



The Kriegsmarine possessed 56 submarines at the beginning of the Second World War and over the next five and a half years Germany built another 1,156 of which 784 were lost from enemy action or

other causes. In May 1945 the crew of one of the surviving vessels, the *U-776*, surrendered at Portland so later that month the opportunity was taken to display her to the public in London.

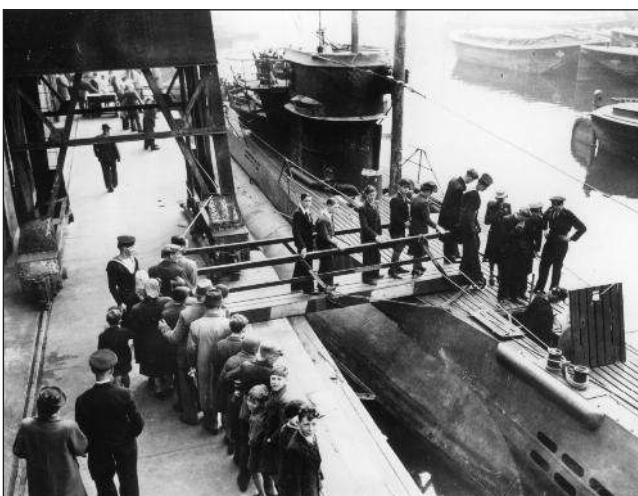
THE FATE OF THE SURVIVING U-BOATS

The Potsdam Agreement and the decisions of the associated Tripartite Naval Commission (TNC) were critical elements in the story of the disposal and destruction of the Kriegsmarine after the end of the war in Europe, as they formed the basis of the actions that led to the ultimate fate of all the U-Boats that survived the war and surrendered at the end of it.

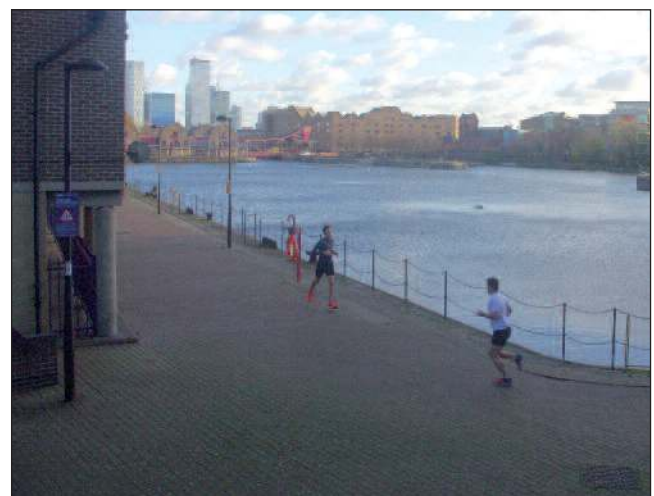
Detailed planning concerning the arrangements for the disarmament of the German Navy began in the final months of the Second World War. The government of the United Kingdom and the Royal Navy wished to see the destruction of all surviving U-Boats, as did the US Government and the US Navy. However, the USSR wished to obtain as many ex-German naval vessels as

By Derek Waller

possible, including U-Boats. Thus, after the German surrender in May 1945, discussions continued between the Allies concerning the final disposal of all the surviving German naval vessels.



The *U-776* had been ordered from the Kriegsmarinewerft company in Wilhelmshaven in November 1940 but was not delivered until April 1944. She had an inauspicious war record



before she surrendered on May 14, 1945. Initially moored at Westminster Pier, the depth on the Thames at low tide was insufficient so she was moved to Shadwell Basin.



The *U-776* was briefly given the Royal Navy Pennant No. *N-65* but was then one of the 116 U-Boats chosen by the Tripartite Naval Commission to be sunk in the Atlantic in Operation 'Deadlight' (see *After the Battle* No. 36). Two assembly anchorages were established at Loch Ryan on the western coast of Scotland and Lisahally



(left) in Northern Ireland. The loch in Scotland was very exposed and the resulting damage from the bumping of hulls led to some of the U-Boats — like *U-776* — foundering during the tow to the designated sinking position. Right: The modern Lisahally, now more generally known as Foyle Port, can handle ships up to 62,000 tons.

