

ARGONAUTA



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

Volume XXXIV Number 1 Winter 2017

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 2291-5427

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

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Annual Membership including four issues of *ARGONAUTA*
and four issues of *THE NORTHERN MARINER/LE MARIN DU NORD*:
Within Canada: Individuals, \$70.00; Institutions, \$95.00; Students, \$25.00
International: Individuals, \$80.00; Institutions, \$105.00; Students, \$35.00

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Editorial

by Isabel Campbell / Colleen McKee



As winter darkness descends upon us, we are delighted to be able to send along some entertaining and informative pieces to brighten your days. This issue opens with another wonderful article from the pen of William Pullen. We are sure our readers will chuckle over his memories from the *Louis St. Laurent*. Then we draw your attention to a research article based upon original sources by retired Air Commodore Derek Waller, RAF. Commodore Waller has published many pieces on the capture of German U-boats at the end of the Battle of the Atlantic; this particular piece sets some controversies about the capture of *U-570* to rest, while highlighting the little known role of HMCS *Niagara*. Most of our readers will be familiar with the historical context, but we direct those unfamiliar with these events to the bibliography listed at: https://en.wikipedia.org/wiki/HMS_Graph. Michael Moir of the CNRS executive has contributed an article on “Memories of Shipyards” an exhibit at the Collingwood Museum. He draws our attention to the vital connection between Collingwood and how the museum commemorates its shipbuilding past. We hope many of our members will have the chance to visit this exhibit before it closes in March 2017.

CNRS member Rich Gimblett is organizing the Halifax CNRS Conference from 10-12 August 2017. Mark the date on your calendars and please submit paper proposals to Rich by 1 March 2017. See **p. 30** for further details.

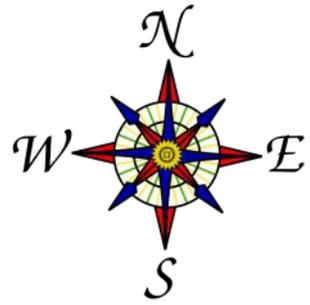
Please note the Council and Executive minutes from the August CNRS conference. If you missed the conference, this is a good chance to catch up with Society news and to consider issues of vital interest to the Society’s future. Lastly, we’re always pleased to run announcements. In this issue we congratulate CNRS member Colin Levings on the publication of *Ecology of Salmonids in Estuaries Around the World: Adaptations, Habitats and Conservation* by the University of British Columbia Press. Readers will recall his memories of his first days at sea as young student which was presented in volume XXXIII, 3.

We thank all of you who have been kind enough to send us your work and encourage you to keep those pieces coming in.

Fair winds,
Isabel and Colleen

President's Corner

by Chris Madsen



Happy holidays and good tidings in the New Year to all members of the Canadian Nautical Research Society.

The first notice for renewing membership has gone out, and please join us again in the coming year to keep the study of maritime history in Canada and North America a going concern. The Society's revenues, a large part of which is devoted to the publication of *The Northern Mariner/Le marin du nord* as a hardcopy peer-reviewed journal with original articles and extensive reviews of new books in the field, comes primarily from membership dues. The annual membership is the same as last year, priced at various levels of status and commitment. Renewal forms are conveniently located on the web-site and on the last page of *Argonauta*.

The CNRS will graciously accept any financial donation to help in its work and activities, and as a federally incorporated charitable non-profit organization, offers tax receipts on request. Any donations made before 31 December 2016, count toward the current tax year, and those made after 1 January 2017, the next tax year. The federal and provincial governments provide generous tax incentives for donating, up to certain amounts. Please consider putting the CNRS on your "good" list.

If you prefer to wait, a President's Appeal for funds will be made in 2017. It has been some time since the last such appeal was made, when the Society was in dire financial straits. New monies taken in will primarily be used to replenish our reserve funds, which are not as large as they used to be, and to enhance the Society's digital offerings. Both of these are essential to the continued good health of the CNRS and to attract new members.

Reviewing the past year's activities, the CNRS continues to thrive. The editorial team of *The Northern Mariner/Le marin du nord* has put out issues with some really interesting content that showcase the latest scholarship on maritime history in this part of the world. The subjects, both articles and book reviews, cover all time periods and many fields of related topics. Although naval history is still strongly represented, other areas have also been covered, including hydrography, maritime labour, sea-inspired literature, as well as many more. A good balance between Canadian and American maritime history has so far been maintained, and increasingly members from CNRS and NASOH are researching and writing in trans-border ways, either by way of wider context or exploring comparatively between the two countries. The journal is an excellent vehicle, besides attending each other's respective annual conferences, for promoting those contacts and familiarity, across boundaries.

Other geographical areas and thematic approaches remain important. The connections to the United Kingdom and Europe go back a long way in the field, and the emerging strength of Asia, the Pacific, and Indian Ocean gives much potential for other

research and writing. The editors welcome any submissions, or request for books, from members for consideration in *The Northern Mariner/Le marin du nord*. It is your journal, and please be a part of it.

The conference in New Westminster at Douglas College during August was a pleasant gathering of persons from the local area and farther afield. The annual conferences are essential to the Society, to keep people of like-mind and different backgrounds connected and informed in the study of maritime history.

The coming year's conference will be at the other end of the country in Halifax, the program of which is being drawn up around commemoration of the 1917 Halifax explosion's anniversary. More details will be available on the web-site and in *Argonauta* and *The Northern Mariner/Le marin du nord* as the date gets closer. Please contact the conference organizer Richard Gimblett if you are interested in attending and presenting. A formal program will be drawn up after the mid-winter executive meeting.

Stay safe over the holidays and I look forward to seeing many of you in the New Year, in Halifax, Ottawa, or elsewhere.

Chris Madsen
Toronto



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

Life in the *Louis St Laurent*

by William Pullen



CCGS LOUIS ST LAURENT 1987

Photographer : Mac Mackay. Copy courtesy of Mackay, Private Collection of William Pullen.
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Canada's biggest icebreaker, the CCGS *Louis St. Laurent* was built in the Canadian Vickers Shipyard at Montreal. She was launched on 3 December 1966 and commissioned in October 1969. I served in her as a Cadet and then as Third, Second and, briefly, as First Officer. My service in her was during her youth and first middle age. Officially classified as a Heavy Icebreaker, to my mind, she was the perfect nautical nightmare.

From 1998-93 the *Louis* was almost entirely redone. Her hull was lengthened, she was given a new propulsion plant, and had a new bow put on. I am certain she is much changed from the time I served in her, and so my memories are of mainly historical interest rather than a comment on that ship's subsequent service, which has been exemplary. The experiences of those that served in her in the 1970s and 80s contributed to a decision to put her through a form of maritime exorcism and 're-do' the ship, thereby eliminating the Gremlins that made life in "The *Louis*" always strange and often bizarre.

The *Louis* was a triple-screw steam turboelectric icebreaker. The idea was that the steam plant would give her plenty of power for working in ice, and I suppose it did but, in practice, it turned out that to use it effectively you had to manoeuvre at full power. It was unwise to go from Full Ahead to Stop, pause, and then go to Full Astern because the plant would interpret this as a brief signal for less steam and might decide to shut down. So, driving the ship became like trying to parallel park a large bus on a hill using only full throttle and the emergency brake. It made ship-handling a challenge.

How did it get this way? Well, for years I subscribed to the theory that the designers were seized with a collective personality disorder during critical periods in the design process. The ship had an incredibly complex propulsion system that provided for redundancy on the theory that if you had a total breakdown up north you could still cobble together enough to get home.

The arrangement made turning over the watch a bit of street theatre. The requirement was for the officer being relieved to tell the officer taking over the watch what the current configuration of the power plant was. Always a good thing to know, in case you need to crunch through polar pack ice, which we frequently did. We cobbled together the following bit of doggerel to describe the situation at full power:

- Four Burning (meaning all four boilers online and working)
- Three Turning (all three steam turbines in operation)
- Nine Grinding (all nine electrical turbo-generators in operation)
- Three winding (all three electric motors operating)
- All blades active (all three propeller shafts working)

You could go from the Full Monty configuration down through various combinations of a boiler, turbine, generator, motor and propeller until you got down to one of each, not necessarily directly connected to each other, at which point you'd be limping along like a one-legged duck on crutches.

Handing over the watch became an exercise in nautical rap as we exchanged our best guess about the ship's position and how the plant was configured, with the above drivel spoken to the accompaniment of a soft shoe shuffle and snapping fingers. I think the Captain thought his officers were completely bonkers. He was mostly right.

The point about all of this is that the deck officers dwelt in a part of the time-space continuum where we believed we exercised some form of rational human control over the configuration of the ship's propulsion machinery and could order an arrangement to suit prevailing conditions, or so we thought. In fact, what happened was that we shared it with a Gremlin, or maybe a small group of Gremlins, or even a Gremlin Cartel, who lived somewhere deep inside the ship's integrated control system and who could, and very frequently did, make different choices about the best arrangement. As much as if to say, "well... it's all very well for you to think that two burning, two turning, six grinding, three winding, with all blades active is pretty much the bees-knees, but we think it'd be much more fun with four burning, none turning, five sometimes grinding and none winding. That way, no blades will ever be active, and it all be so much more mmm ... quiet." So there.

The primary cause was the plant's control system. The steam propulsion plant was, I was told, a near-replica of the Hydro Ontario Quinte steam generating plant, near Kingston, Ontario. I suppose in the rustic atmosphere of the Greater Quinte Power Grid, the installed Bailey-Meter control system of miles of very narrow piping connecting low-pressure air valves to switches and activators would work just fine. No doubt the plant would hum along on automatic forever while the duty operator ordered next spring's roses from the seed catalogue. However, if you put all that gear into a ship and send it into the frozen north, then one or two things are bound to go wrong. The culprit was that condensation would form in the piping. Because we routinely operated in temps well below freezing, the condensate would form little particles of ice that jammed the pilot valves open long enough to cause an override to kick in and either shut a piece of machinery down, start it up, or make it do something different than intended. It was quite normal for parts of the plant to start where no human hand had bid them do anything and for others to shut down for no particular reason.

There was an alternate theory that may account for her eccentricities. When I served in her, the *St. Laurent* had an early form of an integrated propulsion control system. This device was from the early Bronze Age in computing, and the machine was programmed with a punch tape - a huge roll of computer tape with holes representing coded instructions about how, say, the Port Boiler was to behave when #3 Starboard turbine needed more oomph. Did I mention it was complex? No? Well, it was. It was horrendous.

The care and feeding of the tape were similar to that given the Ark of the Covenant. It was stowed in a locked and padded container with a clear Plexiglas lid. While there were no votive candles around it, at the midnight change of watch they got into some pretty fancy chants around that damned box.

Now, it came to pass that one day while alongside in Dartmouth N.S., our home port, the Gremlins struck at feeding time - just at the moment when the mighty tape was being run through the machine to program the plant. It was half programmed when the shore power connection failed. And when power was restored, well, things were never quite the same again. It was as if the machine had forgotten just where it was in any particular sequence and so would start to issue random orders, on the chance that something might be right. It was very disconcerting and caused no end of nightmares until one of the ship's engineering staff balled the tape up in a great wad and burned it, thereby returning us to a hand-operated state. He was regarded with awe for some time afterwards - the modern equivalent of the man who tore down the Edict of Worms. To be sure, operations were now handraulic and dependent on the human spirit, which in some conditions can be a little bent, but it was more reliable than the damned computer.

The *Louis*' engineering psychosis extended well beyond the engine room. One notable example was the ship's sanitary system and the way the heads worked. The system used compressed air and suction and, on the main deck, where the engineering staff and the supply department resided, things had been arranged so that the heads flushed with a gentle domestic hiss, like any decent Etobicoke household, out beyond Toronto's Western Wall.

