusion so here is an article written by Alan Harris of Windsor Ontario to help our Members get it right. Naturally comments in response to this article are welcome.

"All you ever wanted to Know about TONS and TONNAGE but were afraid to ask"

Ships are built to serve a number of functions, and they can vary greatly in size. They can be categorized by function – such as tankers, ferries, or bulk carriers, or in the case of warships, by generally recognized types, such as destroyers, battleships, etc. For warships, specifying armament, such as gun size and overall weight give a good general description.

However, merchant ships are built to serve a commercial purpose, namely to transport people and/or cargo from one place to another. As a result, like aeroplanes, buses, or trucks, a ship is often described by how much she can transport - so many passengers or how much cargo. But how many passengers the ship can carry doesn't necessarily give a good indication of the ship's size: a ferry can carry many more passengers on a two hour voyage than a ship of the same dimensions could carry on a two week voyage. Dimensions such as length or breadth are useful for deciding if the ship can fit into a lock or drydock, but give little indication of what her "earning power" might be.

There are reasons to believe that early Egyptians, Phoenicians and Chinese developed methods of describing the carrying capacities of

their ships, and in Roman times the carrying capacities of their grain ships were well spelled out. However, even then there seems to have been some confusion as to whether to express carrying capacity in cubic measure or weight. During the Middle Ages and the early Renaissance the most common cargoes, especially in the Mediterranean, were wooden wine casks (these were the "dark ages"?), commonly called "tuns" - a word which probably traces its origin to the Latin *tunna* (barrel) or *tina* (wine ship), giving us the old English "tun" (barrel or cask) or the French *tonneau* (a wine barrel of a certain size that when filled it may be transported in a cart drawn by two horses). As early as the thirteenth century, ships were mentioned in an existing charter book as laden with 100 and 150 tuns of wine. By the 15th century, wine barrels in England had arrived at a definite capacity and, to discourage smuggling, the law prohibited tuns (barrels) of less than 250 gallons, which weighted (full of wine) about 2240 pounds - this being about as large a load as an ox-drawn cart could manage. An obvious way to describe a ship in such service was the number of tuns she could carry - which came to be called "tunnage" - and an easy way to calculate freight and port charges or customs duties was to base them on the same criterion.

By the seventeenth century the words had changed to "ton" and "tonnage", and giving a ship's tonnage was estimated by dividing the product of her length, breadth, and depth (distance from keel to deck, not her draught) by some number varying between 94 and 100. Today the gross tonnage (or gross register tonnage) of a ship is still measured in register tons of 100 cubic feet, and can be defined as a measure of the useable internal volume of the

ship. Rules for measurement vary from country to country, but generally all enclosed areas are included except such spaces as peak tanks and double bottoms. The gross gives a good indication of how big the ship is, but her earning capacity is indicated by her net tonnage, which is the gross with the volumes of machinery, navigation, and crew spaces deducted. Incidentally a register ton (100 cubic feet) is defined in metric units so as to give the same gross and net regardless of the units used to do the measuring.

This system works quite well for ships carrying general cargo, but it does not best describe ships such as tankers and bulk carriers: for these ships the actual weight of cargo give a better description expressed as "tons (or tonnes) deadweight", defined as the number of tons (of 2240 pounds - a "long tons" or tonnes (a metric ton [1000 kg is 2205 pounds - very close to the long ton] of cargo, bunkers and stores the ship can carry when floating at her load draught.

Displacement - the total weight of the ship and everything in her - is usually not used in describing merchant ships, but a ship's displacement will always be the deadweight plus the weight of the ship herself (the "lightship"), expressed in long tons or metric tonnes.

With so many terms all sounding alike to the uninitiated it is not surprising that so much confusion abounds. For example, a WW2 Liberty ship can be described as: 7,176 gross tons; 4,380 net tons; 14,200 tons loaded displacement; 10,500 deadweight tons; or 9,600 cargo capacity tons (remember, the deadweight includes the fuel).