Initially, the Soviet Union wanted to be allocated one third of all the warships, including U-Boats, but the latter demand was reduced in July to 30 U-Boats each, eventually reducing to ten to each of the Allies. This decision was made on August 1 when Vyacheslav Molotov, the Soviet Foreign Minister, agreed to the retention of just 30 U-Boats in total to be divided equally between the UK, the USA and the USSR. At one stage in the discussions it had been suggested that France should be allocated a share of the surrendered German warships, as well as a number of uncompleted U-Boat hulls but, though the UK was sympathetic to the proposal, it was vetoed by the USSR.

THE POTSDAM AGREEMENT

The result of these high-level political discussions was the publication of the Proceedings (Minutes) of the Potsdam Heads of State Conference which took place in Berlin between July 17 and August 2, 1945. In respect of the remaining U-Boats, the Proceedings said that the UK, the USA and the USSR had concluded that 'the larger part of the German submarine fleet shall be sunk. Not more than thirty submarines shall be preserved and divided equally between the USSR, UK and USA for experimental and technical purposes.' It also stated that 'the Three Governments agree to constitute a Tripartite Naval Commission to submit agreed recommendations to the Three Governments for the allocation of specific German warships and that the Three Governments agreed that transfers shall be completed as soon as possible, but not later than 15 February 1946.'

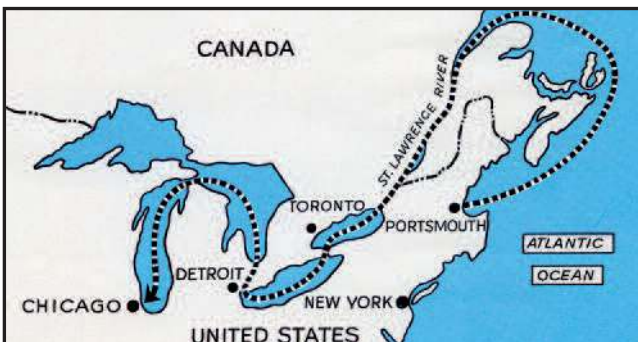


Two U-Boats were captured during the war, the *U-570* on her maiden voyage by the British in May 1941 and the *U-505* by the Americans in June 1944 (see *After the Battle* No. 3). The former was commissioned into the Royal Navy as *HMS Graph* and carried out three war patrols before being laid up for lack of spares. She foundered in March 1944 while under tow to be broken up, running aground on the Isle of Islay. She was finally salvaged in 1947.

THE TRIPARTITE NAVAL COMMISSION

The TNC began its work in Berlin on August 15, 1945 by appointing a Technical Sub-Committee which had responsibility for making the appropriate recommendations and preparing the allocation lists. This Sub-Com-

mittee, in turn, appointed Inspection Parties (also called Tripartite Naval Boards) to undertake the detailed work involved in deciding which ships and submarines would be retained, their allocation between the three Allies, and the disposal arrangements for the remainder.

