

ARGONAUTA



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Editorial

by Erika Behrisch Elce



When I began working on the Summer 2020 issue of *Argonauta*, I knew I had a challenge ahead of me: to live up to the standards that Isabel and Colleen had set during their amazing ten-year run as co-editors of this special community quarterly. Since I've been a member of CNRS, I've admired Isabel and Colleen's approach to everything they included in *Argonauta*'s pages, and especially their ability to draw great work out of people with fabulous stories to tell. The care with which they approached both the pieces and the writers is a practice I hope to emulate as I settle into the *Argo*'s editorial hammock.

It's also my intention to continue the broad inclusiveness of the *Argo*'s contents: the CNRS is an eclectic and wide-ranging, intelligent and interesting community, and the contents of its membership quarterly is a testament to its vibrancy and variety. The articles in this issue are emblematic, I think, of the liveliness and quality of ongoing critical enquiry within the society; they reflect the dialogues we have with the current world, with history, and with each other. Derek Waller's piece on the management of "Operation Pledge" is itself an impressive chronicle of organization: the article takes a complex and dynamic situation during a chaotic time (the surrender of German U-Boats at the end of WW II) and streamlines it, showing what U-Boats went where, when. Like the men who oversaw and implemented "Operation Pledge," Waller makes this incredible feat look easy. H.T. Holman's piece on the *Westmorland*, the embodiment of the shortlived and rather fraught mid-nineteenth-century contract between a New Brunswick industrialist and the PEI government, offers a powerful bookend to Waller's piece: it traces how quickly things can go badly when agendas compete and politics rule. I love the ending of Holman's piece, in which the occasionally nasty politics are at last overshadowed by the perfect record of a good captain, one whose career had been caught in the political crossfire. This issue's memoir, by Fraser McKee, underscores the mutuality of the CNRS community: it's inspired by a review by Jan Drent that McKee read in the most recent *TNM*. Recounting his own humbling experience with the Wrens during a WW II training exercise, McKee's piece reminds us to keep looking beyond our own corner, no matter how urgent what's in front of us may seem.

For those interested in the fine print, I've made a small addition to the "Guidelines for Submissions" page. In this issue, ships are referred to as "it," rather than "she," and as the editor of *Argo*, I plan to continue this practice. *Lloyd's List* made the switch in 2002, and it makes sense to me as a naval historian and as a feminist. I also want to give credit where credit is due: it was the articles submitted for this issue that inspired me to formalize the practice in the "Guidelines"—they were already using the neutral pronoun. This addition is thus less a change in than an articulation of practice, one worth making official. As the field of naval history revitalizes itself by welcoming new scholars and adventurers, so, too, must its language adapt.

And so the next voyage begins. I hoist the semaphore in an open invitation for all CNRS members to submit their true stories, results of their research, reviews of books and exhibits, and tales of naval adventure and derring-do in all its forms. We sail this ship together.

WMP,
Erika

President's Corner

by Richard Gimblett
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As I sit to scribe these notes, it occurs to me that this will be my final contribution of this sort as President, presuming this year of surprises will at least allow us the luxury of an orderly transition of the office to Michael Moir. Anyone who has ever been charged with leadership of an institution can only hope to leave it in better shape than it was passed to them - I took over a good ship but at a time of some uncertainty, and alas have to admit that these now also are uncertain times. But with the help of many dedicated individuals, and the amazing support of you, the steadfast Members, we have made great strides in setting the Society on as steady a course as might be hoped.

For one thing, we have enjoyed a generational change in Council, with geographically broadened and demographically diversified representation, and a viable succession plan for the senior officer positions. This new blood has brought fresh perspectives on the needs of an evolving community of nautical researchers and (tempered with the corporate memory of those old hands who have been around long enough to explain why we do certain things the way we do) are key to ensuring we meet the challenges before us without compromising our ongoing objectives.

Another success story is evident from the very act of your reading this edition of *Argonauta*, brought to you by new Editor Erika Behrisch Elce. She was left a ship in very good shape and will have the happy challenge of finding some way to leave it in better - hopefully not for some years to come. But she, too was caught by a sequence of surprises in the course of its production (not least a major computer server hack) - not the sort of example needed to prove her resiliency. At any rate, at the risk of being repetitive, welcome aboard Erika!

As for the journal, we are not yet "out of the woods" but there does look to be a clearing ahead. As I told you in my previous Corner, we have embarked upon openly advertising for a new general editor of *The Northern Mariner / Le Marin du nord*, and the poster already has attracted some serious and promising enquires. To allow for its widest circulation considering any disruptions in the academic community, the closing date is end-September, so there is still time to bring it to the attention of anyone you think would be a good candidate. It is reproduced elsewhere in this edition, and is available on our website, but if more information is needed, please send a note to me or Roger Sarty.

We have every confidence that this process will have a successful conclusion, but the experience of this year of surprises suggests that (to borrow an old naval planning phrase) "hope is not a method," and to that end Council has undertaken a couple of strategic planning sessions aimed at developing contingencies should we find ourselves without someone to succeed Bill Glover at the close of the 2020 cover year. Rather than me describe them here, I draw your attention to the minutes of the 18 June meeting of Council which summarizes the various courses of action we examined. There are a number of viable options, but as part of this discussion (see the 28 May minutes), Council identified the need for an administrative measure to seek the approval of the Membership to close down the journal, and a motion to that effect will be brought forward for a vote at the coming AGM. But I remain "hopeful" that the need to implement it will not come to pass.

To close on a firmly positively note, I am quite excited to report that the 28 May and 18 June Council sessions noted above were conducted as Zoom meetings, with great success. They weren't the same as being there and rubbing shoulders with good colleagues, but if circumstances don't allow for that, they are certainly a very good substitute, and this bodes well for our coming virtual Annual General Meeting. I look forward to "seeing" many of you there!

Richard H. Gimblett, MSC, CD, PhD, RCN (ret'd)
President
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We encourage you to join us on Facebook (now over 600 followers) 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*.

“Operation Pledge”

The Assembly of U-Boats in the UK in May, June and July 1945

By Air Commodore Derek Waller RAF (Rtd)

I have the honour to submit the following report of proceedings of HMS Philante and the Loch Eriboll Force at Loch Eriboll and Scapa between 9 May and 6 June 1945 in connection with ‘Operation Pledge.’

The following brief narrative and remarks together with its appendices is not necessarily of immediate interest, but may perhaps serve a similar purpose and provide a helpful document of reference to the officer charged with accepting the surrender of German U-boats after the next War. (1)

These words were written by Captain Martin Evans, RN, in June 1945 after he had commanded the Loch Eriboll Force in “Operation Pledge,” an operation that filled the gap between the surrender of the U-boats in Europe and the eastern Atlantic in May 1945 and their final disposal. The operation covered the reception of the U-boats that surrendered at and from sea in the UK, as well as the transfer of those and the many others which had surrendered in European ports, to the anchorages at Lisahally in Northern Ireland and in Loch Ryan in south-west Scotland in May, June, and July 1945. The detailed arrangements were set out by Admiral Sir Max Horton, the Commander in Chief Western Approaches (C-in-C WA), on 19 April 1945 in his “Pledge One” Operation Order, which indicated that the surrender of the Kriegsmarine’s surviving U-boats would be dealt with in two phases:

The surrender of U-boats at sea (‘Operation Pledge One’).

The disposal of U-boats in German and German-controlled ports. (2)

These two phases very quickly merged into one continuous process.

The Preliminary Arrangements for Receiving U-Boats Surrendering from Sea

The C-in-C WA’s “Pledge One” Operation Order emphasised that there would be three distinct elements to the reception of the U-boats which surrendered from sea:

- a. The preliminary examination and the placing of RN armed guards on board, primarily in Loch Eriboll.
- b. The final inspection in Loch Alsh for the presence of booby traps, and to ensure that each U-boat was innocuous. At the same time, the German crews would be removed, except for a minimum steering party.
- c. The berthing of the U-boats at one of the two laying-up ports of Lisahally and Loch Ryan, and a further reduction of the German crews, leaving only those necessary for maintenance duties.

It also set out the preliminary actions to be taken in order to establish the necessary organisations in Loch Eriboll (at the far western end of the north coast of Scotland), in Loch Alsh (near Skye in north-western Scotland), in Loch Ryan (in south-western Scotland), and at Lisahally (in Northern Ireland), to enable them to be ready for action on receipt of the order “Carry Out Pledge One,” viz:

- a. The Flag Officer-in-Charge, Greenock, was instructed to arrange for two submarine parties to proceed to Loch Alsh. One party was to remain embarked in HMS *Philante*, and one was to be accommodated at Loch Alsh. HMS *Philante* was then to proceed to Loch Eriboll.
- b. The anchorage at Loch Eriboll had no permanent RN port facilities, and so on 6 May the 21st Escort Group (21 EG), comprising HMS *Conn*, HMS *Fitzroy*, HMS *Rupert*, HMS *Deane*, and HMS *Byron*, was ordered to proceed from Milford Haven in south-west Wales to Loch Eriboll in order to secure the anchorage and to prepare to receive a then-unknown number of surrendering U-boats. Additionally, four ex-civilian trawlers which had previously been employed on mine-sweeping duties-HMT *Harlech Castle*, HMT *Grosmont Castle*, HMT *Walwyns Castle*, and HMT *York City*-were despatched from Aultbea in north-west Scotland to carry out patrols outside the entrance to the Loch. On 9 May, 21 EG was joined by HMS *Philante* carrying Captain Martin Evans, who then assumed command of the Loch Eriboll Force.
- c. The Naval Officer-in-Charge (NOIC), Loch Alsh was to be responsible for the organisation there, and an Escort Group would be provided by the C-in-C WA. After the removal of most of the German crews and the torpedoes, the U-boats were to be sailed to their laying-up ports. The general rule was that U-boats with a draught of 14 feet or more were to be sailed to Lisahally, and those with a draught of less than 14 feet were to be sailed to the relatively shallow Loch Ryan, although this could not happen until after Loch Ryan became operational.
- d. HMS *Sandhurst* was nominated to be the HQ ship in Loch Ryan, which was to be prepared for use as one of the two laying-up ports. These arrangements, however, could not be implemented until 1 June, with the result that initially all the U-boats processed in Loch Eriboll and Loch Alsh were to be moved to Lisahally for laying-up, despite the intention to assemble the smaller U-boats at Loch Ryan and only the larger ones at Lisahally.
- e. The Flag Officer-in-Charge, Northern Ireland was instructed to bring all preparations for using Lisahally as a laying-up port to immediate readiness.
- f. For those U-boats which might surrender elsewhere in the UK, such as Portland and Dundee, the C-in-C Plymouth was requested to sail any U-boats after their preliminary examination at Portland to either Loch Alsh, Lisahally, or Loch Ryan, depending on whether or not it had been possible to remove their torpedoes and ammunition. The C-in-C Rosyth was asked to sail any U-boats after their preliminary examination at Dundee directly to Loch Eriboll.

Immediately after the German capitulation, which came into effect at 0001 on 9 May, the C-in-C WA issued his order: "Carry out Pledge One." This was the instruction to execute "Operation Pledge" and it thus formally initiated the reception and processing arrangements for the surrendering U-boats.

The U-boats that Surrendered from Sea

The German capitulation document dealt in considerable detail with the U-boats that were still at sea. The surrender instructions for these U-boats were set out in Annexures A and B of the *Special Orders by the Supreme Commander Allied Expeditionary Force (SCAEF) to the German High Command relating to Naval Forces*. (3)

In accordance with these SCAEF Special Orders, the U-boats at sea in the eastern Atlantic, the Western Approaches, the Barents Sea, and the North Sea began to surrender on 9 May and to be directed and / or escorted by Allied warships and aircraft to one or other of the defined initial examination locations. The main UK surrender port was Loch Eriboll, with Portland in the south of England designated as the second UK surrender port. Gibraltar and Kiel (in Germany) were also defined as surrender ports.

The surrender of the U-boats at sea did not go quite as smoothly as had been hoped. The final results were affected by the position of each U-boat at midnight on 8 May, difficulties with the receipt of the surrender messages, the date on which the U-boat sent its initial position / course / speed (PCS) message, the surrender port chosen by the CO, and the attitudes of the U-boat COs to the prospect of captivity for themselves and their crews. Most COs received the surrender messages on 8, 9 or 10 May, and most accepted the inevitability of the German defeat and thus the need to surrender forthwith.

Some of the COs were nevertheless unhappy about the situation, and a few chose to ignore or disobey the Allied surrender orders, at least initially. On the other hand, there were real signal reception difficulties, a fact well recognised by the Allies, and some of the U-boats at sea either did not receive the formal surrender orders at all, did not receive them on time, or received them in such an unconventional manner as to suggest that they might be invalid.

The pattern of the surrenders from sea in the European theatre of operations was therefore a varied one. A number of the U-boats in the vicinity of Norway and Germany headed directly for ports in those countries without first broadcasting any surrender messages. However, the majority of the U-boats at sea transmitted their PCS surrender messages on 9, 10, and 11 May, and then—as instructed—headed for the appropriate surrender port either solo or with an aircraft or surface escort. Twelve U-boats surrendered on 9 May, nine on 10 May, and six on 11 May. Others took a little longer to surface and send their first PCS message, or arrived at a European Allied port without prior notice.

Most of the 38 U-boats which surrendered at sea in the environs of the UK were directed to Loch Eriboll, but others were either directed to or arrived at Portland and Dundee in the UK, Gibraltar, Bergen, Narvik and Stavanger in Norway, and Cuxhaven, Kiel, Hohwacht Bay (near Kiel), List (in Sylt) and Emden in Germany. The question of surrender places has always caused confusion, which itself has then caused confusion about the dates of such action. The Allied instructions said that all U-boats at sea were to surface, indicate their surrender by the flying of a black flag and send the PCS message. When this happened, that is the date of their “surrender at sea.” However, a number of U-boats either did not receive the original message or chose to ignore it and, instead, decided to make for port. They therefore “surrendered from sea” in the port on the day of their arrival.

U-boats concerned, together with their surrender dates:

<i>U-245</i>	9 May	Direct from sea in Bergen
<i>U-249</i>	9 May	At sea, then to Portland on 10 May
<i>U-278</i>	9 May	Direct from sea in Narvik
<i>U-318</i>	9 May	Direct from sea in Narvik
<i>U-802</i>	9 May	At sea, then to Loch Eriboll on 11 May
<i>U-826</i>	9 May	At sea, then to Loch Eriboll on 11 May
<i>U-992</i>	9 May	Direct from sea in Narvik
<i>U-1009</i>	9 May	At sea, then to Loch Eriboll on 10 May
<i>U-1058</i>	9 May	At sea, then to Loch Eriboll on 10 May
<i>U-1105</i>	9 May	At sea, then to Loch Eriboll on 10 May
<i>U-1194</i>	9 May	Direct from sea in Cuxhaven

<i>U-2324</i>	9 May	Direct from sea in Stavanger
<i>U-293</i>	10 May	At sea, then to Loch Eriboll on 11 May
<i>U-516</i>	10 May	At sea, then to Loch Eriboll on 14 May
<i>U-532</i>	10 May	At sea, then to Loch Eriboll on 13 May
<i>U-541</i>	10 May	At sea, then to Gibraltar on 12 May
<i>U-825</i>	10 May	At sea, then to Loch Eriboll on 13 May
<i>U-1023</i>	10 May	At sea, then to Portland on 10 May
<i>U-1109</i>	10 May	At sea, then to Loch Eriboll on 12 May
<i>U-1272</i>	10 May	Direct from sea in Bergen
<i>U-1305</i>	10 May	Direct from sea in Loch Eriboll
<i>U-485</i>	11 May	At sea, then to Gibraltar on 12 May
<i>U-956</i>	11 May	At sea, then to Loch Eriboll on 13 May
<i>U-1010</i>	11 May	At sea, then to Loch Eriboll on 14 May
<i>U-1231</i>	11 May	At sea, then to Loch Eriboll on 13 May
<i>U-2326</i>	11 May	At sea, then to Dundee on 14 May
<i>U-3008</i>	11 May	At sea, then to Kiel on 21 May
<i>U-218</i>	12 May	Direct from sea in Bergen
<i>U-244</i>	12 May	At sea, then to Loch Eriboll on 14 May
<i>U-739</i>	13 May	Direct from sea in Emden
<i>U-764</i>	13 May	At sea, then to Loch Eriboll on 14 May
<i>U-901</i>	13 May	At sea, then to Stavanger on 15 May
<i>U-1102</i>	13 May	Direct from sea in Hohwacht Bay (Kiel)
<i>U-255</i>	14 May	At sea, then to Loch Eriboll on 17 May
<i>U-776</i>	14 May	At sea, then to Portland on 16 May
<i>U-1005</i>	14 May	Direct from sea in Bergen
<i>U-1110</i>	14 May	At sea, then to List (Sylt) on 14 May
<i>U-2336</i>	15 May	Direct from sea in Kiel

The most extreme example of delay after its surrender at sea occurred in the case of *U-3008*. This U-boat had surrendered to an aircraft whilst at sea off the far north-east tip of Denmark on 11 May and had been ordered to sail to Kiel. However, the CO was loath to travel south without either an escort or a copy of the charts showing the minefields. He therefore anchored in Frederickshaven Roads in north-east Denmark from 12 to 19 May before obeying his orders and heading for Kiel, where *U-3008* eventually arrived on 21 May.