Nautical Nostalgia

by William Glover

A fleet of tall ships was in Kingston harbour over the July 1 weekend. For them it was a start of the Great Lakes Tall Ships Challenge Race that will take them into three of the Great Lakes visiting ports in both Canada and the United States. The event concludes on the Labour Day weekend. For the residents of Kingston it was a brief suggestion of how the harbour might have been a hundred or so years ago. All the ships are used today as youth training vessels. The vast majority of them are of modern construction. Indeed, *St Lawrence II*, a brigantine built in 1953, was amongst the older vessels. It is a testament to the growing interest in youth adventure training programmes that many of the ships were built in the 1980s or more recently.

One of the oldest ships present, and certainly an original not than a replica, was the *Highlander Sea*. Now registered in Halifax, she was built in 1924 at Essex, Massachusetts, with the intention that she race against *Bluenose*, and capture the Fisherman's Cup from her. But, like "the best laid schemes of mice and men" this was not to be. The 1923 race had ended in a dispute and it was never held again. *Bluenose II*, the modern replica built in 1963, was also in the fleet at Kingston.

Replica or original, we may take great heart that there is enough interest to support these training ships, and it is great fun to see them, but we would be remiss to think that they recreate the life at sea that was the lot of their original predecessors. That would be forgotten in Canada but for the work of two men, themselves almost forgotten. First in

alphabetical order, and today probably the better known, was Wallace MacAskill. He was born at St Peter's on Cape Breton Island in 1888. After studying photography in New York he opened a studio at Halifax in 1915. His photographs of the working ships that sailed in and out of Halifax are still available both as originals and as reproductions. His subjects included men working aloft, ships in heavy weather with lee rails under, and dories in fog. They are photographs of men working in ships that sailed off the Nova Scotia coast without the certainty of radar, GPS navigation or radio, let alone cell telephones. The intent of his work was not to create "images" of a "common room ... used primarily by the trainees as a place to relax when not on watch" that could be put on the internet to attract paying customers, but rather to record a working life that was disappearing even as he worked. He died in 1956.

Frederick William Wallace was a close contemporary of MacAskill's. Wallace was born in Glasgow in December 1886, emigrated to Canada in 1904, and died at Montreal in July 1958. He was a writer, interested in the fishery and the men who worked in it. In 1913 he began the magazine *Canadian Fishermen* and two years later helped to organize a Fishermen's Association. If he is remembered today, it is for his books *Wooden Ships and Iron Men: The Story of the Square Rigged Merchant Marine of British North America* (published 1924, revised 1937, reissued 1976), and *In the Wake of the Windships*. This was published in 1926 and, to my knowledge, has not been reissued. In *Wooden Ships* he wrote, "At the present time, Canadians know but little about the brave days of wooden ships in which their country cut such a swath in ocean commerce. Even in the very places where the ships were built, the

inhabitants have but a vague knowledge of the great shipping era which practically established the city or town in which they reside. Fourth place [how many CNRS members knew that?] among the ship-owning nations, building famous vessels and breeding a class of daring and resourceful seamen who are still a legend among seafarers in British and foreign ships, the Maritime Provinces of Canada seem to have forgotten a part of their history of which they should be inordinately proud." His writings add a human dimension to life at sea, describing as a photograph cannot what people were like and how things worked. He captured, for example, the character and reputation of a "Bluenose" ship in the opening pages of *Wooden Ships*. He also described individuals. A great (and largely forgotten) Canadian sailor, Captain Joseph Elzear Bernier whom he described as "Canada's Master Seaman," was the subject of a word portrait in *The Windships*. Wallace hoped that Bernier's arctic work, which "brought him world-wide fame and recognition" would "become a perpetual monument to his name." He made twelve voyages to the north, including three very important trips in wintering over in the north in 1906-7, 1908-9, and 1910-11. However Wallace did not contemplate the demise of history in Canadian schools to the extent that 48% of Canadians asked could not identify Sir John A. Macdonald. Fortunately Wallace did tell us of his merchant sailing career. At the age of seventeen (younger than many of the trainees of the replica tall ships) Bernier had his first command, a brigantine called the *St Joseph*, (216 tons) and sailed her from Quebec City to Teignmouth in Devon, England. He continued in command at sea for fifty-six years. Several times he made the passage from Quebec to Liverpool under sail in just seventeen days. (To put that in context, I

remember correctly, the scheduled crossing between those cities in a CPR passenger liner was six days.)