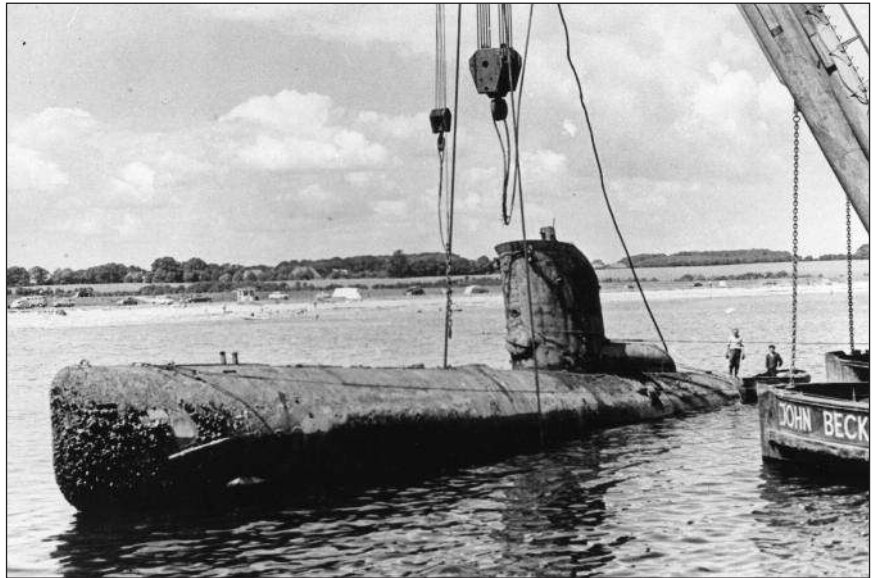


The *U-505* was towed to Bermuda and held there in great secrecy until the end of the war and later transferred to the US Navy yard at Portsmouth, New Hampshire. She was acquired by the city of Chicago in May 1954 to be displayed at the Museum of Science and Industry, the tortuous 3,000-mile tow



to the 'Windy City' taking over a month. However, exposure to the elements over the following 50 years resulted in considerable deterioration so a \$35 million project was mounted in 2004 to move the boat to a specially-constructed, climatically-controlled underground facility.

On May 5, 1955, American, British and French forces ended the formal military occupation of West Germany, the country joining NATO four days later. In January 1956 the Bundesmarine was established and the new German Federal Navy lost no time in acquiring submarines even if they were wartime U-Boats! The first was the *U-2365* raised from the North Sea in June that year, being recommissioned as the *U-Hai*. She foundered on September 14, 1966 with the loss of 19 crewmen so was raised again five days later. *Right: A second U-Boat, the U-2367, was raised from Danish waters in August 1956 becoming the U-Hecht. She was scrapped in 1969.*



The task of the TNC was to select, from the 156 U-Boats that had surrendered, the 30 that were to be retained and transferred to the Allies. The Tripartite Naval Boards were therefore required to review the 135 U-Boats moored in Loch Ryan in south-west Scotland and at Lisahally in Lough Foyle in Northern Ireland, as well as the 11 in the western Atlantic area, including the five that had surrendered in America,



Then the *U-2540*, was raised from the Baltic seabed in June 1957 having been scuttled near Flensburg in May 1945. She was refurbished by Howaldswerke in Kiel and recommissioned in 1960 as the *Wilhelm Bauer* for use as a research vessel by

the West German Bundesmarine. Following a collision with a German destroyer in May 1980, she was retired and later restored to her wartime configuration and for display at the German Maritime Museum at Bremerhaven in April 1984.

the two in Canada, the two in Argentina, and two that had already been moved from Lisahally to the USA. Also included in the review were the two Type XVIIIB hydrogen peroxide-powered U-Boats (*U-1406* and *U-1407*). They had been scuttled on May 7 at Cuxhaven after they had surrendered on May 5, but had then been raised in early June and moved to Kiel. Not

*Right: When the war ended, the U-995 was stranded at Trondheim. Although not officially allocated to Norway, after an interval of seven years she was commissioned into the Royal Norwegian Navy as a training submarine named the Kaura. When she was retired in December 1962, the Germans expressed interest in having her and, after protracted negotiations, the U-995 was finally returned to Germany in March 1972. Having been renovated and restored to her original operational state, she was set up in front of the German Naval Memorial on the shore at Laboe near Kiel (see *After the Battle* No. 36).*





Another U-Boat lifted from the sea is now on display in Britain. The U-534 was discovered at a depth of 67 metres in the Kattegat by a Danish wreck hunter, Aage Jensen, in 1986. Finance



for raising the U-Boat was provided by Danish millionaire Karsten Ree (left) and the Dutch salvage company Smit-Tak carried out the recovery in August 1993 (see also issue 83).

included were seven surrendered but unseaworthy U-Boats in Norway and one in France.

