

# ARGONAUTA

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# ARGONAUTA

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# Editorial

by Isabel Campbell / Colleen McKee



As the temperature plummets and the snow blows hard, many of us are sheltering indoors, perhaps near a fire with something delicious to eat and drink. The lucky ones will share treasured moments with beloved friends and family. Yet history reminds us that not everyone has been or is quite so fortunate. Some people are far from home. Others may be injured, ill, addicted, and/or coping with enormous personal grief and loss. Winter is a time to gather our thoughts and reflect upon history and what it means to us.

We are proud to open this issue with another carefully detailed piece by Derek Waller. This piece describes what happened to the crew of *U-505* after it was captured. So often the experiences of prisoners of war are overlooked and we are pleased that this scholarship draws our attention to a neglected topic in our collective pasts. We also thank Jan Drent for a moving tribute to Robert William “Sandy” Sandilands who passed away this autumn.

Readers will also note information on the West Coast Society conferences. The first in August 2020 will be in North Vancouver. Please send your conference submissions to Chris Madsen who is organizing this conference for the Society. Details about the conference are on page 33 in this issue. The 2021 conference will be in Victoria B.C. and already the organizers are planning it. These two events should give members who live elsewhere lots of time to plan a trip to the beautiful Province of British Columbia. Another conference of interest is the North American Society for Oceanic History in Pensacola, Florida from May 14-17, 2020. Details appear on page 37 of this issue. All three conferences promise to be grand successes and to assist us in exploring vital themes in maritime history.

Canada’s history offers diverse sets of maritime historical and cultural traditions. Some practices, like those referenced in the latest humorous Pullen piece which we have published in this issue, taught sailing skills passed from one patriarch to the next, one generation to another, for centuries or so it would seem. As we chuckle over his story, we may easily discern that overcoming adversity was a lesson taught within his family and within professional sailing circles.

Canada’s Indigenous peoples have a long history of survival in the depths of winter, hunting, trapping, and fishing in and along frozen rivers and lakes, or

coastal ocean regions. Our pages do not yet include many contributions about diverse Indigenous practices, but we recommend the Parks Canada series Home town heroes which contains brief biographies of Tommy Price and other Indigenous individuals at this link: <https://www.canada.ca/en/parks-canada/news/2019/08/the-government-of-canada-honours-decorated-indigenous-veteran-sergeant-tommy-prince.html> We hope to run a piece from Parks Canada which will commemorate the service of Qapik Attagutsiak from Arctic Bay, Nunavut in the spring issue.

The internet and social media provides us with the means for reaching out and learning something valuable and perhaps unfamiliar or unknown to us. We hope that the debate on the future of maritime history that we are publishing in the spring issue will help inspire our membership and others. What sort of sources are now available that provide fresh or new insights into different perspectives? How can we contribute to maritime history at global, national, and local levels? Are these goals fundamentally linked and compatible with the duty of scholars who seek perspectives that might at first make us uncomfortable? With YouTube, Facebook, Twitter, and various websites, we are hopeful that our readers will provide thoughtful feedback about the future of maritime history in Canada and elsewhere.

We congratulate the Society for its decision to support the electronic publishing of *The Northern Mariner*. And we encourage members to consider taking on the mantle of editorship of this scholarly publication. Of course, Faye Kert, the book review editor, will continue her work in overseeing what is now an average of more than 300 book reviews per year, a vital service to the maritime historical community. Thanks Faye for all you do to support scholarship.

Finally, we are delighted to introduce the new editor, Erika Behrisch Elce, who will be taking over *Argonauta* in the summer of 2020. We hope you enjoy reading her biography as much as we did.

Fair winds, Colleen and Isabel

# President's Corner

by Richard Gimblett  
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It's time to take stock of the past year and to reflect upon the possibilities of the coming one. I'm quite content generally with the progress of the Society through 2019 — we weathered the transition to open access of *The Northern Mariner* without any of my feared evaporation of membership; our improved financial situation allowed the presentation of cash prizes for the Cartier and Panting Awards; and leadership renewal of the executive council has picked up pace. Meanwhile, we can take pride in continuing to meet our mandated objective of promoting nautical research, through another wonderful conference, and through our pair of exceptional publications.

Those successes don't mean the pressure is off for 2020 — while we look forward to a smooth change in the editorial oversight of *Argonauta*, from Isabel and Colleen to Erika, the search for a successor to Bill at the helm of *The Northern Mariner* continues to confound us. If anyone has a silver bullet for that problem, please fire it! We are fortunate that Bill has agreed to stay on in the interim, and we do have a stop-gap plan for “publication by committee”, but neither of those options are sustainable. We need a new editor, ideally someone with academic institutional support.

And while I'm happy with the succession plan for the senior Executive officers, there are a couple of significant positions on Council to be filled, so I refer you to the Call for Nominations you will find elsewhere in this issue. With Michael Moir stepping up as President this summer, we will need a Secretary — the primary qualification, in addition to being well-organized and a good note-taker, is the ability to get to both the annual general meeting and the mid-winter Council meeting. As well, there will be openings for a 2nd Vice-President and one or possibly two Councillors. Although not required by our regulations, it is desirable to improve our regional representation Councillors from Quebec and from either of our coasts would be welcomed.

From an entirely different perspective, it is my real pleasure to note that one of our longtime members, Chris Varley, was presented the Sovereign's Medal for Volunteers by the Governor-General, “in recognition of his involvement with the research, preservation and promotion of Canadian naval history.” You can read the full story which was published in the Kingston *Whig Standard* on 22 November 2019 at this link: <https://www.thewhig.com/news/local-news/all-im-doing-really-is-repeating-peoples-stories>.



I raise it in this column, primarily to congratulate Chris on behalf of the Society, but also to underscore yet another type of challenge facing the Society; promoting the achievements of our members. In this so-called Information Age I learned of this, by chance from a (non-member) friend in Kingston, which makes me wonder how many others have received recognition from outside agencies? Activities such as these are core to our mandate and certainly of interest to other members. So my final challenge to you is to please don't be shy, and let us know — it would be great if such notices could become another regular feature in *Argonauta*.

Here's to great things in 2020!

Richard H. Gimblett, MSC, CD, PhD, RCN (ret'd)

President

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We encourage you to join us on facebook (now over 500) 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*.

# What Happened to *U-505*'s Crew after their Capture? Camp Ruston, Louisiana

by  
Air Commodore Derek Waller, RAF (Rtd)

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On 4 June 1944, just two days before the Allied invasion of Normandy, US Navy Task Group (TG) 22.3 captured *U-505*, a 740 ton Type IXC, long range, ocean-going German U-boat, in the Atlantic off the west coast of Africa. In this article the author describes what happened to the crew of this German submarine which was taken to Bermuda where, in great secrecy, it was held for the remainder of the war.

TG 22.3, commanded by Captain Dan Gallery, USN, in the aircraft carrier USS *Guadalcanal* detected *U-505* in the late morning on 4 June and attacked it with depth charges, the results of which were so serious that *U-505* was forced to surface very close to the middle of the Task Group where, after being subjected to intense small-arms fire, the U-boat's CO gave orders for his crew to abandon ship. He believed that *U-505* was about to sink and, although the sea valves were opened, he was unable to order the activation of the scuttling charges and to destroy the U-boat's papers and secret equipment.

Contrary to both German and American expectations, *U-505* failed to sink, even though it was flooding and lying very low in the water. *U-505* was boarded by sailors from the destroyer escort USS *Pillsbury* who closed the open sea valves and, with some difficulty, prevented the U-boat from sinking. As a result, the U-boat was captured by the US Navy and the United States flag was hoisted from *U-505*'s conning tower.

The first action by the boarding party was to remove the U-boat's papers and, with a skeleton crew on board, *U-505* was taken in tow by USS *Guadalcanal*. The U-boat was then towed to the US Navy's Operating Base (NOB) at Southampton in Port Royal Bay, Bermuda, though not without the occasional drama, first by USS *Guadalcanal*, and from 7 June by the ocean-going tug USS *Abnaki* which had been directed to the capture scene to offer assistance.