Loch Eriboll

The initial element of "Operation Pledge" came into effect when *U-1009* became the first U-boat to surrender from sea, arriving in Loch Eriboll on the morning of 10 May. Between then and 18 May, a further 17 U-boats arrived to be processed:

10 May	<i>U-1009, U-1058, U-1105</i> and <i>U-1305</i>
11 May	<i>U-293, U-802</i> and <i>U-826</i>
12 May	<i>U-1109</i>
13 May	<i>U-532, U-825, U-956</i> and <i>U-1231</i>

14 May U-244, U-516, U-764 and U-1010

17 May U-255

18 May U-2326 (which had surrendered from sea in Dundee on 14 May)

None of these 18 U-boats spent long in Loch Eriboll. Instead, with RN armed guards on board, they were moved quickly and under escort by ships of 21 EG to Loch Alsh, where their torpedoes were removed and where the majority of the German crews were taken into captivity. The pattern of the departures of the U-boats from Loch Eriboll to Loch Alsh generally followed the pattern of arrivals, and illustrates the very short time that any of the U-boats spent in Loch Eriboll:

10 May U-1009 and U-1305 (HMS *Byron*)

11 May U-293 and U-826 (HMS *Fitzroy*), U-1058 and U-1105 (HMS *Rupert*)

12 May U-802 (HMS *Deane*) and U-1109 (HMS *Conn*)

13 May U-532 and U-1231 (HMS *Rupert*), U-825 and U-956 (HMS *Byron*)

14 May U-1010 (HMS *Fitzroy*)

15 May U-244, U-516 and U-764 (HMS *Deane*)

17 May U-255 (HMS *Byron*)

18 May U-2326 (HMS *Fitzroy*)

The U-Boats that Surrendered in Narvik

On 19 May, just one day after U-2326 had departed Loch Eriboll, action began in accordance with what was essentially Phase 2 of "Operation Pledge" when the 15 U-boats that had surrendered in Narvik, Norway, on 9 May arrived at Loch Eriboll:

U-278, U-294, U-295, U-312, U-313, U-318, U-363, U-427, U-481, U-668, U-716, U-968, U-992, U-997 and U-1165

There were no Allied forces in Narvik at the time of the German capitulation on 9 May, and so the surrender arrangements for the German naval vessels there were implemented by the Kriegsmarine's commander in Narvik, Captain Reinhard (Teddy) Suhren, who was Captain (U/B) Northern Waters, acting under the orders of the Kriegsmarine's "Naval Chief Command Norway" (NCCN), which was itself acting under Allied orders.

After completing the surrender instructions, Captain Suhren became worried about the security situation in Narvik. He described the local situation:

The German fleet was widely scattered at the time, and as part of the surrender process the Allies gave orders for [the vessels] to meet at fixed collection points and to be handed over there. We in Narvik felt that we were situated a bit too close to Murmansk, and that the Soviets might decide to occupy Narvik and take us over too. As a precaution I appealed to [the] Allied Command and suggested that as regards getting all the submarines together, we could bring them and all their attendant ships to Trondheim. (4)

On 11 May, the NCCN staff approved Suhren's proposal to move the U-boats from Narvik to Trondheim, although in the meantime they were moved to the anchorage in Skjomenfjord (30 miles south of Narvik) on 12 May in order to avoid conflicts with Norwegian and other forces, including ex-POWs.

On 13 May, Captain Suhren signaled NCCN:

In accordance with Naval Chief Command Norway's message of 11 May intend to transfer on 13 May eight U-boats of the 13th U/B Flotilla and seven U-boats of the 14th U/B Flotilla to Trondheim. Accommodation in Narvik has so far been almost exclusively afloat, which can no longer be reckoned with. Accommodation ashore in the Narvik area is impossible owing to the general lack of space, whereas in Trondheim the 13th Flotilla's Depot can accommodate Captain (U/B) Northern Waters' entire unit. (5)

With the consent of the Allied Commission in Oslo, the U-boats therefore departed Narvik / Skjomenfjord en route to Trondheim on 15 May. Under the command of Captain Suhren in Hitler's former yacht, *Grille*, they sailed on the surface in accordance with the agreed surrender arrangements, and all were flying a black surrender flag. Before departing, all ammunition and mines had been landed and all torpedoes had been rendered harmless.

On the morning of 16 May the circumstances for these U-boats changed dramatically when the RNoN destroyer HMNoS *Stord*, which was transporting the Norwegian Navy's Rear Admiral E. C. Danielsen to Tromsø, was both surprised and concerned to sight the German convoy in Vestfjord en route to Trondheim. At that stage, the UK naval authorities knew nothing whatsoever about the surrender arrangements for these 15 U-boats and, as recorded in the Admiralty War Diary for May 1945, a flurry of signal messages followed:

Stord to Flag Officer Norway: Have met German convoy in Vestfjord. They say they are sailing from Narvik to Trondheim. Is this in order?

Assistant Chief of Naval Staff to Flag Officer Norway: Admiralty is taking action on Stord's [message].

Assistant Chief of Naval Staff to Stord: U-boats are to be escorted to Loch Eriboll.

Flag Officer Norway to Stord: [Your 160819] Yes, German submarines have been in touch with Trondheim.

Assistant Chief of Naval Staff to Flag Officer Norway: Request report whether convoy referred to in Stord's [message] was ordered by you to sail from Narvik to Trondheim or whether it sailed under German orders. This is not clear from your 161340.

Flag Officer Norway to Admiralty: Permission for German Naval Command to sail convoy from Narvik to Trondheim was granted by disarmament Heralds who preceded joint force Commanders to Norway. Reason for request was shortage of stores and of accommodation for personnel landed after disarmament at Narvik.

(6)

At the same time, the last Arctic convoy, JW 67, on passage to Murmansk, was in the area, and so the 9th (Canadian) Escort Group (9 EG), comprising HMCS *Matane*, HMCS *Loch Alvie*, HMCS *Nene*, HMCS *St Pierre*, and HMCS *Monnow*, was detached from JW 67 on

16 May in order to intercept the U-boats. As discussions were already underway with the US Joint Chiefs of Staff in Washington about a British proposal to transfer all the seaworthy U-boats in Norway, Germany, and Denmark to the United Kingdom (see below), the Admiralty took an immediate unilateral decision that these 15 U-boats should be moved to Loch Eriboll.

The Canadian Escort Group sighted the German convoy off the Norwegian coast on the morning on 17 May, and a boarding party from HMCS *Matane* was put aboard *Grille*. At the same time, the other Royal Canadian Navy escort vessels were ordered to approach the two lines of U-boats to ascertain whether or not they had complied with the surrender terms. Commander Frank Layard, the Senior Officer of 9 EG, in his subsequent Report of Proceedings (ROP), described the result:

Boats were lowered and several U-boats were boarded and the reports which I received satisfied me that the surrender terms had been complied with and that we were unlikely to experience any trouble or hostilities. (7)

In the meantime, on board *Grille*, Captain Suhren, operating under Allied orders, was having some difficulty in accepting the new instruction that the U-boats were to be diverted to Loch Eriboll. As recorded in 9 EG's ROP:

He [Suhren] explained that his reluctance was due to the fact that he was proceeding to Trondheim under German High Command orders in co-operation with the Allied High Command. [However] he was informed that he was to comply with all orders given by Boarding Officer [and that] his High Command would be informed, if necessary, by the Allied High Command. At that, he surrendered his command of the U-boats and ordered [the CO of] U-278 to assume command under Senior Officer 9EG, forming up and proceeding in accordance with instructions. (7)

The 15 U-boats arrived at Loch Eriboll on 19 May for initial processing before onward movement, via Loch Alsh, to Lisahally for laying-up prior to disposal. At 1400 on the same day, the C-in-C WA ordered the 30th Escort Group (30 EG), comprising HMS *Pevensay Castle*, HMS *Caistor Castle*, HMS *Launceston Castle*, and HMS *Kenilworth Castle*, to move from Lough Foyle in Northern Ireland to Loch Eriboll to assist 21 EG with the processing arrangements. 30 EG arrived in Loch Eriboll in the late morning of 20 May and immediately began to provide armed guards on the U-boats. After that, the 15 ex-Narvik U-boats were quickly transferred to Loch Alsh, sailing south in three separate batches of five:

U-294, U-481, U-716, U-968, and U-997 were escorted from Loch Eriboll by four ships from 9 EG (HMCS *Matane*, HMCS *Loch Alvie*, HMCS *Nene* and HMCS *Monnow*) on 20 May.

U-278, U-427, U-668, U-992, and U-1165 left Loch Eriboll on 21 May escorted by two ships from 21 EG (HMS *Conn* and HMS *Fitzroy*) and one from 30 EG (HMS *Caistor Castle*).

U-295, U-312, U-313, U-318, and U-363, escorted by three ships from 21 EG (HMS *Rupert*, HMS *Deane*, and HMS *Byron*), also left Loch Eriboll on 21 May.

Loch Alsh

Loch Alsh's designation as a "Port for Final Examination," the principal role of which was to remove the U-boats' torpedoes, as well as to take the majority of the German crews into

captivity, was influenced by the fact that it was already a formal - albeit small - naval anchorage. However, it did not have sufficient facilities to process the number of U-boats that were expected to pass through in transit from Loch Eriboll to Lisahally.

As a result, the 5th Escort Group (5 EG), comprising HMS *Aylmer*, HMS *Tyler*, HMS *Bligh*, HMS *Grindall*, HMS *Keats*, and HMS *Kemphorne*, was ordered to Loch Alsh to organise this intermediate part of the surrender process. The 5th EG left Belfast on 9 May and arrived at Loch Alsh on 10 May. The Naval Officer-in-Charge (NOIC) at Loch Alsh then asked the CO of 5 EG to assume the responsibility for berthing, disarming, and the custody of the U-boats and their crews before they were escorted to Lisahally for laying-up.

It had originally been intended to berth the U-boats singly alongside Loch Alsh's railway pier where, with the aid of the railway's steam crane, torpedoes were to be off-loaded. However, it soon became clear that the rate of arrival of the U-boats from Loch Eriboll, the lack of on-shore accommodation at Loch Alsh, and the general shortage of personnel would result in a very slow turnover if this plan continued. Fortunately, two ex-seaplane carriers - HMS *Engardine* and HMS *Athene* - were moored in Loch Alsh, awaiting disposal by the Royal Navy. These two ships were well suited to the U-boat-related task in every way, especially as each possessed an electric crane, and was able to provide temporary accommodation for the German prisoners.

Early on 11 May, *U-1009* and *U-1305* arrived from Loch Eriboll and the final examination process began. This started with the removal of all the German officers and men from each U-boat, except for a small residual steaming party. The Royal Navy submarine inspection party then commenced the formal inspection of each U-boat and, as soon as the torpedo compartments were pronounced clear, the removal of the torpedoes commenced. Within the first 54 hours, eight U-boats had been cleared, 54 torpedoes had been removed, and 23 officers and 260 ratings had been searched and landed prior to being despatched into POW captivity.

This routine resulted in a rate of clearance of four U-boats per day at Loch Alsh, and by midday on 12 May the NOIC Loch Alsh was able to advise the C-in-C WA:

Following U-Boats available to sail for Lisahally p.m. 13 May: U-1305, U-1009, U-b1105, U-1058, U-826, U-293. Two others [U-802 and U-1109] may also be ready. Owing to requirements at Loch Alsh only 2 escorts are available. (8)

“Operation Commonwealth”

The prospect of up to eight U-boats being transferred to Lisahally so quickly after the German capitulation provided an ideal opportunity for Admiral Sir Max Horton to stage a public multi-national surrender ceremony to celebrate the successful end of the anti-U-boat war in the North Atlantic. He therefore ordered more than a dozen representative vessels to Loch Alsh to form an escort force for the movement of these eight U-boats to Lisahally, and on the evening of 12 May he issued instructions for what he called “Operation Commonwealth,” viz:

Eight U-boats are to be sailed from Loch Alsh northabout Skye to Lisahally, Lough Foyle.

Sailing is to be adjusted so that U-boats pass Foyle Buoy at 1300B/14 May.

*The escort under the command of Commander R A Currie (S.O. 14 EG in *Hesperus*) is to consist of *Hesperus*, *Havelock*, *USS Paine*, *HMCS Thetford**

Mines, FS Commandant Drogou, 5 ships of 31 EG, Bentley, 1 ship of 5 EG (name to be reported), A/S trawler Guardsman and rescue ship Goodwin.

Aircraft will co-operate for photographic purposes.

From time of passing Foyle Buoy, Cdre (D) WA is requested to take control of movements and to arrange pilotage and berthing of all vessels. (8)

In response, the NOIC Loch Alsh advised Commander (D), Western Approaches that the eight U-boats and their escorts had departed Loch Alsh en route to Lisahally on 13 May. However, the weather in the vicinity of Skye was particularly bad, and a south-westerly gale impeded progress during the night of 13 May. Nevertheless, once it had passed the Skerryvore reef 12 miles to the south-west of the island of Tiree, the escort force and the U-boats were lined up in order prior to the arrival of the photographic aircraft. Thereafter speed was increased and the whole convoy arrived at the Loch Foyle Buoy at 1400 on 14 May.

The U-boats were manned by their skeleton German crews under the supervision of RN personnel and, as they sailed up Lough Foyle towards Lisahally on the afternoon of 14 May, they were escorted by the vessels from the Western Approaches Command representing the Royal Navy, the Royal Canadian Navy, the US Navy and the French Navy. Overhead, there was a close escort of Liberator, Sunderland and Wellington aircraft from RAF Coastal Command.

When the U-boats arrived at Lisahally, their senior officers—led by Oberleutnant Klaus Hilgendorf, the CO of *U-1009*—made a formal ceremonial surrender to Admiral Horton as a token force on behalf of the German U-boat fleet as a whole. As well as Admiral Horton, the official party at Lisahally included representatives of the Canadian and US Navies, and personnel from Lisahally itself (*HMS Ferret*), RNAS Eglinton (*HMS Gannet*), RNAS Maydown (*HMS Shrike*), RAF Ballykelly, and the Army in Northern Ireland. There was also a representative of the Irish Defence Forces. Unfortunately, this staged ceremony, which was given extensive press coverage, was responsible for the long-held but incorrect belief that some of the U-boats actually surrendered directly in Lough Foyle.

The Remaining Activities at Loch Alsh

After clearing the first eight U-boats, the process settled down to run smoothly. Prisoners were cleared every other day, so that there were never more than 180 men in either depot ship at one time. The later U-boats had few torpedoes—many none at all—so the rate of handling went up to six per day at times.

U-532 had arrived at Loch Alsh from Loch Eriboll on 14 May and aroused considerable interest because of its cargo of strategic materials (tin, rubber, wolfram, molybdenum, and quinine) from the Far East, and it was then sailed for Liverpool on 15 May, escorted by *HMS Grindall*. The U-boat arrived in Liverpool on 17 May for its cargo to be unloaded in the Gladstone Dock. However, this did not prove possible; *U-532* was moved to Barrow-in-Furness on 25 May for completion of the unloading process. Whilst in Liverpool, the U-boat was inspected by Admiral Horton amid considerable publicity, giving rise to the oft-repeated (but erroneous) story that it had surrendered there.