Anyone who wants to do research or write about the age of sail in Canada would be well advised to turn to Wallace's writings. But for a more complete understanding of that period, read Wallace, hunt out MacAskill's photographs, and visit a tall ship near you. The sum of the three parts may equal the original whole.

Members' News



Barry Gough, ever the popular author and historian, is seen here at a recent book signing at the Marine Museum of the Great Lakes during the recent CNRS Annual Conference. His new book, *Fighting Sail on Lake Huron and Georgian Bay 1812 and After* is "at press" and due for release from

Annapolis, MD, Naval Institute Press, in April 2002. It might be described as another chapter in the how the United States did not win the War of 1812 and how Canada was not captured!

The ever active **Daniel Harris** continues his contributions to journals. His article "Swedish Steam Torpedo Boats, 1860/1905" was published in *Warship 2000/2001* and "Swedish Torpedo Cruisers 1896" was accepted for publication in *Warship 2001/2002* and will be released in January of next year. The Karlskrona Naval Museum published "Charles Sheldon and the Baltic's first Dry Dock" in its *Year Book 2000* and *Fredrik Henrik af Chapman* originally published in English has recently been translated into Swedish. In June of this year he completed an interview for German Channel 2 Television regarding the *Bismarck* affair. Dan's research activity includes work on The Sheldons, English shipbuilders active in Denmark and Sweden 1659 - 1777. Finally and long awaited, Dan is now working on his memoirs as a naval attache while in Sweden from 1940 to 1946. This will be a remarkable story.

Robert Malcomson's latest book, *Warships of the Great Lakes: 1754-1834*, was published by Chatham Publishing of Rochester, England in May 2001. The book covers the Age of Fighting Sail as it evolved on the Great Lakes and Lake Champlain between the commencement of the French and Indian War in 1754 until the British Admiralty formally closed its Canadian establishments in 1834.

Greg Marquis' recent publication *In Armageddon's Shadow: The Civil War and Canada's Maritime Provinces* has been

published by the McGill-Queen's University Press.



Kimberly Monk receiving the *Gerry Panting Award* from Bill Glover

There is a dive survey on the barge *Sligo* (formerly the bark *Prince of Wales*) which lies just out from Toronto - the website is <http://www.tamug.edu/sligo/>. The leader of the project, **Kimberly Monk**, presented an overview of the ship and the project at the recent CNRS/NASOH conference in Kingston, for which she won the Gerry Panting Award for New Scholars.

Congratulations to **Eric Ruff!** At the April 2001 Canadian Museums Association's Annual General Meeting Eric Ruff was made a "Fellow of the Canadian Museums Association". Eric is the Director/Curator of the Yarmouth County Museum.

Warship International #1, 2001 ran the first of a three-part series by **Bill Schleihauf** on the "Dumaresq and the Dreyer" – a monograph describing key components of the Royal Navy's fire control equipment during the First World War.

Institutional News

John Carter Brown Library

The JCB Short-Term Research Fellowships, 2001-2002

Regular John Carter Brown Library Fellowships are available for periods of two to four months and carry a stipend of \$1,200 per month. These Fellowships are open to Americans and foreign nationals who are engaged in pre- or post-doctoral, or independent, research. Graduate students must have passed their preliminary or general examinations at the time of application. The stipends of many of the Fellows each year are paid out of restricted funds generously donated to the Library for this purpose. The Paul W. McQuillen Memorial Fellowship, the Charles H. Watts Memorial Fellowship, the Barbara S. Mosbacher Fellowship, the Helen Watson Buckner Memorial Fellowship, and the Library Associates Fellowship are open to scholars in any area of research related to the Library's holdings. The Jeannette D. Black Memorial Fellowship is for research in the history of cartography or a closely related area; the Ruth and Lincoln Ekstrom Fellowship is for research on the history of women and the family in the Americas prior to 1825, including the question of cultural influences on gender formation; the William Reese Company Fellowship is for the