The US Navy soon concluded that it needed to create the illusion that *U-505* had been sunk rather than captured and so, under the assumption that it could be successfully towed to Bermuda, it was given the cover (code) name of USS *Nemo*. The executive instruction was sent out from Washington on 12 June, and said:

*Cover name quote Nemo unquote assigned U-505. Retain her and prisoners in US Naval custody at Bermuda making such arrangements as necessary to ensure maximum security. Cominch will provide for*



*inspection by representatives of Navy Department and Tenth Fleet and for interrogation of prisoners. (1)*

All the US Navy personnel who had taken part in or witnessed the U-boat's capture and subsequent tow to Bermuda were sworn to secrecy, an action that was amazingly successful considering the number of personnel involved. This security imperative was emphasized in no uncertain terms, both by Captain Gallery personally and by the US Navy's threat of courts martial and possible death sentences should anyone break the required silence. For instance, on 14 June, Captain Gallery published a memo to all hands of TG 22.3 saying:

*The operations which we have conducted since 4 June have been classified as top secret.*

*The capture of the U-505 can be one of the major turning points in World War 2 provided repeat provided we keep our mouths shut about it.*

*The enemy must not learn of this capture*

*I fully appreciate how nice it would be to be able to tell our friends about it when we get in, but you can depend on it that they will read about it eventually in the history books that are printed from now on.*

*If you obey the following orders it will safeguard your own health as well as information which is vital to the national defence: "Keep your bowels open and your mouths shut". (2)*

U-505's arrival in Bermuda is recorded in the War Diary of the US NOB Bermuda in the entry for 19 June 1944, which said:

*USS Guadalcanal and escorts arrived in Bermuda bringing in a captured submarine and prisoners of war. The prisoners of war and the submarine will remain in Bermuda until further orders from Commander-in-Chief. (3)*

Having decided where to keep U-505 (USS Nemo) for the remainder of the war, and having issued the strictest security warnings to all the US Navy and other Allied personnel who knew about the capture of the U-boat and all its secret documents at such a critical stage of the war, the remaining problem was what to do about U-505's German crew and how to ensure that they did not reveal the US Navy's secret.

As far as the members of U-505's crew of 59 officers and men were concerned, one - the radio operator Gottfried Fischer - had died during the capture on 4 June, and the remaining 58 were taken on board various ships of TG 22.3 before most of them were transferred to USS *Guadalcanal*. They were

then transported to Bermuda with TG 22.3 where, after their arrival on 19 June, 56 of them were handed over into the custody of the US Marine Corps at the Naval Air Station in Southampton, Bermuda. The two exceptions were the CO, Lieutenant Harold Lange, who had been shot in the legs and badly wounded during the capture, and a young engine-room mechanic Ewald Felix who had assisted the US Navy salvage parties which prevented *U-505* from sinking during its long tow from off the west coast of Africa.

By the middle of July the authorities in Washington had decided what to do about *U-505*'s crew in view of the need to maintain complete secrecy concerning the capture, and on 24 July the US Navy's Commander-in-Chief (Cominch) sent a message to the Commander-in-Chief Atlantic (CinCLant) and the Commandant of NOB Bermuda saying:

*Transfer Nemo POWs to Norfolk with Captain Huston USMC in charge. Advise me ETA at least 3 days in advance in order that necessary arrangements may be made to receive POWs at Norfolk. Continue highest security. (1)*

On 30 July 1944, after the POWs had been held for some six weeks in Bermuda, the Commandant of NOB Bermuda sent a message to Cominch confirming that:

*Nemo POWs - 4 officers and 52 men, plus Marine detachment. ETA Norfolk 2000Z Thursday 3<sup>rd</sup> [August] via PCE(R) 851 and 852. (1)*

A day later, the Chief of the US Army's Captured Personnel and Material Branch in Washington sent a message to the Director of the Prisoner of War Division on the staff of the US Army's Provost Marshal General (PMG) saying:

*ONI informs us that 56 German Naval POWs (4 officers and 52 enlisted men) are due at Norfolk, VA, on 3 August 1944 at 2000Z aboard two naval vessels.*

*Request that the PMG take these POWs into custody immediately on arrival and transfer them directly to Camp Ruston, LA. Officers and enlisted men are to be segregated during transfer.*

*It is important that these particular prisoners be not allowed to mingle or communicate with any other POWs at any time. (4)*

That same day Naval Operating Order No. 390-44 was issued which instructed the two patrol craft escort (rescue) vessels USS *PCE(R) 851* and USS *PCE(R) 852*, which were already in Bermuda, to transport the 56 POWs to Norfolk. The POWs embarked at the NOB at 0830 on 1 August, with 30 of them travelling in USS *PCE(R) 851* and 26 of them travelling in USS *PCE(R)*

852. On the afternoon of 3 August, they disembarked at Newport News (just to the north of the Norfolk NOB, presumably to keep them out of sight of prying eyes in the very large Norfolk Naval Base). (5)

In the meantime, the Chief of the US Army's Captured Personnel and Material Branch issued a further instruction to the Provost Marshal General on 1 August, saying:

*Supplementing [my] memorandum of 31 July 1944, regarding the group of 56 German Naval POWs due at Norfolk, Virginia on 3 August 1944.*

*ONI requests that this particular group be not reported before a period of 90 days has elapsed.*

*Upon arrival at Camp Ruston, LA, the officers and enlisted men may be placed together. The request of the ONI is emphasised, however, that this group should be kept entirely separate and not allowed to communicate with any other prisoners of war. (4)*

Thereafter responsibility for *U-505*'s crew was handed over to the US Army's Provost Marshal General's 8<sup>th</sup> Service Command, and the POWs were moved by train from Newport News to the very large Army-run POW Camp at Grambling, seven miles to the west of Ruston in northern Louisiana, and known as '*Camp Ruston*'. A feel for this part of the POWs' journey can be gained from the words of *U-505*'s pharmacist, Otto Dietz, who recalled his experiences nearly 40 years later in January 1984, saying:

*After delousing and interrogation we received new black POW clothing and were driven to the local railway station. After two days the train, the windows of which were locked by nails and which was under heavy custody, brought us to the POW camp at Ruston, LA. The gigantic camp was divided into numerous sections. We were given a big portion for us strictly separated from the other POWs, so we did not get to see any other POW. (6)*

However, even before they arrived at Camp Ruston on 6 August 1944, it was necessary to ensure that everyone concerned knew very clearly that the members of *U-505*'s crew were to be held incommunicado rather than being treated as normal German POWs, even though they were not made aware of the reasons why.

To achieve this, on 3 August the Provost Marshal General instructed the Commanding General of the 8<sup>th</sup> Service Command in Dallas, Texas, who was responsible for Camp Ruston, and which was primarily reserved for anti-Nazi German Army POWs, to make it clear to the camp authorities that the 56 Navy POWs were not to be allowed, for an initial 90 day period, to mingle or

communicate at any time with any of the other 2,000 or so Army POWs in the camp saying, but without [*of course*] mentioning *U-505*, that:

*This will confirm telephone conversation of 2 August 1944 between Captain King, Security and Intelligence Division, Eighth Service Command, and Lieutenant Strange, this office, concerning the prisoners arriving on [Movement Order No.] SPMGA-122-US.*

*The Office of Naval Intelligence has requested that these prisoners of war be not reported before a period of ninety (90) days has elapsed and that they be interned together.*

*The Office of Naval Intelligence has requested further that this group of prisoners of war be kept entirely separate and be not allowed to communicate with any other prisoners of war.*

*It is requested that upon arrival of these prisoners of war at destination, you accept custody thereof from the Commanding General, Third Service Command, and intern them at Prisoner of War Camp, Ruston, Louisiana.*  
(4)

Provision was to be made to ensure that no communications of any nature should reach Germany from these prisoners. To reinforce the point, an officer from the Office of Naval Intelligence was sent to Camp Ruston to brief the Commandant about the background of the prisoners, as well as to ensure that arrangements were made for all mail written by *U-505*'s POWs to be sent direct to the Chief Postal Censor in New York by registered post, and that it was to be kept separate from all other mail.

Contrary to the 1929 Third Geneva Convention relating to the treatment of prisoners of war, *U-505*'s crew were housed in a special isolated area at Camp Ruston and no reports of their capture were to be submitted to either the protecting power, Switzerland, or to the International Committee of the Red Cross (ICRC). By segregating *U-505*'s crew from other POWs, in keeping the prisoners incommunicado, in denying access to them by the protecting power and the ICRC, and by intercepting their mail, the US Navy was in specific breach of Articles 77 and 86 of the Geneva Convention. It seems that the US Navy was using the temporary exemption clause contained in Article 40 of the Convention as its excuse for the extended security clampdown in relation to *U-505*'s POWs. However the latter contained only very limited flexibility by saying that:

*Any prohibition of correspondence ordered by the belligerents, for military or political reasons, shall only be of a temporary character and shall also be for as brief a time as possible. (7)*

There was a very real security requirement to keep *U-505*'s capture secret, but that did not necessarily give the US Navy a genuine excuse to disregard the Geneva Convention for such an extended period.

