

ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

Volume XXVI Number One
January 2009

ARGONAUTA

Founded 1984 by Kenneth MacKenzie

ISSN No. 0843-8544

Editors

William Schleihauß

Maurice D. Smith

Argonauta Editorial Office

Marine Museum of the Great Lakes at Kingston

55 Ontario Street, Kingston, Ontario K7K 2Y2

e-mail for submission is Barque2@cogeco.ca

Telephone: (613) 542-6151

ARGONAUTA is published four times a year—January, April, July and October

The Canadian Nautical Research Society

Executive Officers

President: Paul Adamthwaite, Picton

Past President: Richard Gimblett, Ottawa

1st Vice President: Serge Durlinger, Val des Monts

2nd Vice President: Roger Sarty, Kitchener

Treasurer: Errolyn Humphreys, Ottawa

Secretary:

Membership Secretary: Faye Kert, Ottawa

Councillor: Chris Bell, Halifax

Councillor: Isabel Campbell, Ottawa

Councillor: Chris Madsen, Toronto

Councillor: Maurice D. Smith, Kingston

Membership Business:

200 Fifth Avenue, Ottawa, Ontario, K1S 2N2, Canada

e-mail: fkert@sympatico.ca

Annual Membership including four issues of *ARGONAUTA*

and four issues of *THE NORTHERN MARINER/LE MARINDUNORD*:

Within Canada: Individuals, \$65.00; Institutions, \$90.00; Students, \$20.00

International: Individuals, \$75.00; Institutions, \$100.00; Students, \$30.00

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

In this Issue	
Editorial	1
William Roger Schleihauß	2
President's Corner	3
William Glover ~Remember Colin White	4
News & Views	5
David Arminas ~ The Sailing Ship – City of Ottawa	14
Contributors to this Issue	21
Mitiukov and Mokrousov	
Identification of Parameters Pneumatic Artillery for Submariners	22
David Zimmerman ~ Shawn Cafferky, 1958 – 2008	25
The 2009 CNRS Conference – Information for all Members	29
Conference Insert	

Bill Schleihauß: We worked together for many years on Argonauta; we shared table and had lots of laughs. A few years ago when he showed up at a meeting with a shaven head his private matter became a respected open secret. Through all of this Bill never wavered in the duties he had taken on for the society. He had many cancer treatments spread over eleven years. His resilience and ability to bounce back, full of hope and positive energy was about more than being relatively young in age; it was in his admirable character, it was a measure of the man, living life to his best.

I miss him.

Maurice D. Smith
Co editor, Argonauta.

There were many tributes and memories. Here are a just a few.

"I am greatly saddened to receive this news. Bill was a valued colleague and friend. He was among the first MARHSTers I met personally, at the CNRS meeting in Kingston in '96, and I appreciated him for his high level of scholarship, his constant willingness to help others, and his never failing sense of humour. His loss will be felt throughout the maritime studies community, especially among those whose focus is WW I. I am sure the entire list joins me in extending deep and sincere sympathy to his family and close associates.

Bill would know that "Ye Olde Batte" is flying lower and slower under the burden of this sorrowful knowledge. Sincerely, Morg Halley"

"He was a valued friend, a wise resource, and was always willing to share his vast depth and breadth of knowledge. The news of his loss saddens me immensely. Marc"

"I only met him in person once but can attest that he was a fine gentleman. Keith Allen"

William Roger Schleihau
1958 - 2009



William Roger Schleihau, born 22 September 1958 in Mimico Ontario. Husband of Catherine-Valerie Bonneville, brother of Richard Stanley Schleihau. Long-time avid scuba diver and underwater photographer, and a stalwart of the now sadly defunct Aquadyne Scuba Club of Montreal.

Bill was an avocational naval historian having his work appear in many journals. He was President of the Montreal Branch of the Naval Officers' Association of Canada, Secretary to the Canadian Nautical Research Society and editor of their publication 'Argonauta', and a Trustee of the Canadian Naval Memorial Trust. Member of Friends of HMCS HAIDA, the International Naval Research Organization, The Naval Review, the Society for Nautical Research, the United States Naval Institute, as well as a life member of the Monarchist League of Canada. Recipient of the Queen's Golden Jubilee Medal.

A special thanks to the dedicated medical and nursing staff of Medical 7 and the ICU of the Royal Victoria Hospital. A celebration of life will be held at a future date. In lieu of flowers, donations may be sent to his three favourite charities: Friends of HMCS HAIDA, the Canadian Naval Memorial (HMCS SACKVILLE), and the Fighting Fund of the *Monarchist League of Canada*.

From Cathy

"Bill deserves more gratitude from the Canadian Nautical Research Society / Société canadienne pour la recherche nautique than I can put in words at this point; he has served as our Secretary for many a long year, he was the Editor of Argonauta, he was a regular contributor to The Northern Mariner, he was our webmaster - as well as being a friend and colleague".

Paul Adamthwaite, Ph.D., President, Canadian Nautical Research Society/Société canadienne pour la recherche nautique

President's Corner

Organizations such as ours are volunteer driven. Since our founding more than a quarter of a century ago, the enthusiasm and dedication of our members has brought us to the internationally respected position that we occupy in our field today. Perhaps the most important outcome is that the diversity of expertise – historiological, museological, academic, technical and administrative – within our membership is remarkable and without, it our publications and conferences, the very lifeblood of our Society, would languish.

Bill Schleihauß epitomized the art, essence and pragmatism of the volunteer. He was active with a number of other organizations, and for ours served over many years as councilor, secretary, editor of *Argonauta* and web master. His advice was always well judged and timely, and the results of his labours will stand the legacy of our society in good stead. He is sorely missed by the members of your executive council. There were heavy hearts and happy reminiscences when the executive Council met on the 7th of February for our traditional winter agenda.

From that meeting, I am pleased to report that the society's business is in good standing. Our new treasurer, Errolyn Humphreys, reported that we have no debts and that we are in positive banking territory despite the economic downturn.

Our membership secretary's report contained many positive points, and while numbers have decreased very slightly, the explanation can be found in the fact that NASOH (with whom our collaboration was reported to be constructive in all aspects) now distributes more than two hundred copies of *The Northern Mariner* and that a small number of our American colleagues opted for the convenience of a mailing from within the U.S. I believe that this minor downturn – which extends across both institutional and individual membership – can be rapidly reversed if we all make the promotional effort that our publications, prize structure and conferences deserve.

The treasurer also reported that we have finished paying for the recovery programme concerning the backlog of publication dates for *The Northern Mariner*. For this, I would like to thank our editor, Roger Sarty, for his infallible good humour in cajoling authors and our editorial board to produce the peer reviewed papers which have completed Volume XVIII and allowed the publication of the first issue of Volume XIX on time in January 2009. Returning to my theme of volunteerism, many of you will remember a suggestion made at our last AGM in Quebec: that it would be beneficial to attempt an accounting of the time donated by members. The number of hours that Roger dedicates to his work is currently "unknown" but I would beg to suggest that it is high. On a lighter and purely anecdotal note, I might mention that he tends to continue his labours into the late evening. My own preferences are for early starts to the day and during the production of a recent issue of *The Northern Mariner*, an e-mail from Roger was time-stamped at 4.15 in the morning. I replied at 4.45 and only in hindsight did I realize that the international date line, normally in the mid-Pacific, had moved to Ontario.

On the west coast our team of organizers for our annual conference – this year dedicated to "Pacific Navigation" – have announced highlights and details of their planning which embraces the interests of a wide audience. I cannot remember a conference with such a diversity of subject matter, venues, time on the water and social gatherings. With a full six months to plan your travel, I look forward to seeing you in Victoria on the 12th of August.

Paul Adamthwaite
Picton

REMEMBERING COLIN WHITE

28 August 1951 - 25 December 2008

Colin White, naval historian and museum director, died on Christmas Day, 2008. He had been ill with cancer.

Colin and I met when we were graduate students together in the MA program in War Studies at King's College, London, in 1974. He was one of three or four students with whom I tried to maintain contact, even if sporadically. At King's he had a dramatic flair, enhanced by wearing a boat cloak when the weather warranted. It is therefore no surprise to read in his obituaries that he was a keen supporter of amateur dramatics. He was not a regular attendee at some of our excesses - the BFLB, (the Beer for Lunch Bunch), and tea at the Savoy - for he always seemed to be rushing off to the river. He was then a keen oarsman. Looking back, the larger social gatherings of fellow students may have been a trial to him by reason of deafness. Men's hair styles of the day were of a length that allowed his hearing aid to be partially concealed. But regardless of the circumstances, he was always a pleasant and congenial friend.

From King's, Colin went to the Royal Naval Museum at Portsmouth. His rise to the directorship of that museum was briefly interrupted when he was seconded to the National Maritime Museum at Greenwich to co-ordinate the bicentenary celebrations of the Battle of Trafalgar. With the passage of time and the evolution of museums, Colin will doubtless be best remembered as a Nelson scholar, (notwithstanding two books on the Victorian navy). In that field he made several important contributions.

Colin's first "Nelson" book was *The Nelson Companion*, published in 1995. This was followed three years later by *1797: Nelson's Year of Destiny*. A design feature of that book that was intended to make it more accessible to the non-expert was the use of boxes to elaborate on a particular point. Colin had expressed a worry to me of how effective they were. I assured him they worked very well. (The review in *The Northern Mariner* IX, 4, said the same.)