The movement of the remaining U-boats from Loch Alsh to Lisahally went equally smoothly, with the U-boats and their escorts departing regularly, especially after the Loch Alsh Force had been reinforced by the three ships of 12 EG (*HMS Loch Tarbert*, *HMS Cayman*, and *HMS Barbados*), which arrived there on 19 May:

15 May U-825 and U-956 (HMS *Bligh*)

15 May U-1010 and U-1231 (HMS *Kempthorne*)

16 May U-516 and U-764 (HMS *Keats*)

18 May U-244 and U-255 (HMS *Bligh*)

19 May U-2326 (HMS *Kempthorne*)

21 May U-294 and U-968 (HMS *Loch Tarbert*)

21 May U-481 and U-997 (HMS *Keats*)

22 May U-312, U-716, U-992 and U-1165 (HMS *Conn*, HMS *Fitzroy*, HMS *Rupert*, and HMS *Deane*)

23 May U-313, U-318, U-363 and U-427 (HMS *Cayman* and HMS *Barbados*)

On 24 May, HMS *Aylmer* and HMS *Tyler* sailed from Loch Alsh with the last three U-boats (U-278, U-295, and U-668) bound for Lisahally. Thus, as stated in HMS *Aylmer*'s ROP:

The operation at Loch Alsh was completed.

Thirty three U-boats had passed through in twelve days [32 en-route to Lisahally and one to Liverpool], 92 torpedoes were removed and disposed of, and in nearly all cases the warhead had been parted from the torpedo. 1627 Huns and their personal gear were searched, and 1,073 of them were landed for transfer to POW Camps.

The conclusion of the operation, facetiously known in the Group 'Operation ANY OLD IRON', brought to an end the 5th Group's part in the European war and we face our disbandment with dismay and sorrow. (1)

Loch Alsh was no longer needed as a "Port for Final Examination," and in his Fortnightly Diary of Events dated 31 May 1945, the Flag Officer-in-Charge Greenock, Rear Admiral Sir Richard Hill, reported to the C-in-C WA:

Arrival of surrendered U-boats [at Loch Alsh] continued until 22 May. Seventeen arrived during the period under review, making a total of 33 in all.

The organisation already in existence for removal of torpedoes, stores and surplus German personnel continued to function. A further 828 prisoners were handed over to the Army up to 25 May, after which date no more have been handled.

*Instruments and stores removed from the U-boats have been stored in HMS *Athene* and *Engadine*. Torpedoes have been sent to Greenock, and warheads to Crombie as ordered, and surplus heads and bodies have been dumped at sea.*

In view of the completion of PLEDGE ONE so far as Loch Alsh is concerned, preparations are now being made for return of extra personnel, and craft supplied for the operation. (9)

The U-Boats that Surrendered in Portland

The three U-boats that had surrendered from sea in Portland on the south coast of England in mid-May had all had been operating at the western end of the English Channel. *U-249* had surfaced and reported its position on 9 May before being escorted into Weymouth Bay early on 10 May. *U-1023* had surfaced and reported its position early on 10 May and was escorted into Weymouth Bay later the same day. Finally, *U-776* had surfaced and reported its position on 14 May and it, too, was escorted into Weymouth Bay, arriving on 16 May.

All three of these U-boats were processed at the Royal Navy base at Portland, most of their crews were removed and sent to POW Camps, and their ammunition holdings and torpedoes were removed. There was therefore no need to transfer them to Loch Alsh (as had originally been envisaged). Instead, they were moved directly to Loch Ryan, though not immediately. *U-249*, which was allocated RN Pennant Number N.85, was retained at Portland in order to conduct search radar trials off Weymouth Bay on 24, 25, and 27 May before sailing for Loch Ryan on 3 June, arriving there on 5 June. The other two U-boats were earmarked for publicity and fund-raising tours of UK ports. *U-776* (RN Pennant Number N.65) sailed from Portland on 21 May for an extensive tour of British east coast ports, including London, Hull, Newcastle, and Edinburgh, and arrived in Loch Ryan on 22 August. *U-1023* (RN Pennant Number N.83) sailed from Portland on 25 May for an equally extensive tour of British west coast ports, including Plymouth, Bristol, Liverpool, and Glasgow, and arrived at Loch Ryan on 14 August.

The Extension of “Operation Pledge”

By the time the war in Europe ended, the Royal Navy’s First Sea Lord, Admiral of the Fleet Sir Andrew Cunningham, and the other members of the UK/US Combined Chiefs of Staff (CCS) had become very suspicious of the Russians, and one of the principles adopted by the CCS was that no advanced technology should be allowed to go to the Soviet Union. Thus, the First Sea Lord took early action to ensure that where possible all advanced U-boat technology should remain firmly in British and / or American hands. Almost the first example of the application of this principle occurred in mid-May 1945, when plans were formulated to transfer the U-boats that had surrendered in Norway to the UK.

The action was initiated in the UK Chiefs of Staff (COS) in a paper (COS (45) 338) dated 15 May 1945, and in which the First Sea Lord, under the heading “Disposal of the German Fleet,” said,

It is expected that over 100 U-boats will be found in Norwegian bases. The disposal of these U-boats raises an immediate practical problem and an important issue of long-term security.

I consider that U-boats in Norwegian waters should, as a first step, be brought over as quickly as possible to the United Kingdom. (10)

The First Sea Lord’s proposal was considered at the COS Meeting on 16 May, where it was agreed that, subject to the approval of the Prime Minister, the suggestion should be forwarded to the US Navy on the basis that:

The orders given to the German Navy instruct shipping in harbour to remain there and shipping at sea to proceed to the nearest German or Allied port. These orders were agreed with the Russians and require shipping once in harbour to remain there pending further direction from the Allied representatives.

The 100 U-boats in the Norwegian bases present a difficult problem requiring immediate decision. They are concentrated in five main Norwegian ports, but guarding and maintenance constitutes a considerable manpower commitment. This could be better undertaken in United Kingdom ports.

If the Russians are not consulted about the movement they may make a complaint. If, however, they are consulted, they will almost certainly cause delay and will probably ask for a large number to be sailed to North Russia, which would not suit our book. We therefore propose that the U-boats should be sailed from Norway without prior reference to the Russians, and that this action should, if necessary, be justified on the practical grounds of maintenance and security.

[Also,] the sailing of the U-boats in Norwegian waters to the United Kingdom will strengthen the position of the United Kingdom and the USA in future discussions [with the Russians] concerning their ultimate disposal. (11)

The proposed action was approved by Mr Churchill on 17 May and as a result—and without any prior notification to the Russians—Admiral Cunningham sent a message to the US Navy's Admiral Harold Stark, the Commander of US Naval Forces in Europe (ComNavEu), on 17 May 1945:

I enclose for your private information a copy of a signal which the British COS have sent to our JSM in Washington concerning the disposal of the German U-boats in Norwegian ports.

The policy set out therein has the approval of the Prime Minister. If you are in agreement perhaps you would support it with Admiral King [The US Navy's Chief of Naval Operations (CNO)]. You will realise the urgency as the sooner we get these 100 or so U-boats under our control in ports in the British Isles before our Russian allies start to ask questions the better. Perhaps I should also point out that bringing them over here constitutes an infraction of the rules, but I think we can get away with that. (12)

The proposal was agreed to by the US Navy and the CCS, but still fearing that a diplomatic row was possible, Mr A. V. Alexander, the First Lord of the Admiralty, wrote to the Prime Minister on 25 May:

You recently approved the despatch of a telegram from the Chiefs of Staff (COS (W) 877) to the JSM proposing that all the U-boats in Norwegian bases should be removed to the United Kingdom for laying up pending a decision concerning their disposal at the Peace Table. Further reports concerning the situation at Bergen, where there is a large number of U-boats, have emphasised the serious security risk if the U-boats remain in Norway. The Combined Chiefs of Staff have now agreed with our proposal and have directed General Eisenhower to arrange with the Admiralty for the sailing of all the U-boats to the United Kingdom.

The Foreign Secretary has suggested that in view of the possible Russian objections to this move, the Cabinet should be informed. If you agree, I suggest that the attached memorandum should be circulated. (13)

The First Lord's memorandum explained the situation, and in particular emphasised that the action had been initiated without either the agreement or knowledge of the Soviet Union. It included the following details:

All important surviving German naval units including the U-boat fleet are believed to be under the control of the British and United States Navies. None appear to have fallen intact into Russian hands. There are 22 [U-boats] in North West Germany, five in Denmark and 80 are distributed in five Norwegian bases.

The orders given to the German Navy instruct ships in harbour to remain there. These orders were agreed with the Russians and require ships to remain there pending further instructions from the Allied Representatives. Meanwhile the guarding and maintenance of the U-boats constitutes a considerable undertaking which could be more easily managed in United Kingdom ports where berths have been prepared for nearly 200 U-boats.

The obvious course was therefore to sail the U-boats to the United Kingdom for laying up pending a decision at the Peace Table concerning their disposal.

It was considered that to consult the Russians could only lead to delay. General Eisenhower has been instructed by the Combined Chiefs of Staff to arrange with the Admiralty for the sailing of the U-boats. (13)

The Closure of Loch Eriboll

Once 21 EG at Loch Eriboll had processed the 15 additional U-boats from Narvik on 21 May and had despatched them to Loch Alsh, it seemed likely that no more U-boats would surrender from sea at Loch Eriboll. The C-in-C WA therefore proposed to the Admiralty on 22 May:

In view of the smaller number of U-boats now expected to surrender from sea, it is considered that the Loch Eriboll Force can be reduced. The following are my intentions:

At 0001 24 May a force of 4 trawlers from Aultbea is to be at Eriboll.

Incoming U-boats are to be met and escorted towards Loch Alsh until relieved by an escort vessel as arranged by NOIC Loch Alsh.

Procedure now carried out at Eriboll is to be undertaken at Loch Alsh, in addition to the existing routine.

When the new organisation comes into force Philante [is to proceed] to Greenock to disembark submarine party and lay over at 8 hours notice for sea. (6)

As a consequence of the decision by the CCS to transfer the U-boats in Norway, Germany, and Denmark to the United Kingdom, this proposal was quickly overtaken by events. On 24 May, the Admiralty issued the executive order for all the seaworthy U-boats to be moved to the UK as soon as possible, and this was reinforced by a similar instruction from Allied Naval HQ in Germany on 25 May, which said that the sailing of these U-boats was to be given the highest priority.

So, in the midst of the rundown of the "Pledge One" reception arrangements at Loch Eriboll, the dispersal arrangement planned for the Loch Eriboll Force had to be changed, but there was no new formal Operation Order. Instead, the Admiralty simply issued an executive instruction on 25 May:

C-in-C Rosyth is requested to order routes and control the passage of these U-boats from the time of sailing from Norwegian ports until arrival off Loch Eriboll, after which C-in-C Western Approaches is requested to assume control.

If necessary arrangements should be made with C-in-C Home Fleet for the temporary berthing of U-boats at Scapa if they cannot be immediately received at Loch Eriboll. (6)

Scapa Flow

The hint in the Admiralty instruction that the reception arrangements at Loch Eriboll had changed, as had those at Loch Alsh, was by then a fact. Thus, in order to process the U-boats that had surrendered in the Norwegian, German, and Danish ports as had been envisaged in the “Pledge One” Operation Order, it was decided on 27 May that HMS *Philante* should sail to Scapa Flow in the Orkney Islands to continue the process. The “Pledge One” reception organisation was therefore moved to the established Royal Navy base at Scapa Flow.

Initially, it was thought that Scapa would need to replicate the activities at Loch Eriboll, and that the U-boats would still need to be transferred to Loch Alsh for the removal of many of the crews and all their torpedoes. However, as advised by C-in-C WA on 29 May:

It appears that all U-boats coming from Norway are likely to arrive without torpedoes and with crews already reduced. Their call at Loch Alsh will consequently become unnecessary.

*NOIC Loch Alsh is requested therefore to sail HMS *Aylmer* and HMS *Bligh* to Scapa as soon as submarine parties, interpreters and other specialists have been embarked.*

Intention is that subject to concurrence of C-in-C Home Fleet preparation of U-boats for laying-up should now be completed at Scapa and that U-boats should sail from there direct to Lisahally or Loch Ryan. (6)

In effect, “Operation Pledge Two” was now implemented, albeit that there was neither the time nor need to publish a separate Operation Order to mirror the earlier one issued on 19 April.

A total of 96 U-boats had surrendered in Norwegian ports, and after the transfer of the 15 U-boats from Narvik, 81 remained:

Bergen	32
Kristiansand (S)	17
Trondheim	13
Horten (Holmstrand)	10
Stavanger	9

Similarly, a total of 27 U-boats had surrendered in German and Danish ports, mostly on 5 May after the German surrender to General Montgomery’s 21st Army Group:

Cuxhaven, Germany	10
Heligoland, Germany	7
Baring Bay, Denmark	3
Kiel, Germany	2

Flensburg, Germany	1
Aarhus, Denmark	1
Emden, Germany	1
Hohwacht Bay, Germany	1
List (Sylt), Germany	1

The first group of 12 U-boats from Norway, comprising four from Oslo (ex-Horten) and eight from Stavanger, arrived at Scapa Flow on 30 May, and between then and 5 June, a further 52 U-boats arrived from Norway:

30 May - Oslo:	<i>U-170, U-874, U-975, and U-1108</i>
30 May - Stavanger:	<i>U-637, U-901, U-1171, U-2322, U-2324, U-2329, U-2345, and U-2348</i>
31 May - Trondheim:	<i>U-483, U-773, U-775, U-861, U-953, U-978, U-994, U-019, U-1064, and U-1203</i>
31 May - Bergen:	<i>U-245, U-298, U-328, U-868, U-928, U-930, U-1002, U-1022, U-1052, U-1061, U-1104, U-1272, and UD-5</i>
1 Jun - Kristiansand (S):	<i>U-281, U-299, U-369, U-712, U-1163, U-2321, U-2325, U-2335, U-2337, U-2350, U-2353, U-2354, U-2361, and U-2363</i>
2 Jun - Stavanger:	<i>U-3035</i>
4 Jun - Bergen:	<i>U-218, U-539, U-778, U-875, U-907, U-991, U-1004, U-1005, U-1057, U-1271, U-1301, U-1307, and U-2328</i>
5 Jun - Kristiansand (S):	<i>U-2334</i>

As had happened with the 33 U-boats that had been processed in Loch Eriboll and Loch Alsh, the 64 U-boats processed at Scapa only remained there for a very short time, especially because they did not need to disembark either torpedoes or German crew members; those procedures had already taken place in Norway. The U-boats were then moved directly to either Lisahally (14) or Loch Ryan (50), the latter having become operational on 1 June, departing Scapa as follows:

30 May - Lisahally:	<i>U-874, U-975, and U-1108</i>
31 May - Lisahally:	<i>U-637, U-901, and U-1171</i>
- Loch Ryan:	<i>U-170, U-2322, U-2324, U-2329, U-2345, and U-2348</i>
1 Jun - Lisahally:	<i>U-861, U-928, U-930, U-1002, U-1022, and UD-5</i>
2 Jun - Lisahally:	<i>U-3035</i>
- Loch Ryan:	<i>U-245, U-298, U-328, U-483, U-773, U-775, U-868, U-953, U-978, U-994, U-1019, U-1052, U-1061, U-1064, U-1104, U-1203, and U-1272</i>
3 Jun - Loch Ryan:	<i>U-281, U-299, U-369, U-712, and U-1163</i>

4 Jun - Loch Ryan: *U-2321, U-2325, U-2328, U-2335, U-2337, U-2350, U-2353, U-2354, U-2361, and U-2363*

5 Jun - Lisahally: *U-875*

- Loch Ryan: *U-991, U-1057, U-1271, U-1301, and U-1307*

6 Jun - Loch Ryan: *U-218, U-539, U-778, U-907, U-1004, and U-1005*

7 Jun - Loch Ryan: *U-2334*

U-2334, which arrived in Loch Ryan on 7 June, had originally been part of the large group of U-boats from Kristiansand (S) that arrived at Scapa on 1 June. However, it broke down on 31 May whilst on passage across the North Sea and had to be towed into Dundee by HMS *Barbados*. It was then repaired and sailed to Scapa on 5 June. After the last of these U-boats left Scapa on 7 June, the "Operation Pledge" reception force was formally disbanded, and the remaining U-boats to be transferred from Norway, as well as those from Germany, were all moved directly to either Lisahally or Loch Ryan.