In October 1944, the US Navy deemed it necessary to extend the *U-505*'s POWs' period of segregation beyond the original 90 days, and a further memorandum was received by the 8<sup>th</sup> Service Command on 12 October from the Chief of the Camp Operations Branch saying:

*The Office of Naval Intelligence has requested that the fifty-six (56) German Navy prisoners of war [should] not be reported for an additional ninety (90) days. Therefore, these prisoners of war are to be segregated and kept incommunicado and not be reported for a period of one hundred and eighty (180) days from the date they arrived at Prisoner of War Camp, Ruston, Louisiana. (4)*

As far as the International Committee of the Red Cross (ICRC) was concerned, it was aware that Camp Ruston held POWs who it was not permitted to visit, although it thought they were probably naval submarine prisoners. To this end, the ICRC's Camp Ruston visit report on 2 November 1944 recorded that:

*It was impossible for us to visit the fourth section [of the Camp] containing 52 naval officers. We were denied the visit for reasons which did [not] seem to us to be very clear.*

*The Colonel, the Camp Commandant, did not permit us to visit one of the sections containing about 50 prisoners, and our efforts to visit this section failed. We had, therefore, no contact with the prisoners. Admission to this section, the Camp Commander told us, was forbidden to civilians by superior authorities, even to representatives of the Committee of the International Red Cross. (8)*

The 56 members of the crew of *U-505* were naturally unhappy with their situation, and Lieutenant Paul Meyer, who was their spokesman in the absence of the CO, Lt Lange, wrote a formal complaint to the Swiss Legation in Washington on 15 November (which of course was never delivered) saying:

*The American Officer, Captain Huston, took a Red Cross certificate away from Oberassistentarst Dr Friedrich Wilhelm Rosemeyer [*U-505*'s doctor]. It has not been returned up to date. It is against Article 6 of the Geneva Convention to take this certificate away from Prisoners of War.*

*The Navy crew interned in this compound suspects that their families in Germany have not been notified of their capture. We request a written acknowledgement of this report to their families. (4)*

Lt Meyer wrote similar letters to the Swiss Legation on 23 December 1944 and 19 January 1945, both to no avail, and on 19 January (again to no avail) he changed his approach and also wrote to the Legation saying:

*Because this Prisoner of War Camp is considered an "Anti-Nazi-Camp" the following named Prisoners of War [the whole of U-505's crew] request transfer to a regular Prisoner of War Camp. (4)*

Nevertheless, despite all the precautions, there was a major security scare in January 1945. The problem was discovered on 18 January during a visit to the Postal Censor's office in New York by the ONI's Head of the Special Activities Branch who was shown a letter that had been written by one of U-505's POWs and mailed through normal Army channels. This showed that mail was being smuggled out of the isolation area at Camp Ruston and finding its way into the ordinary prisoner of war mail channel. A day later a report was received from the Naval Prisoner of War Section of the Postal Censorship Branch saying:

*The mail clerk at Ruston has informed us that an Army prisoner, Kurt Geuthner, is related to Erich Kalbitz [one of the U-505 POWs]. Both are interned in the same compound No.3. Kalbitz is a cousin of Geuthner's wife.*

*We are holding four letters dated December and January, written by Geuthner, in which he refers to POW Kalbitz. It is very probable that he has referred to Kalbitz in previous letters. (9)*

This incident caused considerable concern in the US Navy, to such an extent that the Director of Naval Intelligence wrote to the Assistant Chief of Staff (G-2) in the War Department on 25 January saying:

*On 4 June 1944 prisoners from a German submarine were taken whom, for vital reasons of security, it was considered necessary to hold incommunicado.*

*The necessity for complete isolation was explained to the Provost Marshal General, and the request for such special treatment was based on the direct authority of the Commander-in-Chief, US Fleet.*

*In view of the importance of maintaining the utmost security regarding the capture of the prisoners concerned, it is requested that these occurrences be brought to the immediate attention of the Provost Marshal General in order that urgent measures may be taken to keep these prisoners incommunicado. (9)*

This letter was reinforced by a further letter, perhaps coincidentally (or maybe not) and also dated 25 January, from Vice-Admiral Richard Edwards, the Deputy Commander-in-Chief, US Fleet to the General George C Marshall, Chief of Staff of the US Army, reaffirming the need for the extant security arrangements at Camp Ruston and elsewhere, and saying:

*In view of the length of time these prisoners have been kept incommunicado, General Bissell requested that the Commander-in-Chief, US Fleet, reaffirm the necessity for continuing them in this special status.*

*In compliance with this request, the Commander-in-Chief, US Fleet, has reviewed the situation and considers it is essential for vital reasons of security that the capture of this group of prisoners should not become known to the enemy.*

*It is therefore requested that these prisoners be kept incommunicado until such time as the necessity for these measures is no longer required. (1)*

In the light of this very important message to the Head of the US Army, and in an understandable reaction to the breach of security, it is little wonder that Brigadier General B N Bryan, the Assistant Provost Marshal General wrote directly to the Commanding General of the 8<sup>th</sup> Service Division in Dallas on the same day (25 January), viz:

*It is requested that an investigation be made concerning the alleged breach referred to [by the US Navy] and a full and complete report be forwarded to this office immediately covering this breach and any other breach of security which the investigation might reveal.*

*Until further instructions concerning these prisoners of war are received from this office, it is imperative that the precautions set forth in [the earlier letters] be exercised. (9)*

The 8<sup>th</sup> Service Command's report to the Provost Marshal General dated 2 February 1945 did not actually explain the reason for this serious security breach at Camp Ruston. Instead, it simply admitted that it had not been possible to obtain any information about the mail transactions that had been highlighted by the Director of Naval Intelligence on 25 January. It was nevertheless a useful piece of work which revealed a number of interesting facts, as well as reinforcing the urgent need for improved security, viz:

*2. The investigation disclosed:*

- a. That the German Navy prisoners of war interned at prisoner of war Camp, Ruston, Louisiana are segregated in a compound separate from the other prisoners normally interned in the camp.*



- b. *On 16 November 1944, 16 Army prisoners were segregated and placed in the compound with the Naval prisoners of war.*
  - c. *On 15 December 1944, 5 Army prisoners of war got in communication with the Naval prisoners of war and for that reason were interned and isolated in the compound with the Naval prisoners.*
  - d. *On or about 1 December 1944, Lt Hauser, a Naval prisoner of war, was placed in isolation in the Station Hospital for protection.*
  - e. *Prisoners of war now isolated and held incommunicado are as follows: 56 Naval Officers and men and 65 Army Officers and men.*
  - f. *One Army Officer prisoner of war, 1<sup>st</sup> Lt Heinrich Grebbs, who had been in contact with Naval personnel, has been transferred to POW Camp Dermott, Arkansas.*
  - g. *No information was obtainable in explanation of the mail transaction described in paragraph 4 of the letter from the Office of the Chief of Naval Operations. Army POW Obgefr. Kurt Geuthner, who is related to Naval POW Funk. Obgefr. Erich Kalbitz, is now confined in [the] isolated compound with naval prisoners of war, and his mail is handled the same as all compound mail.*
  - h. *All mail from [the] isolated compound is collected by United States' non-commissioned officers, brought to Head quarters, where it is all put in one envelope, registered, and sent to [the] Bureau of Naval Intelligence.*
3. *In addition to previous instructions given for the administration, safeguarding and isolation of the prisoners under consideration, the following directions were given:*
- a. *Remove all prisoners of war from [the] compound adjoining the isolation compound.*
  - b. *Keep all prisoners of war now in isolation in [the] isolated compound.*
  - c. *Handle all mail from [the] isolated compound in accordance with previous instructions.*
  - d. *Take necessary positive action to increase alertness of guards to prevent communication. (4)*

Reading between the lines of this report it is clear that, despite the orders from the highest US Navy levels in Washington, the security arrangements at

the Army-run Camp Ruston had been far too slack, and that the US Navy's intentions and the US Army's instructions concerning isolation had not been adhered to properly.