One of Colin's more unusual projects was a result of these two books. He thought it important to try to bring associated pieces together, to reassemble the whole, as it were. The particular problem for Colin was the funeral service for Nelson. He knew the music as individual pieces, but wanted a sense of the whole. He therefore persuaded the Dean of Portsmouth Cathedral to recreate the entire service, and to make a recording of it (*The State Funeral of Horatio, Lord Viscount Nelson, K.B.*, Herald AV Publications, HAVPCD 232, 1999.) Colin provided the extensive notes in the accompanying booklet. At the conclusion of the service Garter King at Arms proclaimed Nelson's titles and dignities; Colin gave this role to himself, and in his voice one can hear his appreciation of drama.

His last major work was *Nelson: The New Letters*, published in 2005 (reviewed *Northern Mariner* XV, 4). This was the culmination of the Nelson Project which discovered more than 1,200 Nelson letters previously unknown. The edited work published 507 of them. Colin dedicated the work to two of his teachers who "started him on his voyage with Nelson." Sadly, that voyage is now over.

William Glover

News & Views

The CNRS 2009 Conference Committee members are working hard to make your visit to British Columbia as enjoyable as possible. Among the pleasures of West Coast Canada are the many ships in the BC Ferries' fleet.

Notes on *Spirit of Vancouver Island* & *Frances Barkley*



Spirit of Vancouver Island. This vessel and its sister ship are the two largest of BC Ferries' fleet of 36 ships which operate along the BC coast. Both were built in sections by three BC shipyards and assembled in North Vancouver in 1993 and 1994. Designed by a Danish naval architect, these are spacious ships which can carry 2,052 passengers plus 48 crew and 470 vehicles. There are two vehicle decks with platforms slung under the upper level which can be lowered to take extra cars. Both vessels were upgraded with enhanced amenities two years ago. Their maximum speed is 19.5 knots. Both operate on the route between Tsawassen on the mainland and Schwartz Bay on Vancouver Island. The provincial government created the BC Ferry Authority following a disastrous strike in 1958 by the crews of the CPR's BC Coastal Steamship Service. The province launched its new creation with generous funding and has subsidized the ferry services ever since. New terminals were developed in the early sixties to shorten the former downtown-to-downtown

Vancouver-Victoria route used by the elegant but outmoded CPR coastal steamers. The terminals were designed so that automobile, truck and bus traffic can be loaded and discharged rapidly. The *Spirits* load vehicles through the bows and discharge them through the stern which means the ferries have to turn around at the Vancouver Island end. The *Spirits* were followed in the mid-nineties by three innovative *Fast Cat* catamaran ferries which became closely identified with the NDP provincial government of the day. The government hoped to use the program to enable the local shipbuilding industry to develop expertise in aluminum welding and catamaran technology. The leading edge *Cats* experienced cost overruns and once in service, encountered operational problems which were gleefully trumpeted by the media and the opposition party. They became a political football and when the BC Liberals, the other major provincial party, came to power, the *Cats* were promptly sold at a fraction of their cost to the conglomerate which had since taken over the yards which had built them; they remain unsold. The new government also made the ferry service an autonomous corporation styled BC Ferry Services whose ownership remains the province. This was a positive move which has helped distance management of the ferry service from political interference.

A fleet renewal program is underway which has seen three fine new double-ended ferries built in Flensburg join the fleet. These are more fuel efficient than the *Spirits*. A newish second-hand Greek-built ferry re-christened *Northern Adventure* which serves the Queen Charlottes and Vancouver Island- Prince Rupert services entered service in 2007. Acquisition was urgent because of the loss of the *Queen of the North* in March 06. It collided with an island in darkness

at high speed due to human error on the bridge, an accident which has not been clarified. A second new ferry for these routes, *Northern Explorer*, is currently on passage from the builders in Flensburg and will enter service in May. Several smaller BC-ferries have also joined BC Ferries in recent years.

MV Frances Barkley



This 300grt vessel was built in 1958 in Stavanger, Norway, and operated for over thirty years out of that port. *Frances Barkley* has a distinctive retro look because of the rounded profile of its compact wheelhouse. It was acquired by the owners of the *Lady Rose* in 1990 to handle increases in summer tourist traffic and freight load on the Port Alberni-Barkley Sound run. The owners also wanted a vessel certified to operate anywhere along the coast. *Frances Barkley* was brought out from Norway that summer; the voyage took 51 days. A diesel engine gives the ferry a maximum speed of 11 knots and it has a single variable pitch propeller. Built with a cargo hold forward, once the ship arrived in Port Alberni, the car deck area aft was converted to a coffee shop. *Frances Barkley* has operated in tandem with the venerable *Lady Rose* for eighteen years, carrying passengers and freight down the fjord known as the Alberni Inlet to Barkley Sound. The smaller *Lady Rose* (200 grt), built in Scotland in 1937, is being retired from service

as the cost of bringing it up to contemporary Transport Canada requirements is too high. *Frances Barkley* can carry 200 passengers versus 100 for the *Lady Rose*. The round voyage from Port Alberni provides opportunities to observe how cargoes are handled in waypoints and to observe nature from the deck of a small passenger/freight vessel.

Society of Nautical Research to Celebrate Centenary with Membership Drive

The Society for Nautical Research, the famed organization of fee-paying members and institutions, is to celebrate its centenary. The dates February 2010 through February 2011 have been set aside for special activities designed to provide added value to members, provide another boost to maritime research, and increase the public profile of the society. The following are noteworthy: a special issue of *The Mariner's Mirror*, with commissioned articles by a number of experts, will be distributed in February 2011; an enhanced website will allow members access to back issues of that quarterly journal; Dr Hugh Murphy and Derek Oddy are authoring a centennial history of the Society for Nautical Research (distributed free to members); and links to various museums and organizations are being enhanced. The centenary lecture and reception, planned for 10 June 2010, will take place in The Banqueting House, Whitehall, London.

The Society for Nautical Research invites applications for membership. Details may be found on www.snr.org. Canadian membership is available at \$87 Canadian. The membership secretary is MPJ Garvey, The Lodge, The Drive, Hellingly, Hailsham, East

Sussex BN27 4EP to whom inquiries can be directed.

*Barry Gough, Canadian Corresponding Member,
The Society for Nautical Research*

Royal Navy Museum

Separate UK naval museums are to be brought together under one Ministry of Defence administration unit as The National Museum of the Royal Navy. It will embrace the Royal Navy's four service Museums and HMS *Victory*. Each museum is located on its own separate site and each is dedicated to preserving the past and promoting the future of Royal Navy's activities either on the sea, under the sea, in the air or on the land.

The National Museum of the Royal Navy preserves, explains and celebrates the enormous contribution made by the Royal Navy during its remarkable history of over 1000 years, in the defence of the UK and our allies.

The Onondaga Submarine Museum

This new museum will be open to the public beginning June 13, 2009 at Pointe-au-Père near Rimouski, Quebec.

The schedule for the 2009 season is as follows:

June 13 to August 31 - 9 AM to 6 PM

September 1st to October 12th - 9 am to 5 pm.

Organized groups can visit at anytime throughout the year.

The admission fee for a submarine visit will be \$12 for adults 16 years old or over, \$8 for children between the ages of 8 and 15, and free for children below 8 years old.

In addition to the Submarine Museum, you can also visit the **Father's Point Lighthouse** and the **Empress of Ireland Museum**. The combined admission fee will be \$20 for adults 16 years old or over, \$15 for children between the ages of 8

and 15, and free for children below 8 years old. There will be special admission fees for groups of 15 persons or more.

It should be noted that access will be restricted due to confined space and there could be delays in accessing the submarine.

The Canadian submarine *Onondaga* was on active duty from 1967 to 2000. As soon as you enter, you will discover how life was for sixty or so submariners, living underwater and confined in a steel tube about 90 metres long. You will be able to examine complex mechanical systems and to find out about the technologies used for underwater detection. An audio-guiding system will assist you in discovering the secrets of this fascinating and unknown world.

It is also possible to extend your visit by staying overnight (in a bunk).

This information will soon be posted in English on the museum's website. In the meantime, here is the link to the French version:
<http://www.shmp.qc.ca/montezabord.htm>.

The Musée maritime du Québec

Special Exhibition: Piloting on the St. Lawrence. Depuis des siècles, le fleuve est le théâtre de terribles naufrages et accidents maritimes. L'augmentation du trafic maritime et la nécessité d'assurer la sécurité des hommes, des marchandises et de l'environnement ont mené à l'établissement d'un service de pilotage. Depuis le 18^e siècle, des spécialistes de la navigation sur le fleuve guident les navires : ce sont les pilotes du Saint-Laurent. Aujourd'hui, le pilotage est obligatoire entre Les Escoumins et Montréal : cela représente 6000 navires pilotés chaque année.

For centuries, the river has been the stage of terrible sinkings and maritime accidents. The

augmentation of maritime traffic and the necessity for men's, merchandise and environmental security brought on the establishment of piloting service. Since the eighteenth century, river navigation specialists have been guiding ships : they are the St. Lawrence pilots. Today, piloting is obligatory between Les Escoumins and Montreal.

With collection of objects, pilots testimonies, archived documents, and audiovisuals, PILOTING on the St. Lawrence examines the past and present of these pilots.



À travers des objets de collection, des témoignages de pilotes, des documents d'archives et des audiovisuels, l'exposition PILOTER sur le Saint-Laurent sonde le passé et le présent de ces pilotes. En nouveauté, des audioguides, relatant des témoignages de nombreux pilotes, sont à la disposition des visiteurs.