The Final Transfers

At the beginning of June there were still 35 seaworthy surrendered U-boats in Norwegian (10) and German (25) ports. Of the former, the six Type XXI U-boats that had surrendered in Holmstrand (Horten) had been moved to Oslo on 18 May.

The 10 U-boats remaining in Norway were then transferred directly to Lisahally, departing between 3 June and 17 June:

3 Jun - Oslo: *U-2513, U-2518, U-3017, and U-3041* (arrived Lisahally on 7 Jun). *U-2502* and *U-3515* (arrived at Lisahally on 9 Jun)

3 Jun - Kristiansand (S): *U-2529* (arrived at Lisahally on 6 Jun)

6 Jun - Bergen: *U-3514* (arrived at Lisahally 8 Jun)

17 Jun - Bergen: *U-2506* and *U-2511* (arrived at Lisahally on 21 Jun)

To assist with the clearance of the harbours in north-west Germany, and despite the fact that no U-boats had surrendered there, the 25 serviceable U-boats located in Germany and Denmark were transferred to Wilhelmshaven from the Danish and other German ports where they had initially surrendered on instructions from the Allied Naval Commander Expeditionary Forces (ANCF) on 8 June. Then, on 13 June, after all the transfers from Norway had been completed, ANCF sent a message to the Admiralty:

All seaworthy U-boats have now been sailed from Norway to UK.

In order to relieve congestion and for security reasons, suggest seaworthy U-boats now at Wilhelmshaven should be sailed for UK. (13)

The Admiralty agreed with this proposal, saying on 14 June:

Approved to sail all seaworthy U-boats at Wilhelmshaven to UK to be laid-up at Lisahally or Loch Ryan.

ANCXF is requested to report total number of each class of U-boat and is to arrange for all ammunition and torpedoes to be removed before sailing. U-boats are to be sailed with reduced German crews. (14)

Again without telling the Russians, these 25 U-boats were transferred directly to either Lisahally or Loch Ryan, departing between 21 June and 30 June:

21 Jun - Wilhelmshaven: *U-883, U-2336, U-2341, U-2351, U-2356,*
and *U-3008* (arrived at Lisahally on 27 Jun)

22 Jun - Wilhelmshaven: *U-155, U-806, U-1230,* and *U-1233* (arrived at Loch Ryan on 26 Jun)

23 Jun - Wilhelmshaven: *U-368, U-1102, U-1103, U-1110,* and *U-1194* (arrived at Loch Ryan on 27 Jun)

24 Jun - Wilhelmshaven: *U-291, U-680, U-720, U-779,* and *U-1198* (arrived at Loch Ryan on 28 Jun)

30 Jun - Wilhelmshaven: *U-143, U-145, U-149, U-150,* and *U-739* (arrived at Loch Ryan on 6 Jul)

All 35 U-boats were moved to Lisahally and Loch Ryan via the Pentland Firth sea route to the north of Scotland and, in many cases, were escorted by the RN ships that had been part of the Scapa reception force. Evidence of the transfers was recorded in *The Scotsman* newspaper in June 1945, which also reported that two of the RN-crewed Type XXI U-boats from Bergen in Norway (*U-2506* and *U-2511*) had been diverted into Lerwick on 18 June for an overnight stay because of a gale warning. The remaining Type XXI U-boat, *U-3008*, was in the first batch to be transferred from Wilhelmshaven. It was escorted by HMS *Hargood*, but in contrast to the other 11 Type XXI U-boats from Norway, it was fully manned by its German crew. (15)

The two U-boats that had surrendered from sea in Gibraltar (*U-485* and *U-541*) left there on 23 May en route for the UK, and they both arrived at Lisahally on 28 May, although *U-485* was subsequently transferred from Lisahally to Loch Ryan on 24 June.

The Remaining U-Boats

For completeness, mention needs to be made of the 10 U-boats that had surrendered in continental ports, but which were not moved to the UK under the “Operation Pledge” arrangements.

First, there were two Type XVIIIB “Walter” U-boats—*U-1406* and *U-1407*—that had surrendered in Cuxhaven on 5 May and then been illegally scuttled by a German naval officer on 7 May, making them unavailable for transfer. However, both were raised, and eventually *U-1407* was towed to Barrow in the UK in late August 1945 and *U-1406*, which was allocated to the USA, was transported there as deck cargo on a freighter in September 1945.

Second, there were eight U-boats that were insufficiently seaworthy for transfer to the UK. One was in France (*U-510*), and seven were in Norway (*U-310, U-315, U-324, U-926*,

U-995, U-1202, and U-4706). These eight U-boats were in fact never transferred, either being scrapped *in situ* or eventually being repaired and taken into use by their host Nations.

Additionally, *U-760*, which had been interned in Spain since September 1943 (and thus classified as a war loss), and which was not therefore part of the formal surrender process, was transferred from Vigo in north-west Spain on 23 July, arriving under tow at Loch Ryan on 3 August.

Also, three of the U-boats that were transferred to the UK as part of “Operation Pledge” were very quickly transferred elsewhere: one to the Netherlands and two to the USA. The ex-Dutch submarine UD-5, which had surrendered in Bergen on 9 May 1945 and then was transferred to Lisahally, was handed back to the Royal Netherlands Navy on 13 July 1945. It sailed from Lisahally on 24 July for Dundee, which was the home of the Dutch submarine service throughout the war. After the German surrender, the Dutch were unable to return all their ships to the Netherlands because of the severe war damage to their home ports; Dundee remained the base of the Dutch submarines throughout 1945. The submarine was in a poor state, with damage to its bow, and so it remained at Dundee until February 1946 whilst it was repaired before being transferred to Rotterdam.

One of the most immediate post-war requirements of the US Navy was to obtain access to the Kriegsmarine’s Type XXI high-technology, long range, ocean-going diesel-electric U-boats, and in May 1945 it established the secret Submarine Mission in Europe (SubMisEu) at Lisahally with the aim of locating and transferring two Type XXIs to the USA without delay. Thus, after the 12 Type XXIs that had surrendered in Norway and Germany arrived in Lisahally, without notifying the Russians, the US Navy selected *U-2513* and *U-3008*, which departed for the USA on 8 August 1945, arriving at the US Navy Submarine base at New London on 25 August 1945.

Report of Proceedings –The Loch Eriboll and Scapa Flow Force

Extracts from Captain Martin Evans’ Report dated 9 June 1945 give a flavour of the activities at Loch Eriboll and Scapa Flow for the short (4-week) period in May and June 1945 when the two anchorages were used as part of the process for accepting the surrender of U-boats at sea, as well as the transfer of others from the ports in Norway where they had surrendered:

At 1505 9 May, [HMS] Philante arrived at Loch Eriboll and at 0713 the next morning, 10 May, [HMS] Harlech Castle, on patrol outside Loch Eriboll, reported sighting a U-boat coming in to surrender. This proved to be U-1009 who had an armed guard on her by 0815 thus becoming the first U-boat to surrender after the war. It should be noted, for the honour of Western Approaches, that this surrender was in advance of that at Weymouth which has been quoted by the BBC as being the first. Thirty one minutes later, U-1305 was sighted and the routine for boarding and inspection was carried out. By 18 May, 18 U-boats had been boarded, inspected and escorted to Loch Alsh.

On 19 May, 15 U-boats escorted by EG 9 arrived from Norway. Small anchorage parties were put on board at the entrance to Loch Eriboll and U-boats were then ordered to anchor or berth on escorts as necessary. Only five could anchor. By midnight that night, wind reached Force 6 and most of the escorts with U-boats alongside dragged. There were some most exciting scenes with U-boats at most unlikely angles sandwiched between yawing and dragging escorts, U-boats acting as tugs, and U-boats themselves breaking adrift themselves and dragging. Fortunately everyone was cheerful and co-operative—including the Germans—and no damage

resulted. By 2325 on 21 May all the U-boats, 33 in all, had sailed for Loch Alsh. After this there was a pause with no sign of any more coming in from sea.

It was decided on 27 May that the Loch Eriboll link was unnecessary and [HMS] *Philante* therefore sailed at 0230 on 28 May for Scapa, where the arrangements were made for boarding, inspecting and the onward escort of the remaining U-boats, which were all to come escorted from Norway. Three ships of the 8th Escort Group, [HMS] *Loch Tarbert* (SO 12 EG), four trawlers, four MLs of the 18th Flotilla and CT 21 joined my force at Scapa. This was further strengthened by the arrival of the 5th EG after their release from Loch Alsh which was no longer required thanks to the removal of torpedoes and dilution of crews in Norway.

At 0900 on 30 May, 4 U-boats arrived from Oslo followed at 1400 by 8—including 5 Mark XXIII—s from Stavanger. On 31 May 10 U-boats were expected from Trondheim and 13 from Bergen, whilst 14 from Kristiansand were due to arrive on 1 June. The last six of the 64 U-boats to arrive at Scapa from Norway sailed for Loch Ryan at 1800 on 6 June and at 2030 [HMS] *Philante* herself left Scapa having boarded, inspected, guarded and despatched 97 U-boats in 28 days.

The original outline plan worked very satisfactorily at Loch Eriboll. The only modification which was found necessary occurred when 15 escorted U-boats arrived in convoy from Norway. As they had no guards on board and as it was not known which of them could anchor, it was essential to get them under control and in communication as soon as possible. A small anchorage party was placed in each and their movement was then ordered direct from a frigate and the full armed guard placed on board as soon as they had anchored or berthed alongside an escort.

At Scapa all U-boats except Mk XXIII went to buoys and this permitted a simpler procedure. The convoys were stopped east of Switha where they were met by an Escort Group Commander in CT 21 who controlled all further operations. MLs led groups of U-boats to their buoys, controlling them by an interpreter using a loudhailer.

As a reception base Loch Eriboll has the advantages of accessibility and space and also a complete absence of important shipping or installations which would have been open to attack had the Germans decided to bring their careers to a suicidal but offensive finish. On the other hand the absence of buoyage, the fierce and unpredictable winds and the poor holding ground in most of the Loch were severe disadvantages.

I cannot speak too highly of the treatment I received whilst working at Scapa under the orders of C-in-C Home Fleet. Commodore (D) Home Fleet was placed in charge of the operation, and he delegated the running of the operation to me and then gave every possible assistance and co-operation. (1)

Good planning, hard work and effective co-operation between the Royal Navy and the German U-boat crews ensured that the arrangements at Loch Eriboll and Scapa Flow in support of “Operation Pledge” were slick and successful, and especially that the concern that there could be some rogue U-boat COs who might be inclined to cause various sorts of trouble was—thankfully—misplaced.

The Achievements of “Operation Pledge”

The results of the extended “Operation Pledge” were several:

33 U-boats were processed at Loch Eriboll: 17 direct from sea, 15 from Narvik, and 1 from Dundee

33 U-boats were processed at Loch Alsh ex-Loch Eriboll

32 U-boats arrived at Lisahally ex-Loch Alsh (except *U-532*)

One U-boat arrived at Loch Ryan ex-Loch Alsh (*U-532*, via Liverpool and Barrow)

64 U-boats from Norway were processed at Scapa Flow: 14 were transferred to Lisahally and 50 were transferred to Loch Ryan

10 U-boats were transferred directly from Norway to Lisahally

25 U-boats were transferred directly from Germany: six to Lisahally and 19 to Loch Ryan

Three U-boats were transferred from Portland to Loch Ryan

Two U-boats were transferred from Gibraltar to Lisahally

One U-boat was transferred from Spain to Loch Ryan

Postscript and the Last Word from the C-in-C Western Approaches

In the Minute Sheet of the TNA's Admiralty file ADM 199/22 "Operation Pledge" there is a suggestion by the Director of Plans dated 17 September 1945:

DTSD might like to consider adding "The surrender of the U-boat Fleet" to the list of Admiralty histories to be compiled. (1)

Unfortunately, this suggestion fell on stony ground when the Director of Tactical and Staff Duties Division replied on 3 October 1945:

The subject will form an interesting episode in the General History of the War at Sea. It is considered too limited to form a subject in itself. (1)

Subsequently, the official British history *The War at Sea* was written by Captain S W Roskill, RN, and, in its Volume III, Part II, published in 1961, "Operation Pledge" is summarised in just two pages (302 and 303). Perhaps, therefore, this article is at least a partial means of complying with the Admiralty's Director of Plans' original suggestion.

There is no doubt that "Operation Pledge" deserves attention not just because of its unique contribution to British naval history, but also as a model of effective co-operation during a chaotic time. Perhaps the best person to articulate the zeal and abilities of the men involved is the C-in-C Western Approaches himself, Admiral Sir Max Horton who, in his letter to the Secretary of the Admiralty on 7 July 1945 after the dispersal of the naval forces involved, brought to the attention of the Admiralty Board his pleasure about a job well done:

I would bring to the notice of their Lordships that this operation was carried out in a highly satisfactory manner, and reflects the greatest credit on all those actually concerned.

It is desired to place on record the fact that in all its aspects this difficult task,

calling for arduous work and a high degree of tact, was performed with efficiency and zeal. There was no hitch whatsoever, and in an operation which must necessarily be beset with many difficult situations, this could only have been achieved by a general standard of efficiency and discipline which is worthy of high praise.

It is also desired to mention that the Admiral (Submarines) was called upon to supply crews at what was often exceedingly short notice. This he unfailingly did, and the complete absence of delay in this most important aspect undoubtedly contributed very considerably to the success of the operation. (1)

Arundel, W. Sussex
April 2020

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Don't Forget to Close the Gap: A Memory of Canadian Wrens on Exercise

by Fraser McKee

In the Vol 4, 2019 issue of *The Northern Mariner*, Jan Drent provided a fine review of a book about RN Wrens' involvement in their Navy's WATU (Western Approaches Tactical Unit) at Liverpool, set up and skillfully run by Capt Gilbert Roberts during the war years. I suspect some Canadians were required to attend its week-long sessions. They used a floor layout of a convoy operating area under U-boat attack, often at night, overlooked by closed rooms representing the mock-up bridges of the Escort Group, containing each ship's Ops team. Most of the staff operating the floor models were Wrens, who moved the models according to the directions of the defensive escort team's decisions, plus the (unknown) inserted actions of the attackers, the imposed weather, and other variables. The Group's training made a very real difference in the progress of the anti-U-boat war as scenarios were practiced and lessons were learned. Input came from such successes (and failures!) as reported by the likes of Capt Johnny Walker, DSO***, CDR Donald Macintyre, DSC, and others, including Canadians. There is a quite good biography of Capt Roberts in my own collection, *CAPTAIN GILBERT ROBERTS RN and the Anti-U-Boat School*, by Mark Williams (Cassell Ltd., 1979), that gives good descriptions of how these "battles" were run.

Jan's review reminded me of my own experiences not only in mock battle scenarios, but those specifically run with Wren help. In the summer of 1945 I was an S/Lt and TASO in the frigate *Royal Mount* in Halifax, with LCdr Jim "Foghorn" Davis, RCNVR as CO. We were having new H/A 4" guns added, intended for the war in the Pacific, which ended before we were ready. In the interim, the Ops team was sent up to the Canadian version of the Tactical School for a refresher exercise.

For this Tactical School Exercise, Davis was to be SO of a group of six or seven ships guarding a convoy. (I gather this would have been our job had we made it to the theatre. No one told us what we'd do in the Pacific war, but in a frigate we'd only ever been a convoy escort with 4" guns and 18 knots max. We presumed our role would be in convoy.) Most of the ships' crews had considerable similar real-life experience in the Atlantic Battle, so knew what the drill was. We each had a small isolated bridge room per ship of the support group, with all the usual gear - CO, Guns, TASO, Navigator/Opso, a QM helmsman, lookouts, etc. - with a view out our one window onto the tactical map on the floor below. It was supposed to be night, as I recall - anyway, it was rather dark on our "bridge." Now that I know more, I recall that it certainly was a similar arrangement to Captain Roberts' Liverpool WATU. The exercise got pretty involved, with changes in course, submarines and aircraft attacking, each of us playing our part. All of a sudden a ship in our convoy is reported as torpedoed; Davis sends some of his Group off to hunt it or drive it under. Things are tense. We're all concentrating on our jobs.