The information that "*Lt Hauser*" had been placed in the camp hospital for protection in early December is intriguing, especially because Lt Joseph Hauser was *U-505's* Engineering Officer. Apparently the remainder of the U-boat's crew held him to blame for the capture of *U-505* because of his failure to activate the scuttling charges, and believed that he should be subject to formal disciplinary action once they were released from captivity. It is therefore no surprise that he had to be placed in isolation "*for protection*". The incident suggests that perhaps all was not well in Compound No.3 amongst *U-505's* crew. (10)

Meanwhile the US Navy had reviewed the continuing need to keep *U-505's* POWs incommunicado and the capture of the U-boat secret, and on 22 January 1945 the Provost Marshal General had advised the 8<sup>th</sup> Service Command that, once again:

*The Office of Naval Intelligence has requested that the fifty-six (56) German Navy prisoners of war not be reported for an additional ninety (90) days. Therefore, these prisoners of war are not to be reported for a period of two hundred and seventy (270) days from the date they arrived at Prisoner of War Camp, Ruston, Louisiana. (9)*

Such was the concern about the need for continuing secrecy, especially in view of the recent breach, that on 2 February the Assistant Provost Marshal General, Colonel A B Johnson, wrote to the Commanding General of 8<sup>th</sup> Service Command reinforcing the importance of the matter and reminding him once again of the need to keep *U-505's* POWs incommunicado. (9)

Even though it was obvious that the war in Europe was likely to end within the next few months, that mail from the POWs might have already reached Germany, and that the information captured with *U-505* was unlikely to warrant the continuing imposition of these very strict security precautions, this request made it quite clear to the US military authorities at Camp Ruston that they were not to relax their vigilance. Indeed, in his report written after his visit on 21 March 1945 the ICRC Inspector observed, once again, that:

*The last one [compound] is occupied by naval officers which we are not allowed to visit as was the case at the time of the preceding visit in spite of representations made before the War Department. (8)*

To reinforce the point about the need for continued secrecy, on 25 April 1945 just two weeks before the end of the war in Europe, Colonel Adair of the 8<sup>th</sup> Service Command telephoned the Office of the Provost Marshal General in Washington saying:

*The Commanding Officer, Prisoner of War Camp, Ruston, Louisiana, has advised that a representative of the Swiss Legation will visit his camp in a few days and he wants to know what the instructions are with reference to the incommunicado group there, and whether the Swiss representative should be permitted to go to their segregated area and talk to them, or whether he should take some steps to remove them from the camp for the period that he will be there. (11)*

The Colonel went on to say that:

*It was my tentative instructions that we should not remove them from the camp. The question is, should we let the Swiss delegate go in there if he finds them, or should we just tell him that he can't go in there? (11)*

On the next day, 26 April, clearly after some high level discussions in Washington involving the US Navy, the Provost Marshal General was instructed to:

*Inform the 8<sup>th</sup> Service Command that under no circumstances should the Swiss representatives be permitted to ascertain that these [German] Navy prisoners are at Ruston. In other words, move the boys out of Ruston before the Swiss arrive and then return them to Ruston as soon as the Swiss depart. In no event are the Swiss to know that the boys exist. (11)*

As a result, the German Navy POWs were moved to Camp Livingston at Alexandria, LA for a week in order to keep them out of sight from the Swiss inspectors. However, just after this subterfuge which, with hindsight, seems to have been completely unnecessary, the German capitulation took place, and on 10 May 1945 the Chief of the US Army's Captured Personnel and Material Branch, on behalf of the Chief of the US Army Military Intelligence Service, advised the Provost Marshal General that:

*General Bissell has advised me that the Navy has authorised [the] release of [the] Special German Navy POWs held at Camp Ruston, Louisiana.*

*These [POWs] can now be classified as regular prisoners and sent to permanent internment camps. It has been requested, however, that they be not sent all to one camp, but distributed through as many Navy camps as possible. (11)*

The security restrictions imposed at Camp Ruston in respect of *U-505*'s crew were finally withdrawn on 28 May when the Provost Marshal General's staff wrote to the Chief Postal Censor in Washington saying:

*The Provost Marshal General has recently been informed that there is no further reason to impose these restrictions on this group of prisoners of*

*war. These German Navy prisoners are being transferred from Ruston, Louisiana, to other prisoner of war camps, and henceforth will be held and treated as prisoners of war under normal circumstance. Accordingly, your office is notified that it is no longer necessary to keep these prisoners on the watch list or to continue any special treatment with regard to them. (11)*

It is unclear exactly what happened to all the POWs from *U-505* in Camp Ruston after VE Day on 8 May 1945 once the security restrictions surrounding their captivity were no longer necessary. Some of them worked on local cotton farms for a while, before they were all moved to other POW camps in the USA in July 1945.

In January 1946 they were transferred to the UK, some or more probably all of them in the newly-built troopship *SS Ernie Pyle* which was on its maiden voyage to Europe from Long Beach, California, via the Panama Canal. After their arrival in Liverpool, they were held in a variety of POW camps in England and Scotland until the latter half of 1946, and in some cases even until late 1947, before being finally returned to Germany and released.

Quite how long news of the capture of *U-505* was kept from the German Naval authorities is uncertain. The only evidence concerning this aspect of the event is offered by Gunter Hessler, who was Donitz' son-in-law as well as being Staff Officer (Operations) to Flag Officer (U-Boats) from 1942 until May 1945 and who, when describing events in the second half of 1944 to the British and American Intelligence staff after the end of the war, wrote:

*Neither did we know of the capture of U-505, owing to the excellence of Allied security and to the strict isolation of her crew by the Americans. It was not until the end of 1944, or the beginning of 1945, that a U-Boat officer held in a Canadian prisoner-of-war camp managed to pass us a message warning of the probable capture of a U-Boat, intact and complete with signal publications. We were thus provided with a possible explanation of many curious incidents which had occurred in the Atlantic since the summer of 1944, when enemy forces had contrived to turn up at our re-arranged rendezvous' with the same punctuality as the U-Boats themselves. (12)*

In the case of Lt Lange, *U-505*'s CO, after being disembarked in Bermuda on 19 June he was taken to the US Naval Hospital in Bermuda, where he spent much of the remainder of the war on the Officers' Ward. His left leg was amputated at the knee shortly after he arrived, and during the following months he had several minor operations on the stump of his leg. (13)

It was not until early February 1945 that he was fit enough to leave Bermuda and be flown to the United States and taken to Camp Ruston. His name was then added to the list of prisoners who were segregated and kept

incommunicado, with instructions being issued by the Director of the US Army's Prisoner of War Operations Division to the Chief Postal Censor on 8 February, saying:

*The name of an additional prisoner is hereby added to that original list of fifty six prisoners that was transmitted to your office with our letter of 18 October 1944. This fifty-seventh prisoner is Oberleutnant Harold Lange. It is requested that Prisoner of War Lange be accorded the same precautions by your office as the other fifty six [members of U-505's crew] previously mentioned, and that steps be taken to ensure that he remains incommunicado and not be reported for a period of 270 days from 6 August 1944. (4)*

What happened to Lt Harold Lange between 10 May 1945 and his return to Germany is unknown, but he was back in Hamburg in May 1946. (14)

There was one other prisoner from *U-505* who was treated differently from all the other POWs. He was Ewald Felix, a 21-year old German of Polish origin, who was a junior member of the U-boat's crew and who, after being taken on board USS *Guadalcanal*, had helped to keep *U-505* afloat. Quite how much assistance was given by Felix is unclear, although USS *Guadalcanal*'s Deck Log records that 'a prisoner of war' was amongst the 15-man salvage party transferred to the U-boat on 9 June. After that, Felix was kept separate from the remainder of *U-505*'s crew whilst on board the aircraft carrier, with the latter being told that he had died suddenly and been buried at sea. Despite this, USS *Guadalcanal*'s Deck Log specifically records that 'Ewald Felix prisoner of war' was transferred to *U-505* on 18 June. (5)

When *U-505*'s crew was off-loaded in Bermuda, Felix was not listed as one of the 57 men handed-over into the custody of the US Marines, and it is therefore probable that he remained on board either USS *Guadalcanal* or one of the destroyer escorts when TG 22.3 returned to Norfolk, VA, after leaving Port Royal Bay on 20 June. Felix was then interned separately from the rest of the U-boat's crew, possibly at Fort Hunt in Washington, DC, and under the direct control of the US Navy's Office of Naval Intelligence (ONI), before he was returned to Germany after the war. Certainly, he must have been kept separate from his colleagues who might well have punished him harshly for facilitating the capture of *U-505*.