Sadly, for the constipated and indolent deck officers who resided in solitary splendour several decks higher and closer to the navigation bridge, the effect was more like sitting on an Honest John Rocket. There was a tremendous bang as suction became available and compressed air arrived in large volumes, causing the whole apparatus to shake wildly. One could mark the progress of the Captain's peristalsis by the thunderous noise that accompanied his Morning George. It had its good points, though - it could not be beaten as a signal that we were about to be descended upon by Himself with his morning ritual of scourging the bridge watch for sins of omission or commission.

The *Louis* carried two large landing craft, one on either side, which were lifted, swung outboard and then lowered to the water by a huge set of davits. These were massive pieces of machinery run by powerful electric motors operating through some sort of very complex switching arrangement that never seemed to work.

The deck department would muster beside the chosen landing craft and begin to prepare the thing for lowering. All being ready, a switch was closed, and, in theory, the craft would majestically rise before it swung outboard, was lowered, and then launched. Unfortunately, it never quite worked that way. Repeated operation of the switch produced no noticeable effect except increasing levels of profanity from the Bos'un. We were forced to summon help from the engineering department, chaps who seemed to understand these sorts of things.

Help arrived in the form of the duty engineering technician rigged out in voluminous white coveralls, the requisite huge black rubber-coated flashlight and, in this instance, a pair of massive asbestos gauntlets and a large and very impressive steel screwdriver. It must have been three or four feet long. Holding the screwdriver before him like an Aikido warrior, he would advance to the switch panel and thrust the device in amongst the wires. There was a loud bang and a flash of blue light and then a great screeching sound as the electric motors started and were called to their duty. The technician backed away, removed his gloves and stowed them away with the screwdriver, and bade us all goodbye. We watched in awe at this demonstration of fearless proficiency and were profoundly glad we had people like him on board. Indeed, many who worked in the *Louis*' engineering department walked the earth as men apart and were much caressed as darlings of the High Gods.

One other bit of nautical misery that we lived with was the ship's highly advanced radar display system, something like a gigantic Polaroid camera.

The idea using radar to avert collisions at sea is to track the progress of each ship over a period so that the relative courses of each can be determined and compared. The officer on watch can look at the radar display, see a close-quarters situation developing, and apply judgment and an understanding of the International Regulations for the Prevention of Collisions at Sea, and take steps to avoid running into someone.

The *Louis* had two perfectly capable radar sets and, also, was fitted with a new and highly innovative and very advanced form of radar tracking housed in a large steel box with a flat glass panel display. It was installed in the port bridge console, alongside the chart table. The system took a timed photograph of a miniature radar display, rapidly developed the image with photo-developing chemicals, and then somehow magically projected the resulting picture onto the underside of the flat display where it was superimposed on previous photographs. In this way, a comprehensive picture of the situation could be maintained, and the officer on watch would be better informed as to his options, assuming he could see the display through the spilt coffee, cigarette ash and accumulated detritus that gathered during the watch.

It was an odd arrangement at best and, installed in an icebreaker, was bizarre. I think I saw the thing in operation twice. Once in port where it was demonstrated with éclat to a very sceptical collection of deck officers.

The other was somewhere in the Gulf of St Lawrence. We had just had a power blackout and the Duty Gremlin decided that the radar plotting machine should spring to life when power was restored. There was a sudden orange glow from the flat panel, a

grinding sound from the box and the heady smell of photo-developing chemicals spread over the bridge. There was a frantic rush to locate the off switch, and the device was shut down before it could catch fire or produce three-dimensional time-series photographs of the First Officer's immense rear end. It was never used again and the space was claimed as a rather good place to make the industrial-strength coffee that kept us functional.

My other memory is the Captain's disdain for a modern echo-sounder that produced a flashing light to indicate the depth of water under the keel, as opposed to the more conventional paper-trace devices used in the early part of the 20th Century to which he had grown accustomed. When we pointed out to him that the device could display water depth and matters hydrological, he dismissed it airily with a wave of his hand and "ah... it just flash. Flashes don' mean nothing ..." and he extinguished his cigarette on the display. With the dubious benefits of modern marine technology affirmed, we followed suit and used it as a very expensive ashtray.

The Captain had a dog called Midnight, a pitch-black mongrel of indeterminate origin, but probably somewhere a Labrador retriever had entered the picture. Midnight was very hard to see at night, and his favourite napping spot was just in front of the door leading from the navigation bridge to the ship's interior. Settling into his night-time routine, he would curl up in a ball until he looked like a small black furry object. It made for exciting times when the watch changed, and the on-coming team opened the door and promptly kicked Midnight. There was an almighty screech and Midnight would rocket off to the relative safety of a bridge wing, there to glare at the offending person until coaxed into a better mood with liberal offerings of ship's biscuits. Whatever else it did, it completely shattered the air of calm professionalism that we all tried hard to maintain as the Gremlin Cartel planned their next event.

Midnight was fat and lazy with a well-advanced gastro-intestinal condition that announced itself in the form of truly terrible dog flatulence. It turned the air in the bridge a misty green and rendered life very difficult for the duty watch. I believe that someone once tried to light a cigarette in the middle of one of these episodes and discovered there was an insufficient oxygen to enable combustion with his little Bic lighter.

Midnight was an enthusiastic flyer and somehow knew when Flying Stations was announced over the internal PA system. He would nip smartly down stairways and along passageways until he arrived at the flight deck just as the ship's helicopter was being readied for flight. He would jump into the machine and ensconce himself in the Plexiglas foot-well bubble ahead of the passenger seat beside the pilot. The helicopter usually was employed on ice reconnaissance duties, which required that it ascend to a reasonable altitude to get the big picture and then descend lower for a close-in look at the ice ahead of the ship's track. So it was up and down, like a Sine curve, and Midnight really seemed to enjoy these experiences, often groaning with delight as the ascent began.

Now it happened that relations between the pilot and embarked ice-observer became somewhat strained. Each believed the other was responsible for terrible flatulence during the flight that made breathing difficult and conversation impossible. However, after a time, the focus turned on Midnight and a careful experiment was conducted to discover if the terrible gas was present when he was not on board. It was not.

After some lengthy discussions with the Ship's Doctor, a strange solitary man who enjoyed taking selfies with the ship's X-Ray Machine, it was determined that Midnight was using the helicopter as a huge gas-reducing device. He would board bloated and uncomfortable and then, as the machine's altitude increased, release the bloat in a long trill of flatulence. This technique being repeated on subsequent ascents until he was flatulent-free. And a happier dog you could not meet.

The Surrender, Capture and Recovery of U-570

by Air Commodore Derek Waller, RAF (Rtd)

“Captured Nazi U-Boat Brought To Port by Canadian Corvette”

So read a headline in the *Montreal Gazette* on 19 December 1941. The report which followed, dated 18 December 1941, informed readers that in an address to members of the Commercial Club in Halifax, Nova Scotia, Commander J. P. Connolly, RCNVR, the Naval Provost Marshal, had told his audience that a Canadian Navy corvette had brought a Nazi submarine into port with its captain and crew.¹

Whilst Commander Connolly gave no details, he said that the corvette had towed the submarine into an Allied port in the Atlantic after it had been captured by a British aircraft. However, neither the corvette nor the U-Boat was identified, nor were the circumstances and location of the capture revealed.

In fact, the Commander's security-related caution was unnecessary, especially as an article in the *London Times* under the headline “A Captured U-Boat” had already given the world its first indication of the incident, reporting on 9 September 1941 that:

Many enemy submarines have been destroyed since September 1939, but the capture, almost intact, of a U-Boat operating against shipping in the Atlantic, announced yesterday, is the first either in this war or the last.

In the case now reported the capture was made on the high seas, the enemy surrendering as the alternative to the destruction which her company could not avert.

The episode was a striking example of the interdependence of air and sea forces. It was craft belonging to the RAF which made contact with the enemy ship, made the attack which crippled her, and kept surveillance over her while she lay disabled. But air forces are not capable of boarding even disabled ships, and it was not until the arrival of men-of-war that the capture could be completed, possession could be taken of the prize, and she could be brought into harbour.²

Additionally, the *London Times* of 4 October had carried a report written by ‘Our Special Correspondent’ in Barrow-in-Furness in the north-west of England on 3 October under the headline ‘Captured U-Boat in Port: British Crew Bring Home Aircraft's Prize’, saying:

To see a German U-Boat flying the White Ensign and being brought into harbour under her own power is an uncommon and a satisfying sight. That is what we saw here this morning.

The submarine is the U-Boat, which about a month ago made history by surrendering in the Atlantic to a Lockheed Hudson aircraft of the RAF Coastal Command. The RAF's picturesque conquest was handed over several hours later to the Navy. A few days afterwards she was taken over by the prize crew of 20 who have now brought her to Britain.

When she had tied up at the jetty we were allowed to go on board, though not below.

The U-Boat bore no outward distinguishing marks when captured, but it is known that she was submarine U-570.³

This article is therefore an attempt to set the record straight concerning the surrender, capture and recovery of *U-570* from sea to the south of Iceland in August, September and October 1941, and to highlight the part played in the operation by the Royal Canadian Navy destroyer HMCS *Niagara*.

Capture

On 24 August 1941 the Type VIIC ocean-going U-Boat, *U-570*, left the German U-Boat base in Lofjord ten miles to the north of Trondheim in Norway on its first patrol, which was to be in the North Atlantic in the area to the south of Iceland. Three days later on the early morning of 27 August *U-570* was spotted on the surface by a Hudson of RAF Coastal Command's No. 269 Squadron operating out of the Kaldadarnes air base in Iceland, but the aircraft's attack was unsuccessful when its depth charges failed to release. However, another Hudson was called to the scene in the hope of being able to locate the U-Boat for a second time.

In the meantime, *U-570* remained submerged about 80 miles off the south coast of Iceland, not only to avoid other patrolling aircraft but also to give the crew some respite after their very rough surface passage from Norway, the appalling weather conditions, and the very high seas. The U-Boat re-surfaced at 1050, but before doing so the CO, Kapitanleutnant (Lt Cdr) Hans-Joachim Rahmlow, failed to check whether or not there were any aircraft in the vicinity. As a result, *U-570* found itself on the surface almost immediately below a second Hudson of No. 269 Squadron piloted by Squadron Leader James Thompson. The U-Boat's CO ordered a crash-dive, but it was too late. This time the Hudson's four depth charges were released successfully, straddling *U-570* and causing it to re-surface minutes later. Believing that their U-Boat was filling with chlorine gas as a result of sea water entering the batteries, the crew began preparing to abandon ship, and the Hudson continued the attack by firing its machine guns, thus causing the crew to wave a white surrender flag.

The latter action was perceived to be necessary in order to prevent death or injuries to the crew who, despite their life-jackets, were loath to jump into the icy water and high seas without any floats, life-boats or other vessels in the vicinity. Thus at 1200 on 27 August Sqn Ldr Thompson sent an 'immediate' message from his aircraft:

Send destroyer to pick up crew of stationary U-Boat damaged on surface showing white flag. Position JZHX 1525.⁴



This picture shows H-94 HMS *Burwell* who attempted to tow U-570. Credit: Directorate of History and Heritage, National Defence Headquarters, Ottawa.
Neg. H-3592. HMCS *Niagara*, Permanent Reference File

As a result, and whilst the U-Boat's crew remained on the conning tower awaiting rescue, the Royal Naval authorities in Iceland, Liverpool and London began to take the actions needed to ensure that the surrender turned into a capture. For the next 12 hours, the only Allied forces in the vicinity of *U-570* were aircraft, first the No. 269 Squadron Hudson, and then a Catalina of No. 209 Squadron from Reykjavik, also in Iceland. Indeed, for their essential part in the action, Squadron Leader Thompson and his navigator/bomb-aimer, Flying Officer John Coleman, as well as the pilot of the No. 209 Squadron Catalina, Flying Officer Edward Jewiss, were all awarded the Distinguished Flying Cross.