Suddenly there's a huge CRASH behind us in our room!! We all jerk up and look behind us. A Wren L/S has thrown a metal garbage can lid on the floor behind us. She blandly looks over at LCdr Davis and says, "Sir, when you send off one of your escorts, you've got to remember to close up the gap in your screen." Without another word, she turns and leaves! The Canadian Wren operational controllers were a successful duplicate of the Wren-manned WATU. They were super at their jobs, and didn't hesitate to point out tactical errors even by those who'd been actually doing the job not that long before. We learned to appreciate them.

Fraser McKee, Toronto

Christopher Boultenhouse's *Westmorland* and the Northumberland Strait Steamer Service

by H.T. Holman

The mid-nineteenth-century provision of steam communication between the colony of Prince Edward Island and its neighbours on the Atlantic seaboard took place in an environment that had several unique characteristics.¹ Specifically, the seasonal nature of the passage across Northumberland Strait meant that any venture would operate for - at most - eight months of the year and in many years less than that. The population of P.E.I., growing from 63,000 in 1848 to 81,000 in 1861, was still small compared to its neighbours and its economy, dominated by shipbuilding and agricultural production, did not support the kind of export trade which would support steamship operations. As an isolated and separate colonial administration it was difficult for the colony to develop an effective program of subsidies without the participation of its neighbours New Brunswick and Nova Scotia, whose priorities did not always include links with Prince Edward Island.

These factors combined to create a business environment unsupportive of or even hostile to a developing competitive market for steamship operations. There was, in reality, room for only one supplier, and the history of the Strait steamer service was almost exclusively one of serial small companies dependant on the colony's mail subsidy to offset the anticipated operating losses. The most ambitious venture, the Prince Edward Island Steam Navigation Company, which operated from 1842 until 1847, had been a failure, and subsequent attempts at cross-Strait operations had been small-scale ventures rarely lasting more than one or two seasons.

In addition, by the mid-19th century the question of control had arisen. The lack of success that the first Prince Edward Island Steam Navigation Company had with the paddle steamer *St. George* was seen as a cautionary tale with regard to local investment and, whether on the Island or elsewhere, there was difficulty in procuring suitable vessels for the seasonal passage across Northumberland Strait to the mainland.² There was equal concern in the colony of Prince Edward Island that the control and ownership of the steam packet service between the Island and the mainland rested in the hands of non-Islanders. Specifically, the disaster of the loss of the New Brunswick-owned *Fairy Queen* in 1853, which sank with 10 passengers and crew drowned, did little to assure Islanders that their best interests were served by a company that did not have its owners and headquarters on the Island.³

The provision for steam navigation services between the Island and the mainland was a subject on which strong partisan views existed, each political group in the Island House of Assembly charging that the other had done little to advance the interests of the colony. There were few subjects on which, according to the *Examiner* in 1857, "there is nothing connected with our local affairs in which strangers are so much interested as in the sort of communication established between this Island and the neighbouring Provinces."⁴

In 1856 Lestock P. DesBrisay, the Richibucto-based owner of the *Lady Le Marchant*, which had been on the route since 1854, was operating on an annual negotiated subsidy that had varied from year to year.⁵ Early in 1857, the Island government advertised for a steamer; no responses were received and a direct offer to the owner of the *Lady Le Marchant* was turned down, although the vessel did make several trips early in the year. Faced with the prospect of reverting to a sailing vessel for delivery of the mails, the *Islander* newspaper, which was aligned with the Tory opposition in the Assembly, began to assail the government's handling of the matter.⁶ The paper observed that minor curtailment of other expenditures would allow the administration to induce someone to put a steamer on the route. They opposed creating a monopoly through a multi-year contract, preferring to pay a higher figure to stimulate

competition. Failure to have a steamer would “do a manifest injury to the Colony,” as those intending to settle or speculate in the Colony-or to visit as part of a summer tour-would dislike a sailing vessel.⁷ Pictou was also concerned about the reversion to sail. With the anticipated extension of the Saint John-to-Moncton railway to Northumberland Strait, there was danger that New Brunswick would capture the bulk of the P.E.I. traffic; Pictou and Halifax would lose the Gulf trade.⁸

The government then began discussions with Christopher Boultenhouse of Sackville, another New Brunswick ship-builder and owner of the paddle steamer *Westmorland*.⁹ The steamer was launched in Sackville in 1856 and had operated on the St. John River, and possibly between Sackville and Saint John the same year.¹⁰ While on the St. John River route the vessel had lost its certificate, as repairs required by the Steamboat Inspector were not carried out.¹¹ The “New and Fast-Sailing Steamer” was 156 feet long by 24 feet wide and registered 305 tons. In response to the inquiries Boultenhouse offered to sell his boat for £7,500 or to place it on the route for £2000 per year for five years. After several offers and counteroffers, an agreement was reached for a five-year contract for £2000 for the first year and £1200 per year for the next four years, with the owner free to negotiate additional subsidies from other colonies.¹² The initial routing would operate the ship out of Shediac, and would leave that port on Monday and Thursday for Charlottetown, calling at Bedeque. On Tuesdays and Fridays the ship would continue on to Pictou, returning on Wednesday

The Steamer  Westmorland.

THE new and fast-sailing steamer “WESTMORLAND,” E. EVANS, Commander,—employed by the Government of Prince Edward Island for the conveyance of Her Majesty’s Mails,—will leave Charlottetown for Pictou every Tuesday morning, at 11 o’clock, and will return to Charlottetown, leaving Pictou immediately after the arrival of the Stage from Halifax. From thence she will proceed immediately to Shediac, via Summerside. Will return from Shediac, leaving that place at 6 o’clock, p. m., on Wednesday, touching at Summerside. Will leave Charlottetown, for Pictou, every Friday at 7 o’clock, a. m., and return the same day, leaving Pictou at 6 o’clock, p. m., and will proceed to Summerside and from thence to Shediac, and return to Charlottetown, via Summerside, leaving Shediac at 6 o’clock, p. m., on Saturday.

 Passengers are requested to look after their own baggage, as the owners will not hold themselves responsible for anything unless given in charge of the proper officer, and signed for.

RATES OF FARES :

From Charlottetown to Pictou,.....	\$2.00
“ “ “ Bedeque,.....	1.50
“ “ “ Shediac,	3.00
“ Bedeque to Shediac,.....	1.50
“ Pictou to Shediac,.....	5.00

C. BOULTENHOUSE.

Charlottetown, August 10, 1857. (all papers.)

Examiner 10 August 1857 p.1.

and Saturday to Shediac and calling at Charlottetown and Bedeque on the way.¹³

The editor of the Charlottetown *Islander* had little good to say about the *Westmorland*. Even before the ship began service, the *Islander* wrote that it was “generally believed to be too unwieldy a Boat for the service she is about to be engaged in.”¹⁴ When the new vessel finally reached the Island, the paper remained unimpressed:

The Westmorland arrived here from St. John N.B., via Halifax and Pictou, on Tuesday night last. She is a River Boat, as flat-bottomed as such Boats usually are, high pressure, with a large portion of her machinery above deck. We have heard it remarked by many that she will not answer here in the Fall of the year. She certainly is not the description of Boat we should like to see put on the route—in shape she is very like the Fairy Queen, but we learn that she is a new and substantially built Boat and so far has made her trips very quick.

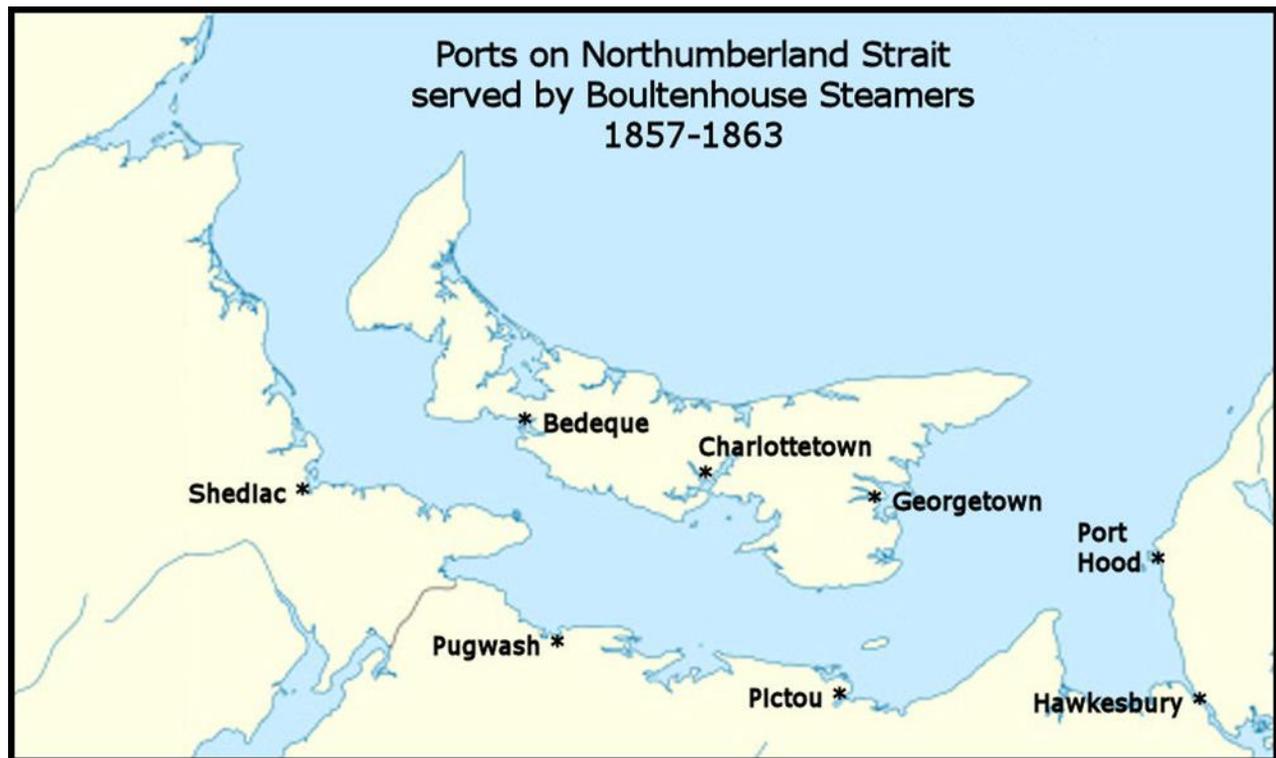
The editor further complained that, had the government advertised for a boat, individuals within the colony would have had one built in Britain and put it on the route for only £1000 per year instead of the “tolerable dear rate” being paid to Boultenhouse. For the *Islander*, the problem was a simple one of politics. In order to avoid money falling into resident “tory” pockets, the government was content to let the contract go for an exorbitant subsidy of £1,200 per year to non-Islanders.¹⁵ The publisher of the *Islander* was John Ings, a supporter of the Tories in the Colony and shortly to become one of the major investors in the Prince Edward Island Steam Navigation Company. He maintained an animosity toward Boultenhouse and the *Westmorland* throughout its service.

Nevertheless, a contradictory and glowing review of the ship appeared in the *Examiner* by J. Barrett Cooper, who had accompanied the steamer from Halifax on its first trip to Charlottetown. He praised the vessel’s mechanical equipment and the accommodations, which included a well-lighted and ventilated, elegantly furnished ladies compartment with twenty-six single berths, a gentlemen’s cabin with thirty-eight berths that also doubled as the dining saloon, and four three-berth staterooms. Ever mindful of the disastrous *Fairy Queen*, Cooper also noted that the steamer carried four ship’s boats, one of which was a zinc lifeboat, along with life preservers and other safety equipment. What was absent from the list of facilities was a bar room for the sale of liquors, which, for Cooper, was a blessing, not a fault: “Had the *Fairy Queen*, whose name has been on so many lips since the *Westmorland* first made her appearance in our harbour, been conducted upon strictly temperance principles, it is, to say the least, probable-not withstanding her many other defects-that melancholy loss of life, and the disgraceful occurrences connected therewith, and which every reference to that ill-starred vessel is certain to bring vividly before the public mind, would never have happened.”¹⁶ Barrett also addressed one of the *Islander*’s concerns-that the paddle steamer was a mere river boat:

[As we] stood off a considerable distance from the land, there was sufficient “swell” all along the coast of Nova Scotia, from Halifax to Cape Canso, to prove that the “Westmorland” is not merely a safe and agreeable river boat, but is fully competent, with her powerful machinery and excellent seagoing properties, to contend successfully with any stress of weather to which she might be exposed in navigating the Straits of Northumberland.

Boultenhouse’s financial situation during the period is unclear. Owing to a downturn in the shipbuilding market, he had been forced to declare bankruptcy in 1859. He was, however, able to retain control of the *Westmorland*, possibly owing to the subsidies which the vessel attracted. He emerged from bankruptcy and reopened his shipyard in 1861.¹⁷

In 1860, Boultenhouse offered an additional service with a smaller paddle steamer, the 133-foot *Lord Seaforth*.¹⁸ The *Lord Seaforth* had been built in 1855 in the Davie shipyard in Levis, Québec. Primarily designed as a tow boat, it had passenger accommodation added and in 1859 was put on a route connecting Georgetown P.E.I. with Pictou, Pugwash, and



[https://commons.wikimedia.org/wiki/
File:Carte administrative des Provinces Maritimes du Canada.svg.](https://commons.wikimedia.org/wiki/File:Carte_administrative_des_Provinces_Maritimes_du_Canada.svg)
Locations identified by author.

Cape Breton ports in Nova Scotia. The following year Boultenhouse made a proposal to the governments of both Prince Edward Island and Nova Scotia for a route that would include Pictou, Cape Breton and Georgetown.¹⁹ The *Lord Seaforth* also stood in for the *Westmorland* while the latter was refitted in the summer of 1860. Later in that year, the Island was served by both vessels with regular crossings to both Pictou and Shediac. The following year the rumour that the *Lord Seaforth* would replace the *Westmorland* caused some alarm; the *Lord Seaforth* was considered slow and inferior. However, temporary replacement while the *Westmorland* was under repairs was allowed by the government contract so long as the vessel was “one equally good, substantial and sufficient.”²⁰ Discussions concerning the replacement led to a major disagreement between Boultenhouse and the government, which refused to employ the *Lord Seaforth* as the mail packet and contracted for a sailing vessel in its place.²¹ It was reported that inquiries had been made to Lestock P. DesBrisay regarding the hiring of the *Lady Le Marchant* to replace the *Westmorland*, and that, if possible, the government intended to set aside the contract with Boultenhouse.²² In spite of these reports, the *Westmorland* provided services for the entire 1861 season and the New Brunswick Custom House Returns credited the twice-weekly service between Shediac and the Island with a substantial increase in the Shediac tonnage.²³

The disagreement between Boultenhouse and the government was ostensibly about the safety and certification of the vessels, and when the *Westmorland* returned to service after extensive repairs, the Colonial Government refused to put it back on the mail contract without a survey of the vessel. Boultenhouse maintained that the contract did not require a survey and demanded its reinstatement. However, during the conflict another reason for problems began to emerge; in 1859 the government had changed and the Tories were now in control. The *Examiner* opined that “There is no doubt that the Government are anxious for a pretext to run the *Westmorland* off the line, so that the contract may be given to a political friend.”²⁴ As there was no place in Charlottetown where an inspection could be made of the

hull out of the water, Boultenhouse arranged to have the ship go to Halifax, the nearest port where it could be carried out.²⁵ In late June 1861, Boultenhouse advertised that both of his steamers had been inspected in New Brunswick and met the requirements.²⁶ Nevertheless, the *Islander* reported that the Lt. Governor had seen fit to cancel the contract in late November of that year, and that the remainder of the season would see the mails carried by sailing vessels.²⁷ The New Brunswick government, however, continued to send their mails by the *Westmorland*, and the steamer received a \$2000 subsidy from that colony's inter-colonial communications account.²⁸ The service also received a subsidy for \$800 from Nova Scotia.²⁹ The P.E.I. government's protestations of the danger to safety for passengers and the mails were further undermined by the fact that the Island's Colonial Secretary, William Pope, and his brother the Hon. J.C. Pope elected to use the *Westmorland* to carry themselves and the Lt. Governor's dispatches across Northumberland Strait rather than take the slower packet schooner.³⁰