After the end of the war in Europe, the US Navy recorded its gratitude to Ewald Felix when the Head of the Special Activities Branch of the Division of Naval Intelligence wrote on 25 June 1945 that:

*During his time as a prisoner of war in the United States subject prisoner, of his own free will and because of anti-Nazi beliefs, gave invaluable assistance to the United States in the prosecution of the war effort and*

*was of material assistance. It is strongly recommended that, should subject prisoner of war ever enter an application for an entry permit to the United States or apply for a quota or other visa for entry into the United States, the facts set forth herein should be given due and favorable consideration. Subject prisoner of war is, from all knowledge available, considered to be desirable and suitable material for citizenship. (15)*

Some three years later, on 4 March 1948, the (then) Admiral Gallery (who was well known for exaggeration in his speech and writing) wrote a 'Memo to Whom it May Concern' saying:

*While the U-505 was being towed to Bermuda, Ewald [Felix] went aboard the submarine about a dozen times with salvage parties in their efforts to keep the submarine afloat. Without this expert advice and direction from Ewald, I am convinced that the submarine would have sunk. (16)*

Interestingly, in 1956 the Hamburg-based magazine Kristall (Issue No 20) contained an article headed 'U-505 Geheimnis un Felix' [*The Secret around Felix*] in which it was alleged, quite wrongly, that during the war Felix had been killed in a prison camp by his fellow POWs after being accused of being an informer. The truth is that, even at the time, Felix was living in Poland with his parents. He subsequently moved to Germany, where he lived until his death in the 1990s. (16)

As soon as the Second World War ended, the remarkable security cloak that had successfully surrounded *U-505* was lifted and a US Navy Press Release was issued on 16 May 1945 giving the American public their first indication of the U-boat's capture. On 20 May *U-505* left Bermuda for Philadelphia, where it arrived on 23 May to take part in the first of two War Bond tours of the US East Coast and Caribbean ports on behalf of the US Treasury Department.

It was originally envisaged that *U-505* should be used for gunnery and torpedo target practice, and this proposed fate came to the attention of Admiral Daniel Gallery in early 1947. As a result of informal action by the Admiral, the authorities in Chicago, including the Director of Chicago's Museum of Science and Industry (MSI), asked both the Secretary of the Navy and the Chief of Naval Operations on 6 October 1947 if *U-505* could be installed as an historic exhibit at the MSI. Early disposal of *U-505* was therefore put on hold, and between October 1947 and May 1954 the possibility of it becoming an exhibit at the MSI was endlessly debated. During this time, the U-boat remained at Portsmouth Navy Yard (PNY), tied up to a jetty, rusting and neglected. Finally the authorities in Chicago accepted that, whilst the US Navy was prepared to donate *U-505* to the MSI, it was not prepared to fund the project. Thus in 1953 serious efforts began in order to raise the necessary funds.

*U-505's* last day in US Navy custody was 14 May 1954 when two US Navy tugs towed it down the Piscataqua River from the PNY to a buoy in the harbour at Kittery, Maine. The following day *U-505* started its journey to Chicago under tow by the civilian tug *Pauline L Moran*. The tow from Kittery covered 3,000 miles, through 28 locks on the St. Lawrence River, and through four of the five Great Lakes. *U-505* finally arrived in Chicago on 26 June, and on 25 September 1954 it was dedicated as a war memorial and a permanent exhibit at the MSI, where it remains to this day.

Arundel, West Sussex, UK

January 2019

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## Maritime Maintenance with the Admiral

By William Pullen

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Our life with the family schooner *Venture* revolved around maritime liturgy originating in the great naval dockyards that had kept Nelson's ships in fighting trim. Crusaders crusaded, ancient pilgrims had their journeys to Santiago de Compostelo, and Henry VIII had his Summer Progresses amongst the Great and the Good. Our annual rites were in two parts: *The Ascent of Venture in the Fall*, consisting of two activities – *The Unmooring and Unrigging of Venture* and *The Removal of all Moveable Ballast by Hand*. The liturgy's coda was a reverse rite that occurred in the spring when we celebrated *The Descent of Venture* followed by *The Mooring and Rigging of Venture and Stowage of all Movable Ballast by Hand*.

These events came to represent the very pinnacle of the maritime traditions we revered and practiced in our home on the South Shore of Nova Scotia. They gave real meaning to the proposition that the pleasure derived from messing about in boats is inversely related to the convenience and directly proportional to the discomfort.

Unmooring and de-ballasting may sound simple in theory, but in practice it entailed a perfectly hellish weekend the likes of which those few hardy souls who participated in them and survived will ever forget. In the space of two or three very energetic days, we would lift out the wooden spars by hand, remove close to a half tonne of moveable ballast from inside *Venture* by hand, then weigh the permanent mooring's mushroom anchor, again by hand, and then finally take the vessel to her wintering quarters, this time under power. If it had been possible to have rowed her I have no doubt we would have tried to do so.

Entry into the liturgy began with bringing *Venture* alongside the seaward end of our wharf and securing her in position. We generally took the spars out first on the theory that if anything went awry, while they would likely plunge right through the hull and impale her on the bottom like a cocktail canapé on a toothpick, she would at least be in shallow enough water to allow some sort of rescue of the survivors.

First, all the rigging had to be eased off and a human sacrifice sent aloft to unrig the triatic stay high between the two masts. This always meant a terrifying trip up in a rickety old bosun's chair secured with rope of dubious strength. As with other perverse notions, material strength was more associated with tradition, old age and connection to Nelson than to newness. The older it was, the stronger it was. Bizarre, really.

Once aloft, we had a splendid view of the many islands in Mahone Bay and a perfect opportunity to drop the pin of the shackle we had been sent to unscrew into the water below. The sea bottom around our wharf is still littered with the pins of shackles that I had dropped over the years.

Once the rigging had been eased off, the massive Stump Mast boom was manoeuvred into position close to the foremast. The Stump Mast, an impressive piece of timber, stood at the end of the wharf fixed to that structure with enormous iron brackets. The first one we had was the main topmast of a *Bounty* replica built in Lunenburg. It had a boom with a huge block and tackle; the whole contraption looked like it could be used to erect oil rigs. How the Admiral obtained it is still a well-kept secret. We towed it round from Lunenburg and then raised it into place and secured it to the corner of the wharf. It was a one-off experience best forgotten.

Once the boom was in position and a rope strop made ready, we had one of those little acid tests of seamanship, a brief life-or-death quiz that confronted us at random moments. In this case, it was the Admiral saying "right, now, who knows how to tie a rolling hitch?" In these circumstances, with God knows what consequences attached to tying it incorrectly, he might as well have asked who knew how to recite from memory the really juicy bits in *The Collision Regulations* or *The Articles of War*. Correctly securing a rope strop under the eagle eye of the Admiral was difficult at the best of times, but now it was fraught with anxiety.

Having recited a general absolution and benediction, and with everyone standing as far back as they could, we began to heave on the hauling part of the block and tackle. The Stump Mast would vibrate ominously, the wire guys would twang menacingly, and eventually the foremast, or mainmast, would begin to lift majestically from the boat.

Now, as the engineers among us will confirm, positioning the rope strop on the mast was critical. If secured too low, below the balance point, the mast would begin to obey the laws of gravity as soon as the butt end cleared the deck and the mast hanging on the rope strop would pivot rapidly. Those whose job it was to hold and guide the lower end could find themselves quickly staggering out of control toward either water or wharf, with obvious consequences that frequently caused people to simply abandon ship into the water. On occasion, I found myself clinging frantically to the mast as it rotated gracefully through the sky amidst a shower of oaths and orders from the Admiral. Then would follow a rapid lowering and positioning of the wretched contraption as it was laid to rest on cross-trees on the wharf. Having two masts we always had to do this twice, on the theory that those who had not been seriously injured the first time could have a second go.

Removing the ballast meant bringing *Venture* alongside the wharf at high water. This manoeuvre provided a chance for the Admiral to display his consummate skill at ship handling. I learned about using transverse thrust to make the stern of a ship go sideways. Today harbour pilots, bow or stern thrusters, azipods, and tugs accomplish this task. The Admiral would bring *Venture* smartly alongside at an angle of about twenty degrees and then with a short, sharp burst of astern power swing the stern neatly in and the vessel parallel to the dock.