Amongst the Royal Navy responses to Sqn Ldr Thompson's report were two messages sent in mid-afternoon by the Commander-in-Chief (C-in-C) Western Approaches in Liverpool, Admiral Sir Percy Noble, to the destroyer HMS *Broadwater* and to the armed trawlers HMT *Windermere* and HMT *Wastwater*, ordering them to proceed immediately to the scene. However, at that stage the Admiral Commanding Iceland (ACIC), Rear Admiral R.J.R. Scott, took command of the local situation, substituting the destroyers HMS *Burwell* and the Royal Canadian Navy's HMCS *Niagara* for HMS *Broadwater*, as well as ordering two additional armed trawlers, HMT *Northern Chief* and HMT *Kingston Agate*, to sail towards *U-570*'s last reported position. Admiral Scott also sent a message to all concerned, saying:

As it appears that U-Boat flying white flag in position 62.15N, 18.35W may not be reached by surface vessels before dark, aircraft over are being instructed to order crew to expose light and remain on deck until surface vessels arrive under penalty of being destroyed by aircraft.⁴

In the meantime, the unexpected surrender of *U-570* was attracting a great deal of interest in the Admiralty in London, with the First Sea Lord, the First Lord of the Admiralty and even the Prime Minister, Winston Churchill, all being personally involved from the very earliest stage.

Of the two destroyers which were ordered to make haste from Iceland to the surrender scene on the afternoon of 27 August, one was HMCS *Niagara* which was the ex-USS *Thatcher* which had been built in 1918, and was one of the 50 old US Navy destroyers transferred to the Royal Navy under the US/UK Lend-Lease arrangements in September 1940. She was commissioned into the Royal Canadian Navy at Halifax on 24 September 1940 and, after carrying out local convoy escort duties and undergoing a short refit at Plymouth in the UK, served in the 4th Escort Group in Western Approaches Command. In May 1941 she was transferred back to Canada, where she joined the Newfoundland Escort Force based at St John's, and was then employed on North Atlantic convoy escort duties.

She was moored at the naval base at Hvalfjord just to the north of Reykjavik when her CO, Lt Thomas P. ("Two-Gun") Ryan, OBE, RCN, received the order to leave at the earliest possible moment, and such was the urgency that she sailed without four of her officers and 17 ratings who were all ashore when the order was received. Lt Ryan was a colourful character who apparently always wore a holster whilst on board and who in a previous career, after service in the Royal Navy, had been a District Inspector of Police in Cork, Ireland, where he had worked with the local CID in the supervision of Irish Nationalists.

The net result of the actions on the afternoon of 27 August was that six surface vessels had been ordered to the scene, comprising the two destroyers from Iceland, HMS *Burwell* and HMCS *Niagara*, as well as the four armed trawlers, HMTs *Northern Chief*, *Kingston Agate*, *Wastwater* and *Windermere*. The first to reach the scene was HMT *Northern Chief* which even at that early stage had received a message saying that she was to prevent the U-Boat from scuttling by any means. She had originally been at sea some 60 miles to the south-east of *U-570* and the transit therefore took more than six hours before her arrival at 2145, and she then reported:

Arrived in position 62,15N, 18.35 W. No sign of aircraft or U-Boat. Searching to southwestward. Visibility 3 miles.⁴

This situation was resolved an hour later when HMT *Northern Chief* reported at 2250 that *U-570* and the accompanying aircraft were in sight. However it was dark, raining and the visibility was poor, and during the night the weather worsened. It was impossible for HMT *Northern Chief*, either to board or to take the U-Boat in tow, and so her Captain, Lt N.L. Knight, sent a message of somewhat dubious legality to *U-570* saying:

*If you make any attempt to scuttle I will not save anyone, and will fire on your rafts and floats.*⁵

Nevertheless, the message worked. The German crew then spent a thoroughly miserable and uncomfortable night on *U-570*'s deck whilst their CO made no attempt to escape or scuttle his U-Boat, failures that surprised the Allied crews in the other five naval vessels converged on the U-Boat's position.

Despite this, and whilst the German crew was awaiting the arrival of the Allied surface vessels, the U-Boat's CO regained some measure of composure and sense of duty and, as a result, and whilst guarded only by the circling RAF aircraft, he took steps to ensure that most of *U-570*'s confidential books and papers, as well as the *Enigma* cypher machine, were thrown overboard.⁶

HMT *Kingston Agate* arrived to join HMT *Northern Chief* shortly after midnight and, together with HMT's *Wastwater* and *Windermere*, HMS *Burwell* arrived at 0550 on 28 August. At that stage, the latter's Captain, Lt Cdr S.R.J. Woods, took control of the operation, despite the fact that the Captain of HMCS *Niagara*, which did not arrive until some two hours later, had initially been ordered by the C-in-C Western Approaches to take charge on joining the group. Lt Cdr Woods' initial plan was to leave the crew on board the U-Boat and tow it to Iceland, and at 0605 he sent a message:

*Am with U-Boat on the surface. Consider it would be impracticable to board and take tow as upper deck awash. Am keeping German crew in U-Boat.*⁴

A very busy day followed. First, HMS *Burwell* attempted to pass a towline, but the seas were too rough, and three attempts by HMT *Windermere* also failed. During the course of these actions the whole operation almost ended in disaster when to everyone's surprise a Northrop N-3PB Nomad seaplane of No 330 (Norwegian) Squadron RAF from Reykjavik appeared overhead and dropped two bombs on *U-570* before heading in an aggressive manner towards HMT *Northern Chief*. The bombs did not hit the U-Boat and no damage was done, with the incident being described by the CO of HMT *Northern Chief*, viz:

*Sighted a single engine float plane approaching to dive bomb the U-Boat. Seen to drop bombs and then make for us at high speed. As he did not make reply and owing to its hostile appearance and movements, I ordered open fire. Ordered cease fire as soon as the markings were seen.*⁵

Clearly at that very early stage in the attempt to capture *U-570* the Norwegian crews of No 330 Squadron had not been briefed about the operation, and the attack on the U-Boat was a normal part of their routine anti-submarine duties. Fortunately the attack failed, and the rescue mission was able to continue unhindered by any further such diversions.

Later in the morning, after there was a suggestion that *U-570* could be sinking and that the German crew appeared to be loath to take any action to rectify the situation, the CO of HMS *Burwell* decided that the Germans needed to be reminded of just who was in charge. Thus, in the words of HMS *Burwell*'s Report on Operation Graph:

As S/M was slowly settling by the head and continuous signals were being received from her that she could not remain afloat much longer, she was ordered to blow more ballast and, if necessary, pump out oil. It appeared that no effort was being made by the S/M's crew so a burst was fired from the starboard 0.5 machine gun over the conning tower. Unfortunately, owing to the laboring of the two vessels some of the bullets hit the conning tower, wounding five of the crew.

This burst had the desired effect. Oil and water were blown out and for the first time the S/M appeared to be in full surface trim.⁷

Lt Cdr Woods then asked HMT *Kingston Agate* to attempt to fix a towline to the U-Boat and, with much effort, a 4-man boarding party managed to get on board *U-570* at around noon. However, they too concluded that it was sinking, and took off 12 members of the crew including those who had been wounded by the machine gun fire, as well as all but one of the U-Boat's officers who were very keen to abandon-ship before the rest of their crew. HMT *Kingston Agate* then sent a message saying that it was hoped to take the U-Boat in tow by 1500 and, in the meantime, HMCS *Niagara* had come alongside *U-570* and taken off the remaining 31 members of the crew.

Exact details of the part played by HMCS *Niagara* are difficult to discern as there seems to be no surviving copy of Lt Ryan's *Report of Proceedings*. There is however a short report written by Petty Officer Charles D. Emley, the torpedo coxswain who, in the absence ashore of four of the ship's officers, was responsible for the removal of the crew from *U-570* and their reception on the Canadian destroyer, viz:

1520/28. The ship was maneuvered to a position head to wind at right angles to the submarine and 20 yds astern. I ordered the line shot over at this time and we sent over our grass and communication lines, and the submarine's crew very willingly hauled the float over to them, but did not want to come over to us as they had previously been ordered to remain aboard, but the Chief Stoker Petty Officer told them in German to get into the float and they did. We hauled the first three German prisoners aboard at 1515 and sent the float back over for more prisoners. Maneuver was repeated until all prisoners were safely on board.

1545/28. When the first prisoners arrived on board I went to the receiving station and we proceeded to deal with the prisoners in the following manner:

As the prisoners arrived on board two sentries took charge of each one and brought him to me.

We searched him and put all articles in a bucket. As we searched each man we stripped off all of his clothing and passed it out to the Engineer Officer for final search.

He was given a hot bath and examined by the LSBA.

He was then dressed in warm dry clothing which was donated by the ship's company.

He was then escorted to the No. 2 Stoke Hold.

When all prisoners were on board they had a supper of pork and beans, eggs, and bread and butter, and coffee (each rating received rum and coffee after examination).⁸

After that, HMT *Kingston Agate* at last managed to attach a towline to the by-then abandoned, and possibly sinking, U-Boat, sending a message at 1650 saying:

*U-Boat filling up with chlorine gas. Have taken crew on board. U-Boat's batteries expected to last 24 hours. After that it is anticipated U-Boat will sink. Have taken in tow . Am proceeding towards Reykjavik.*⁴

However, in the course of the afternoon of 28 August the whole of the rescue, which had been allocated the code name 'Operation Graph', nearly came to a most unfortunate end when the C-in-C Western Approaches, who was not yet aware that the German crew had been taken off *U-570*, sent a message to HMCS *Niagara* and HMS *Burwell* ordering that:

*If weather has not moderated sufficiently to enable boarding to take place by 281800 you are to order crew to abandon ship and U-Boat is to be sunk.*⁴

Unsurprisingly, this message was not well received when a copy arrived in London, and it prompted the personal intervention of Winston Churchill, who wrote a short note to the First Sea Lord saying:

*Every effort should be made to capture this U-Boat. We cannot afford to throw away the opportunity of gaining a valuable vessel.*⁴

It is obvious that the Admiralty was also having similar thoughts, and the Prime Minister's memo has a handwritten comment on the bottom of the page: '*P.M. Spoke to First Sea Lord. This need not be sent*'. Clearly the Prime Minister and the First Sea Lord were of the same mind, and the suggestion by the C-in-C Western Approaches had fallen on very stony ground.

It must therefore have been with some relief to all concerned that at 1750 the C-in-C Western Approaches was able to send a message:

*In view of Kingston Agate [message of] 1400/28, it is hoped that it may now be possible to tow the U-Boat into harbour.*⁴

HMTs *Wastwater* and *Windermere* were then released for other duties, and the four remaining naval vessels, with air cover from RAF Coastal Command, set off for Iceland in company with *U-570* under tow stern first.

Several hours later the tow cable parted, and HMT *Northern Chief* took over the towing duties from HMT *Kingston Agate* with the latter, accompanied by HMCS *Niagara*, proceeding directly to Iceland with the 43 German POWs. Indeed, it is in respect of the POWs that the Canadian destroyer and her Captain featured prominently in the post-capture documents relating to this important incident. Whilst a message from the Admiralty at midday on 28 August had advised Admiral Scott that any interrogation of the POWs was forbidden, it seems that this message was either never passed on to the ships at sea or that it was unrealistic to expect it to be obeyed to the letter.