Marine Museum of the Great Lakes

New Curator appointed. The Trillium Foundation of Ontario has awarded the Marine

Museum a grant in support of a curator position over the next three years. Ann Blake, Executive Director is pleased to announce Ben Holthof will begin work on 16 February. He and his wife will be relocating from Orillia.

Ben obtained a BA Hon in Archaeology from Wilfrid Laurier U and went on to complete a post diploma certificate in Museum Management and Curatorship at Sir Sandford Fleming College in Peterborough. Following his graduation, Ben served as Curator of Collections at the Owen Sound Marine and Rail Museum and the Billy Bishop Heritage Museum simultaneously for over two years. Since that time, he travelled to Australia, where he completed his Masters in Maritime Archaeology at Flinders U in Adelaide, where the focus was on near-shore (shoreline) infrastructure - wharves, docks, etc. - as well as wrecks.

Curator Emeritus, Maurice D Smith will provide two months of formal transition training.

www.marmuseum.ca

Art Gallery of Ontario – Ship Models



The Thomson Collection of Ship Models spans some 350 years and contains examples of exquisite workmanship and some of the masterpieces of the genre. Foremost are rare late seventeenth and eighteenth century British dockyard models, made to scale for the Royal Navy and wealthy individuals. There is also a large number of models made by some of the

120,000 prisoners of the Napoleonic Wars. These models, made from wood and bone with rigging of silk and human hair, were produced by teams of skilled craftsmen and sold to local British collectors who gathered at the prison gates.

The shipbuilders' models extend from the mid nineteenth century to the Second World War, representing a diversity of both model style and ship type ranging from tugs, dredgers and trawlers to cargo vessels, passenger steamers, private yachts, corvettes, battleships, cruisers, torpedo boats, destroyers and two aircraft carriers.

Join Simon Stephens, curator at the National Maritime Museum in London, England, as he guides listeners through the world of British ship models spanning 350 years. For information about the models and podcasts go to <http://www.ago.net/thomson-collection-ship-models>.

Vancouver Maritime Museum

Feature Exhibit - Meltdown! Oceans React to Global Warming



The Museum's newest in-house curated exhibit on climate change and its impact on the oceans and the Arctic is now open. The exhibit provides a new "oceans" perspective and offers a fresh look at climate change. Visitors

will better understand the fundamentals of global warming, explore its impact on the oceans, the Arctic and land environments and will find meaningful solutions to encourage change.

This exhibit focuses on changing marine ecosystems and tackles such topics as ocean acidification, ocean warming, sea level rise and the uncertain future of Pacific salmon stocks. The exhibit also presents information and engaging displays on the changing Arctic that will address the issue of Canadian sovereignty over a melting Northwest Passage. Meltdown! utilizes diverse components of the Museum's collection, many of which have never been on display. This includes beautiful builder's models such as the Soviet icebreaker, *Ermak*, marine engine models, and rarely seen images of early steam and coal fired vessels.

<http://www.vancouvermaritimemuseum.com>

Maritime Museum of British Columbia

Special Exhibition: A Star to Steer By

The evolution of celestial navigational instruments is the theme of the Maritime Museum's new exhibit on display until November 2. It pays homage to the ancient mariners who expanded human culture around the world.

"A Star to Steer By" looks at five maritime cultures and their impact on the world. Chronologically, the first group the exhibit looks at is the Austronesians (Primarily the Micronesians and the Polynesians) and their settlement of the Great South Sea. Using low tech navigational instruments, but having an intimate knowledge of the stars, ocean swells and currents and other natural phenomena, these people were able to settle a third of the earth's surface.

"A Star To Steer BY," then moves on to look at the Phoenicians and Greeks, the Arabs and Chinese and finally western navigation and exploration starting from Henry the Navigator in the fifteenth century and ending with Cook and Vancouver at the close of the eighteenth

century.

The star of the show is a globe, one of a pair dedicated to Sir Joseph Banks, President of the Royal Geographical Society. The globe shows the constellations as they were observed in 1800 with the signs of the zodiac included. There is only one other globe like it in London's Victoria and Albert Museum.

The exhibit makes two observations. The first is obvious; Western Europe profited on the wisdom and technology of the ancient astronomers, mathematicians, cartographers and mariners. For example, the Phoenicians gave us a phonetic alphabet developed to simplify trade documents, and the Arabs presented us with the Indian numerical system including the concept of zero which greatly simplified financial record keeping.

The second more subtle message is that countries engaged in international commerce trade in far more than goods – they trade ideas. Open societies learn and prosper, xenophobic societies do not.

This observation is illustrated in the story of when China ruled the sea. Civil war at the beginning of the Ming Dynasty had left the national treasury low of funds. In order to rectify this situation, Zheng He, the "Eunuch Admiral", made seven diplomatic / trade voyages between 1405 and 1433 to "the countries beyond the horizon" - India, Africa and the "Spice Islands - on behalf of the Yongle Emperor.

After the Yongle's death in 1424, China began to turn inward to defend its borders against the Mongols. The Treasure Fleet was allowed to rot at its moorings, and much of its history was deliberately destroyed to discourage further adventuring – delaying China's emergence as a trading super-power by 600 years.

Penobscot Marine Museum

Main Streets, a touring photography exhibit produced by the Penobscot Marine Museum, opens at the Maine Historical Society in Portland. An opening reception will take place on Friday evening, February 27 from 5:00-7:00 pm. The exhibit features thirty views of various Main Streets around the state, taken from the archives of the Eastern Illustrating and Publishing Company of Belfast, Maine. These glass plate images depict life in small town and rural areas of Maine between 1909 and the 1940s. For more information go to <http://www.penobscotmarinemuseum.org/index.html>

Maine Maritime Museum

The 2009 Symposium will be held in advance of the opening of our spring exhibit, *Net Worth: The Rise and Fall of Maine's Fin Fisheries*. The Symposium will be a multi-disciplinary look at the fisheries, branching out from our usual approach. The following is our rich and varied speaker line-up:

Science: Fish, Fishing, and Ecosystems – Anne Hayden of Bowdoin College and *National Fisherman*, Tora Johnson, author of *Entanglements: The Intertwined Fates of Whales and Fishermen* and faculty member at University of Maine at Machias, and Dr. Shelly Tallack of the Gulf of Maine Research Institute.

History: Fishing, Fisheries, Fishing Vessels – William Leavenworth of the Gulf of Maine Cod Project, David Walker of the Maritime Museum of the Atlantic, and Ben Fuller of the Penobscot Marine Museum.

Fishing and Society: Fishing Men and Women and their Lives – Karen Alexander of the University of New Hampshire, Captain James Cottle, author of *In Danger at Sea: Adventures of a New England Fishing Family*, and Glen Libby of the Midcoast Fishermen's Association.

Archaeology: Prehistoric, Historic, and Underwater – Matt Lawrence of the Stellwagen Bank Marine Sanctuary, Gerald Bigelow of University of Southern Maine, and Arthur Spiess of the Maine Historic Preservation Commission.

Policy: Fisheries Management and the Future – Will Martin, chair of the International Marine Stewardship Council, George Lapointe, Commissioner of Maine Department of Marine Resources, and Dr. James Wilson of the University of Maine.

Please note this year's Symposium will be a one-day event. We will still have the traditional Fish House Punch reception, interesting presentations, and time for discussion, without a three-day commitment. Contact Nathan

Lipfert at lipfert@maritimeme.org or

207-443-1316 , ext. 328, with any questions.

Cape Ann Museum, Gloucester MA

Charles A. Lowe Photos: Gloucester 1975: From the archives of the museum, a selection of Gloucester photos from the year 1975 by Charles A. Lowe, photographer for the *Gloucester Daily Times* from 1957 -1981. The exhibition is organized by Peter Watson, former editor of the *Gloucester Daily Times*, and Fred Buck, photo archivist for the Museum.

Charlie Lowe was a deceptively great artist possessed unconsciously,

with an extraordinary ability to universalize what he saw in life. It was given to him, through his eyes to open ours. His wondrous images guide us to the perception of something around us, in others, in ourselves, that was truthful, essential, natural, optimistic. I think, poignantly human, and the essence of our Gloucester.

Joe Garland, foreword essay to Lowe's book *A Portrait of Gloucester*, 1983.

Research Topics and News

2008 Henry N. Barkhausen Award

John Ratcliffe was presented with the 2008 Henry N. Barkhausen Award for original research in Great Lakes Maritime History by the Association for Great Lakes Maritime History. Submissions are competitive and represent a high level of accomplishment on the part of the winner.

John took on the project as part of his Curatorial Assistant duties during the summer of 2007 while working for the Marine Museum of the Great Lakes. The objective was to advance knowledge of the collections by making use of artifact and archival holdings as research tools. In addition, he had direct access to the Mowat Boat crew who were restoring the boat (which they later sailed in 2008). The outcome for John was, "The Mowat Boat and the Development of Small Watercraft on the Great Lakes". Based on an historical review and analysis of watercraft on the Lakes he drew connections between the Mowat Boat built in 1909 near Trenton, Ontario and the well known Collingwood skiffs popular on Georgian Bay during the nineteenth century as sailing fishing boats and general purpose delivery vessels.

John, a former resident of Ottawa is now enrolled as MA Candidate in the Maritime Studies Program, Department of History, East Carolina University.

The museum collections could easily keep historians, curators, authors, Masters students and PH.D candidates busy for decades to come.