Once alongside we began the real work. *Venture* had about a half-tonne of stowed ballast in the form of 25 and 50-pound iron blocks. Rusty, cold, wet, and greasy, they were stowed in the bilges under the floorboards in the schooner's cabin. If stowed properly the previous spring, over the summer they would settle into a more or less solid mass that had to be pried apart with fingers and marlin spikes to get a grip on individual blocks. The technique was guaranteed to win disapproval from the medical community: we squatted over the blocks and levered one out of position, removing fingernails in the process and achieving a pulse of about 150. The blocks next had to be lifted up about two feet and then carried quickly in a crazed sort of crouching waddle toward the cabin hatchway where they were hoisted up to chest level and passed to someone squatting on the deck, who in turn lifted them onto the wharf, and then passed them to another who would carry them to winter stowage in the boat house. It was maritime aerobics at its finest. By the end of the event our arms felt like overdone pasta.

I always rated the de-ballasting experience by the number of minor injuries we sustained and the form, variety, pitch and cadence of oaths that would come from those consigned to servitude in the bilges. On good days the air positively shimmered with bad language wafting up from the cabin.

Once de-masted and de-ballasted, *Venture* rode light in the water and became an excellent platform for the last act of the ritual: getting the damned mooring up. Now, most of us would agree that permanent moorings are just that - things that once put down were left there until they vanished into the primeval mud. Just about everyone where we lived used several engine blocks from old cars lashed together with chain. The mooring would be put in and left there marked with a buoy that usually escaped the winter ice.

Not for us. No sir, we were not going to do that! In our case, we had a miniature replica of a naval "trot" buoy that had to be removed in the fall and replaced in the spring, because that's the way it's done! It was custom-made, painted fluorescent orange and a bit smaller than a 45-gallon drum. For several years the Admiral supplemented this with another buoy that carried an electric light to mark the anchorage position, just in case any large commercial or naval vessel should suddenly find itself 15 miles inside Mahone Bay and need a mooring for the night.

The mooring had a chain cable leading to a sizeable mushroom anchor. The idea was that with a mushroom shaped head the anchor would eventually work its way deep into the mud and provide good holding power. For the most part it worked. I recall only two occasions when the anchor dragged. Both involved hurricanes.

Getting the mushroom out of the mud was not a job for over-confident amateurs. Over the space of a sailing season, the anchor could get quite far down into the ooze. Because of its peculiar shape, it was incredibly resistant to a straight pull and had been fitted with a "slipping" chain on the outer rim. The idea was that heaving on this would ease the anchor out of the mud by pulling it from the side, thus breaking the suction between anchor and mud. Sadly, the chain inevitably became fouled during the previous spring's mooring rite and quite useless when we needed to weigh the anchor.

Our technique was to weigh anchor by deck tackle, another one of those heroic feats of seamanship that you may read about in *The Technical Annex* to Volume 3 of *The Admiralty Manual of Seamanship*. It was of the same genre as raising steam by hand or changing a propeller at sea. It required skill, patience, and strength as we used the buoyancy and length of the vessel as a lever to get the anchor up and off the bottom. A huge rope strop was rigged around *Venture's* counter and to this was joined the largest block and tackle we had; then the mighty gun tackle was used to haul the schooner's cradle up our marine railway for winter storage. This led up the port side to the bows until just aft of the spurling pipe, the anchor chain disappeared down to the chain locker. A short chain nipper connected the block and tackle to the anchor chain by means of a substantial chain hook.

When all was ready, we tailed on to the hauling part and began to heave. *Venture* would dance around the mooring until the bows dipped toward the water, the tackle became bar taut, and we could get no further. There ensued a very tricky and secret operation, known only to ancient mariners as "choking the luff," by which the tackle was prevented from paying out. Then we all repaired to *Venture's* stern and began to bounce up and down, rocking *Venture* along her length and using her buoyancy as a great big lever to break the suction between mushroom and mud.

We must have looked odd. A small clutch of lunatics gathered on the stern of a little black schooner, leaping together in unison. Once we had gained a few feet the whole process would be repeated until the mushroom was clear of the bottom and could be hoisted up until the shank of the anchor was just awash. We would then go slowly in toward the wharf, letting the water clean the mud and accumulated debris off the anchor. Once alongside the wharf the whole mess was hoisted ashore with the stump mast. *Venture* would then be anchored again to await a trip to her wintering place. Survivors, including the walking wounded and less serious stretcher cases, would gather for first aid, very stiff drinks, and silent shared communion before a warming fire.

## Robert William “Sandy” Sandilands 1925-2019

By Jan Drent

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West coast hydrographer “Sandy” Sandilands died weeks short of his 94<sup>th</sup> birthday in Victoria on October 6 2019 after a brief bout of cancer. Robert Sandilands had a 35-year career with the Canadian Hydrographic Service (1954-89) after serving 12 years in the Royal Navy. His chart making career exemplifies that of so many British-born and British-trained seafarers who came to Canada in the decade after the Second World War to contribute their professional expertise to Canadian Government marine services, the RCN, and Canadian commercial shipping and pilotage.



Robert William “Sandy” Sandilands

“Sandy” Sandilands received his early education in his birthplace, Edinburgh. He joined the Royal Naval Volunteer Reserve in 1942, becoming an officer. After the war he transferred to the Royal Navy and joined the hydrographic service in 1948. By the early fifties he was commanding inshore survey vessels. He left the RN in 1954 to join the Pacific Region of the Canadian Hydrographic Service (CHS). Sandy served briefly with the CHS in Burlington in 1970-71 but otherwise his hydrographic career was on the west coast. After years as Hydrographer-in-Charge in several survey vessels on the coast and the western Arctic he became Head of Sailing Directions, Pacific Coast, and finally Regional Field Superintendent.

He was co-author of *The Chartmakers: The History of Nautical Surveying in Canada* (1983) and published several papers on the history of hydrographic surveys. He was also the co-editor of the periodical *The Canadian Surveyor*. Sandy’s active interest in marine history was demonstrated by his years of support and leadership in the Maritime Museum of BC, where he served as President 1973-77.

It’s been 30 years since “Sandy” retired but a tribute by George Schlagintweit of the CHS, the start of whose career overlapped with the twilight of Sandy’s, sheds light on the time:

## Remembering Sandy Sandilands

I stopped in my tracks when I heard the sad news of Sandy's passing, and took stock of how much the Canadian Hydrographic Service has changed since that fateful day in the winter of 1985 when Sandy and the late Tony Mortimer interviewed me for a job with the CHS. Sandy retired as the Regional Field Superintendent for CHS Pacific Region, the same position he held when he hired me ... and incidentally the same position I substantively hold within Central & Arctic Region, although the title has changed somewhat.

What stuck out about Sandy?

Sandy loved his pipe ... I suspect he probably spent more time fussing with it than actually smoking it.

In the mid to late 80's, Hydrographers-In-Charge (HIC) were still producing their Field Sheets manually, which means that they were responsible for meticulously inking each (manually reduced) tiny sounding onto a large plastic manuscript in the exact geographically referenced location where that sounding was measured. Additionally, with the benefit of various techniques, the HIC had to ink the precise location of the coastline and low-water line on the Field Sheet, as well as all the aids to navigation that were observed while at sea. As the Field Sheet became more and more dense with data that the HIC had inked with painstaking pride, it stands to reason that the HIC became increasingly protective of this document. A junior Hydrographer like myself would be cautioned early on that you don't dare touch a Field Sheet with your bare hands due to the oil on your fingers, let alone breathe over it.

That's where Sandy comes into the picture. Sandy would regularly do Field Survey Inspections, to get out of the office and check on the troops. (Now that I am doing the job, the former is likely the real reason.) In anticipation of Sandy's arrival, the HIC would tidy up the Hydrographic Lab and brief staff accordingly to ensure they would be on their best behavior. Within minutes of Sandy's arrival, he would be leaning over the Field Sheet, asking lots of questions about the data, its quality and so forth. And then the pipe would come out. Inevitably, arms would be waving as a result of detailed explanations, with tobacco ash becoming air-bound as a result. As the ash lightly settled on the Field Sheet below, we junior Hydrographers would be entertained watching the HIC do all he could to stop his own head from exploding. Diplomacy at all costs.

Sandy was a great man. He was always deeply concerned with the well-being of his staff and he served the CHS with upmost pride and professionalism. I truly feel honoured to have launched my career with the CHS under his charge.