study of American bibliography and the history of the book in the Americas; the Alexander O. Vietor Memorial Fellowship is for research in early maritime history; Center for New World Comparative Studies Fellowships are available for scholars engaged in research with a definite comparative dimension; Maria Elena Cassiet Fellowships are restricted to scholars who are permanent residents of countries in Spanish America; and the Touro National Heritage Trust Fellowship is for research on some aspect of the Jewish experience in the New World before 1825. The nine-month J. M. Stuart Fellowship is reserved for a graduate student at Brown University.

A few Fellowships-without-stipend will be offered every year to highly qualified applicants. Scholars interested in this option must go through the normal application procedure.

The JCB Long-Term Research Fellowships, 2001-2002

The Library will also receive applications for Long-Term Fellowships, several of which are funded by the National Endowment for the Humanities, an independent agency of the U.S. Federal government, and by the Andrew W. Mellon Foundation. Long-Term Fellowships are for five to nine months (with a stipend of \$3,000 per month). The term for these Fellowships will typically begin between June 1 and July 15 or between January 15 and March 15. Applicants for Long-Term Fellowships must be American citizens or have been resident in the United States for the three years immediately preceding the application deadline of the Fellowship. Graduate students are not eligible for Long-Term Fellowships.

The Lampadia-Adams Fellowship, carrying a stipend of \$20,000 for five months in residence, is restricted to senior scholars from Argentina, Brazil, or Chile.

The Pier

For those following the recent events in Toronto [see *Argonauta*, April 2001] regarding the closing of the marine museum here is the final count. Toronto City Council voted to close 20 to 18. The last day of operation was on July 1st, Canada Day!

Maritime Museum of British Columbia

A special exhibition has been mounted to celebrate the centenary of the departure of *Tillikum* on its global circumnavigation. *Tillikum: Around the World* will continue until October 20, 2001. Captain John Claus Voss was without doubt one of the greatest of small craft sailors. His adventures at sea can be read in his book, *The Venturesome Voyages of Captain Voss* which was first published in 1913 and is still in print.

Yarmouth County Museum

In April the museum was the recipient of the Canadian Museums Association's "Outstanding Achievement Award in Museum Management". This follows the opening of its expanded facilities in 2000. Last year The Council of Nova Scotia Archives presented "The Carman J. Carroll Award for outstanding Achievement in Archival Preservation".

Marine Museum of the Great Lakes at Kingston

"Open the Hatches" – a retrospective view of the First Quarter Century of Collecting. This exhibition features long hidden material from the collection in six sections: artifacts; models; photography; prints; paintings and ships' plans are featured.

Museum of Civilization (Quebec City)

While the Musée de Marine in Paris is undergoing long awaited renovations many of the models have been sent to Quebec city. These models, among the best in the world are featured in a special exhibition.

Museum of Civilization (Hull, Quebec)

Fishing is the subject of a special exhibition that features collections from the Museum of Civilization and museum on the east coast of Canada.

John Lyman Book Awards

North American Society for Oceanic History, 2000

At its annual meeting held earlier this year in Kingston, Ontario, the North American Society for Oceanic History (NASOH) announced the recipients of its **John Lyman Book Awards** which recognise what the awards committee judged to be the best book published in 2000 in each of four categories of maritime and naval history.

Canadian Naval and Maritime History

Arnold Hague, *Allied Convoy System, 1939-1945* (Vanwell Publishing Ltd. in Canada, Chatham Publishing in Great Britain).

U.S. Naval and Maritime History

William Henry Flayhart III, *The American Line, 1871-1902* (W. W. Norton & Co.).