John's Life after the Barkhausen Award

Currently I am working towards a Masters Degree in Maritime Studies, at East Carolina University, in Greenville, North Carolina. The program is an intensive two-year combination of maritime history and archaeology, and is internationally recognized as one of the premiere training centres for maritime archaeologists, along with Texas A&M University and several other institutions in the United Kingdom and Australia. Many of the maritime archaeologists currently at Parks Canada are alumni of the ECU Maritime Studies program.

Two years of course work are followed by the production of a detailed research thesis. Last Semester, my studies focused on the history and theory of maritime archaeology, in addition Atlantic world and naval history. My research interests are diverse, and in 2008 I wrote papers on the application of technical diving to archaeology, early diving and salvage, as well as the Decima Mas, the Italian Navy's "human torpedoes" of the Second World War. Currently I am studying European maritime history and archaeology, ship construction, and field methods.

I have yet to finalize the topic for my thesis, but am strongly considering an analysis of the barrels from the Vasa, the famed Swedish warship which sank in Stockholm harbour on its maiden passage.

Past issues of The Northern Mariner on line

The link noted below, just in case you missed it is an outstanding marine history resource with a very good search engine. The on-line availability of past issues of *The Northern Mariner* (which Paul Adamthwaite has just advised is now complete – see http://www.cnrs-scrn.org/northern_mariner/on_line_content.html).

ABC-CLIO's MILITARY HISTORY SERIES

Encyclopedia of the Vietnam War: A Social, Political, and Military History

ABC-CLIO is pleased to announce its latest encyclopedia project, which seeks to document and contextualize the United States' participation in the Vietnam War. This will be a revised and expanded edition, based on our award-winning 1998 version. Essays for the print encyclopedia will also be used for company web sites, chronologies, and handbooks for students and academics alike. This work is under the general editorship of Dr. Spencer Tucker, formerly the John Briggs Chair of Military History at the Virginia Military Institute, and Senior Fellow of the Military History Institute at ABC-CLIO. Dr. Paul G. Pierpaoli, the associate editor, is a fellow of the Military History Institute at ABC-CLIO. An advisory board of distinguished historians and teachers is also assisting in the endeavour.

Entries detail the most important and influential people, places, events, and ideas from the conflict. Each entry includes general facts and figures and a detailed historical analysis. Finally, each entry includes further readings and a list of related items. A sample entry begins at the end of this file. Style and

content guidelines will be supplied to contributors upon their essay assignments.

~ Contributors will be compensated based on the number of submission words listed in their contracts. Contracts will be prepared once contributors have agreed to entry assignments. **Compensation is as follows:**

~ Contributors will have their names associated with their entries, wherever the entries appear (both in print and websites).

~ Contributors will receive compensation that can be used toward the purchase of any title/titles from the ABC-CLIO catalogue, based on their involvement in the project. Contributors who complete a minimum of 3,000 words will receive a \$300 credit (Clio dollars) to be used to purchase any ABC-CLIO print or electronic product(s), including encyclopedias. For every 750 words thereafter, the credit increases by \$50.

~ A Clio dollar certificate will be mailed to you when the title is published. Clio dollar credits must be redeemed toward purchases within one year of the receipt of the certificate.

ABC-CLIO thanks you for your interest in this project. We look forward to working with you now and in the future to ensure that ABC-CLIO products continue to demonstrate marketplace success and exceptional academic value.

For a sample essay and format please contact:
Spencer C. Tucker, Ph.D., Editor **Paul G. Pierpaoli, Ph.D., Associate Editor at**
ppierpaoli@abc-clio.com

Contributor: Technical University in Izhevsk, Russia

I know Nick (Dr. Nicholas W. Mitiuckov) very well! He teaches at the Technical University in Izhevsk, Russia, and is a Fellow in the Russian Artillery Association. The study of history in the Western sense is a post-Soviet development, so

he is rather unique in that he is both an engineer and an historian. I am acquainted with two of his grad students, who have followed his example. His great love is the history of the Spanish Navy, and many of his publications deal with the Spanish-American War and the Spanish Civil War. He was also one of the co-authors in the recent article in *Warship International* on the 'Espana

Class.' He is also an expert in both internal and external ballistics.

Stas (Stanislav A. Mokvousov) is one of Nick's students, and will soon be defending his doctoral dissertation.

I will be a visiting professor in Izhevsk for a quarter next autumn, giving a course in the development of naval technology in the late nineteenth century. Nick says there is considerable interest in the topic, and he plans to sit in...

Kent Crawford

Are you an Author? ~ News to Share

Is your institutional news or research activity missing from Argonauta? The Canadian Nautical Research Society through its two publications, *The Northern Mariner* and *Argonauta* present many opportunities for authors to get published and for others to share News & Views with like-minded readers.

Argonauta

Contact: Maurice D. Smith, barque2@cogeco.ca

The Northern Mariner Editorial Office

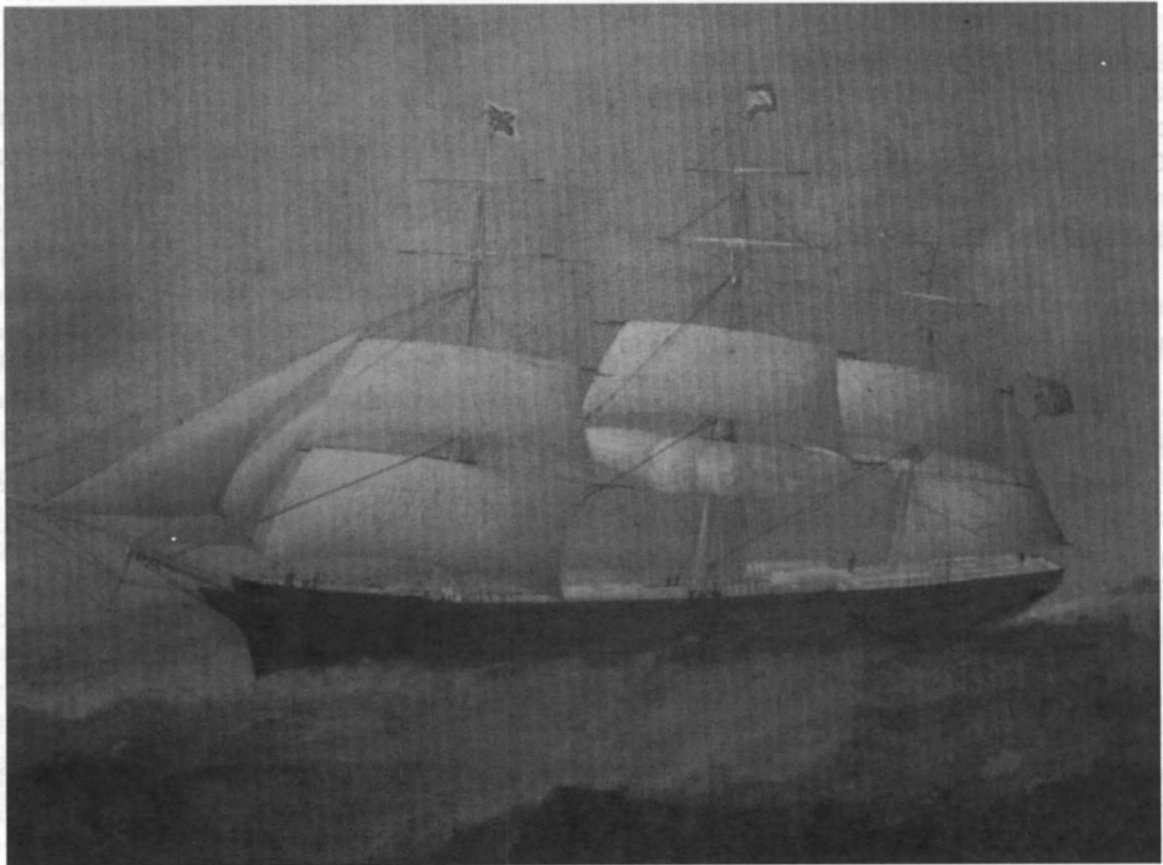
Contact: Dr. Roger Sarty at rsarty@rogers.com

Book Reviews

Contact: Dr. Faye Kert, at fkert@sympatico.ca

You will get a friendly and helpful reception.

The Sailing Ship - City of Ottawa David Arminas



Marine archaeologist Mike Bowyer pulls a shiny silver piece of eight from his wallet and drops it onto the pub table. The heavy, irregular coin is a memento of his more than 50 years of diving around the shores of Wales. As a marine archaeologist, he cares deeply about sunken ships, their past and especially their future.

What occupies him now in this north coastal tourist town of Rhyl with its immense windswept sands is the future of the City of Ottawa. She's a three-masted wooden sailing ship built in Quebec City in 1860. The sleek, 150-foot long vessel was built for speed. But for more than a century the ships substantial remains - around 200 tonnes of her - have been



buried deep in shifting tidal sands just across the road from the pub and along Rhyl's high-walled esplanade. Strollers can gaze down at her ever- so- slowly decomposing structure.

The ship was abandoned on the estuary banks at the mouth of the River Clwyd in 1906 after being broken up by a local shipyard. Since then it has remained a menace to small fishing and pleasure craft that moor in the tidal inlet. High tide completely covers the ship by about 10 feet. Low tide, however, exposes the jagged wooden ribs thrusting upwards from the black ooze. Occasionally boats moor too close to it at high tide. When the tide runs out they drop down onto the teeth-like remains. "The timbers are still as solid as the day they were cut down around the forests of Ottawa in the late 1850s," says Bowyer.