In response to the government protests, Boultenhouse provided his own highly detailed account of the condition of the *Westmorland* in a lengthy submission published in the *Examiner*. With a series of certificates and testimonials from shipwrights, surveyors and inspectors, he produced evidence of the ship being in a satisfactory condition both in hull and mechanical equipment. In offering his side of the story, Boultenhouse also revealed that he had been asked by Attorney General Edward Palmer to relinquish the part of the contract to carry mails to Pictou so that the colony could instead advertise for tri-weekly service from Charlottetown to the Nova Scotia port of Brule. Boultenhouse had understood that the Shediac part of the contract would continue and was shocked to learn that the whole contract had been terminated. He found the attack on the *Westmorland* by the *Islander* particularly offensive: "The *Islander* not satisfied with publishing the aforementioned falsehoods, endeavours to bring the officers of my boat into disgrace by coupling the management of the *Westmorland* with the ill-fated *Fairy Queen*."³¹ In support of the government's desire to institute a new service to Brule, the *Islander* described the accommodations on the *Westmorland* as "wretched in the extreme" and complained that the ship had been put on the route that year with its boilers completely burnt out.³²

Boultenhouse's protests seem to have met with some success, for the *Westmorland* was back in service in 1862. However, sometime in early 1862, there appears to have been a falling out between Boultenhouse and Capt. Evander Evans, the long-time skipper of the *Westmorland*, as an advertisement appeared in Island newspapers warning readers not to trust Capt. Evans, formerly of the *Westmorland*, "as he has not for some time been in my employ," or to pay him any monies owed to Boultenhouse. Command of the *Westmorland* was shifted to Capt. Charles Boultenhouse, described as the son of the *Westmorland's* owner.³³ In contrast to the *Westmorland's* drama, the *Lord Seaforth* quietly fell out of notice; it seems to have discontinued service in the region following the 1861 shipping season, and by 1865 had been sold to the U.S. Government and re-registered there.³⁴

At the end of the 1862 season, ownership of the *Westmorland* was transferred from Christopher Boultenhouse to the Crane Estate of Sackville. The Crane Estate was represented by Joseph F. Allison, one of the estate's executors, who appears in advertising as the proprietor of the *Westmorland*.³⁵ With the change of ownership, Captain Evans took back the command and the plan was that, following a winter on the Pictou marine slip to undergo a thorough overhaul, the ship would continue to operate on the route from Pictou to Charlottetown and Shediac.³⁶ In advertising the service in the spring of 1863, it was noted that the ship had undergone a thorough repair and alterations to improve its speed.³⁷ Under its new ownership, the *Westmorland* continued to conduct a regular passage from Shediac and Pictou to the Island in 1863 and again received a subsidy from New Brunswick.³⁸

Early in 1863, tenders had been called for steam communication between the Island and the mainland, and these were discussed in the House of Assembly in March 1863. At the time of first discussion only two bids had been received: one from Michael Stevenson of Québec and the other from W.C Bourke and R.R. Hodgson of Charlottetown. However, a bid was also expected from Christopher Boultenhouse, and discussion was deferred until it could be considered. The *Examiner* noted issues with the Charlottetown bid as “we understand that three or four members of the House of Assembly are concerned in it.”³⁹ The deferred debate was testy. Although Boultenhouse’s bid (which had promised a vessel larger than the *Westmorland*) was by far the lowest, there was concern that he should provide securities for performance.⁴⁰ While Boultenhouse was obtaining such securities, the House reconsidered their decision and “the majority of the House expressed a desire to give the preference to Island residents, even if the service could cost a few hundred pounds more than it would if placed in the hands of a neighbouring Colonist.”⁴¹ The vote gave the government authority to enter into any arrangement for intercolonial steam communications which was in the public interest to begin 1 May 1864 and not exceed ten years, and limited to a cost of £1500 per year if one boat was in service or £2000 per year if two boats were operating.⁴² The *Examiner* was critical of the deal: “thus was clearly exhibited the farce of advertising for tenders for a service which is predetermined should fall into the hands of none but Island Tories of true orthodox stamp.”⁴³

The matter was re-visited the following year when the House considered the appropriations for the steamer service subsidy. Liberal George Coles, leading the opposition, charged that the government had saddled the colony with unnecessary costs in not accepting the Boultenhouse offer. Mr. Pope countered that “It was desirable to bring into and keep within the community as much money as possible, and a Company was formed, in which all who were so disposed might take shares.”⁴⁴ In a continuation of the debate several days later, Coles again charged that four members of the House - three of them in the administration - were shareholders in the new company and that “their pecuniary interest in the Company not only affected their seats in the House but was the means of entailing a loss to the Colony of £1500 a year.”⁴⁵ That year, the second Prince Edward Island Steam Navigation Company was incorporated and took over the cross-Strait contract.

Notwithstanding the *Islander’s* reservations, the *Westmorland* seems to have fulfilled the terms of its initial five-year contract and even a few additional years beyond without incident, and might have continued longer had it not been for the American Civil War. As that war dragged on, the movement of troops and supplies for both the Union and the Confederacy, as well as the necessity of moving goods for the populace, meant that there was a sharp increase in demand for ships. Shipyards increased production but it was not enough to meet the needs. While the South was in the market for blockade runners, the North needed transports. The *Westmorland’s* owner decided to sell out to the Americans.

In 1864, the *Westmorland* headed to the United States and in August was reported on transit from Halifax to New York.⁴⁶ Here its trail seems to peter out, as there were a number of ships in American waters with the same name. The American government owned 177 tugs, schooners, canal barges, and steamers at war’s end. When they were sold the following spring, one carried the name *Westmoreland*, but it is not clear if this was Boultenhouse’s steamer or another with the same name.⁴⁷

The departure of the *Westmorland* from the P.E.I. mail run paved the way for the Prince Edward Island Steam Navigation Company to take over the responsibility for the steamer service. This company and its successors were to be involved with the route for more than fifty years, and brought the Island into the twentieth century. There was some continuity between the two services, though; the *Westmorland’s* original captain, Evander Evans, made the transition to the new company. If the *Westmorland’s* safety had frequently come under question, Evans’s had not: at his death in 1890 it was noted that he never lost a man at sea or had an accident.⁴⁸

Endnotes

1. A dated but still useful overview of sailing packet and steam vessels engaged in the services between Prince Edward Island, New Brunswick and Nova Scotia during the period is provided by J.S. Martell's "Intercolonial Communications 1840-1867," Report of the Annual Meeting / Rapports annuels de la Société historique du Canada, 1938 17 (1), 41-61. <https://doi.org/10.7202/300170ar> Can you please check the publication date on this; it seems to predate the article itself (if I'm reading it correctly)
2. For more details on the Prince Edward Island Steam Navigation Company see <https://sailstrait.files.wordpress.com/2017/03/prince-edward-island-steam-navigation-compan1.pdf>.
3. James F. Smith, "Crossing to Catastrophe," *Nova Scotia Historical Quarterly* Vol 3 No 4 December 1973 pp.309-322.
4. *Examiner* (Charlottetown) 20 July 1857 p.3.
5. <https://sailstrait.wordpress.com/2015/02/28/northumberland-strait-steamer-lady-le-marchant-became-us-revenue-cutter/>
6. In the discussion there is very little recognition that at the time there was a steamer service between Summerside and Shediac (Charlottetown to Boston in 4 days!) using William Heard's *Rosebud*. *Islander* 3 July 1857 p. 3. For more on the *Rosebud* see <https://sailstrait.wordpress.com/2016/05/30/depending-on-the-public-patronage-the-steamer-rosebud-and-the-subsidy/>
7. *Islander* (Charlottetown) 10 July 1857 p.3.
8. *Islander* 5 June 1857 p.2, quoting from the Pictou *Eastern Chronicle* 28 May 1857.
9. In reports and documents the name is variously spelled "Westmoreland" and "Westmorland." As the vessel was likely named for the county in which it was built the latter form has been used throughout.
10. A brief biography of Boultenhouse can be found at https://tantramarheritage.ca/wp-content/uploads/2019/05/christopher_boultenhouse_by_al_smith.pdf.
11. *Journal of the House of Assembly of the Province of New Brunswick* 1857. Report of the Steamboat Inspector p. ccxcii.
12. *Examiner* 20 July 1857 p.3.
13. *Islander* 7 August 1857 p.3.
14. *Islander* 17 July 1857 p. 3.
15. *Islander* 7 August 1857 p.3.
16. "The Westmorland" *Examiner* 10 August 1857 p.2.
17. https://tantramarheritage.ca/wp-content/uploads/2019/05/christopher_boultenhouse_by_al_smith.pdf
18. *Examiner* 10 April 1860 p.2.
19. *Journal of the House of Assembly of Prince Edward Island* 1860 p.60; *Journal of the House of Assembly for Nova Scotia* 1860 p. 60.
20. *Examiner* 29 April 1861 p. reporting a debate in the House of Assembly 9 March 1861.
21. *Examiner* 3 June 1861 p.3.
22. *Examiner* 10 June 1861 p.2.
23. *Journal of the House of Assembly of New Brunswick* 1862 Custom House Returns p.11.

24. "Steam Communication" *Examiner* 10 June 1861 p.2.
25. "The Government vs. Steam Communication" *Examiner* 24 June 1861 p.2.
26. *Examiner* 24 June 1861 p.1.
27. *Examiner* 25 November 1861 p.3, quoting from the *Islander*.
28. *Journal of the Legislative Council of the Province of New Brunswick* 1862. Report of Public Works p.57. New Brunswick had changed to decimal currency in 1860. Equating colonial currencies is difficult as it is not always clear if sterling or colonial values are used in documents. See McCullough, Allan B. 1983. "Currency Conversion in British North America, 1760–1900". *Archivaria* 16 (January), 83-94. <https://archivaria.ca/index.php/archivaria/article/view/12649>.
29. *Journal of the House of Assembly for Nova Scotia* 1860.
30. *Examiner* 2 December 1861 p.3.
31. "Steamer Westmorland" *Examiner* 9 December 1861 p.3.
32. *Islander* 15 November 1861. Quoted in *Guardian* (Charlottetown) 10 October 1952 p.4.
33. *Examiner* 6 June 1862 p.3. Charles was born ca. 1835 <https://tantramarheritage.ca/museums/boultenhouse-heritage-centre/boultenhouse-family/> accessed 2 May 2020.
34. *Mills List* <http://db.library.queensu.ca/marmus/mills/> accessed 8 May 2020.
35. Joseph F. Allison was one of the Crane executors. See *Botsford v. Crane Cases Determined in the Supreme Court of New Brunswick 1877*. <https://books.google.ca/books?id=YUNHAQAAMAAJ&printsec=frontcover&dq=Reports+of+Cases+Determined+in+the+Appeal+and+Chancery+Divisions+...+Volume+17&hl=en&sa=X&ved=0ahUKEwj1rCynpbpAhVOoHIEHUXbB3kQ6AEIODAC#v=onepage&q&f=false>
36. *Examiner* 22 December 1862 p.3 quoting from the *Colonial Standard* (Pictou).
37. *Islander* 29 May 1863 p.1.
38. *Examiner* 1 June 1863 p.3; *Journal of the Legislative Council of New Brunswick* 1864 p.A3-28.
39. *Examiner* 16 March 1863 p.2.
40. This bid may have involved a vessel that Boultenhouse had under contract with the New Brunswick government for a service between Shediac and Campbellton, stopping at intermediate ports. *Journal of the House of Assembly for New Brunswick*, 1864. Report of Public Works for 1863 p.15.
41. "Steam Communication" *Examiner* 30 March 1863 p.2.
42. *Prince Edward Island Parliamentary Reporter* 26 March 1863.
43. "Steam Communication" *Examiner* 30 March 1863 p.2.
44. *Prince Edward Island Parliamentary Reporter* 14 April 1864 p.70.
45. *Examiner* 25 April 1864 p.2.
46. *Portland Daily Press* (Portland Maine) 25 April 1864 p.3.
47. *Mills List* states her name had been changed to Rochester when transferred but no source is given. <http://db.library.queensu.ca/marmus/mills/>
48. *Chignecto Post* (Sackville) 15 May 1890 p.2.

Canadian Nautical Research Society The Northern Mariner / Le marin du nord

General Editor

The Northern Mariner / Le marin du nord, ISSN No. 1183-112X (paper), 2561-5467 (electronic), is a fully refereed, bilingual (English & French), open access journal devoted to all aspects of maritime history with an emphasis on the oceans and inland waterways of the northern hemisphere. The four issues of TNM/LMN published annually total about 500 pages. Each issue contains feature articles (often illustrated), along with notes and documents on a variety of naval and maritime subjects, including merchant shipping, gender, indigenous practices, maritime labour, naval history, shipbuilding, fishing, ports, trade, nautical archaeology and maritime societies. An important feature of the journal (typically half the per issue content) is its book review section, which on average reviews more than 300 new books each year. TNM/LMN is published quarterly by **The Canadian Nautical Research Society** (CNRS) in association with the **North American Society for Oceanic History** (NASOH), in both print and digital formats, the latter which can be accessed at: https://cnrs-scrn.org/northern_mariner/index.html

This year (2020) marks the 30th anniversary of the journal. The present long-time volunteer general editor is retiring, and coincident with the transitioning of TNM/LMN to fully digital open journal systems (OJS) format, we have decided to engage his replacement as a paid position, at CAD\$5,000 per year for a 3-year renewable term. The role of general editor covers a range of responsibilities, such as: working with the editorial board to vet and recruit submissions; liaising with authors and referees to ensure high scholarly standards for original research; and coordinating with the reviews and production editors in the final content layout and overall appearance of each issue. While the majority content is English, French editorial assistance is available.

The successful candidate will have the following qualifications:

Essential

- Familiarity with the broad range of global maritime history (PhD or publishing record in the field or related studies).
- Demonstrated editorial skills (such as experience with peer review procedures and copy editing).

Assets

- Specialist knowledge in some aspect of Canadian naval or maritime history.
- Association with a Canadian postsecondary institution.
- Facility in French and/or some third language.
- Familiarity with digital editing formats, such as Open Journal Systems (OJS).
- Team management administrative skills.

For reference, our *Style Guidelines for Contributors* may be accessed at: https://cnrsscrn.org/northern_mariner/style_guide_e.html

Please direct any inquiries and completed curriculum vitae to the Chair of the Editorial Board by 30 September 2020, to:

Prof Roger Sarty
rsarty528@gmail.com

The Northern Mariner / Le marin du nord, ISSN n° 1183-112X (papier), 2561-5467 (numérique), est un journal académique arbitré, bilingue (anglais et français), librement accessible, et consacré à tous les aspects de l'histoire maritime avec l'accent sur les océans et les voies navigables intérieures de l'hémisphère nord. Les quatre numéros du *Marin du nord* édités annuellement comprennent un total d'environ 500 pages. Chaque édition contient des articles de fond (souvent illustrés), ainsi que des notes et des documents sur une variété de sujets navals et maritimes, y compris la marine marchande, le travail maritime, l'histoire navale, la construction navale, la pêche, les ports, le commerce, la diversité sexuelle, les pratiques indigènes, l'archéologie nautique et les sociétés maritimes. Un des éléments les plus importants du journal, constituant en général la moitié du contenu, est la section de critique de livres, qui examine en moyenne plus de 300 livres nouvellement publiés chaque année. *Le marin du nord* est publié trimestriellement par la Société canadienne de recherche nautique (SCRIBAN) en association avec la North American Society for Oceanic History (NASOH), sous formats imprimé et numérique, ce dernier étant accessible à : https://cnrs-scrn.org/northern_mariner/index_f.html

Cette année, 2020, marque le 30^e anniversaire du journal. Notre rédacteur en chef, bénévole de longue date, prend sa retraite; ceci coïncidant avec la transition du format du *Marin du nord* vers un logiciel open systems (OJS), nous avons décidé de créer, pour l'engagement de son remplaçant, un poste rémunéré à 5,000 \$ CAD par an, pour un terme renouvelable de 3 ans. Le rôle de rédacteur en chef couvre un éventail de responsabilités, telles que : travailler avec le comité de rédaction pour examiner et recruter les soumissions; assurer la liaison avec les auteurs et les arbitres pour respecter les normes universitaires élevées pour la recherche originale; et la coordination avec les éditeurs des critiques et de production pour la mise en page finale du contenu et l'apparence générale de chaque édition. Bien que la plupart du contenu soit en anglais, l'assistance éditoriale francophone est disponible.