Lisa Norling, *Captain Ahab Had a Wife: New England Women and the Whaleshery, 1720-1870* (University of North Carolina Press).

Honourable Mention:

Ralph Linwood Snow and Douglas K. Lee, *A Shipyard in Maine: Percy & Small and the Great Schooners* (Tilbury House, Publishers and Maine Maritime Museum).

Reference Work and Published Primary Source

David Freeman, *Canadian Warship Names* (Vanwell Publishing Ltd.).

Biography and Autobiography

Spencer Tucker, *Andrew Foote: Civil War Admiral on Western Waters* (Naval Institute Press).

Committee Members were James M. Morris, Christopher Newport University; William Peterson, Mystic Seaport Museum; Richard Turk, Allegheny Colledge; and James C. Bradford, Texas A&M University (Chair).

Notice to Amend the By-laws of the Canadian Nautical Research Society

Notice of motion to amend the by-laws was given at the annual general meeting in Kingston. Changing the rules by which a society governs itself is not to be taken lightly. Therefore we are required to give notice of motion at one annual general meeting for consideration at the next. One consequence of this procedure is that the proposal may not be amended, for such action itself would require comparable notice. When I began my term as president I indicated that I would undertake a review of the by-laws. A review does not necessarily mean amendment, let alone what is proposed here, amendment by replacement. It may therefore be helpful if the rationale and process is described for everyone to consider.

The first question to be answered is why is such review or amendment necessary? There are two reasons. First, over the years several minor amendments had been made to the by-laws. However, in going through the various boxes of files and "stuff" that migrates with the periodic change of officers of the society, we were unable to locate any thing that appeared to be a definitive and up to date edition of the by-laws. Second, trying to work within the by-laws indicated that there was need for clarification in some instances, and amendment to reflect altered circumstances in others. The description of honorary office is an example for the need of clarification. The existing by-law makes provision for an honorary president in the article describing the executive. The original reads "Officers of the Society shall be an Honorary President, a President, a First Vice-President, a Second Vice-President, a Secretary

and a Treasurer, who shall be elected at the Annual General Meeting." Is the honorary president expected to be re-elected on an annual basis? That could hardly be called an honour. An obvious example of altered circumstances are the perceived need for a membership secretary. Altered circumstances are also behind the proposed amendment for examination of financial statements. Law had required that books be examined by a chartered accountant. Since the by-laws were first drafted the law was amended to permit books of a not-for-profit organization to be reviewed by a certified general accountant. The former charges a large fee while the latter, governed by their own professional organization, may only do it on a voluntary basis. Amending the by-laws to reflect that change in law seems appropriate.

The process of amendment began with my compiling as complete and up-to-date a version of the existing by-laws as I could. That meant going through minutes of AGMs looking for notices to amend and subsequent action. That provided the starting point. I then made changes that seemed appropriate to me and circulated a copy to all members of council. To assist them, all known previous approved amendments were in italics and the proposed changes were in bold type. I asked for input on amendments I may have missed, and discussion of the proposed changes. In addition, I was able to meet with members of council in both Kingston and Ottawa to discuss them further. This produced some very important proposals, particularly regulation of financial affairs that is described in the new by-law 35. A draft of the proposed amendment by replacement as printed here was reviewed by members of council at our meeting prior to the AGM in Kingston. Amendment of the by-laws by complete

replacement has the advantage that there need not be any fear of having missed an amendment to the previous by-law, notwithstanding the care of drafting and checking the composite.

Having described the reasons for, and process of amendment, let me now explain the specific changes. The proposed by-laws printed below are based solidly on the original and amended bu-laws as best as can be determined. The proposed changes are in **bold print**.

Article 5. The objects of the Society have been amended to reflect what we actually do.

Article 9. A "house-keeping" change. Any member of the society may recruit new members.

Article 14. The process and privileges of honorary membership are clearly described.

Article 15. This is mostly a house-keeping change. The time of the annual meeting had previously been more rigidly specified and by it the Corner Brook meeting, for example, was outside the defined period.