For this reason the sailing folk of Rhyl have been waiting for a century to get rid of the wreck, according to a member of the yacht club directly opposite the wreck. They may soon get their wish thanks to a major harbour development scheme and that is what concerns Bowyer. Unless the town of Rhyl and Ottawa city council take an interest in salvaging some of the ship, when its ripped from its resting place this little piece of Canadiana will literally go up in smoke in a huge bonfire on the beach.

Bowyer wants at least part of it, along with other relics salvaged during harbour dredging, put into a museum in Rhyl to enhance tourism. The harbour dates back to pre-Roman times. Excavations in middle of the town centre have found neolithic tools. The estuary was a used by boats in pre-Roman times. But apart from Bowyer, does anybody really care about the *City of Ottawa's* fate? In fact, should anybody really care?

He acknowledges that there are more interesting wrecks, such as that of the *Resergum*, a one-off steam-driven submarine. She was built near Liverpool in 1880 and sank as she was being towed out. The "baked beans can with pointed ends", as Bowyer describes it, now sits in just 15 metres of water off the coast of Rhyl.

Unlike the *Resergum*, the *City of Ottawa* is a common vessel, one of around 1,600 similarly constructed ships, ranging from 300 to 1,000 tonnes. There is nothing unusual about it, says Bowyer. The vessel was 880 tonnes, square-rigged, had a draught of 18 feet and built in seven months to Lloyds specifications. It was the ultimate cargo ship of its day, ferrying mostly timber and other raw material from Canada to Britain and beyond. Nonetheless, it has a solid place in history for two reasons, he explains.

"All importantly for Canada, it was one of only four vessels named to commemorate Ottawa becoming the capital of Canada. But the other three ships were steam-driven, making her unique by name and design. So she has at least a small place in Canadian history."

The *City of Ottawa* had a typical life for such ships and could do upwards of 15 knots with a favourable wind. Between 1863 and 1889 the ship and her crew of between 20 and 30 made at least 36 major voyages, of which 20 were circumnavigation, says Bowyer. But in 1896 she sustained storm damage. In 1897 the *City of Ottawa* was towed into Portsmouth harbour on England's south coast where it was declared a hulk and likely used for storage.

It was towed away again, this time to Rhyl in 1906 to be broken up. After the shipyard had stripped out any fittings and useful wood, the hull with its decks still intact was simply dumped across the inlet from the shipyard and left to battle the elements. To the surprise of many historians, the *City of Ottawa* has put up a good fight against tide, sun, sand and wind. And that is the second reason for its historical importance. The *City of Ottawa* was not supposed to have lasted this long, says Bowyer.

"The market was definitely there for such ships. They could build them quickly and cheaply, not of oak but of other woods such as pine and birch." In fact, Boyer believes it is the only example of what was the Model T of its day. Someone, somewhere should preserve at least some of it.

Rightfully so, says Ottawa councillor Rainer Bloess. He has corresponded with Bowyer and also asked the city to look into what can be obtained from the wreck. "It's part of our history and it would make a great display for the city," says Bloess, who was first alerted to its existence by a military historian living in his constituency. "Don't forget, in those days a lot of logging for the shipping industry went on upstream of Ottawa with the logs floated downstream on the river. Many masts for commonwealth ships were built from such logs."



B

Bloess wants to see some it put on display for all to see, and not just tucked away in some museum. "I'm pretty sure we could get some room to display it," he says. "In the foyer of a heritage building that's attached to City Hall is a display of the current ship HMCS Ottawa. In my mind's eye I can see a display of the past ship, juxtaposing the present ship. It'd be a real legacy display."

But legacies can be expensive to maintain. None more so than a century old wooden sailing ship, especially if it has been extracted from its protective envelop of sand. "I think that we could probably have some it just for the asking, but after that it would be up to us to spend the money."

Bloess has put the idea to Ottawa's Department of Community and Protective Services. According to correspondence with Bowyer and Rhyl, the department is seeking clarification of what is available and what the cost of preservation would be.

Extraction of the ship from the sand will be in Rhyl's budget for harbour development, says Bowyer. Preserving what comes out is where major costs kick in. Bowyer is realistic about what can be done with the City of Ottawa. "Raising the Tudor warship the Mary Rose has cost upwards of £50 million and that will never happen again. To lift the City of Ottawa and put it through an initial preservation process could set you back around £8 million. This doesn't even include building a climate-controlled display in a museum, and preservation

would be an ongoing process, monitored and worked on. That is probably why that sort of preservation will never happen to the City of Ottawa."

Charles Barker, commercial head of the Mary Rose Archaeological Services in Portsmouth, agrees with Bowyer. Yet Barker has written to various Canadian organisations to encourage them to think about salvaging it. His organisation specialises in ship preservation and has contracts around the world including for Viking ships. "The chances of salvaging the Ottawa are one on a scale of ten," he says. "My guess it would cost upwards of \$150 million to preserve it properly."

Barker doesn't mean to pour cold water on the idea. But that is exactly what would have to be done for months, possibly years, after digging her up. It is part of a very expensive preservation process to stop what remains from quickly disintegrating when exposed to air.

A spray treatment replaces the salt water in the wood with waxy polyethylene glycol to stop the drying wood from shrinking and cracking. The spray also washes out corrosive sulphuric acid. The Mary Rose contained a lot of iron from bolts, nails and other nautical objects. This iron catalyses the oxidation of sulphur into sulphuric acid. Even after years out of water, the wood may often need chemical treatment and will likely have to be kept in a low-oxygen environment, as with the Mary Rose.

What particularly made it worthwhile to spend – and keep spending – so much money on the Mary Rose is its historical significance to the English nation. The 770-tonne ship was built in 1510 in Portsmouth, where a part of her is now on display, having been raised from the waters just off the coast. She was one of the earliest purpose-built warships for the navy and the 90-cannon ship was also one of the first to be able to fire a full broadside of cannons. She sank during an engagement with the French fleet in 1545. She was raised in 1982.

Barker believes that every nation should spend the money and raise their Mary Rose at least once. Unfortunately, the City of Ottawa is no Mary Rose, he explains. "There are likely more interesting ships off the shores of the Great Lakes. And in better shape because of fresh water."

Talk like that angers Mike Williams. For 25 years he's been a lawyer specializing in seabed and foreshore law for historical wrecks and a member of the UK's UNESCO committee to advise on underwater wrecks. Williams is also a lecturer at the University of Wolverhampton and has given talk on the Ottawa. "The *City of Ottawa* demonstrates the wretched situation for wrecks historically important to Commonwealth countries but not to Britain. We fail to take adequate account of their significance and so don't preserve them."

The scarcity of any other example of the type makes the *City of Ottawa* historically significant, especially if you are Canadian, he says. "But it also shows the weakness in our own UK laws. Thanks in part to the *Mary Rose*, the threshold for having a ship officially a 'designated historical wreck' is hard, even for British ships. We have the fantastic situation of

only 60 designated wrecks when there are 10,000 known and countless unknown wrecks dotting our shores."

Designated wrecks are protected in law from any disturbance unless sanctioned by the government and carried out under proper archaeological supervision. This happens in South Africa and Australia if the wreck is between 75 and 100 years, he says.

Australian marine historians are particularly upset at the UK's lack of protection for the wreck of the *Gossamer*, built in Britain in 1864 and which often sailed 'down under'. But it sank off the UK's Devon coast in 1868. The sleek 734-tonne tea clipper was outward bound for Australia with general cargo, four passengers and over 20 crew. It foundered in a storm and went down drowning 15, including the captain and his bride of just two weeks.

"It's extraordinary," says Williams. "She was a composite-built ship of metal and wood, a style that lasted only 10 years or so, and was the first composite ship that Lloyds of London accepted for insurance purposes. And we cannot get her designated. The *Ottawa* is at least fortunate that it has a sympathetic county council on its side."

Sympathy for the *City of Ottawa* is growing among other people, too, some in high places. "I'd be devastated if she went up in smoke on some beach," says Richard Gimblett, Command Historian of the Canadian Navy. He first heard of the ship's plight at the 2007 annual conference of the Canadian Nautical Research Society, of which he was president at the time. It was Gimblett, a retired lieutenant commander and former combat officer on board HMCS *Protector* during the first Gulf War, who alerted Ottawa councillor Bloess.

"The fact that any bit of the ship survived is important," he says. "Ottawa should seriously consider taking some of the ship, even it's a part of the stern, or only a couple timbers. Because they were built fast and cheaply, not all construction followed to plan. If we could look at its construction, we would see exactly what techniques were used."

Gimblett points to HMCS *Sackville*, a WWII corvette of which Canada made around 120 and other commonwealth countries made several hundred. It was the backbone of convoy protection and the *Sackville* is the only surviving ship. As such, it is deemed worthy to be Canada's naval memorial to those who served in the merchant navy.

Sackville floats in her own berth in Halifax, home to the Maritime Museum of the Atlantic whose nearly 300 images of ships makes it the largest depository of maritime paintings in Canada. Here lies in storage the only known image of the *City of Ottawa*. As normal in the nineteenth century, ship's owners commissioned at least one painting of their new vessel, according to Dan Conlin, the museum's curator of marine history.

"The *City of Ottawa* is in reduced sail and sailing past an unnamed headland," says Conlin. "She's flying the Pilot Jack, a Union Jack flag with a white boarder around it indicating to the harbour that they want a pilot to come on board."