Instead, it is clear that Lt Ryan made full use of his police interrogation skills whilst transporting his 31 POWs back to Iceland, and when he got there it was too late for Admiral Scott to turn the clock back. Thus the Admiral's Intelligence Staff Officer, Lt E.E. Thomas, took advantage of all the information that Lt Ryan's informal discussions had elicited from his German charges, to such an extent that Lt Thomas advised the Admiral that:

The Commanding Officer [of HMCS Niagara] is to be commended on his skill in maneuvering information from the prisoners, [and that] Chief Stoker Williams and Petty Officer Emley are [also] to be commended on the information they succeeded in obtaining from the crew [of U-570].⁹

Lt Thomas' report also tells that Lieutenant Christianson, who was the only German officer amongst the POWs on HMCS *Niagara*, was particularly pleased and relieved to have been taken prisoner by a Canadian warship, recording that:

Leutnant Christianson provided most information. He was at first reserved, but on learning that Niagara was a Canadian destroyer, he grew communicative. He was told by the CO that he was being taken to Canada, and offered to co-operate in towing the U-Boat thither.

The morale of the crew was stated by Niagara to be poor. The men were very relieved to be taken on board, such phrases as 'good rescue' being overheard as they came. It was later learnt that they had been informed that the British shot all prisoners without delay.

[Christianson's] attitude to Canada came partly from the fact that he had many U-Boat friends in internment camps there. These wrote to him through the Red Cross praising the treatment and pay received in the camps.⁹

In the meantime, it seemed that the Prime Minister's and First Sea Lord's intentions concerning *U-570's* future had not been clearly transmitted to the Captain of HMS *Burwell*, who informed HMT *Northern Chief* at 2255 that:

If the tow parts during the night, sink with depth charges.⁷

Fortunately the weather cleared. There was nevertheless still a chance that *U-570* might sink during the transit and so, contrary to a suggestion from the CO of HMT *Northern Chief* that they should tow the U-Boat directly to Reykjavik, the CO of HMS *Burwell* decided that the best course of action was to head for the closest harbour which was at Thorlakshafn, near the town of Eyrarbakki at the south-western end of the southern coast of Iceland. Eventually, the 60-mile tow came to a satisfactory conclusion at 2100 in the evening of 29 August when HMT *Northern Chief* released the towline and *U-570* grounded gently on the beach at Thorlakshafn, turned sideways and settled on the sand.

The capture of *U-570* and its crew was therefore completed, though it is clear that this event was aided and abetted by the incompetence and inexperience of the U-Boat's CO and his crew. In the words of Lt George Colvin, the Royal Naval officer who was sent to recover *U-570* and sail it to the UK:

It would appear that the Germans surrendered their ship under the impression that she was more badly damaged than she in fact was. The fact that all the lights went out, the main and auxiliary motors stopped and water rushed into several compartments (from gauge glasses) may well have caused a most discreditable panic.

It is, however, very difficult to understand why (when the crew had at least four hours lying on the surface guarded by only one Hudson aircraft which was then armed only with machine guns) no attempt was made in slow time to access the actual damage, repair it, dive, and escape.¹⁰

A similar view was formed by the US Navy Officers who inspected *U-570* in Iceland in late September, and who recorded that:

It appears that the surrender of the submarine was due entirely to the panicky and frightened condition of the personnel. This was due to their inexperience and lack of knowledge of the details of their ship - because the ship was not severely damaged and might have been able to escape during the night while guarded only by planes, if the lighting situation had been corrected as the main engines were fully and completely operative - in fact, the ship was quite capable of being operated submerged.¹¹

Despite this, and in support of HMS *Burwell's* CO's earlier decision to beach *U-570* at Thorlakshafn, Captain C.G.B. Coltart, the CO of the 12,000 ton destroyer depot ship HMS *Hecla* in Hvalfjord, subsequently reported to Admiral Scott on 6 September that:

Lieutenant Colvin is strongly of the opinion that had the U-Boat been towed straight towards Reykjavik instead of being beached, she would have sunk before making harbour. It is agreed that when she was beached her reserve of buoyancy was very small, and it has since been discovered that the muffler valves in the engine room were leaking and that the drains to these valves were open. There would thus have been a slow leak into the engine room, and there were in fact 10-15 tons of water in this compartment which could not otherwise be accounted for.¹²

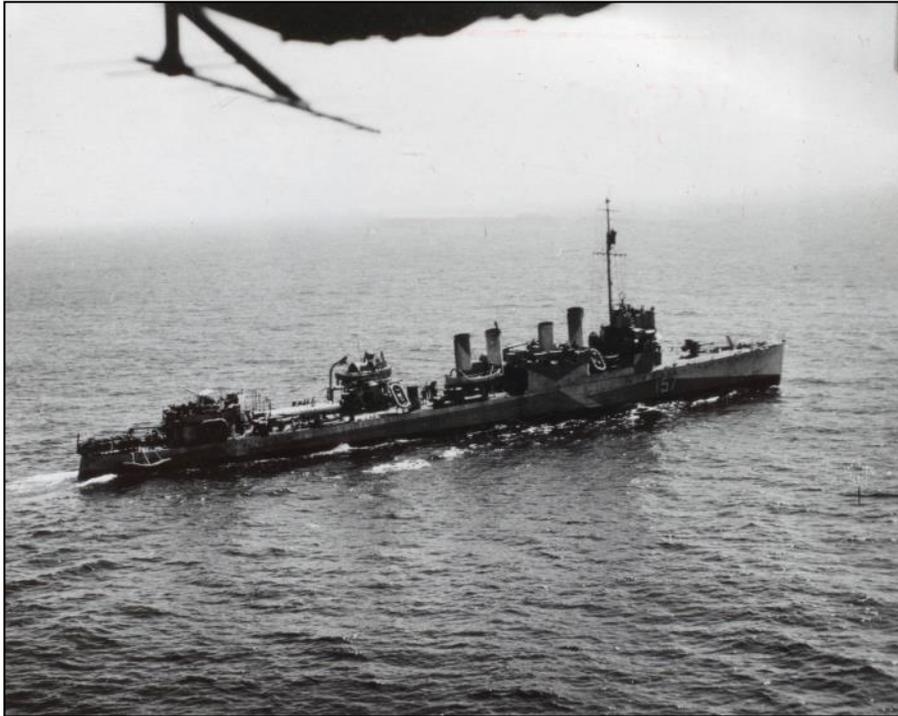
For their part in the capture of the U-Boat, the CO of HMT *Kingston Agate*, Lt H. O. L'Estrange, and six members of his crew received a formal letter of appreciation from the Admiralty. Additionally, in mid-1942 Lt L'Estrange was awarded the Distinguished Service Cross for his exceptional service throughout his time in command of HMT *Kingston Agate*.

Another interesting reflection on the capture of *U-570* is contained in a report written in early October by Captain H.N. Lake who was on the staff of the C-in-C Western Approaches and who, after a visit to Barrow-in-Furness to inspect the U-Boat, which had by then been commissioned as HMS *Graph*, wrote that:

Graph was nearly lost on the way to Iceland, because no one knew how to shut the main ballast tank vents.

Actually, she arrived in Iceland with main ballast tanks full and vents open, but was kept afloat because the U-Boat's crew had pumped the oil fuel out of the saddle tanks.¹³

'Lady Luck' had undoubtedly played her full part in the capture of *U-570*.



I-57, HMCS *Niagara*, 25 May 1944.
Credit: Directorate of History and Heritage, National Defence Headquarters, Ottawa,
Neg. HS-0591, HMCS *Niagara*, Permanent Reference File.

Recovery

With its capture now complete, the next task was to see what could be done to temporarily recover *U-570* to a seaworthy condition prior to its possible transfer to the UK where its technology could be studied and decisions taken about its future. To this end the experienced Royal Navy submarine CO, Lt George Colvin, three non-commissioned Royal Navy engineers, and two civilian experts were dispatched to Iceland with orders to carry out an initial examination of the U-Boat and to assess whether or not it could be salvaged.

Lt Colvin and his small team arrived in Reykjavik by air on the evening of 30 August, and after a transit in one of HMS *Burwell*'s whalers through the breaking surf on Thorlakshafn beach were on board *U-570* by 1300 on 31 August in order to make their initial assessment of its condition. The following day Lt Colvin returned to Reykjavik on board HMS *Burwell* where he advised Admiral Scott at the Royal Naval base at Hvalfjord just to the north of Reykjavik that:

U-570's pressure hull was watertight, her machinery apparently undamaged, and although handicapped by lack of compressed air and battery power, I was confident that she could be given sufficient buoyancy to make it safe to refloat her and tow her to Hvalfjord. I added that I considered it probable that, if the ship could be got to Hvalfjord, she could be prepared for passage to the United Kingdom under her own power.¹⁰

On 2 September Lt Colvin returned to the U-Boat, having been appointed temporarily in command by the ACIC, where he continued to supervise the work necessary to return it to a seaworthy condition. Whilst this was difficult and dirty work, there were no insurmountable problems. The main issue was that *U-570* was lying on the beach broadside on to the breaking surf at a steep angle with poor lighting, foul air, no ventilation, and with filth and oil on its decks. Despite this, it would seem from Lt Colvin's Report of Proceedings that *U-570's* incompetent CO had virtually 'gifted' his U-Boat to the Royal Navy. In summary, the former's Report said:

There is nothing in the hull damage which would make it impossible, or even difficult, to dive the submarine. Similarly the cracked cells in the batteries would not at the time have prevented the submarine from diving. None of the other damage is of a nature to interfere with the diving of the submarine.

The German crew appears to have taken no steps whatever to cope with the situation caused by the depth charges. The electrical supply to the main motors could have been restored at once by re-making the battery supply switches. This was not done.

The supply to the lighting and auxiliaries could have been restored in either a few minutes, or even a few seconds. Apparently no attempt was made to do this.

No attempt had been made to put the steering or hydroplanes in hand.

The German crew reported that the after part of the submarine was full of chlorine gas. It is possible that the Germans merely invented the gas as an inducement to the British to rescue them quickly.

No scuttling charges were placed.

Considering that the crew remained on board for over 24 hours after surrendering they succeeded in doing remarkably little damage to the submarine.¹⁰

The recovery work was finished by 5 September when, at about 0500 in fine and calm weather, *U-570* was hauled off the beach by the salvage tug *HMS Salvonia*, which had been anchored off Reykjavik on immediate notice for sea duties, and which had been ordered to Thorlakshafn in company with yet another armed trawler *HMT Whitethorn* for protection. Fortunately, once it was free of the beach, the U-Boat floated satisfactorily, but with a three degree list to starboard and with its bow low in the water. To resolve the latter problem, and because there was insufficient battery power to run *U-570's* high pressure air compressor, a pneumatic drilling machine was

delivered by a corvette from Reykjavik. HMS *Burwell* was then brought alongside, and an air hose from the drilling machine was passed across to enable the various buoyancy tanks to be charged and blown in order to reduce the chances of *U-570* sinking whilst under tow.