Articles 19 - 25. The significant changes are the provision for a membership secretary, which has been described at AGMs and in Council Corner, and the added budget duties of the Treasurer.

Article 29. This is a new article. To date the Chairman of the Editorial Board, who has undertaken important work for the Society, has been an invited guest at Council meetings. This proposed change allows that anyone appointed by the Council to do important work for the Society has a voice at Council meetings. However only those who have been elected by an AGM to membership on Council have a vote. This principle extends to other members of council, such as honorary members of the Society.

Article 31. Naming the past president as chair of the nominating committee reflects recent practice. Ensuring that no one who is standing for re-election may be a member of the nominating committee, should it be deemed helpful to have a larger group serve in this capacity, prevents an obvious potential conflict of interest. That is a concern which has become very popular since the Society was established.

Article 32. The proposed changes are clarification that reflect current practice.

Article 33. The proposed change has been added to the existing by-law. The provision that the president may be excluded from some committees, such as the nominating committee, seems to be useful, but such exclusion must be deliberate.

Article 35. This important addition was the product of the lunch discussion about the by-laws. When Memorial University essentially underwrote our publications the duties of treasurer, by the description of a former treasurer, were little more than writing cheques. The process outlined here was introduced at the AGM in Kingston. It provides for both the authority of expenditure of the Society's funds and a measure of accountability back to the membership. There is also a degree of flexibility to meet unforeseen changes, such as an increase in postal rates between the AGM or meetings of council.

Article 36. The proposed change reflects the change in law governing the operation of not-for-profit organizations.

Article 37. While this may seem like a minor "house-keeping" change, it was identified by our auditor as being necessary to conform with current practice.

Any member having any question, or wishing to discuss this proposal further with me, may reach me by phone (613) 549-1900, by e-mail, williamglover@sympatico.ca, or by mail at 163 Churchill Crescent, Kingston, Ontario, K7L 4N3.

William Glover
President, CNRS

The proposed new by-law of the Canadian Nautical Research Society. Amendments to the current by-laws are in **bold type**.

women associated with them, and their relationship with the development of societies and maritime environments.

THE CANADIAN NAUTICAL RESEARCH SOCIETY

5. To this end the Society shall:

By-Laws

1. The name of the corporation, hereinafter called the Society, shall be The Canadian Nautical Research Society.

a) sponsor interdisciplinary nautical research among members by organizing meetings, arranging for the exchange of information, co-operating with other groups, museums, universities, schools and interested persons;

Head Office and Branch Offices

2. The head office of the Society shall be at the City of Ottawa in the Province of Ontario. The Society may establish branches elsewhere in Canada as the Council may deem expedient by resolution.

b) publish a quarterly newsletter reporting developments in the field of nautical research and containing original articles, notes and transcripts of documents;

c) publish a Canadian journal of nautical research.

Seal

3. The seal of the Society shall be kept in the form impressed hereon and shall be kept at the head office of the Society.

d) Offer awards recognizing merit of articles and books published on maritime subjects.

e) Offer an award promoting new scholarship.

Objects

4. The purpose of the Society is to promote in Canada the study of ships, shipping affairs, the men and

g) Offer an award for merit in special recognition excellence in Canadian nautical research applicable to individuals or institutions, or for an extraordinary contribution to the Society.

Limitations

6. The Society is non-sectarian, non-racial and non-political, and shall not have any religious, racial or political affiliation.

No Pecuniary Gain to Members

7. The Society is a non-profit organization and shall be carried on without the purpose of pecuniary gain for its members, councillors or officers. Any profits or accretions to the Society shall be used solely for the support of the objectives of the Society. Officers and Councillors shall receive no remuneration for their services.

Membership

8. Every person and institution supporting the aims of the Society is eligible to become a Member.

9. Either institutional or individual membership may be obtained by application to the Society through the Head Office **or at any branch**, and upon payment of the subscription hereinafter mentioned.