Conlin is unsure of the roughly done 20 by 30 inch painting's date. It was given to the museum on indefinite loan in 1962 by the Stairs family. They ran successful chandlers and a shipping agent office in Halifax at the turn of the twentieth century. The family continued with a marine supply and rope factory up until the 1960s when they divested themselves of their shipping interests.

The *City of Ottawa* is a fine example of what British North America, and later Canada, did best, he says. "Such wooden sailing ships were the cargo muscle of the entire British Empire and we built thousands of them."

In their heyday, Canadian ships circled the globe. On the Atlantic routes they ferried raw material especially timber to Britain. On the darker side, their return journey was just as lucrative to the ships' owner. The vessels would carry immigrants, many Irish and Scottish, in often appalling conditions in the hold. Several hundred people would be crammed into the bunks stacked three and four high. Deaths were not infrequent.

"Despite their large numbers, not one survives intact," says Conlin. "But many like the *City of Ottawa* lie buried in the mud of far-flung shores, from the Falkland Islands to Britain and North America. They lie partially submerged but with all their decking long gone. There's one that was buried in an Auckland, New Zealand, mudbank which eventually became reclaimed land. When a bank was being built they came upon the wreck and it is now on view through a glass wall in the bank's basement.

Being buried in mud has its advantages, explains Conlin. The mud acts as a preserving agent keeping oxygen away. "That's why we prefer in situ-preservation. It's a costly business keeping old wrecks like the *City of Ottawa* in one piece after digging them up. The wood has adapted perfectly to the mud environment."

But out of the slime she must rise, says Bowyer, to make way for Rhyl harbour development, although it may not happen for two or more years. However, he will do his best as consultant to Denbighshire County Council on heritage marine issues to see that something – anything – is preserved, either in Wales or Ottawa.

Bowyer is also on something of his own personal voyage with the *City of Ottawa*. He slowly turns over his silver piece of eight on the pub table. He often showed the coin and other artifacts to his students when he was a University of Wales lecturer and researcher. "My own connection to the *Ottawa* started around 1990 when we founded the UK's first undergraduate degree in marine archaeology. I used the ship to introduce my students to the dirty, filthy, cold world of marine archaeology. If they didn't like it then and there, they could get out quick."

Contributors to this issue of *Argonauta* include

Paul Adamthwaite
David Arminas
Kent Crawford
Jan Drent
Richard Gimblett
Bill Glover
Barry Gough
Faye Kert
N.W. Mitiukov (see News and Views)
S.A. Mokrousov
Paul G. Pierpaoli
John Ratcliffe
Roger Sarty
Bill Schleihau
Spencer T. Tucker
David Zimmerman

Thank you

IDENTIFICATION OF PARAMETERS PNEUMATIC ARTILLERY FOR SUBMARINES

N.W.Mitiukov and S.A.Mokrousov

During performance of scientific work "Modeling gases-mechanical Systems" (RU State registration 0198002046) there was a question on the characteristics of pneumatic systems of large caliber created by Polish engineer Zalinsky, for throwing shells filled with dynamite. At the end of 19th century a number of these systems had been accepted to arm fleets and coastal defense of the United States, and together with the cruiser "Niteroi" sold to Brazil, also to arm the Brazilian fleet. More in detail a question on identification of their ballistic parameters were considered in our earlier works.^{1,2} Meanwhile, subsequent research revealed information on the acceptance of pneumatic artillery to arm submarines, in particular, American J. Holland (SS-1) and Peruvian F. Blum ("El Toro").

As appears from the archival sources generalized by us in works^{3,4,5}, the basic arms of Holland's submarine consisted of the torpedo apparatus and a 203-mm dynamite gun. In the official reports concerning early periods of service, "the air torpedo" was mentioned as confirmation. However during the big modernization of 1898-99 "the apparatus for launching of air torpedoes" was dismantled, but no one kept any reports on its trials, so it is possible to judge the device only approximately. The "apparatus" was mounted on a "trainable" compartment, and was trained for shooting from below. And most likely, it represented updating the pneumatic gun in the form of a usual harpoon which was supposed to be thrust, together with a small explosive charge into the bottom of a floating ship.

The pneumatic gun of system Holland represented a product of modernization of Zalinsky's design. For this device, Holland received the patent 708552 (fig. 1). But as soon as the test mounting was submerged, the complete hopelessness of pneumatic artillery under water became clear. Nevertheless, Holland continued with the submarine a gun of his design. The government gave up all interest in the idea, now completely discredited, so for the entire term of service of SS-1, the gun was just unnecessary ballast!

The real caliber of the gun was 214 mm (8,425"), and it was installed in the boat in stationary position with an elevation of 15 deg. Small changes in elevation could be made by changing the trim of a boat, but a more serious problem was the charge of air submitted to the gun. Weight of the shell - 100 kg (222 lbs), weight of pyroxiline charge - 23 - 36 kg (50...80 lbs). By estimations of Holland, for shooting from the surface position, the range was about 900 m (1000 yards), but shooting submerged - about 25 m (30 yards). Magazines held six shells. But if necessary some more shells could be located in the boat. It is necessary to note the important improvement of Holland's gun: it could shoot using either compressed air or a small charge of gunpowder!

In the official report to Captain Frederick Rogers, from Lieutenant Nathan Sargent on March, 28th 1899 wrote: "the forward pneumatic gun has been tested only on compressed air as powder charges have not arrived yet. The wooden shell charged in it in length of three feet and calibre eight and a half of inches was fired by pressure 600 lbs/sq in (40 atm). The shell has fired to four hundreds yards without any deviation in line of an sight."

No. 708,552.

Patented Sept. 9, 1902.

J. P. HOLLAND.
SUBMARINE OR OTHER GUN.

(Application filed Sept. 18, 1898. Renewed Feb. 10, 1902.)

(No Model.)

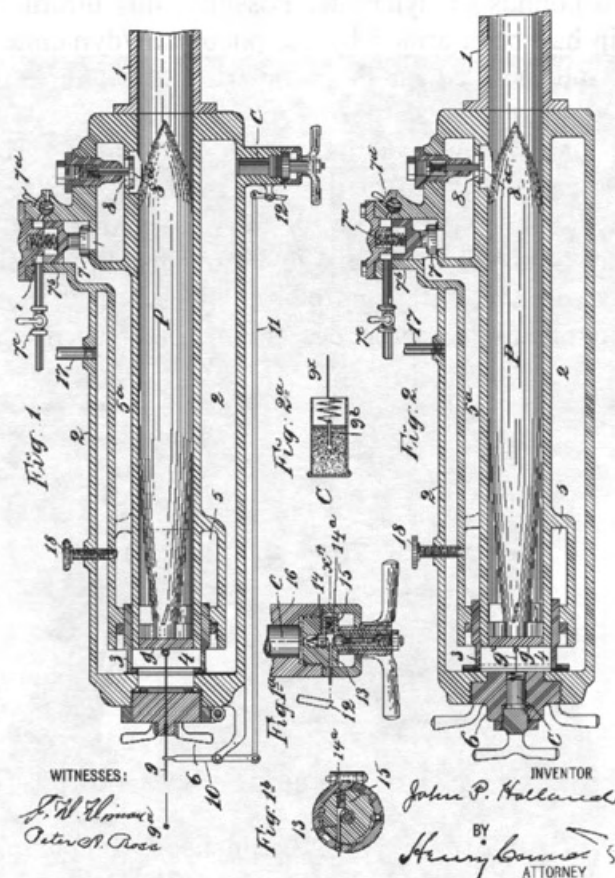


Fig. 1. The Plan from the Patent of Pneumatic Gun of Holland

For processing and analysis of the found information by the authors the utility of calculating the internal ballistics of the pneumatic instrument, the computer program "Pnevmobal"⁶ was created and structurally integrated into a package of external ballistic calculation programs known as "Artillery v 2.0."⁷ Earlier this package had been applied to analysis of data of pneumatic artillery of fleet and coastal defense.

The lead calculations have shown, that at pressure 40 atm., the 100-kg shell can be dispersed from the tube to a velocity of 90 m/s (295 ft/sec), that really produces a range up to 360 m (393 yards), as stated in N. Sargent's official report. However, assuming that the pressure in cylinders makes 136 atm, as assumed Holland, then the same shell is dispersed from the tube at up to 170 m/s (557 ft/sec) and carries to a range of 1200 meters (1312 yards), a little bit more than the calculations of Holland. These received results have incontestably cast doubt on the idea of the installation on submarines of pneumatic artillery.

As to boat "El Toro" these lessons do not apply. Not only that she was created during operations from Chile in a mode of strict secrecy which has limited volume of the documentation,

but even that little archival information about her has irrevocably been lost. In this connection, for example, the majority of directories on submarines about her simply hold back, and others provide the extremely inconsistent data.

Research with attention to the archival Peruvian sources, generalized in an earlier article,⁸ has unequivocally shown, that the basic arms of a boat was made with four "torpedoes" of system Ley, each containing 10 pounds of dynamite. Possibly, this information also has formed the basis to prove, that the ship had been armed by the pneumatic/dynamite gun, almost two decades prior to similar Zilinsky's gun as used on the submarine "Holland". Actually each "torpedo" has been supplied normal 'timed' fuze so, "El Toro" having passed near keel of the target ship, the commander of the boat was only required to release it (fig. 2). Having positive buoyancy "torpedo" emerged, settled down at the hull of the ship of the opponent and after a certain time of delay, exploded. Certainly, such system was very far from perfect, but in the created conditions for use, single shot accuracy was not necessary to Peruvians. In the plan of the inventor, the "torpedo" should be used in two pairs, with each pair connected by a cable (similar to chain or dismantling shot) so at emersion, one of the "torpedoes" should be on each side of the opponent's hull.