The tow from Thorlakshafn beach to Hvalfjord, initially by both HMS *Salvonja* and the corvette, but then by HMS *Salvonja* alone after the corvette's towline parted just before dark, started at 1300 on 5 September and, in Lt Colvin's own words:

*I judged it advisable for myself, Mr Giodan, Mr Staker, and the two ratings to remain onboard the submarine in case it might again be necessary to blow the tanks, and we were obliged to remain on deck where the cold was severe as the air inside the submarine by this time was scarcely breathable.*¹⁰

There is some uncertainty about the identity of the corvette which is said to have been involved in the process of getting *U-570* successfully off the beach and which was then involved with the first stage of the tow to Hvalfjord. However, the available secondary-source evidence suggests that it was most probably the mis-identified destroyer HMCS *Niagara*. If so, then the Royal Canadian Navy's destroyer had not only delivered the pneumatic drilling machine to the site, but she had also assisted HMS *Salvonja* with the tow from 1300 until the stern towline parted as darkness fell on 5 September. This would certainly corroborate the RCN Provost Marshal's statement in December 1941 that a Canadian Navy corvette had towed a Nazi submarine into port.

Fortunately the weather remained favourable throughout the next 24 hours, and the 18-hour tow was completed without any further incidents. Thus, at 0930 on 6 September *U-570* was brought safely alongside HMS *Hecla* in Hvalfjord.

Once *U-570* had been successfully recovered to Hvalfjord there was now no point in keeping the surrender and the capture of the U-Boat secret, especially as the U-Boat's CO had already notified the Kriegsmarine's BdU (Ops) (Befehlshaber der Unterseeboote - HQ of Commander Submarines - Operations Division) of his predicament, with the BdU War Diary entry for 27 August recording that:

*U-570 made the following wireless message in plain language: "Am not clear to dive and am being attacked by aircraft. AE 7698". The boat has interference in the reception, and it is therefore impossible to communicate with her. Boats in the vicinity were ordered to help her.*¹⁴

Albeit to no avail, BdU then took action to try to recover the situation, with Admiral U-Boats sending out three messages during the course of the afternoon and evening of 27 August, viz:

U-Boat unable to dive in Square AE 7698. Boats nearby are to try to assist.

U-570 unable to dive. Is possibly in Square AE 7398.

*According to B-Report U-570 unable to dive. Is still in approximately Square AE 7650. Four trawlers have been ordered to the scene. Boats in the vicinity are to assist.*¹⁵

There was obviously some confusion at BdU as to the exact position of U-570, but U-82 was one of the U-Boats which attempted to assist as requested. It was however unable to locate U-570, sending two messages on 28 August:

28/0100 Search unsuccessful. During daytime continuous air patrols. Square AE 7695.

28/2323 Search without success. Square AE 76 continuous air patrol and bombs. No damage.¹⁵

Also, despite the Admiralty's and Admiral Scott's initial thoughts that details of the capture of U-570 could be kept secret, these ideas were soon dispelled by force of circumstances. In particular, it very quickly became common knowledge amongst the US Navy flying boat crews at Reykjavik and the US Navy surface vessel crews in Hvalfjord that a captured German U-Boat was being brought in and, although Admiral Scott tried his best to keep the lid on the spread of this information, it was obvious that he was fighting a losing battle. In particular the Admiral was very keen to maintain good relations with the at-that-stage non-belligerent United States forces in Iceland, and so he quickly gave up his attempts to keep the lid on the information, advising the Admiralty and the C-in-C Western Approaches on 30 August that:

In my opinion incidents of this sort are almost unavoidable where the personnel of the fighting services of a neutral nation, notorious for publicity, are in close liaison with those of a belligerent, whose main interest is secrecy. Every effort will be made to prevent a recurrence, but it is considered most important to do nothing to impair the present close co-operation.¹⁶

The task of recovering U-570 after it was towed into Hvalfjord then came under the overall command of the CO of HMS *Hecla*, and the next five days were spent on ventilating, cleaning and undertaking initial repairs on the U-Boat, including recharging the batteries. However, when the cooling system was being tested the U-Boat was nearly lost at its moorings as it began sinking with both of the open after torpedo and forward deck hatches only just above water level. The bilges were three quarters full of water before the situation was brought under control, when it was discovered that the cover to the sea water inlet valve had been taken off by the German crew and had been missed in the initial inspections.

Static engine tests were carried out between 10 and 14 September, with local sea trials beginning on 15 September and ending on 20 September when U-570 achieved a surface speed of over 14 knots. A skeleton British submarine crew then arrived from the UK and, after further trials, manoeuvres and the loading of stores, the U-Boat was ready for sea and its transfer to the UK – all in less than a month after its capture.

Additionally, between 23 and 26 September, and although the USA had not yet entered the War, the U-Boat was inspected by two senior officers from the US Navy. As a result, they wrote a comprehensive 75-page report on all the relevant details of U-570. Also, one of its external upper-deck water-tight containers, complete with its torpedo, was removed and donated to the US Navy for further study.

Escorted by the destroyer HMS *Saladin*, and under the command of Lt Colvin with his British crew, *U-570* left Hvalfjord on the afternoon of 29 September and, after a surface transit at an average speed of 13 knots, *U-570* entered the harbour at Barrow-in-Furness at 1030 on 3 October, before being secured in the Ramsden Dock at 1300. *U-570*'s arrival at Barrow was made in the full glare of national publicity.

After *U-570*'s arrival in Barrow, the next important decision concerned what was to become of it. However, this was not long in coming, as is reflected in Admiral (Submarines) War Diary of October 1941, viz:

5 October: *Admiral (Submarines) proposed that captured German submarine U-570 should be commissioned forthwith as HMS Graph.*

9 October: *Admiralty decided to repair submarine Graph for service as soon as possible.*¹⁷

Perhaps unsurprisingly, the Prime Minister was already making suggestions about the future use of *U-570* and, as early as 8 September when it had been in Iceland for just two days, he had written to the First Sea Lord saying:

Might we not offer to the Americans that they should take over the captured German U-Boat, repair it for us, and give it back to us? It would be a particularly provocative thing for them to do. They might be quite willing to do it.

*Let me know your view. I don't attach much importance to the suggestion.*⁴

In response, the First Sea Lord, Admiral of the Fleet Sir Dudley Pound, replied on 12 September:

The present intention is to take the ship to Barrow and thoroughly examine her. We cannot make any decision as to what to do with her until after this examination is completed and we know what condition she is in.

*Your suggestion about sending her to the USA for any repairs that may be necessary will, however, be borne in mind.*⁴

As was usual with the Prime Minister he did not give up easily, and on 25 September he wrote to the First Lord of the Admiralty and the First Sea Lord, suggesting:

*Why not give the Graph U-Boat when she is repaired to the Yugoslav Navy? They have a submarine crew which has arrived at Alexandria, but their vessel was in too bad a condition for the Admiral to allow it to go to sea. I rather like the idea of the Yugoslavs working a captured U-Boat.*⁴

In his response, the First Lord of the Admiralty, Mr A.V. Alexander, advised Winston Churchill on 29 September that:

I very much like your proposal of giving the vessel to the Yugoslavs, but I propose to consult the Commander-in-Chief Mediterranean as to the efficiency of the Yugoslav crews, as I think we ought to be quite certain that we should not be wasting a good submarine on inefficient or inexperienced personnel.

Before we do anything else with the vessel however, I am anxious that she should join the Third Submarine Flotilla at Holy Loch and that exhaustive trials should be carried out by a British crew, since it is clearly of the greatest importance that we should learn everything there is to be learnt about her.⁴

To which Mr Churchill, having highlighted the words 'Holy Loch', wrote on the bottom of the page in his typically concise fashion:

Good. No doubt to be decontaminated. So proceed.⁴

This debate about the future of *U-570*, which had by then been commissioned into the Royal Navy as *HMS Graph*, was finally brought to an end on 9 November when the First Lord of the Admiralty advised the Prime Minister that:

*I said that I was consulting the Commander-in-Chief Mediterranean about the efficiency of the Yugoslav crews. I have now come to the conclusion that it would be unwise to turn over *Graph* to the Yugoslavs. The total submarine complement of the Yugoslav Navy is only 4 officers and 34 ratings, none of whom can be considered more than partly trained. *Graph* requires 4 officers and 39 ratings, plus a reasonable proportion of spare officers and ratings. Moreover she will need a highly skilled complement to keep her running, since she has practically no spare parts; and for this reason I would not risk letting even the Greeks to man her, although they have a great deal of operational experience.*

*We have had so many requests for special trials of *Graph* and investigations into various points, that it will probably be some time before she can be released for operations.*

A further point is that as we have declined to transfer her to the Americans, it would perhaps be undesirable for political reasons to transfer her to the Yugoslavs.⁴

The first full inspection of the captured U-Boat took place on 6 October, when a party of Royal Naval officers and scientists from the Admiralty's Anti-Submarine Warfare Division, together with a representative of the US Navy, visited Barrow to assess its technical quality. They then wrote a comprehensive report, finishing with an interesting summary, viz:

The boat is cramped, particularly the conning tower.

The torpedo firing arrangements are intricate, particularly the selecting instruments. Several of the interlocks on the tubes seem redundant.

The A.A. machine gun is well placed with a good arc of fire but would take some time to get into action as the barrel has to be shipped.

Main ballasts have very large vents which aid quick diving.

The air trunk to the engine room is a great boon in rough weather (and in cold weather) as the C.T. lid can be kept closed.

Twin rudders are said to make the boat very manoeuvrable.

The main engines are most efficient and easy to run. Practically all machinery is rubber seated.

The Germans seem to have concentrated on essentials: strength of hull, speed of diving, torpedoes, periscopes and main engines.¹⁸

During the following four months at the Vickers Shipyard in Barrow HMS *Graph* (Dockyard No. ER 9011) was inspected and reported-on in minute detail, whilst at the same time the damage caused by the depth charges and its grounding on Thorlakshafn beach in Iceland was repaired. In the course of the latter activity it was necessary to remove the U-Boat's four armed torpedoes, and for his part in this dangerous work Lt Martin Johnson, who was an explosives expert working in the Admiralty's Torpedoes and Mines Investigations Department, was awarded the George Medal.

During her time in Barrow, HMS *Graph* was in and out of the dry dock four times: 10 Oct 41 to 1 Nov 41, 1 Dec 41 to 18 Jan 42, 31 Jan 42 to 5 Feb 42, and 8 Feb 42 to 12 Feb 42, and on a number of occasions she put to sea to conduct trials and assessments as required by a variety of specialist Admiralty Departments. At the same time, there was very close liaison with the US Navy which, as was shown in a letter to the Admiralty's Director of Anti-Submarine Warfare from the Naval Attaché at the American Embassy in London on 28 November 1941, was also keen to learn everything possible about the Type VIIC U-Boat, viz:

Thank you very much for your letter of 25 November forwarding the report of examination of the A.E.G. equipment in the submarine Graph.¹⁸

The inspection and repair work was finished by mid-February. Thus, on 18 February 1942 under the command of Lt Edward Norman, who had taken over as CO from Lt Colvin on 10 October 1941, the ex-U-570, which was now HMS *Graph*, was transferred to Holy Loch in western Scotland in order to begin its new career as an operational submarine in the Royal Navy, thanks in part to the efforts of the captain and crew of the old US Lend-Lease destroyer HMCS *Niagara* in August 1941.