Robert Sandilands enjoyed a long retirement at the idyllic seaside home he and his wife June created in Victoria. His daughter Cate writes:

The stories that wove Dad's and Mum's and my lives together did not rest on the names of ships or the details of the locations he charted, much as I understand the importance of this information to others. I could tell you about the year he got stuck in the ice at the end of an Arctic field season. I think it was on the *Parizeau*. I could tell you about the sights and smells we encountered when Mum and I picked him up from ship in Port Alberni; I could tell you about his lifelong dislike of chicken because of RN shipboard cuisine (probably amplified by his culinary experience of the CHS); and many people could tell you about his truly wicked cribbage skills, honed from many years at sea.

One of my favourite possessions is a chart that Dad oversaw of the local waters around Cadboro Bay the year I was born (where he was posted so he could be close to mum): it was printed in 1964, so his name is on it. I definitely remember the pipe rituals and accoutrements. Pipe cleaners were an obligatory annual stocking-stuffer. I also remember his utterly perfect handwriting from so many years of marking charts by hand, and also his resigned frustration that I could never read a map without rotating it in the direction we were going. In general, though, Dad kept his home and work lives pretty separate; although I have taken many lessons from him over the years, perhaps ironically the ones I remember most strongly concern earth, fire, and air rather than water.

Robert William "Sandy" Sandilands has slipped his cable after a long life well lived.

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We welcome **Professor Erika Behrisch Elce**,  
Incoming editor of *Argonauta*  
Summer issue 2020

Readers may be interested in her website  
([erikabehrischelce.com](http://erikabehrischelce.com)) or in following  
her on twitter [@eribehrischelce](https://twitter.com/eribehrischelce)

Authors wishing to submit manuscripts to future  
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### ***An Introduction by Erika Behrisch Elce***

Ahoy there! My first contribution to *Argonauta* seems the perfect opportunity—once in a lifetime, in fact—to begin a piece of public writing like a sailor, which I am not. I’m an academic, and so pleased to have the chance to steer the intellectual helm of this inclusive, eclectic quarterly.

Please let me introduce myself. I’m currently an associate professor in the English, Culture, and Communication Department at the Royal Military College of Canada (RMC). My research specialty is nineteenth-century naval exploration narratives, and most particularly the consideration of the differences between an expedition’s official mandate and the explorers’ experiences in the field. I completed my dissertation at Queen’s University in 2002, and have been working at RMC ever since.

I did my doctoral work on nineteenth-century polar exploration, and the ways in which Admiralty narratives strove to create the north as exclusively British even while, as the narratives were constructed, they relied heavily and consistently on Indigenous knowledge. An important series of companion projects involved the most famous woman in this particular history: Lady Franklin. In 2009 I published *As affecting the fate of my absent husband*, an edited and annotated series of her letters to public figures, with McGill-Queen's University Press; and in 2018 my novel *Lady Franklin of Russell Square* was published by Stonehouse Publishing. It's an epistolary recreation of the decade Lady Franklin spent in London waiting for the *Erebus* and *Terror* to return, and was shortlisted for the Book Publishers of Alberta Fiction of the Year prize. For those whose taste runs more to academic journals, my work on polar exploration has appeared in *Victorian Poetry*, *Victorian Prose*, *The Lion and the Unicorn*, and most recently in *The Journal of Imperial and Commonwealth History*.

I teach nineteenth-century literature and culture, science and culture, and how to work with archival documents; this semester I'm teaching a graduate course on print culture and exploration narratives of the Royal Navy. I also run a biweekly column for RMC's online paper, *e-Veritas* "Dr B asks, what you are reading?" that celebrates the variety and vivacity of reading life on the peninsula. I regularly get beyond the peninsula too and speak to the public about polar exploration; in November I was at the Vancouver Maritime Museum, and this coming February I'll be at the Brockville Museum (4 Feb) and Kingston's Maritime Museum of the Great Lakes (26 Feb).

My life as a polar enthusiast has long roots, and they connect me to the world of naval history and culture. I grew up in Fairbanks, Alaska, and the north was everything for me as a kid, a world of wonder and celebration. It was where I could practically watch my mother's cabbages grow in the 24-hour summer sunshine, where my parents hung pictures of the thermometer when it reached -60 (yes, Celsius), where we all learned to build igloos on the playground in the few short hours of winter dusk light, and where we stood outside on New Year's Eve to watch the aurora borealis put on their best display.

It also influenced my future path as an academic: as a curious 11-year-old left to my own devices one afternoon, I distinctly remember the moment I opened the *National Geographic* issue that included Owen Beattie's exhumation of the young stoker John Torrington from his grave on Beechey Island. He wasn't too far away from me in age that I wasn't appalled by his sad fate and lonely resting place. When, in graduate school, I got the chance to work with private letters between Lady Franklin and Benjamin Disraeli concerning the public search for the lost Franklin Expedition, I jumped at the chance and never looked back. Since then my interests have diversified, though not changed direction; as the folks who were at the 2019 CNRS

conference in Thunder Bay will know, my research is moving closer to considering how nineteenth-century naval administrators set the agenda for the heroes in the field, what cheques they wrote, what priorities they identified, and how they navigated numerous fraught conversations with the public. Still, I can't resist a good exploration yarn, and one of my current projects is an analysis of how naval Captain John Cochrane managed to make a name for himself as the "Pedestrian Traveller." The new long-term research project I'm just beginning considers the role of naval surgeons as men on the outside of traditional naval hierarchy whose job it was to speak truth to power.

My connection with *Argonauta* began a year ago when Philip Goldring reviewed my novel, *Lady Franklin of Russell Square* in its pages. After this first and friendly introduction to the Society in the spring of 2019, in the summer I met with Isabel, Colleen, and Faye to discuss the possibility of taking over the editorship of *Argonauta*, and I gladly accepted the post. In August, I got myself to Thunder Bay and presented at the CNRS's annual conference. I was so pleased to find myself a part of such an intellectually wide-ranging but cohesive community. It was an especial treat to spend an evening touring the *Alexander Henry*, on which I had stayed as a guest when it was a bed and breakfast in Kingston, the southern Ontario city where I work and live. I admit that my experience with the CNRS is relatively brief, especially compared to Colleen and Isabel, whose amazing editorial eyes I will soon try to emulate, and the many longstanding members who have watched and helped the organization grow and change over years and even decades.

The longevity of membership is one aspect of this society that attracts me to it so strongly; in so many scholarly associations, membership comes and goes as trends change and conferences move from place to place. At the CNRS, however, members remain, and through this collective organizational knowledge the CNRS stays true to its purpose as the home and the voice of Canadian maritime scholarship in all its forms. I'm especially drawn, too, to the openness and inclusivity that *Argonauta* represents for the CNRS. I'm an academic and used to the stringent (and strident) requirements of the academic publishing world, but *Argonauta* does something unique: it brings academics, professionals, enthusiasts, and hobbyists together under a canopy of shared interests, crossing the divides between personal and professional interest, scholarly and popular culture. It's not just CNRS's community bulletin board, but its outreach to the wider world. I'm honoured to be coming aboard, and look forward to the adventures to come.



Canadian Nautical Research Society /

Société canadienne pour la recherche nautique

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

## Nominations

As the pro tem Chair of the Nominating Committee, I am looking for your help in suggesting names of potential new council members. As you will know from reading my President's Corner, we have a terrific group of council members now serving on our Executive (see the verso of the front cover of *Argonauta* for a list of those now serving). However, we also are facing the challenge of renewal in the senior leadership positions and need to develop a group of younger people willing to step forward and "take up the torch". If you are interested in Executive service in the long term, let me know. Also feel free to contact any other Executive members just to chat about issues or to find out what sort of duties are involved.

The by-law information pertaining to nominating Officers and Councillors at large is shown below, and the elections will be at the Annual General Meeting in August. Please send your nominations to the CNRS Nominating Committee, or myself at [CNRSPresident@cnsr-scrn.org](mailto:CNRSPresident@cnsr-scrn.org) by 01 August 2020.

## NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

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

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

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

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

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

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

Thank you, Rich

**Canadian Nautical Research Society  
2020 Conference and Annual General Meeting**

**Waterfronts at Work**

Thursday, 13 August to Saturday, 15 August 2020  
Lonsdale Quay Hotel  
North Vancouver, British Columbia

Conference Fees:  
\$100 CNRS/NASOH members;  
\$125 non-CNRS/NASOH members;  
\$75 early career researcher;  
\$50 students

Any student enrolled at a university or college giving a presentation is eligible for consideration for the Gerald Panting Bursary, to help defray registration, accommodation, and transportation costs. The number and monetary value of any bursary given out will depend on the number of applicants.