Le candidat retenu aura les qualifications suivantes :

Essentiel

- Connaissance d'un large éventail de l'histoire maritime mondiale (doctorat, ou dossier de publications dans le domaine, ou études connexes).
- Compétences éditoriales démontrées (telles que l'expérience avec les comités des pairs et la révision de textes).

Souhaitable

- Connaissances spécialisées dans certains aspects de l'histoire navale ou maritime du Canada.
- Association avec un établissement post-secondaire canadien.
- Facilité en français et / ou dans une troisième langue.
- Connaissance des formats d'édition numérique, tels que Open Journal Systems (OJS).
- Compétences administratives en gestion d'équipe.

Pour référence, nos directives aux auteurs sont accessibles à https://cnrs-scrn.org/northern_mariner/style_guide_f.html

Veuillez adresser toute demande de renseignements et curriculum vitae complet au président du conseil éditorial avant le 30 septembre 2020 au :

Professeur Roger Sarty
rsarty528@gmail.com

Canadian Nautical Research Society Société canadienne pour le recherche nautique

www.cnrs-scrn.org

Minutes of the Council meeting held at the Gimblett Residence,
Port Hope, Ontario
Saturday, 29 February 2020

Present: Richard Gimblett, President; Tom Malcomson, Second Vice President; Sam McLean, Membership Secretary; Ambjörn Adomeit, Richard Goette, Walter Lewis and Margaret Schotte, Councillors; and Roger Sarty, Chair of the Editorial Board. By dial-in: Errolyn Humphreys, Treasurer; Isabel Campbell, Jeff Noakes and Ian Yeates, Councillors.

Regrets: Michael Moir, First Vice President & Secretary; Winston “Kip” Scoville, Councillor; and William Glover, Chair of the Awards Committee.

In attendance: Chris Madsen, Past President; and Erika Behrisch Elce, Editor-designate, *Argonauta*.

Calling to Order and President’s Introduction

President Richard called the meeting to order at 1045hrs. He opened by observing, for the benefit of the several new members to Council, that the Society more or less runs itself, with the important function of Council being to tend to governance of the Society and to provide oversight to the various ongoing activities. The Agenda was accepted without revisions.

Minutes of Council’s Previous Meeting

Walter moved, Ian seconded acceptance of the minutes of 21 August 2019. Carried.

Treasurer’s Report

Errolyn provided a brief overview of the Financial Statement for the year 2019 (attached), the main point being that net income was significantly lower for 2019 than in 2018, in large part due to the change in membership structure allowing for digital-only, although also the conference “profit” was somewhat less in 2019 than 2018. It was noted that there might also be a slight disincentive to renewals in the fact that there is at present no direct online payment option (the forms either have to be mailed in or submitted electronically to the Treasurer who “bundles” them before making periodical bulk deposits), and the consensus was that the Society could afford the approximately 3% charge by opting for something like PayPal. At the same time, costs also were down (again largely due to reduced printing and mailing costs for the journal), such that the Society balance is “up” nearly \$1500 over the previous year. With the bank account approaching \$30,000, and being aware of implications this might have for our charitable status, there was a discussion as to the desirability of shifting some more monies into the Investment Account, as well as to be open to spending some additional sums on “good works” such as prizes.

Councillor Richard moved, Ambjörn seconded to approve the Financial Statement for the year ending 2019. Carried.

Tom moved, Margaret seconded to re-direct up to \$10,000 into the Investment Account. Carried.

ACTION: Errolyn Humphreys and Sam are to work with Webmaster Paul Adamthwaite to investigate the practicality of establishing a direct online payment option for membership renewal and other receivables.

Membership Report

Sam spoke to the Membership Report (attached), noting that there has been a significant lag in renewals for the calendar year 2020. Accepting the most likely reason being the perennial disjunctive appearance of the journal, he allowed he would renew efforts to contact and encourage the pertinent members. There followed a general discussion of the other items identified in his report to attract and retain new (and younger) members, although without any resulting specific action items.

Publications

Isabel spoke to her report on *Argonauta* (attached), noting that the coming Spring number would be the final one co-produced by herself and Colleen McKee, to which President Richard, on behalf of Council, expressed deep appreciation to them for their efforts. There followed a general discussion further welcoming Erika as the new editor, and confirming the support of Council for her to set her own course on format and content, so long as the “essential” business of the Society continues to be covered.

A longer and detailed discussion ensued regarding *The Northern Mariner*, especially on the search for a replacement editor for Bill Glover. Richard Goette proposed that, given the lack of success in finding a volunteer member of the Society, Council should consider advertising further afield and offer a “modest” stipend to attract perhaps a recent graduate student into the position; the consensus developed that \$5,000 would be an appropriate sum (roughly equivalent to a sessional for developing and delivering an undergraduate course).

Tom moved, Councillor Richard seconded that the Chair of the Editorial Board be empowered to begin a search to fill the position of Editor-in-Chief of *The Northern Mariner*, with a view to it being compensated with an annual stipend of up to \$5,000 for a term of 3 years. Carried.

President Richard advised Council that he had renewed the contract with EBSCO for the on-line distribution of *The Northern Mariner* for another 3-year renewable term, effective 12 February 2020. The arrangement has been mutually beneficial, bringing to the Society annual revenue of some \$700, and either party can bow out without penalty upon 6 months’ notice.

Corporate Presence

President Richard introduced this item as having arisen out of an exchange with Past President Paul Adamthwaite in the course of sorting out the postal address of the Society – the point is that, besides having no “storefront” other than the PO Box emptied by the Treasurer, the Society has no formal repository for our business records. Paul has offered to make space in the Naval Marine Archive (NMA) which he operates in Picton, Ontario, and which Richard supports but notes his “conflict of interest” as a Director of NMA. After a brief discussion, Council accepted pursuit of this offer, but without financial encumbrance to the Society without further discussion. There followed discussion on other means to enhance our corporate identity.

ACTION:

President Richard Gimblett and Secretary Michael Moir are to gather the Society’s corporate records from the various holders of them, with a view to deposit at the Naval Marine Archives, Picton.

President Richard is to investigate with the incoming President the design of generic Society business cards for use by officers and members (blank au verso for name / notes), Ambjörn to develop a template.

Upcoming Conferences

Chris provided an update on preparations for this summer's conference in North Vancouver, 13-15 August – it is looking (as expected) to be small, but professionally rewarding.

The developing plans for 2021 in Victoria were noted, the general desire to go to Kingston in 2022 was confirmed, and the desirability was expressed to head to somewhere on the East Coast for 2022.

ACTION: President Richard is to check with NASOH as to the possibility of holding a joint conference sometime in the future.

Nominations

President Richard, acting as Chair of the Nominating Committee, noted that he had received no nominations pursuant to his announcement in *Argonauta*, and with that the proposal is for Michael to relieve him with Tom moving up to First Vice President. That leaves an opening for Second Vice President, and the other key opening remains for a Secretary to replace Michael; otherwise we have a full slate of Councillors, but should one of them volunteer for Secretary, there is no need to fill any resulting vacancy beyond the minimum of four.

Awards

Chris Madsen advised that to date there had been no applications for the Panting Bursary, the closing date for the Cartier Prize had not yet come, and in the absence of Bill Glover, Ian reported that the deliberations of the Matthews Committee were continuing satisfactorily.

Adjournment

There being no further business to conduct, President Richard asked for a motion to adjourn the Council meeting at 1640hrs. Jeff so moved, Walter seconded. Carried.

Respectfully submitted
Richard Gimblett
President

Attachment A: 2020 Membership Report

Attachment B: CNRS – Financial Situation as at 31 December 2019

Attachment A – 2020 Membership Report

1. Membership Renewal Numbers:

Domestic: 21 Renewed in 2020
International: 2 Renewed in 2020
Institutional: 1 Renewed in 2020

These numbers are substantially down; however this is largely attributable to the delays in publication, and it is likely that many members will renew once 2019 No. 4 is mailed.

2. Issues Addressed/Lessons Learned

a) Coordination with Errolyn, to make sure the spreadsheet reflects the mailed-in memberships that she has received.

b) Coordination with Kip when new members join, to make sure that those who want *Argonauta* receive it.

3. Standing Concerns

a) Attracting new student members: it has been suggested that we could partner with universities/history student societies to do events-talks, seminars, library days, etc. I have reached out to universities via our mass email list. (Will report on any responses)

b) Other Local Events: How can we organize these events-how can we partner with organizations/museums/archives? One strong possibility: the Shickluna Shipyard archaeological dig (with Kimberly Monk)

c) Getting more input/responses from members: How to encourage members to respond to communications? Responses are increasing (for example, things to add to monthly emails/notices—but slowly)

d) Attracting members from other disciplines, and encouraging them to contribute. Which comes first-recruiting their contributions or recruiting them as members?

4. New Issues/Questions

a) When people switch from digital to print, and back. Do we manage their category by membership year or publication year (until things get back on track)?

b) Regularly scheduled & predictable dates for processing membership charges-would help people look out for the charges.

c) NASOH members: No longer a needed category since *Argonauta* is available freely. How should this category be transmuted?
i. We need to make sure that NASOH members can still get our emails etc if they want the information.
ii. We can provide them a way to support the CNRS financially if they should choose to.

d) Issues with 2019 No. 1: several institutions have reported that it did not arrive, but that they did receive 2019 No. 2.

e) San Francisco Museum: they received 3 copies of 2019 No. 1 (we believe two from NASOH)

Attachment B: Financial Situation as at 31 December 2019

CNRS Comparative Balance Sheet

ASSET	<u>As at 12/31/2019</u>	<u>As at 12/31/2018</u>	<u>Difference</u>
Current Assets			
BMO Operating Account	28,817.38	28,000.52	816.86
BMO Cash Reserve Account	0.00	0.00	0.00
Investments	7,656.59	7,065.36	591.23
Accounts Receivable	<u>1,246.50</u>	<u>1,198.80</u>	<u>47.70 Note 1</u>
TOTAL ASSET	<u>37,720.47</u>	<u>36,264.68</u>	<u>1,455.79</u>
LIABILITY			
Liabilities			
Accounts Payable	513.56	1,313.35	(799.79) Note 2
Membership Fees Received in Advance	70.00	1,270.00	(1,200.00) Note 3
TOTAL LIABILITY	<u>583.56</u>	<u>2583.35</u>	<u>(1,999.79)</u>
EQUITY			
Members Equity			
Current Earnings	1,635.77	7,126.55	(5,490.78) Note 4
Retained Earnings	29,870.13	22,743.58	7,126.55
Unrealized Gain/Loss (OE)	-1,998.03	-2,589.26	591.23 Note 5
Gain or Loss on Exchange	<u>7,629.04</u>	<u>6,400.46</u>	<u>1,228.58 Note 6</u>
TOTAL EQUITY	<u>37,136.91</u>	<u>33,681.33</u>	<u>1,455.79</u>
TOTAL LIABILITIES AND EQUITY	<u>37,720.47</u>	<u>36,264.68</u>	<u>1,455.79</u>

Notes

1. Accounts Receivables - represents billings to NASOH
2. Accounts Payable - Mailing expenses; Faye Kert (\$146.09) ; Canada Post (\$346.47) - cheques
3. Memberships for 2020 processed before December 31, 2019
4. Equal to the Net income amount
5. Adjustments to investment loss realized in prior years - the difference is the same as the Asset amount for investments
6. Monies collected from the exchange rate on US cheque deposits

CNRS

Comparative Income Statement

REVENUE

	As at 12/31/2019	As at 12/31/2018	Difference
Membership			
Individual - Domestic	3,750.00	5,065.00	-1,315.00
Individual - Foreign	635.00	1,165.00	-530.00
Student - Domestic	145.00	870.00	-725.00
Student - Foreign	0.00	35.00	-35.00
Institutional - Domestic	1,520.00	1,710.00	-190.00
Institutional - Foreign	1,785.00	1,940.00	-155.00
Supporting/Sponsoring	<u>1,525.00</u>	<u>2,010.00</u>	-485.00
Total Membership Revenue	<u>9,360.00</u>	<u>12,795.00</u>	-3,435.00
Publications			
NM Sales and Royalties	<u>332.80</u>	<u>929.66</u>	-596.86
Conferences			
Registration Fees	<u>3,388.00</u>	<u>2,060.00</u>	<u>1,328.00</u>
Investments			
Investment Income	<u>141.74</u>	<u>114.02</u>	<u>27.12</u>
TOTAL REVENUE	<u>13,222.54</u>	<u>15,898.68</u>	-2,676.14

EXPENSE

Administrative Costs

Bank and Credit Card Charges	<u>738.55</u>	<u>691.44</u>	47.11
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Publication Costs

Mailing & Distribution	2,375.07	2,710.81	-335.74
Printing Expense - NM	5,735.70	4,517.46	1,218.24
NASOH - reduction	-2,507.85	-2,338.65	-169.20
Total Printing Expense	3,227.85	2,178.81	1,049.04
Editing Expense	<u>494.40</u>	<u>508.22</u>	-13.82
Total Publication Costs	<u>6,097.32</u>	<u>5,397.84</u>	699.48

Conference Expenses

CNRS Conferences	<u>2,209.40</u>	<u>693.06</u>	1,516.34
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	As at 12/31/2019	As at 12/31/2018	Difference
Prize Expenses			
Prize Expenses	<u>1,250.00</u>	<u>1,050.00</u>	200.00
Other Expenses			
Digital	514.99	516.82	-1.83
Membership/Subs	<u>0.00</u>	<u>20.00</u>	-20.00
Total Other	<u>514.99</u>	<u>536.82</u>	-21.83
Sales Tax Expense			
GST/HST Paid	<u>776.51</u>	<u>402.97</u>	373.54
TOTAL EXPENSE	<u>11,586.77</u>	<u>8,772.13</u>	2,814.64
NET INCOME	<u>1,635.77</u>	<u>7,126.55</u>	-5,490.78

Canadian Nautical Research Society Société canadienne pour le recherche nautique

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Minutes of the Council meeting held using videoconferencing software
Thursday, 28 May 2020

Present: Richard Gimblett, President; Michael Moir, First Vice President and Secretary; Tom Malcomson, Second Vice President; Sam McLean, Membership Secretary; Ambjörn Adomeit, Isabel Campbell, Walter Lewis, Jeff Noakes, Margaret Schotte, Winston “Kip” Scoville, and Ian Yeates, Councillors; and Roger Sarty, Chair of the Editorial Board.

Regrets: Errolyn Humphreys, Treasurer; Richard Goette, Councillor.

Calling to Order

Richard called the meeting to order at 1408hrs and welcomed Council to its first virtual meeting. The agenda was accepted as circulated.

Minutes of Council’s Previous Meeting

Tom moved, Kip seconded acceptance of the minutes of 29 February 2020. Carried.

Treasurer’s Report

Richard reviewed the statement updating the Society’s finances as at 26 May 2020 that was prepared by Errolyn Humphreys (see Attachment A). The Society remains on a solid financial footing. The decline in membership revenue due to fewer individual renewals and popularity of the digital journal rate has been largely offset by donations and reduced printing costs. Ian asked if we could lower the journal’s costs even further by mailing double issues. Walter and Roger noted that there had been considerable resistance to double issues from members in previous years, as well as from the North American Society for Oceanic History (NASOH), our partners in publishing the journal. The financial statement was received for information.

Richard tabled the following budget for the Society for 2020:

Revenues

Subscriptions	\$10,000	
Sales of journal, EBSCO	1,000	
NASOH contribution	2,500	\$13,500

Expenses

Journal – printing and mailing	7,500	
Editor’s honorarium	5,000	
Awards and Prizes	1,250	<u>13,750</u>

Surplus (-Deficit)

(-250)

Tom moved, Sam seconded that the budget be approved. Carried, with Walter abstaining.

Membership Report

Sam provided an update on membership renewals for 2020: 61 individuals in Canada (down from 80 in 2019), 6 students, 4 international, and 25 institutions, including 23 memberships renewed at the digital journal rate split between the domestic and international categories. There were some very good donations made so far this year. Sam believes that the downturn in membership renewals is due to both the journal’s unusual publication year in 2019, and the impact of the COVID-19 pandemic on people’s incomes and closures of

universities and businesses. Sam also noted that some of the members who joined at the 2018 conference in Toronto have not renewed.