Endnotes

1. National Defence Headquarters, Directorate of History and Heritage, Ottawa, (DHH) 81/520/1650, Box 90, File 19, U-Boats (German), U-570
2. *The London Times*, 9 September 1941
3. *The London Times*, 4 October 1941

4. The National Archives (TNA) Kew, Prime Minister's Office, PREM 3/196/1 - Graph Operation – Capture of U-Boat
5. TNA Kew, ADM 199/1129 – Report on U-Boat Salvage, HMT Northern Chief
6. TNA Kew, ADM 239/358 – Report on ex-German Submarine *U-570* (HMS Graph)
7. TNA Kew, ADM 199/1129 – Report on Operation 'Graph, HMS Burwell
8. TNA Kew, ADM 199/1129 – Report on the Picking up and Removal of Prisoners, HMCS *Niagara*
9. TNA Kew, ADM 199/1129 – Report to Admiral Scott dated 31 August 1941
10. TNA Kew, ADM 1/11153 – German Submarine *U-570*
11. US Navy (ONI) Report on the German Submarine *U-570* Captured by the British in August 1941 dated 28 September 1941. Available on website 'uboatarchive.net'
12. TNA Kew, ADM 199/ 1129 – Report to Admiral Scott by the CO of HMS Hecla dated 6 September 1941
13. TNA Kew, ADM 204/2214 – Inspection Report on an ex-German Submarine
14. National Archives and Records Administration, Washington (NARA) Record Group 38, RG 38 - BdU War Diary, 27 August 1941
15. TNA Kew, DEFE 3/26 – Intercepted German Radio Communications, Aug/Sep 1941
16. TNA Kew, ADM 199/1129 – Report by Admiral Scott to the Admiralty dated 30 August 1941
17. TNA Kew, ADM 199/400 – Admiral (Submarines) War Diary - 1941
18. TNA Kew, ADM 116/4509 – Operation Graph

Editor's note:

ADM refers to records of the Admiralty and DEFE to records of the Ministry of Defence. Thanks to Michael Whitby of DHH for assistance with photographs.

Memories of the Shipyards: New Exhibit at the Collingwood Museum

by Michael Moir

Collingwood was a major shipbuilding centre on Ontario's Georgian Bay for more than a century. Although the shipyard closed on 12 September 1986, the connection remains strong between the industry, its workers, and the community. This enduring relationship is celebrated in a new exhibit that opened at the Collingwood Museum on Saturday, 10 September 2016. "Memories of the Shipyards: A community-inspired exhibition honouring the 30th anniversary of the yard's closure" answers the question, "What did you save from the yard?" More than twenty former workers responded to advertisements to collaborate in the new display by loaning keepsakes from the shipyard's last years, with offers to lend material arriving as recently as the day before the opening. The exhibit commemorates the deep attachment between these people and a workplace that was demanding and at times deadly, and offers reflections of the blue-collar character of Collingwood prior to its transition to an economy largely based on tourism and residential development.

The opening was a well-organized event that attracted more than two hundred guests from across southern Ontario. A variety of activities kept visitors busy throughout the afternoon, including a quiz to identify the purpose of shipbuilding objects, children's activities for those not yet fascinated by the past, and opportunities to speak with many of the people who loaned objects for the exhibit. The heavy rain of the morning broke just before the noontime ceremonies began, leaving enough water on nearby canopies to remind visitors of the spray from side launches whenever the wind picked up. Susan Warner, the museum's supervisor, introduced the first speaker, Mayor Sandra Cooper, whose father and husband had worked at the shipyard. After recently seeing the bulk carrier *Rt. Hon. Paul J. Martin* in Windsor, Mayor Cooper observed that the enduring legacies of the shipyard were not only the Collingwood-built vessels that still ply fresh and salt water, but also the stories of its workers that form the basis of this exhibit. She was followed by Ron Emo, who was mayor when the shipyard closed. He lived across the street from the launch master, and recalled streets being closed for the five-minute rush hour at noon when hundreds of workers on bicycles tore out of the shipyard to head home. He reminisced about the great number of ships built at Collingwood in the early 1980s and the exhilaration of side launches, but optimism gave way to disappointment



Guests gather before the exhibit's opening. From left to right: Sonny Potts; Stewart Thoms, former general manager of Collingwood Shipyards Ltd.; Mayor Sandra Cooper; and Susan Warner, Station & Museum Supervisor. Photo by Irene Pradyszczuk, Collingwood Museum Advisory Committee.

following the news from Paul Martin, then president of Canada Steamship Lines, that there would not be another bulk carrier built for the Great Lakes for the remainder of the century. A quick, clean closure of the shipyard was deemed by Martin to be better than a slow, lingering death.

The exhibit consists of objects, photographs, and textual documents that relate to the closing decades of the shipyard's activities, accompanied by text that was developed through collaboration between permanent staff, volunteers, and the former shipyard workers who provided the backstory to their material when completing the museum's documentation. Entering the main gallery, visitors are greeted by an exhibit case containing commemorative objects produced for the



Visitors at the object identification table look through a photocopy of Ursula Heller's *The Shipbuilders of Collingwood* to identify workers in the book's photographs.

Photo by Irene Pradyszczuk, Collingwood Museum Advisory Committee.

Collingwood Shipyards Limited such as a glass decanter set marking the shipyard's hundredth anniversary and decorative plates and mugs, as well as a labour agreement, plant rule booklets, and a button emblazoned with "Save Our Shipyard." Other cases offer a sampling of the wide array of tools brought home as remembrances. Peter Mason was the third generation of his family to work in the shipyard, hired as a student because he was thin and scrawny and able to work his way into the tight spots of vessels being machined. He loaned the drawing tools of his father, Don, who had followed the path of Peter's grandfather and worked in the drafting department as an electrician. The wide assortment of artifacts on display include: Donald Deacon's tinsmithing tools; an adze and wedge hammer loaned by Robert Hunter that had been used by his grandfather, Archie Hunter; dog cleat wedges and the head of a sledgehammer used in a side launch; and a boom angle indicator and capacity chart removed from the crane by its operator, Robert van Lieshout, when he and a co-worker lowered the boom from this iconic symbol of the shipyard. Clothing is a prominent component of the exhibit, ranging from a leather welding coat to the Steelworkers jacket won by David Little through a draw that was regularly held to entice members to attend union meetings. One of the most eye-catching objects is the bright orange dry diving suit worn by Cecil "Sonny" Potts when he was lowered into the darkness of the flooded dry dock to assess or complete hull repairs. His father, also named Cecil, had been killed at the shipyard when Sonny was only a day old. Other mementoes are more whimsical, such as the gold hardhat worn by Prime Minister Pierre Elliott Trudeau when he toured the shipyard on 6 June 1975.

Several photographs on loan capture the ingenuity of people who re-purposed objects from the site. Robert van Lieshout used approximately 600 bricks from the shear leg controls building to build a fireplace in his Collingwood home. Terry Sheridan built the central column of a spiral staircase from links of an anchor chain that braked vessels after their launch. The exhibit also features Terry's handiwork as a blacksmith and machinist turning chain links into pliers, scissors, compasses, chisels, spatulas, and an adze.

The afternoon finished with two films shown at the nearby Simcoe Street Theatre. The first featured the reflections of Rudy Buttignol in *Shipyards*, a fourteen-minute film he produced and directed in 1980 that captures the sights and sounds of the launch of the bulk carrier *Algoport*. The second was *Collingwood Shipyards Trades*, which consists of interviews with former workers. Both *Shipyards* and *Collingwood Shipyards Trades* are available for sale on compact disks in the Museum's gift shop, along with several books about shipping and shipbuilding.

The exhibit is on display until early March 2017. The Collingwood Museum is open daily from 9:00 a.m. to 5:00 p.m., and admission is by donation. Maritime history plays a prominent role in its permanent exhibits, including W. Watts & Sons and early boatbuilding in Collingwood, the tools and trades of shipbuilding, the large wooden doors to the shipyard's head office, and models of various vessels associated with the town during the nineteenth century (such as the *City of Collingwood* and the *Waubuno*) and of the Canadian Coast Guard icebreaker *Sir Wilfrid Laurier*, the last ship launched at Collingwood on 6 December 1985. The Museum also provides access to its important archival holdings on the shipyard and other aspects of the town's history. For further information, visit the Museum's website at <http://www.collingwood.ca/museum>, which includes links to a virtual tour of Collingwood's shipbuilding heritage as part of the Virtual Museum of Canada, and historical photographs accessible through the Canadian Heritage Information Network.



Call for Papers

CNRS-SCRN Conference and Annual General Meeting
10-12 August 2017
Halifax, Nova Scotia

“Canada and Canadians in the Great War at Sea, 1914-19”

This promises to be the only gathering to be held in Canada providing opportunity to survey the various maritime dimensions of the First World War. The conference will be held in affiliation with the Royal Canadian Navy, in historic Admiralty House, the home of the Naval Museum of Halifax https://en.wikipedia.org/wiki/Naval_Museum_of_Halifax.

Papers need not be restricted to military operations and related issues. Indeed, the timing and location are chosen with regard to 2017 being the centenary of the Halifax Explosion, a defining moment in that port's long history, and several presentations on that subject are anticipated. As always, subjects other than the main theme will be given due consideration. CNRS encourages publication of expanded versions of the final papers in *The Northern Mariner* or *Argonauta* and publication of all abstracts and biographies in *Argonauta* before the conference is held.

Please send a working title, brief abstract, and a short biographical sketch **no later than 1 March 2017** to:

Dr Richard Gimblett
Richard.Gimblett@forces.gc.ca / richard.gimblett@rogers.com
33 Greenaway Circle
Port Hope, ON
L1A 0B9



Canadian Nautical Research Society Société canadienne pour la recherche nautique

Nominations announcement from Maurice Smith, Past President, CNRS

Your Society needs you. Membership counts, but serving on Council is a terrific way to participate in the decisions that are needed to ensure we will remain an effective force in preserving maritime history and in giving an opportunity for authors to get published. We are among the few who through our publications, *The Northern Mariner* and *Argonauta* can provide this service.

Nominations

As the Chair of the CNRS Nominating Committee, I am looking for your help in suggesting names of **potential new** council members. As you know, we have a terrific group of council members now serving on our Executive (see the verso of the front cover of *Argonauta* for a list of those now serving). However, we would like to develop a group of people willing to step up and replace any of our Executive in case we face any retirements or need members to take on extra duties from time to time. If you are interested in Executive service in the long term, let us know.

The by-law information pertaining to nominating Officers and Councillors at large is shown below. Please send your nominations to CNRS Nominating Committee c/o Maurice D Smith, barque2@cogeco.ca. Also feel free to contact Executive members just to chat about issues or to find out what sort of duties are involved.

NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

37. There will be a nominating committee. Normally the past president will chair this committee with such other members as may be appointed by council. No officer or councillor or member standing for election or re-election may be a member of this committee. The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting.

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

39. A call for nominations shall be included in the January issue of *Argonauta* each year. Such notice must include the date on which nominations will close, to whom the nominations must be forwarded, and the date of the annual general meeting at which the nominating committee report will be received, or, if necessary, and election will be held.

40. Nominations from the floor are permitted at the annual general meeting only if there would otherwise be a vacancy for a position.

41. The council may fill any vacancy not filled by election at the annual general meeting in accordance with section 68, (Vacancy in Office).

We survive due to our slowly growing Membership and to the voluntary hard work of two significant teams: *The Northern Mariner* and *Argonauta*. These CNRS publications have a strong national and international audience and they have contributors ready with original editorial content. Everyone works hard including the Members of our Council.