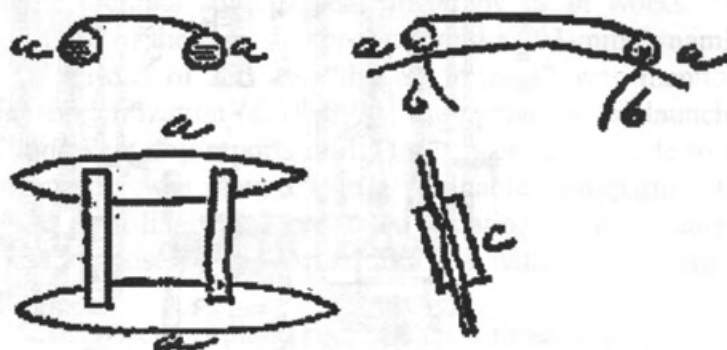


Fig. 2. The plan of fastening of Ley's torpedos (F.Blum's sketch)

1. Mitiukov N.W., McSherry P.M. Primenenie imitacionnogo modelirovaniya dla ocenki effektivnosti pnevmaticheskoi pushki // Vestnik IzhGTU. – 1999. – № 4. – S. 6–9.
2. McSherry P.M., Mitiuckov N.W. Dynamite Cruiser! // Sea Classics. – 2003. – № 1. – P. 62–67.
3. McSherry P.M., Mitiuckov N.W. «Vezuvius», «Nichteroy», «Holland»... Sudba dinamitnogo oruzhiya. – SPb: Ladoga, 2002. – 40 p.
4. Mitiuckow N.W. Pierwsze okręty podwodne Hiszpanii i Stanów Zjednoczonych // Okręty Wojenne. – 2002. – № 3. – S. 6–11.
5. Mitiuckov N.W. Dinamitnaya podvodnaya lodka // Tehnika I vooruzhenie. – 2003. – № 11. – S. 40–44; № 12. – S. 43–46.
6. Mitiuckov N.W., Mokrousov S.A. Programma «Pnevmobal» rascheta vnutrennei ballistiki pnevmaticheskogo orudia // RU Pat. 08.08.2006 № 50200601382.
7. Mitiuckov N.W., Mokrousov S.A. Programma pramyh i obratnyh vneshneballisticheskikh raschetov «Artillery v 2.0» // RU Pat. 19.10.2005 № 50200501493.
8. Bedoya J.A., Mitiuckov N.W. Podvodnaya lodka Federico Bluma // Flotomaster. – 2006. – № 2. – S. 4–9.

**Shawn Cafferky, BA, MA, PhD,
7 October 1958-6 September 2008**

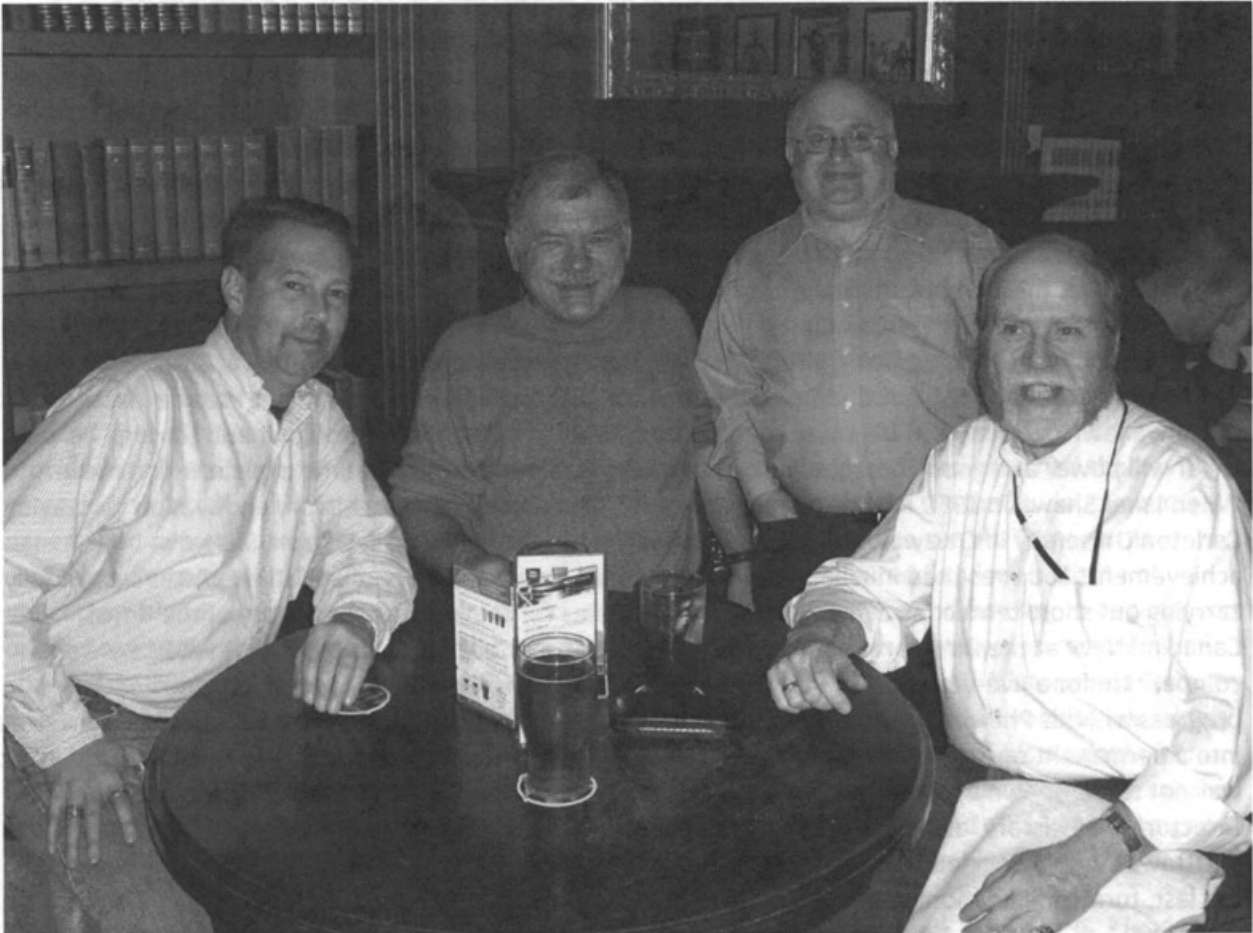


Photo caption: Shawn Cafferky (left), relaxing at a Victoria pub after a day of sessions at the Military and Oral History Conference he organized in February 2008, with three naval historians. To Shawn's right is Roger Sarty (Wilfrid Laurier University, former Senior Historian, DND), David Zimmerman (University of Victoria) and Gary Weir (U.S. National Geospatial Intelligence Agency, former Head, Contemporary History, U.S. Navy). Credit: Wendy Muscat-Tyler.

I first met Shawn over twenty years ago when I arrived at the University of Victoria. At first impression I did not know what to make of this tall, good looking guy who came into my office to introduce himself. He was wearing his trade mark leather jacket and, of course, cowboy boots. He was factitiously dressed, much better than any other faculty member or student. I also noticed one thing about him of which I was always extremely jealous, that magnificent head of hair. It was then hanging down to his shoulders, but in recent years coiffured to perfection. The superficial impression of Shawn was of a star of some 1960s Italian movie. His deep baritone voice fit right into the picture.

As I came to know Shawn, I realized that he was much more than what appeared on the surface. Since Shawn's sudden death I have had an opportunity to read many emails, facebook comments and had many conversations with people about him. Everyone who knew Shawn -- his family, his colleagues, his students, the veterans he worked with in the oral history program, and his biker buddies -- while using different words and phrases, described him in similar glowing terms. For myself, as I grappled with the news that Shawn was gone, I realized that there is only one word that described his true self, and that summarized neatly what everyone expressed to me about him. I reached back into the language of my ancestors, Yiddish, and realized that what Shawn really was, was a true Mensch. Now Mensch is one of those magnificent Yiddish words that has multiple complex meanings. A literal definition of Mensch, is "human being," but it means more. A Mensch is a truly good and decent person. Shawn certainly was that. But a Mensch is also a person always willing to help another, always willing to chip in, always trying to make an extra effort, and who always was there in time of someone else's need. Moreover, a true Mensch is someone who does all these good deeds without expectation of recognition or reward. Shawn was just this person, an exceptional human being, a real scholar and a gentlemen.

There is one other aspect of being a true Mensch that Shawn also possessed. A real Mensch is often someone who does all this good, despite themselves suffering adversity that might break a lesser person. Shawn certainly had his share of misfortune, and he persevered through it and through his own sheer will power and good character turned adversity into opportunity. Let me explain what I mean. When I met Shawn in 1989 he was just finishing his MA in Canadian naval history and was on his way to Carleton University in Ottawa to undertake his doctorate. After arriving in Ottawa Shawn's achievements soon resulted in what must have seemed the opportunity of a lifetime. After successfully carrying out short-term contracts to produce two studies for the new official history of the Royal Canadian Navy at the Directorate of History at the Department of National Defence, in 1991 he won a competition for a five-year position on the naval history team. He did well, and also made good progress with his PhD programme. He had every reason to believe that his position would be converted into a permanent one, as usually happened with such extended contract positions in those days. Alas, it was not to be. Shawn became caught up in the massive defence budget cuts of 1996, in which the Directorate of History lost 22 of its 32 positions. Shawn's dream was shattered. Faced with no prospects in Ottawa, Shawn decided to return home to Victoria. Amazingly, and typically of Shawn, he devoted the last, turmoil filled months in Ottawa to completing his PhD, and he succeeded.