10. Each Institutional Member and each Individual Member shall pay a subscription due and payable by 31

March each year. The rates for subscription shall be prescribed by the Council subject to the approval of the Members at the Annual General Meeting.

11. Every Member shall abide by and be bound by these by-laws and by other rules of the Society. Acceptance of membership in the Society shall be deemed to be an undertaking to abide by and be bound by all such by-laws and other rules.

12. The right to vote in the affairs of the Society shall be limited to Members in good standing.

13. Membership may be terminated at any time either by:

a) the Member resigning in writing in which event all payments due to the Society shall accompany the resignation; or

b) the Member omitting to pay the annual subscription prescribed; or

c) the Council, where in its opinion a Member has acted contrary to the interests of the Society; provided that before terminating a membership under this clause, the Member shall first be given the opportunity to explain his or her position in writing. A Member may appeal the Council's

ruling to a general meeting of the Society.

16. Special General Meetings may be called by the Council at any time.

Honorary Membership

14. On recommendation of the Council, members at a General Meeting may as a special mark of recognition for an extraordinary contribution to the Society and/or to the field of nautical research, grant Honorary Membership in the Society to an individual. Such Honorary Membership shall be for life unless it is later resigned or revoked as described above. A person so honoured shall receive all publications of the Society free of charge, shall have voice and vote at all general meetings, and voice but not vote at all meetings of the Council.

– At all General Meetings ten voting Members shall constitute a quorum for the transaction of business, but a lesser number may adjourn from day to day until such time as a quorum is obtained.

– The Secretary shall give to all who are qualified to attend at least fourteen days notice of all annual and special general meetings and shall specifically state the hour and place of such meetings and the agenda for them.

Officers

- Meetings of Members
15. The Annual **General** Meeting of the Members of the Society shall be held at a time and place to be determined by the Council, normally **between the end of April and the beginning of September. Any two consecutive Annual General Meetings shall not be more than fifteen months apart.** At every Annual **General** Meeting, in addition to any other business that may be transacted, the financial statement and report of **the auditor or reviewer** shall be presented.

– Officers of the Society shall be a President, a First Vice- President, a Second Vice-President, a Secretary, a **Membership Secretary** and a Treasurer, who shall be elected at the Annual General Meeting.

– The President shall be charged with the general supervision of the business and affairs of the Society; shall preside over all meetings of the Society and Council; shall do, perform and render such acts and services as the Council shall prescribe and require. **S/he** shall serve no more than three consecutive annual terms of office.

– The First Vice-President shall, in the absence of the President, have all the powers and duties of the President. S/he shall serve no more than three consecutive annual terms of office.

– The Second Vice-President shall, in the absence of the President and the First Vice-President, have all the powers and duties of the President. S/he shall serve no more than three consecutive annual terms of office.

– The Secretary shall conduct and act as custodian of correspondence relating to the affairs of the Society; record the meetings of the Council and of the Society; and perform such other duties as may from time to time be prescribed by the Council.

24. **The Membership Secretary shall maintain the Society's master mailing list; keep records on all members, past and present; organize membership recruitment; lead membership retention; report on the status of membership at the first council meeting in each year and at the Annual General Meeting, and perform such other duties as may from time to time be prescribed by the Council.**

25. The Treasurer shall keep full and accurate books of account in which shall be recorded all receipts and disbursements of the Society, and,

under the direction of the Council, shall control the deposit of money, the safekeeping of securities, and the disbursement of the funds of the Society and **prepare an annual operating budget. S/he shall prepare quarterly reports for the Council of the Society's year to date revenues and expenditures compared against the annual operating budget. S/he shall render an account of all his transactions as Treasurer and of the financial position of the Society at Council meetings or whenever required of him. S/he shall perform such other duties as may from time to time be prescribed by the Council.**

Council

26. The management of the Society shall be vested in a Council consisting of the President, the Secretary, the Treasurer, **the Membership Secretary**, the Past President and four Councillors elected at the Annual General meeting; and *ex officio* with voice but no vote, members in good standing of the Canadian Nautical Research Society, resident in Canada, who also hold office in other national and international maritime organizations.