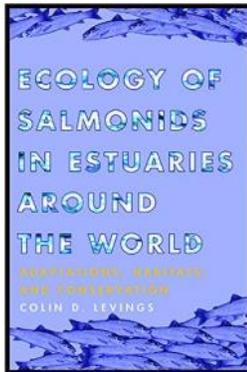
Thank you, Maurice

Information about the CNRS 2017 conference is found at:

http://www.cnrs-scrn.org/admin/conferences_e.html



New Book



Ecology of Salmonids in Estuaries Around the World: Adaptations, Habitats and Conservation, Vancouver

By: Colin D. Levings

Hardback, 388pgs

Publisher: UBC Press (Sept. 1 2016)

Website: www.ubcpres.ca

ISBN-10: 0774831731

ISBN-13: 978-0774831734

I started this book while I was on assignment to write about salmonids and estuaries, a year before I officially retired from the Canadian Department of Fisheries and Oceans, Pacific Science Branch. Some of the first few chapters were written in Trondheim, Norway while visiting researchers there. During that time I learned a lot about salmonids (for example the highly prized Atlantic salmon) other than our British Columbia favourites. I decided to include all eighteen salmonid species that are known to spawn in fresh water and grow in the ocean – using the estuary at least twice – once on their way to sea as young fish and then again as adults when they return to spawn in the river. I also included basic physical-chemical descriptions of the estuary and its habitats, sampling and survey methods, salmonid physiology (especially how they adapt from fresh water to salt water and the reverse), feeding, health, harvesting, and a major chapter on conservation, which included habitat restoration. Thus the book provides “one stop shopping” for those who are learning about salmonids and estuaries.

Of course I had to include estuaries and salmonids in the southern hemisphere, since sea run brown trout, sea run brook trout, chinook salmon and other ocean-going salmonids are found there now. The 388 page book has over 1000 references as well as on-line appendices which include a primer on estuaries and salmonids for citizen scientists. Because many estuaries are ports and cities, the habitat ecology of estuarine salmonids is inextricably bound up with shipping and urbanization. In the book I provide some narrative on how conservation of these species needs to be considered when harbours are managed – a discussion, as I point out, which requires much social discourse. See ubcpres.ca for chapter listing, an example chapter, endorsement and ordering information. Author royalties are being donated to the Pacific Salmon Foundation, a major sponsor of the book.

Colin Levings, Lions Bay, BC

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**Minutes of the Council meeting held at 741 East 10th Street,
North Vancouver, British Columbia
Thursday, 18 August 2016**

Present:

Chris Madsen, President; Roger Sarty, First Vice-President; Maurice Smith, Past President; Michael Moir, Secretary; Faye Kert, Membership Secretary; Richard Gimblett, Chair of the Editorial Board.

Regrets: Errolyn Humphreys, Treasurer, and Councillors Walter Lewis, Sam McLean, David More, and Winston Scoville.

Calling to Order

President called the meeting to order at 2051hrs.

Minutes of Council Meeting of 27 February 2016

Roger moved, Faye seconded, acceptance of the minutes of 27 February 2016. Carried.

Business arising from the Minutes: Michael reported that he planned to meet with Errolyn in Ottawa in the fall to discuss the development of a retention schedule for CNRS records that will be submitted to Council at the 2017 mid-winter meeting.

Treasurer's Report

Chris tabled Errolyn's financial reports for the periods ending 31 December 2015 and 30 June 2016. Membership renewals have been healthy in 2016, which is reflected in revenues for the first half of this year. Most of the expenditures are devoted to production of *The Northern Mariner/Le marin du nord (TNM)*. The editorial team has established a standard of 128 pages per issue, which means that the cost of the April 2016 number will provide a reasonable basis for projecting costs throughout the remainder of the year and into 2017. Variables such as postage, however, remain unpredictable.

Faye moved, Maurice seconded acceptance of Errolyn's reports. Carried.

President's Report

The CNRS is doing pretty well, and membership has remained stable in comparison with other societies. Sustainability requires a balance of activities. The CNRS is in trouble if it becomes just a journal subscription society. *TNM* and *Argonauta* are important services for the membership, but they are not necessarily a draw to join. Last year's conference, on the other hand, led to two new members, and this year's conference brought another five on board. Workshops could also broaden interest and attract new members. It was generally agreed that in these difficult economic times, people are not joining societies such as CNRS and that journal subscriptions associated with memberships are often the first expenses to be cut when reducing personal or organizational budgets. Maurice stressed the importance of an appealing, visually striking website to attract new members. A recurring feature could be an "article of the month" from *TNM*, perhaps from among the list of Matthew Prize winners.

Chris is entering the final year of his term as President. The CNRS should look for a successor who is willing to take on a commitment of up to nine years: prior service on Council, three years as President, and three years as Past President/Chair of the Nominating Committee. Chris also suggested that the new incumbent should launch a President's Appeal shortly after taking office, an initiative that Chris was reluctant to pursue until *TNM* returned to publishing on a more regular quarterly basis. It may also be a good time to pursue sponsorship in order to fund awards and bursaries that will promote original research, and encourage students to participate in conferences.

Membership Secretary's Report

Faye reported a total of 56 institutions and 131 individuals on the Society's membership roll. Only 29 institutions and 83 individuals have paid for 2016, with the remainder either receiving complimentary copies of *TNM* or are in arrears. Thirty-six percent of institutions are Canadian with another third located in the United States; the remainder is roughly split between Great Britain and Europe, with one complimentary subscription going to Australia. Individual members are predominantly Canadian (71 percent), with 25 percent living in the United States. Five memberships are split between Great Britain, Europe, and Australia.

Discussion focused on the need to build membership at a time when a growing number of people expect that content – such as articles in *TNM* – should be available at no cost. The problem is compounded by the lack of a sense of community among those interested in Canada's maritime history.

Roger moved, Michael seconded acceptance of Faye's report. Carried.

The Northern Mariner/Le marin du nord

Richard reported on the journal's transition from the editorial team of Roger and Paul Adamthwaite to William Glover and Walter Lewis. The fourth issue edited by the new editors should go to press within the next two weeks. William and Walter have established several parameters for the journal: each issue will feature four articles, and will consist of 128 pages with a 50/50 split between articles and book reviews. A review of the mailing list to reduce complimentary copies and the decision to limit authors and the inventory to five copies each has led to a reduction in the print run to 460 units, split evenly between the CNRS and the North American Society for Oceanic History (NASOH), which contributes half of the printing costs. Thanks to recent conferences held by the CNRS, NASOH, and the Society for Military History, the editors have enough papers in hand to fill the next four issues.

Richard tabled *TNM's* budget for 2016-2017, which was received by Council.

Roger moved, Faye seconded that whereas section 58 of the CNRS bylaw allows for Council to appoint such committees as may be necessary to further the objectives of the Society and to approve terms of reference; and whereas the objectives of the Society include, at section 7c the publication of a journal of nautical research, and this would be best served with an editorial board; and whereas the terms of reference of the editorial board which was established in 1990 have not been reviewed for a number of years, therefore be it resolved that the terms of reference attached at Appendix A be approved for the editorial board, and that any earlier terms of reference be rescinded. Carried.

Faye moved, Michael seconded that whereas it is desirable that one third of the editorial board be appointed each year, and to achieve those staggered terms some initial appointment may have to be made for less than three years, it is therefore moved that:

The following appointments be made for the terms specified as nominees of the Canadian Nautical Research Society:

for one year: Olaf Janzen and Roger Sarty

for two years: Cheryl Fury and Serge Durflinger

for three years: Richard Gimblett and Margaret Schotte

The following appointments be made for the terms specified as nominees of the North American Society for Oceanic History:

for one year: Blake Dunnavent and Alicia Caporaso

for two years: Chris Magra and Michael Crawford

for three years: Chris Rentfrow and Anna Holloway

That the following appointments be made as international members:

for one year: Andrew Cook

for two years: Adrian Jarvis

for three years: J.A. (Jim) Bennett

All these nominees will be eligible for reappointment for subsequent full three year terms; and that

Richard Gimblett be appointed the chair of the editorial board and that Roger Sarty be appointed the vice chair of the editorial board. Carried.

Richard tabled a report by Michael regarding the possible transition of *TNM* from a print journal to an electronic format hosted by York University Libraries. As part of its commitment to supporting online scholarship, the Libraries provides storage and software (including training and technical support) for 32 journals that include *Left History* and *Social History/histoire sociale*. The workflow of submission, peer review, editing, publication, and dissemination is managed using open-source software that offers online access; print-on-demand copies would also be available. The CNRS would provide the editorial labour and content, and remain the journal's publisher. Council looks favourably upon the concept, but it requires further consideration of the business model.

Argonauta

Chris praised editors Isabel Campbell and Colleen McKee and production manager Winston 'Kip' Scoville for the continued excellence of the newsletter. The editors face many demands on their time, and Council may have to consider backfilling in the future should one or the other become unavailable.

Website and Social Media

The proposal from Peter Wills of Word & Data presented by Sam at the Council meeting of 27 February 2016 is still under review, and is not ready for further discussion. Maurice suggested that we look to the website of the Society for Nautical Research for inspiration. Chris reported that Walter and Paul Adamthwaite are working together to enhance the existing website.

Past-President's Committee

The committee is looking for issues to provide focus for its discussions. Suggestions included recruitment and retention of members, and the promotion of maritime history as a program of study in Canadian universities.

Regional Branches

Chris will set up a West Coast regional branch of the CNRS during the coming year, and will serve as its lead. He would like to find a person to fill the same role for an East Coast branch to be announced at next year's annual conference in Halifax.

International Commission for Maritime History

The International Commission for Maritime History merged with the International Maritime Economic History Association at the International Congress of Maritime History in Perth, Australia. All national maritime history organizations such as the CNRS are to have representation on a standing committee, but Chris has not received any information regarding this initiative. There was discussion about participating in this venture, but in the absence of details, no conclusions were reached.

Conferences

2017, Halifax Regional Municipality – Rich is coordinating arrangements. The theme will be “The Great War at Sea,” with particular emphasis given to the hundredth anniversary of the Halifax Explosion. While the call for papers has not yet been issued, Rich already has five or six speakers lined up.

2018, Toronto – Chris, Sam, and Michael will take the lead. Potential sites were discussed.

2019 – To be determined.

2020 – At Monterey last year some interest was shown with NASOH regarding a joint conference in a location on the Pacific coast, possibly North Vancouver.

Nominating Committee

Maurice reviewed the report that will be tabled at the annual general meeting on 20 August 2016, which recommends a slate of candidates for election with one application in response to the call for nominations that appeared in *Argonauta* earlier this year.

Adjournment

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 2300hrs. Roger so moved, seconded by Richard.

Appendix A: Editorial Board Terms of Reference

Respectfully submitted
Michael Moir
Secretary

Appendix A: Editorial Board Terms of Reference

The Northern Mariner/Le marin du nord Editorial Board Terms of Reference

1. The purpose of the editorial board first is to provide an internal review for articles submitted for consideration for publication in *The Northern Mariner/Le marin du nord*. This focus is to be on suitability for the journal. To the extent that the reviewer is able, consideration should also be given to the subject matter, the quality of the work and the contribution it makes to the larger scholarship of the field. Second, the board or members of the board will also provide advice to the editor as deemed necessary or as requested. Third, the board is responsible for the appointment of an editor as necessary and such other appointments as may be considered desirable (book reviews editor, production editor, etc.)
2. Members of the editorial board will have published their own work on aspects of maritime history. They will be expected to review one or two articles a year as requested by the editor. They will also be expected to assist in the recruitment of articles for consideration by the journal, through their professional networks, attendance at conference, or by other means.
3. The editorial board will be appointed by the council of the Canadian Nautical Research Society at the time of the annual conference. The term of an appointment will be for three years. It may be renewed. The council will also appoint the chair and vice chair of the board on an annual basis.
4. The board will be comprised of fifteen members. Six will be selected and appointed by the Canadian Nautical Research Society. Six will be nominated by the North American Society for Oceanic Research in time for confirmation by the CNRS council at the time of the annual conference. An additional three members will be selected from the maritime historical community outside North America. These appointments will also be made at the time of the CNRS annual conference.
5. In order to provide for a rotation of members, the chair of the board will ensure that one third of the membership of the board is appointed annually.
6. In proposing individuals for membership, due regard shall be given to provision of a wide range of subject expertise within the board. Selection of nominees should be a done on a consultative basis, initiated by the editor, with the presidents of the Canadian Nautical Research Society and the North American Society for Oceanic History, the chair and vice chair of the board, and any other individuals as may be appropriate.
7. The chair of the editorial board is responsible and accountable to the CNRS Council. The chair shall report on all matters concerning *The Northern Mariner/Le marin du nord*, either in person, in writing, or through a designated individual, at each council meeting. Reports shall include sufficient information on actual costs incurred in the production and distribution of the journal for consideration in the annual CNRS budget process. The editor and such other appointments as may be considered desirable (book reviews editor, production editor, etc.) are in turn to be appointed and removed by the chair of the editorial board on advice from the board members and in consultation with the CNRS Council. The CNRS Council shall remain at arms-length

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**Minutes of the Special General Meeting held at Douglas College,
New Westminster, British Columbia
Friday, 19 August 2016**

Present: Chris Madsen, President, and fifteen members of the Society.