The Main Conference Theme is: Waterfronts at Work

Conference organizers will accept any maritime-related paper proposal on a Canadian, North American, or international topic, especially addressing:

- shipping
- marine transportation and business
- ferries
- ports and harbours
- towing and barging
- tugs
- pilotage
- shipbuilding
- container, commodity, and bulk terminals
- dock and longshore work
- maritime unions
- waterfront industrial land redevelopment
- rail and road bridges across waterways
- navies and shore infrastructure.



A one page proposal with the author's name, affiliation and title, as well as contact information can be sent by 1 May 2020 to:

Chris Madsen  
Department of Defence Studies  
Canadian Forces College  
215 Yonge Blvd.  
Toronto, Ontario  
M5M 3H9  
email: [cnrs2016@gmail.com](mailto:cnrs2016@gmail.com)

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# First Annual Charles Dana Gibson Award

For the best article on North American maritime history published in a peer-reviewed journal in 2019

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Honorarium: \$1,000

Closing date for entries/nominations: February 1, 2020

Send copy and complete citation for the article to:  
[NASOHGibsonaward@gmail.com](mailto:NASOHGibsonaward@gmail.com)

Selection: Articles will be evaluated by a three-person committee of NASOH members

Announcement of award recipient: March 1, 2020.

**The Recipient must be present at the NASOH conference to receive the award.**

NASOH presents the Charles Dana Gibson Award annually to the author of the most significant article on any aspect of North American maritime history published in a refereed journal during the previous year.

A longtime and beloved member of NASOH, Gibson was an authority on the history of the American merchant marine and with his wife, Kay, co-author of a unique three-volume history of the U.S. Army's navy. Mr. Gibson was a World War II veteran of the U.S. Army Transportation Corps, Water Division, and of the U.S. Merchant Marine. After the war, his pro-bono consulting work led to the Department of Defense awarding veteran status and benefits to more than 84,000 civilian seamen who served in the merchant marine between December 7, 1941, and August 15, 1945. He also authored the qualification brief for the civilian seamen of the Army Transportation Corps of World War II, which helped win veteran status for that group as well.

Gibson authored four books, and co-authored four others with his wife, on various aspects of maritime history. Their *Assault and Logistics: Union Army Coastal and River Operations, 1861–1866* received the 1996 John Lyman Award for Naval History. Their last book, *Over Seas: U.S. Army Maritime Operations, 1898 through the Fall of the Philippines*, published in 2002, was selected by the American Library Association as an Outstanding Academic Title. In 2004, Charles Dana Gibson and E. Kay Gibson received the K. Jack Bauer Award for their contributions to maritime history. They are the only husband-and-wife team to have been so honored. For his work on behalf of World War II merchant seamen, Gibson received the Captain K. C. Torrens Award from the Council of American Master Mariners, the Distinguished Service Award from the U. S. Merchant Marine Academy at Kings Point, and the Marconi Memorial Gold Medal of Achievement from the Veteran Wireless Operators Association.

Gibson's professional affiliations included membership in the Council of American Master Mariners, the Marine Society of the City of New York, the North American Society for Oceanic History, Steamship Historical Society, Army Historical Foundation, and the Council on America's Military Past.

In retirement, Dana and Kay made numerous months-long cruises in the Bahamas, the Great Lakes, and the river system between Chicago and Mobile in the *Hannah II*, which he designed. They divided their time ashore between homes in Camden, Maine, and North Hutchinson Island, Florida.

# Maritime Connections: History, Heritage and the Maritime Landscape

North American Society for Oceanic History  
2020 Annual Conference  
Pensacola, FL

The University of West Florida will host the 2020 Annual Conference of the North American Society for Oceanic History.  
**May 14-17, 2020**

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Pensacola's maritime history stretches back into the age of exploration. More than 60 years before the Pilgrims landed at Plymouth, almost a half century before the English planted the Jamestown colony and more than a half decade before the Spanish founded St. Augustine, Tristán de Luna brought his fleet of Spanish ships into Pensacola Bay. Luna sailed into the bay in the summer of 1559 to claim the territory for Spain and to provide protection to the valuable shipments of gold and silver. Following Native Americans' use of the bay for its natural resources, the Spanish recognized the importance of a protected and deep water port. Although Luna's colony lasted only two more years, it is "America's First Settlement," and represents Spain's first attempt to control North American territory. The Spanish, English, French, Americans and the Confederacy, recognized the importance of the area's natural resources as each fought for control of Pensacola, both as a military asset and for financial gain. Despite several military conflicts, numerous hurricanes, malaria outbreaks, yellow fever epidemics, and other disasters, Pensacola remained steadfast in rebuilding and recreating its community. More recent events, such as the Deepwater Horizon oil spill, severe weather events, and the effects of climate change have continued to challenge, not only Pensacola, but maritime communities throughout the world.

Using Pensacola as an example of the importance of maritime connections, the 2020 NASOH Conference invites paper and session proposals that explore maritime history and archaeology as they relate to larger connections concerning landscapes, heritage and the preservation of cultural resources. Suggested topic areas include, but are not limited to, maritime landscape, archaeology, empire, race, gender, military, cultural contact, environmental impact, public history, cultural resource management, and historic preservation.

Papers from graduate students and junior scholars are greatly encouraged. Students may apply for a Chad Smith Travel Grant to assist in travel to present a paper at the conference. Additionally, the Clark G. Reynolds Student Paper Award is provided each year

to the author of the best paper by a graduate student delivered at the society's annual conference. Please see the awards section of the NASOH website for details. Individual paper proposals should include a.) An abstract, not to exceed 250 words b). A 250-word presenter bio c.) Contact information including phone number, address, affiliation, and email. Panel proposals may also be submitted inclusive of the above information for each paper.

The deadline for proposal submission is **February 1, 2020**. Please submit proposal packets electronically to the Program Committee. These should be sent to:

[amitchellcook@uwf.edu](mailto:amitchellcook@uwf.edu), Program Chair. NASOH members interested in serving as panel chairs, please send an email to the Program Committee at the above address.

**Contact Email:**

[amitchellcook@uwf.edu](mailto:amitchellcook@uwf.edu)

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## Guidelines for Authors

*Argonauta* follows *The Chicago Manual of Style* available at this link:  
<http://www.chicagomanualofstyle.org/home.html>.

However, we utilize Canadian spelling rules, in lieu of American rules, unless referring to proper American names. Thus, the Canadian Department of Defence and the American Department of Defense are both correct.

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) *Queenston*

Her Majesty's Canadian Ship (HMCS) *Châteauguay*

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

Because *Argonauta* aims to publish articles that may be easily understood by senior high school students and other non-experts, we encourage authors to include general introductory context, suggestions for additional reading, and links to relevant websites. We publish 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.

Although *Argonauta* is not formally peer-reviewed, we have two editors who carefully review and edit each and every article. For those producing specialized, original academic work, we direct your attention to *The Northern Mariner* which is peer-reviewed and appropriate for longer, in-depth analytical works.

All submissions should be in Word format, utilizing Arial 12 pt. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers, in the usual North American Academic manner described in the *Chicago Manual* which also provides guidance on using the Word insert function at this link: <https://www.ivcc.edu/stylebooks/>

<stylebook5.aspx?id=14646>. For technical reasons, we prefer that authors use endnotes rather than footnotes. Typically an article in *Argonauta* will be 4 to 6 pages long, though we do accommodate longer, informal pieces. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars. The *Chicago Manual* provides detailed instructions on the styles used.

All photos should be sent separately and accompanied by captions, describing the image, crediting the source, and letting us know where the original image is held. Authors are responsible to ensure that they have copyright permission for any images, art work, or other protected materials they utilize. We ask that every author submit a written statement to that effect. The images should be named to reflect the order in which they are to appear in the text ( Authurnameimage1, Authurnameimage2, Authurnameimage3) and the text should be marked to show where the images are to be added (add Authurnameimage 1 here, add Authurnameimage2 here, etc.)

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.

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

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# The Canadian Nautical Research Society

P.O. Box 34029  
Ottawa, Ontario, K2J 5B1 Canada  
<http://www.cnrs-scrn.org>

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

- ☛ *The Northern Mariner / Le Marin du nord*, a quarterly refereed open access journal dedicated to publishing research and writing about all aspects of maritime history of the northern hemisphere. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, marine archaeology, maritime societies and the like.
- ☛ *Argonauta*, 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](http://www.cnrs-scrn.org)

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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.

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