Why did Shawn return here? It certainly wasn't because of the climate, although he loved the west coast life and he had no desire to suffer through another dreadful Ottawa winter. Shawn had come to realize what he really wanted was to be closer to his family that he loved, and he did this even though he knew that there was little prospect of there ever being a job for him here as a naval historian. He never regretted his choice. He could help his Dad, Blair, and his Mom, Rita, spend time with, his sister Brenda and husband Reg, his brother Brad and wife Karen, his youngest brother Bruce, and Bruce's partner Claudia. Shawn loved watching his nieces Courtney and Keara and his nephew Matthew grow up. Uncle Shawn always looked forward to the almost nightly conversations with them.

Once Shawn picked family over career, Shawn did what he did best. He worked with incredible diligence to make the impossible possible. He submitted CV's to every institution on the island that offered history courses. At first people were reluctant to hire Shawn as he had little teaching experience, but gradually he was offered a course here and there. Shawn never said no. By being versatile, but mainly because he proved himself a superlative educator -- a fact attested to by the large number of his students here today -- Shawn became the sessional instructor of choice at Camosun, Malispina and the

University of Victoria. Eventually Shawn also proved himself to the Royal Military College of Canada, which began offering extension courses here in the late 1990s. Shawn made himself indispensable, but it took a heavy toll. Shawn's reluctance to turn down an opportunity resulted in him having to teach as many as seven classes a semester, for as many as three institutions, when the maximum load at the University of Victoria like most universities is three courses per semester. This wasn't all. He also taught full time in the summer. The result was that Shawn's scholarship suffered, and he had little time for a personal life, but eventually all his hard work paid off. RMC ranked Shawn as their best outreach instructor, and they wanted to hire him on a more permanent basis, but there was only enough work for him in British Columbia for a half-time teaching position. At Uvic we are well aware of the inequity of a sessional's life, and when RMC came calling Eric Sager, then Chair of my department and an admirer of Shawn's, suggested that perhaps there was room for a special cooperative arrangement. The result was that for the last three years Shawn had a unique position shared between RMC and Uvic. It was an arrangement unheard of, but Shawn was worth the extraordinary effort to make it work.

So Shawn finally had some professional stability, and time to return to his scholarship and to enrich his personal life. In 2005 his thesis, *Uncharted waters : A history of the Canadian helicopter-carrying destroyer*, was finally published. He was immensely proud of this. He also finished several long narratives for the directorate of history and published articles and book reviews. As well, Shawn took the lead in the Veterans' Oral History Project. Shawn created the Veterans Oral History course, which provided students opportunities to learn the techniques of oral history, and then matched them with veterans to interview. These interviews became the primary source material for the students course papers; and became part of the Reg Roy Oral History Collection. But this was not all. Through his extensive contacts with veterans organizations, particularly the Royal United Services Institute of Vancouver Island, and the Naval Officers Association of Canada, Shawn received funding to begin several original research projects, including an Oral History of the St. Laurent-class Destroyer-escorts. As well, Shawn was the principal organizer of the Veterans Oral History Conference held in Victoria last February. It was a great success, bringing some 45 scholars from across North America, and beyond to present their research. I know that Shawn took particular pleasure in watching a number of his students from the Veterans Oral History course present their papers at the conference; for most of them it was their first opportunity at participating in an international academic conference. Recently Shawn and I signed a contract with UBC Press to publish the proceedings of the conference.

Shawn now had time to enjoy a mid-life crisis to the fullest. He learned to ride a motorcycle, I believe at first because he wanted more opportunities to wear leather. But as he hit the road he met a group of like minded people, who became his closest comrades, and he really began to have some fun. Their motto is "Ride to Live and Live to Ride," and Shawn embraced that motto with vigour. The weekend rides which ended with a pint of beer at the Swiftsure pub were a real favorite of his. He constantly talked about the annual motorcycle vacations, last year to the Okanagan, and this summer to California.

Finally, Shawn also found love. Nine months ago he fell in love with Filly Furtado of Montreal. In typical Shawn fashion he told no one about Filly, until on Father's Day this year his present to his Dad was to walk in the door with this beautiful woman, and announce that he had finally found his soul mate. Filly and Shawn spent as much time together as possible. Filly thank you for giving Shawn so much happiness.

There are many other things I can tell you about my friend Shawn. I will relate just two more. Shawn had real soft spot for animals. He cherished his dog Koda, given to him by BooBoo and Family to act as a chick magnet during Shawn's regular walks along the ocean at Beacon Hill Park. Before Koda, Shawn was

owned by (W)Vitae, the scrawniest ugliest little Siamese cat you ever did see. That cat lived more than 19 years. Towards the end of Vitae's life, Shawn began a brief relationship with a woman. All seemed to be going well in the relationship until this woman announced to Shawn that he had to choose between the cat or her. Shawn ended the relationship then and there, ordered the cat-hater out of his house and immediately drove her to the bus station to ship her forthwith back from whence she came. Shawn refused to see her again.

Another remarkable thing about Shawn was that while he could get quite animated, he never swore. Instead when during one of our many conversations, when something struck Shawn as fascinating or troubling he would simply say, "That Incredible!" When something came up that really made Shawn angry he would only exclaim: "That's Unbelievable!!!"

Well I need to finish, but I can't end by addressing myself to Shawn himself. I am pretty sure he is listening, unless, of course he has already had his research proposal passed by the heavenly ethics review panel, and he is already off interviewing Admiral Percy Nelles, or maybe even Horatio Nelson. If he is listening Shawn no doubt is blushing with embarrassment that I have finally given him the praise that he was always due. But Shawn, my dear friend, you have to face the facts that you were simply incredible! And it is for all of us here to deal with your sudden passing without your constant support. This my friend is something that is, alas, utterly unbelievable.

Eulogy delivered by David Zimmerman, Professor of History, University of Victoria, at St. Joseph The Worker Parish, Victoria, BC, 15 September 2008

Canadian Nautical Research Society Conference 2009 Victoria, British Columbia, August 12 to 15 & at Sea (15 & 16)

- **You will find an insert with this issue of Argonauta – please return the Registration Form to the Organizing Committee at your earliest opportunity.**
- **On the next page, Administrative Notes sent by the Conference Organizing Committee**
- **Questions: Please Contact Jan Drent, Robin Inglis or Dr. Michael Hadley**

**Canadian Nautical Research Society Conference 2009
Victoria, British Columbia, August 12 to 15 & at Sea (15 & 16)**

Administrative Notes:

1. Conference registration opens at the Maritime Museum of BC 5:00 pm August 12.
2. Opening Reception starts 6:00pm August 12 at the Maritime Museum. Keynote address by Dr. Barry Gough will follow.
Spouses welcome but a payment of \$ 10 at registration desk would be appreciated.
3. Conference sessions start at 8:30 am August 13, 14 and 15 at the Naval Reserve Base *HMCS Malahat* in downtown Victoria. Conference will close noon Saturday August 15.
4. Banquet/Awards Ceremony/Talk by Dr. Hadley Friday August 14 at 7:30 to 8:00 pm in the venerable Union Club across the road from the Empress Hotel. The Club's dress code calls for ties and jackets. This will be a memorable occasion and it is hoped that all conference participants will attend.
5. Conference will visit the hydrographic section at the Ocean Sciences Institute in Patricia Bay on Saanich Peninsula Thursday afternoon August 13 and then do a 3½ hour scenic round voyage in the 18,000 grt ferry *Spirit of Vancouver Island* to the lower mainland and return. While on board there will be an opportunity to learn from the ship's senior master & CNRS member Captain Keith McLaren of BC Ferries about contemporary navigation practices. Two conference papers will be presented in the ship's private conference room.
6. Attendees are requested to locate own accommodation. The Harbour Towers Hotel at 345 Quebec Street is close to *Malahat* and has guaranteed standard rooms at \$ 154 plus tax per night but reservations must be made at least 30 days prior to August 12.
7. Optional overnight excursion to Bamfield will leave Victoria 2:00 pm Saturday August 15, overnight in Port Alberni and return to Victoria Sunday evening August 16. Voyage from Port Alberni to Bamfield and return will be in *MV Frances Barkley*, a salty 51 year old former Norwegian coastal freighter. *MV Lady Rose* has been withdrawn from service due to her venerable age & the prohibitive cost of bringing her up to current Transport Canada requirements.
8. Information correct to Feb 16/09; details may change.

Administrative questions should be directed to:

Jan Drent
1720 Rockland Avenue
Victoria BC V8S 1W8
email: jdrent@pacificcoast.net
250 598 1661

Questions about the program can be directed to:

Robin Inglis
4165 Doncaster Way
Vancouver BC V6S 1W1
email: robininglis@hotmail.com
604 228 0241
or
Dr. Michael Hadley
802-630 Montreal Strteet
Victoria BC V8V 4Y2
Email: mlhadley@telus.net
250 598 4886

Published by the Canadian Nautical Research Society ~ Vol. 16, January 2009

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