Gordon Miller moved, Richard Gimblett seconded that the meeting convene at 1330hrs. Carried.

At its meeting of 27 February 2016, the Society's Council passed the following motion:

Whereas section 21 of the Society by-law reads in part, "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"; and

Whereas Barry Gough has made an extraordinary contribution to the field of nautical research, as outlined in Appendix A to this motion,

Therefore be it resolved that council recommends to the next Annual General Meeting that Barry Morton Gough be recognized with Honorary Membership in the Canadian Nautical Research Society.

William Glover moved, Richard Gimblett seconded that the Society adopt the recommendation of Council, and award Barry Gough an Honorary Membership in the Society.

In speaking to the motion, Roger Sarty, First Vice-President of the Society, drew the members' attention to Barry Gough's staggering record of production that includes twenty-two books and seventy-seven substantial articles, beginning with a pioneering text in global history, *The Royal Navy and the Northwest Coast of North America, 1810-1914: A Study of British Maritime Ascendancy*. Dr. Gough's significant contributions to imperial studies and maritime history have continued most recently with *Pax Britannica: Ruling the Waves and Keeping the Peace before Armageddon* (2015), winner of the Mountbatten Prize from the Maritime Foundation in Britain. Dr. Gough has brought a Canadian Pacific-coast perspective to historical writing, and Chris Madsen, President, highlighted his very active role in the history of British Columbia.

The motion carried with a unanimous vote.

In accepting the Honorary Membership, Dr. Gough thanked his wife Marilyn and many others, and spoke of the importance of British Columbia as a gateway to the East. He also expressed concern that many museums and archives are under assault from funders, and journals are ending publication. We must keep pursuing the history

of the seas in such a land-dominated country. Canadians have lived by our trade, and we are global citizens.

The meeting continued with announcement by William Glover, Chair of the Awards Committee, regarding winners of the Keith Matthews Awards for articles and books published in 2015:

Best Article published in *The Northern Mariner/Le marin du nord*: Kenneth S. Mackenzie, "Scaremongering or Preparedness? Navy Leagues in Canada 1895-1939."

Honorable Mention: Nicolas Landy, «Les dangers de la navigation et de la pêche dans l'Atlantique Français au 18e siècle».

Best Book: Faye Kert, *Privateering: Patriots & Profits in the War of 1812* (Baltimore: John Hopkins University Press)

Honorable Mention: Adam Shoalts, *Alone Against the North: An Expedition into the Unknown* (Toronto: The Penguin Group).

Honorable Mention: Glenn Stein, *Discovering the North-West Passage: The Four-Year Odyssey of H.M.S. Investigator and the McClure Expedition* (Jefferson, NC: McFarland & Company).

The inaugural winner of a Book Deserving Special Recognition: Derrick Bowring, edited by Amy Bowring, *Down to Bowring's: A Memoir* (St. John's: Creative Publishers).

There being no further business to conduct, the President asked for a motion to adjourn the meeting at 1415hrs. Gordon Miller so moved, seconded by Jan Drent.

Respectfully submitted
Michael Moir
Secretary

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**Minutes of the Annual General Meeting held at Douglas College,
New Westminster, British Columbia
Saturday, 20 August 2016**

Present

Chris Madsen, President, and thirteen members of the Society.

Calling to Order

The President called the meeting to order at 1055hrs.

Minutes of Annual General Meeting of 13 June 2015

Faye Kert moved, Gordon Miller seconded approval of the minutes as published in *Argonauta* 32:3 (Summer 2015). Carried.

President's Report

Like many other societies, the Society faces challenges to its sustainability in terms of membership numbers and revenue. After removing approximately fifty names from the members' roll for non-payment of fees, the Society has achieved a level of stability. Conferences have attracted new members, and the Society has sufficient funds on hand to maintain operations for the next six to twelve months.

Chris Madsen concludes his three-year term as President at the next annual meeting, and he will be preparing the Society for transition to new leadership. He noted that the membership is overwhelmingly based in central Canada, and as a result, Council tends to meet in Ontario. Individuals interested in assuming the role of President must not only be willing to attend these meetings, but must also be willing to commit up to nine years of service by learning the Society's business through an executive position, followed by three years as President and another three years as Past President and Chair of the Nominating Committee.

Chris has wanted to do a President's appeal to fundraise for the Society, but this initiative was delayed until *The Northern Mariner/Le marin du nord (TNM)* returned to a quarterly publishing schedule. A campaign to appeal to members for financial support of special projects should be a priority for the incoming President.

Chris is moving ahead with a system of regional branches to hold lectures, workshops, or other events between conferences to engage members and encourage interest in Canada's maritime history. He will lead the formation of a branch on the Pacific coast, and is looking for an individual to lead an East Coast branch by next year's conference in Halifax.

Treasurer's Report

Chris submitted Errolyn Humphrey's financial reports for the periods ending 31 December 2015 and 30 June 2016. The investment account consists of guaranteed investment certificates that offer a low rate of interest with a low degree of risk, but can

be cashed in when necessary. This account constitutes a reserve fund that can sustain operations for up to six months. There was discussion of the importance of the North American Society for Oceanic History (NASOH)'s financial contribution to continued publication of *TNM*. NASOH contributes half of the journal's printing costs. Chris was pleased to note that NASOH has come to regard *TNM* as "their" journal.

The statement for the first half of 2016 shows the Society operating on an even keel, with a low administrative overhead allowing the Society to avoid tapping into the reserve fund despite the loss of some institutional members. The 2016 conference was planned on a break-even basis, with Chris pursuing discounts and free events. Not only did Chris avoid saddling the Society with unbudgeted conference expenses, but five new members joined with an associated increase in the Society's revenues.

Gordon Miller moved, Richard Gimblett seconded acceptance of Errolyn Humphrey's financial reports. Carried.

Membership Secretary's Report

Faye Kert reported a total of 171 paid-up members. The Society has lost a couple of institutional members, and sixteen remain on the roll as complimentary memberships in order to maintain economical postal rates. Individual members who have not paid their fees are carried for up to three years, and then struck from the rolls. Twenty-three members have not renewed so far this year, but renewals for 2016 are still up from the previous year. People are rationalizing what they belong to, and the Society must appeal to people through its journal and events.

Richard Gimblett observed that there was some logic in carrying complimentary members, as these numbers allowed the Society to achieve economies of scale in printing the journal; it is not necessarily a money-losing proposition.

Chris pointed out that the journal and *Argonauta* do not bring in members by themselves, and that conferences and workshops play an important role in attracting and retaining members. Gordon Miller remarked that *Argonauta* was more effective than *TNM* in keeping members engaged and aware of the Society's activities.

Chris stressed that the Society is a community of independent researchers, and that it is important to have personal contact among the members. Maurice Smith reiterated the importance of retaining members around a shared interest, which has been the mainstay of the Society for Nautical Research.

Maurice moved, Roger Sarty seconded acceptance of Faye's report. Carried.

The Northern Mariner/Le marin du nord

Richard Gimblett, chair of the editorial board, reported on the transition from the editorial team of Roger Sarty and Paul Adamthwaite to William Glover and Walter Lewis, with Faye Kert serving as book reviews editor throughout this changeover.

Richard moved, Ian Yeates seconded that the Society express its appreciation for the significant contribution made by Roger, Paul Adamthwaite, and Faye to the success of *TNM* and its reputation as a leading international journal devoted to maritime history. Carried.

The past year has been devoted to a bottom-up review to produce a quarterly journal released in the month listed on its cover. William Glover, general editor, is mindful of the need to maintain a balance in content between Canada, the United States, and international topics. A spate of recent conferences in North America has generated sufficient contributions to provide articles for the next four issues, and Faye reported that members were still happy to write book reviews. Efforts were also made to standardize production of *TNM*: 128 pages per issue with half of the publication devoted to four articles and the remainder to book reviews. Reduction in the length of issues by six to eight pages and the press run from 500 to 460 copies have led to a thirteen percent decrease in printing costs in the last six months. These savings benefit both the Society and NASOH, which share the cost of printing.

The Society is exploring transition of *TNM* from a paper-based format to an electronic journal that would still be available as hard copies through a print-on-demand option. This opportunity, which has implications for the editors, contributors, the Society's members, and general readers, will be reviewed by the editorial board during the coming year.

The editorial board has been significantly revamped. The number of members has been reduced from twenty-one to fifteen, with six recommended by the Society, six by NASOH, and three international members. New terms of reference have set out relations between the editorial board, the editors, and Council. This policy document, which was approved by Council at its meeting of 18 August 2016, puts editorial control and intellectual freedom in the hands of the editorial board, who must work within the resources provided by Council.

Roger moved, Faye seconded that this report be received. Carried.

Nominating Committee

Maurice Smith presented the committee's report regarding nominations to the Society's Council for the coming year. The current officers and councillors agreed to serve another year. In addition to this slate, the call for nominations that appeared in two issues of *Argonauta* yielded an application. When Maurice opened the discussion to nominations from the floor, Richard Gimblett put forward Walter Lewis for second vice-president, and Ian Yeates for councillor. It was noted by William Glover, who drafted the Society's by-law, that officers and councillors must be elected on an annual basis.

William moved, Jan Drent seconded that the following individuals be elected as officers of the Society for 2016-2017:

President – Chris Madsen, serving the third year of a three-year term

First Vice-President – Roger Sarty, serving the second year of a three-year term

Second Vice-President – Walter Lewis, serving the first year of a three-year term

Secretary – Michael Moir

Membership Secretary – Faye Kert

Treasurer – Errolyn Humphreys

The motion carried.

Maurice reported that there were five candidates for four councillor positions, which meant that an election was necessary. After reviewing the slate of candidates, Maurice called their names and Michael tallied the votes. The following individuals were elected as councillors for 2016-2017: Sam McLean, David More, Winston "Kip" Scoville, and Ian Yeates.

2017 Conference and Annual General Meeting

Richard Gimblett reported on his progress in organizing next year's conference. The theme will be "Canada and Canadians in the Great War at Sea," and he has already recruited five presenters. The date is to be determined. More details and a call for papers will be issued in the coming months.

Other Business

Michael Moir moved, Richard Gimblett seconded that the members express their appreciation for the fine work of Chris Madsen as President during the past year, and for his considerable initiative in organizing an excellent conference. Carried unanimously.

Adjournment

There being no further business to conduct, the President asked for a motion to adjourn the Council meeting at 1220hrs. William Glover so moved, Faye Kert seconded.

Respectfully submitted
Michael Moir
Secretary



The Canadian Nautical Research Society

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

Members receive:

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

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