Sam recommended that the dual membership category with NASOH be eliminated, and that these members renew using the international digital-only category. Sam was requested to contact the six members affected by this development to explore their views, and also to discuss this proposal with the NASOH membership representative.

2020 Annual General Meeting

Cancellation of the North Vancouver conference requires special arrangements for the annual general meeting. Richard asked if there was interest in holding an in-person meeting in southern Ontario, where it was most likely to achieve a quorum. It was agreed that a virtual, online meeting using communications software would provide a more level playing field so that members from coast to coast to coast (and to half a coast if you include the Great Lakes and St. Lawrence River) could participate. Walter pointed out, however, that a virtual meeting could disadvantage those members who lack the bandwidth, hardware, and level of comfort with technology to participate electronically.

In view of the uncertainty over reopening the country while the pandemic persists, it was agreed that the Society will hold its annual general meeting on Saturday, 15 August 2020 at 1300hrs Eastern Daylight Time using Zoom. Section 50 of the Society's By-Law 1 precludes members' meetings "held by electronic means or other communication facility," but Corporations Canada recently announced a policy that permits the board of directors of federally incorporated not-for-profit corporations such as the Society to change the by-laws in order for the membership to meet through a digital channel, communicate, and vote. This change is effective until the next members' meeting, when the board's action must be confirmed or rejected.

Ian moved, Margaret seconded that in consideration of the circumstances of the present medical emergency, Sections 49 and 50 of By-Law 1 are suspended in order to allow the annual general meeting for 2020 to be held online using video conferencing software. Carried.

Awards

The Gerry Panting Award for New Scholars will not be given out this year due to cancellation of the annual conference.

Margaret and Tom reported that there are no submissions for the Jacques Cartier MA Prize for 2019.

Ian reported that the Matthews Awards Committee is reviewing all four issues of volume 29 (2019) of *The Northern Mariner/Le marin du nord* to select the best article. Papers originally presented at the Society's conference in 1984 are excluded from this review.

Nominating Committee

Richard reiterated the need to fill the positions of Second Vice President and Secretary for election at the upcoming annual general meeting. Should these individuals come from the current ranks of Council, we could also nominate two new Councillors. Richard is looking for suggestions since current provincial regulations and social distancing make press gangs ineffective during the pandemic.

Search for a new General Editor

Richard and Roger spoke to the job poster prepared in response to Council's decision on 29 February 2020 to provide an honorarium for a new General Editor of *TNM/LMN*, which led to

considerable discussion about qualifications that were essential, preferred, and assets. Language skills are an important consideration as the journal publishes articles in both English and French, and this feature should be mentioned in the poster's introduction. It was noted that both *TNM/LMN* and *Argonauta* use a copy editor for submissions in French. The poster should also touch upon the broad range of research interests that could fall within the journal's scope in order to attract younger scholars, and it should be distributed through Canadian faculty networks, the Society's website, and other means in order to reach a broad pool of candidates. Richard will revise the poster and circulate the document for further comment.

There was discussion about the importance of finding an editor who was associated with a Canadian post-secondary institution, and Richard and Michael explained that the criteria was included in the poster in order to apply for funding to the Social Sciences and Humanities Research Council's Aid to Scholarly Journals. While this program does not cover salaries paid to editors-in-chief, a grant could cover the majority of the remaining publication and distribution costs over the next three years if the application is successful. Approval is by no means a sure thing, and Ambjörn encouraged Council to consider other funding sources such as the Canada Job Grant for skills training. Roger also suggested that fundraising to support the journal once a new General Editor was in place could be the focus of a President's Appeal.

Consultation regarding this poster has raised the issue that if the Society is willing to compensate the new General Editor, then the same principle should apply to the journal's current editor. Despite announcing his intention to retire from this role some time ago, Dr. William Glover has completed work on volume 29 (2019) and has a plan in place for volume 30 (2020).

Ambjörn moved, Tom seconded that the Society provide William Glover with an honorarium of \$5,000 to complete work on volume 30 of *The Northern Mariner/Le marin du nord*. Carried, with Walter abstaining.

The search for a new General Editor has been in progress for more than two years without success and it is possible that the new job poster could yield the same result. Should this be the case, Council will explore various collaborations to keep *TNM/LMN* going but there is a possibility that in the worst-case scenario, the journal will have to be wound up and cease publication. William Glover has pointed out that since the journal began with a motion approved by members at an annual general meeting, its end should begin with a motion to the membership so that they are aware of the predicament. It is a last resort; closure if necessary, but not necessarily closure.

Tom moved, Sam seconded that Council seek authority from the membership at the next annual general meeting to cease publication of *The Northern Mariner/Le marin du nord* at the end of volume 30 if by 31 December 2020 the Editorial Board has not been able to identify a new General Editor. Membership rates of the Society consequently will be revised commencing the 2021 calendar year to a flat rate of \$30 for all categories. Carried.

Adjournment

There being no further business to conduct, Richard asked for a motion to adjourn the Council meeting at 1702hrs. Walter so moved, Ambjörn seconded. Carried.

Respectfully submitted
Michael Moir
Secretary

Attachment A: CNRS – Financial Situation as at May 26, 2020

Attachment A: CNRS – Financial Situation as at May 26, 2020

Opening Bank Balance - January 1, 2020

Operating Account **\$28,658.52**

Membership Revenue

Individual Domestic	\$3,300.00	
Individual - Foreign	\$320.00	
Student - Domestic	\$75.00	
Student -Foreign	\$0.00	
Institutional -Domestic	\$1,235.00	
Institutional - Foreign	\$1,680.00	
Supporting	\$690.00	\$7,300.00

Other Revenue

NM Sales and Royalties	\$254.54	
M-Fund	\$49.44	\$303.98

Expenses

2019 Cheques Clearing in 2020	(\$441.15)	
Bank Charges	(\$243.09)	
Prepaid Mailing and Distribution	(\$450.00)	
Mailing and Distribution	(\$358.18)	
Printing Expense	(\$2,375.86)	
NASOH Recovery	\$1,264.50	
Editing Expense	(\$183.50)	
Digital Expense	(\$241.14)	(\$3,028.42)

Advance to Faye Kert
Actual Expenses
(reconciled)

Add: Gain on USD Exchange		\$864.95
2019 USD Deposit clearing in 2020		\$1,246.50
		<hr/>

Bank Balance - Operating at April 30, 2020 **\$35,345.53**

Accounts Receivable/Cash in Transit

NASOH recovery	\$1,242.00	
Dues and Other Revenue	\$175.00	\$1,417.00

Payments in transit

Bruno LeGal (editing Inv# 3 - May 2020)	(\$60.00)	
Marquis Book Printing	(\$2,229.84)	(\$2,289.84)

Adjusted Cash Balance at May 26, 2020 **\$34,472.69**

Investment Account Balance		<hr/> \$7,003.29 <hr/>
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Estimated Expenses to Year- End

Bank Fees (May -Dec)	(\$420.00)	
	(\$1,150.00	Faye Kert - books/Cda
Mailing Expenses)	Post
	(\$2,300.00	
Marquis Printers)	assuming 1 more issue
NASOH recovery	\$1,300.00	
Publishing and Editing	(\$300.00)	Bruno LeGal
	(\$1,250.00	
Prizes)	Based on 2019

Total estimated expenses to year-end **(\$4,120.00)**

Canadian Nautical Research Society Société canadienne pour le recherche nautique

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Draft Minutes of the Council meeting held using videoconferencing software
Thursday, 18 June 2020

Present: Richard Gimblett, President; Michael Moir, First Vice President and Secretary; Tom Malcomson, Second Vice President; Sam McLean, Membership Secretary; Ambjörn Adomeit, Isabel Campbell, Richard Goette, Walter Lewis, Jeff Noakes, and Ian Yeates, Councillors; and Roger Sarty, Chair of the Editorial Board.

Regrets: Errolyn Humphreys, Treasurer; Margaret Schotte and Winston “Kip” Scoville, Councillors.

In attendance: Erika Behrisch Elce, Editor, *Argonauta*; and William “Bill” Glover, General Editor, *The Northern Mariner/Le marin du nord*.

Calling to Order

Richard Gimblett called the meeting to order at 1405hrs.

Minutes of Council’s Previous Meeting

Tom moved, Isabel seconded acceptance of the minutes of 28 May 2020. Carried.

Strategic Planning

Richard Gimblett initiated Council’s discussion of how the future of the Society could be affected by the search for a new general editor of *The Northern Mariner/Le Marin du Nord* as outlined in his summary of planning factors and courses of action that was circulated prior to the meeting (see Attachment A). He observed that the Society’s financial situation was sufficiently solvent to pay an honorarium to a new general editor for at least three years, but the future was uncertain after this period.

Erika provided an overview of her editorial approach to *Argonauta* to round out the discussion of planning factors. Isabel and Colleen McKee established a strong editorial direction for the publication that Erika will continue and will build upon this foundation through engagement with the maritime heritage community. Members’ profiles and articles about exhibits and festivals will be featured in upcoming issues. Reviews of books and other publications that fall beyond the scope of *TNM* will continue to be included in *Argonauta*.

Richard turned the discussion to a review of the courses of action. The first scenario assumes the recruitment of a new general editor who would be paid an honorarium of \$5,000 per annum for three years. Isabel suggested that the payment be paid on an issue-by-issue basis to provide incentive for the timely publication of the journal’s numbers, which is important to ensure that government libraries are in a position to renew their subscriptions. Bill spoke to the issue of the honorarium, which would be reduced to approximately \$3,500 per annum after taxes. Instead of being treated as income, Bill suggested that it would be more effective to cover the editor’s travel expenses up to \$5,000 so that there would be an incentive to attend conferences and recruit submissions for the journal. Bill had brought forward this proposal at a previous annual general meeting of the Society, but it had been turned down. Lack of funding for conference attendance made it impossible to maintain the network of international connections established by Lewis “Skip” Fischer, one of the journal’s founding editors, through the support of Memorial University of Newfoundland. The new editor should be expected to attend international conferences with the financial backing of the Society.

Richard responded that this arrangement was negotiable with candidates for editor.

Roger remarked that the Society needs to be open to publishing a reduced number of issues per year. It has been a challenge to produce four issues a year. A lot of submissions are of marginal quality, leading to months of work and strain on the editor in order to maintain the journal's standards. One of the advantages of moving to a digital journal management application such as OJS is the ability to publish articles electronically on a stand-alone basis instead of waiting for an entire issue to be completed, which offers authors the timely release of their work while providing members and other readers with a steady stream of new material. Walter pointed out that this arrangement could complicate printing the hard-copy issues of the journal when the page numbers in the pre-print version of individual articles do not match the final layout of the printed issue.

The discussion turned to the challenge of securing more content for the journal. Sam stressed the need to build networks, but pointed out that it was not easy to get information from universities on the research interests of graduate students. Roger is not aware of a large amount of student interest in maritime history, and stated that it is important to identify the faculty working in this field who may attract graduate students. Jeff mentioned that this gap could be partially filled using the register of theses and dissertations (*Theses Canada* is offered by Library and Archives Canada in cooperation with Canadian universities to provide access to theses and dissertations; <https://www.bac-lac.gc.ca/eng/services/theses/Pages/theses-canada.aspx>).

Returning to the potential courses of action, Council discussed the implications of failure to appoint a new general editor or to secure a sustainable funding model. If the search for an editor is unsuccessful, editing by committee is a possibility. Erika asked if the editor of *Argonauta* could also serve as editor for *TNM*. If content remained scarce, a quarterly journal could be replaced with occasional papers published once sufficient material has been gathered. Walter urged that if we cannot continue to publish *TNM*, the journal should be offered to the North American Society for Oceanic History. Alternatively, the Society could collect and edit papers, and when there is a sufficient number for an issue, send the files to NASOH for printing.

The question was asked if the Society could carry on without a journal. Bill pointed out that the Society operated for eight years with only *Argonauta*, but there was consensus that a journal or at the very least occasional papers were required to put original research in front of readers for debate and critical review. As Richard Goette noted, *TNM* is the premier journal for Canadian naval history. These observations stressed the importance of solid annual conferences that encouraged members and other scholars to hone their work for submission to the journal; Tom remarked that the discussions following presentations at the last two conferences were particularly stimulating.

Sam noted that it was unlikely that conferences would be staged in the future the same way that they were held in the past due to the impact of the pandemic. Isabel spoke of the unexpected benefits of a recent conference that used video communications software to facilitate participation and discussion while eliminating travel expenses due to much of the world being locked down as a result of the pandemic. Sam proposed that the Society initiate a digital seminar series to encourage the dissemination and discussion of research, and to encourage its development into submissions to *TNM*.

Just as conferences have evolved, so must the journal. Isabel observed that attempts to return *TNM* to what it used to be (a quarterly) may delay an inevitable transition to what she hopes will be a continuation of *TNM* as a high quality, but less frequent peer reviewed journal.

Nominating Committee

Richard Gimblett announced that Ian has agreed to stand for Second Vice President at the upcoming annual general meeting, which will create an opening for a new Councillor. The search for a new Secretary continues.

Adjournment

There being no further business to conduct, Richard Gimblett adjourned the meeting.

Respectfully submitted
Michael Moir
Secretary

CNRS / *TNM* –The Way Ahead

Planning factors:

- Objectives of the Society:
 - to promote nautical research in Canada.
 - to disseminate the results of such research.
 - to encourage an awareness of Canada's maritime heritage.
- Publishing MOU with NASOH.
- Financial state of the Society.
- Conferences.
- Awards.
- Vision for *Argonauta* (Erika).

Courses of Action (COAs):

1. Editor search successful.
2. SSHRC Grant successful - life is good, stay the course!
3. SSHRC not successful - how long can we sustain a paid editor?
4. Editor search not successful.
5. Guest editor (rotating) - how long can this go on, can continuity of standards be maintained?
6. Cease *TNM* publication.
7. Content shift to *Argo* - is this appropriate?
8. Content shift to some new format - occasional papers?
9. No published content - do Society objectives need revision?
Seek arrangement with some other journal (eg SNR's *Mariner's Mirror*).

Guidelines for Prospective Authors

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts. Typically an article in *Argonauta* will be 4 to 6 pages long, though we are willing to consider longer pieces.

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

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

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

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

Following current industry standard, ships are considered gender-neutral.

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

Articles should conform to the following structural guidelines:

All submissions should be in Word format, utilizing Arial 12 pt. Please use endnotes rather than footnotes. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars.

Each image must be accompanied by a caption describing it and crediting the source, and indicating where the original is held. Images will not be reproduced without this information. Authors are responsible to ensure that they have copyright permission for any images, artwork, or other protected materials they utilize. We ask that every author submit a written statement to that effect. Please indicate clearly where in the text each image should go.

All authors are also responsible to ensure that they are familiar with plagiarism and that they properly credit all sources they use. *Argonauta* recommends that authors consult Royal Military College's website on academic integrity and ethical standards at this link:

<https://www.rmcc-cmrc.ca/en/registrars-office/academic-regulations#ai>

We encourage our authors to acknowledge all assistance provided to them, including thanking librarians, archivists, and colleagues if relevant sources, advice or help were provided. Editors are not responsible for monitoring these matters.

Unless the text already contains biographical details or the author is already well known to our readers, authors are asked to supply a short biography.



The Canadian Nautical Research Society

P.O. Box 34029
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<http://www.cnrs-scrn.org>

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

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

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

	<u>Canadian</u>	<u>International</u>	<u>Digital Only</u>	<u>Patronage Levels</u>
Individual	\$70	\$80	\$30	Benefactor \$250
Institutional	\$95	\$105		Corporate \$500
Early Career	\$45	\$55	\$25	Patron \$1000 or above
Student	\$25	\$35		
NASOH	\$35	\$35		

Please print clearly and return with payment (all rates in Canadian \$).

NB: CNRS does not sell or exchange membership information with other organizations or commercial enterprises. The information provided on this form will only be used for sending you our publications or to correspond with you concerning your membership and the Society's business.

Name : _____ E-mail : _____

Address : _____

Payment by cheque _____ Money order _____ Visa _____ Master Card _____

Credit card number _____ Expiry date _____

Signature : _____ Date : _____