27. The Council shall meet together for the despatch of business, adjourn and otherwise regulate its meetings as it deems fit. The quorum necessary for the transaction of

business shall be four members.

28. The Council shall fill any vacancies among the Officers or in Council. Persons selected under this clause shall hold office until the first General meeting thereafter, at which time vacant offices will be filled by election.

29. **All chairs of committees, boards, or other advisory panels established by the Council on a permanent basis to promote the work of the Society who are not otherwise members of the Council shall be *ex officio* members of the Council with voice but no vote.**

30. Any officer or member of the Council may be removed from office by a two-thirds vote of the members at any Special General Meeting called for the purpose.

Committees

31. There shall be a Nominating Committee. **Normally the Past President shall chair this committee with such other members as may be appointed by the Council. No officer or member of council standing for re-election shall be a member of this committee.** The nominating Committee shall nominate one candidate for each position to be filled at the next Annual **General** Meeting.

Members may propose the names of candidates, in writing and with the signatures of three members. All proposals must include a written undertaking signed by the nominee to accept the position if elected. The Chairman shall close the Nominating Lists, which shall include the proposals of the nominating committee and the proposals by members, not later than the 20th day of April, after which no more nominations will be accepted. Voting shall take place at the Annual General Meeting. Members may also vote for officers of the Society by ballots mailed to the **Chair of the Nominating Committee** prior to the Annual **General** Meeting.

32. Other committees, **boards or advisory panels** may be appointed by the Council to act as advisory bodies to the Council, and to further the objectives of the Society. **The Council shall appoint the Chairman of each committee, board or advisory panel and draft or approve the terms of reference.**

33. The President shall be an *ex officio* member of all Committees, **boards and advisory panels established by Council unless specifically stated otherwise.**

Financial Matters

34. The fiscal year and the business year of the Society shall commence on the first day of January in each year and terminate on the last day of December.
35. **At each Annual General Meeting the Treasurer, or in his/her absence a member of Council, shall present an examined or audited statement of the previous financial year. In addition, a budget for the next calendar/fiscal year shall be presented and approved by the members. At the first meeting of the Council in the new year, the budget for that year approved at the last AGM may be amended in light of the unaudited statements of the old year as presented by the Treasurer. Any such amendment must be reported in the next edition of the Society's newsletter. The President may, with the advice of a quorum of Council, approve any non-budgeted expense, or any over-budget expenditure. Such action must be reported in the next edition of the Society's newsletter. Any amendments to the current year's operating budget or any expenses approved by the President made prior to the Annual General Meeting shall also be reported at that time.**
36. **At each Annual General Meeting the members shall appoint a designated accountant to audit or review (as appropriate) the financial records of the Society for the ensuing year and shall fix their remuneration. Council may fill any vacancy in the office of auditor or reviewer, but no member of the Council shall be appointed as an auditor or reviewer of the Society's accounts.**
37. Contracts, documents or any instruments in writing requiring two signatures of the Society shall be signed by the President or the First Vice-President or the Second Vice-President and the Secretary or in the case of cheques drawn on a bank account of the Society the Treasurer, and all contracts, documents and instruments in writing so signed shall be binding upon the Society without any further authorization or formality. The Seal of the Society when required may be affixed to contracts, documents and instruments in writing as aforesaid.

Miscellaneous Clauses

38. *Roberts Rules of Order* shall govern proceedings at all members' and Council meetings unless otherwise provided for in these by-laws.

39. In all by-laws of the organization where the context so requires or permits, the singular shall include the plural and the plural the singular; and the masculine shall include the feminine.

40. No amendments in the by-laws or repeal of the by-laws shall be made except by vote of at least two thirds in number of the members present at an Annual or Special General Meeting, the notice of which has specified the proposed amendment or repeal. Any amendments or repeals of by-laws not embodied in letters patent shall not be enforced or acted upon until the Minister of Consumer and Corporate Affairs has been obtained.

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