The Tripartite Naval Boards visited the UK, the USA, Canada, Trinidad (to inspect the two U-Boats that had surrendered in Argentina), Germany and Norway, as well as Poland and the USSR, during August, September and October. Having inspected the surrendered U-Boats, a list was then drawn up for the Technical Sub-Committee, and then to the TNC, of recommendations for the transfer of which boats to each of the three Allies.

Right: The initial plan was for the U-534 to be taken to Hirtshals in North Jutland where it was hoped to put the vessel on display but that arrangement fell through so instead Ree switched his proposed Nautilus Project from Denmark to Britain. In May 1996 the U-Boat was shipped by barge to Birkenhead Docks to form part of the British Warship Preservation Trust.

It was however accepted that there should be a degree of flexibility, and that bilateral exchanges of individual U-Boats could be made as desired. Thus, there are a number

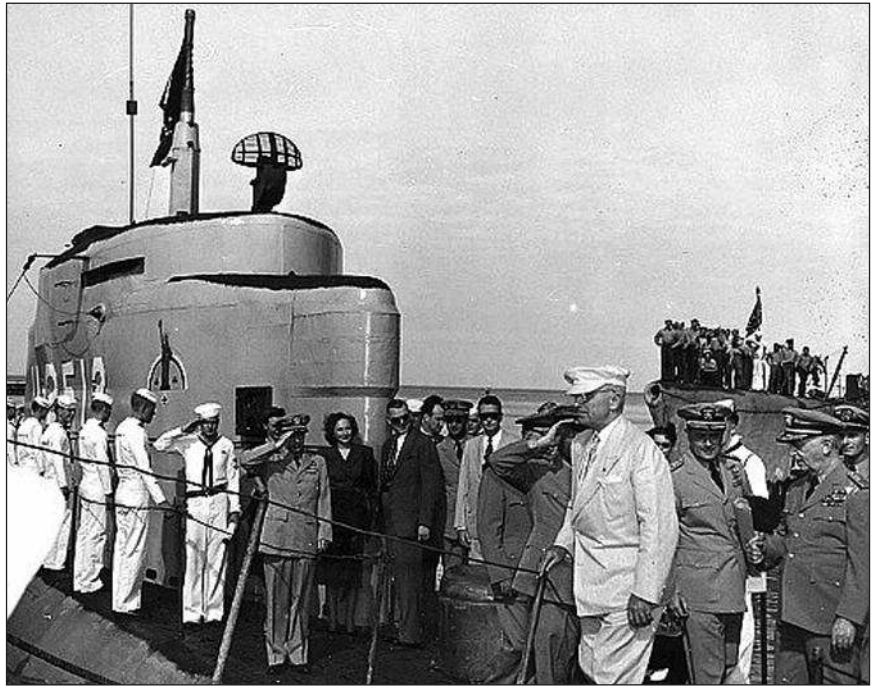
of differences between the original lists of the ten U-Boats allocated to each of the three Allies and those that were finally implemented.



However, when the museum folded in February 2006, the Merseytravel Transit Authority acquired ownership. Their plan was to move the vessel to be displayed at the Woodside Ferry

Terminal but in order to reduce the cost of transport, the U-Boat was cut into five sections, two of which were later re-joined.

Right: Of the US Navy's ten U-Boats, perhaps the *U-2513* received the most interesting accolade on the occasion when it hosted a visit by President Harry S. Truman. She had surrendered at Horten, Norway, and had then been despatched to Lisahally pending allocation to one of the Allies. Assigned to the United States, she arrived at Portsmouth Navy Yard in August 1945 to undergo a major refit. When this had been completed she was used for extended trials, operating out of Key West, and it was during this period that the President visited the U-Boat while on his vacation in December 1947. The *U-2513* was returned to Portsmouth in July 1949 having run out of battery life. Two years later she was sunk by the destroyer USS *Robert Owens* off of Key West on October 7, 1951. Today she lies at a depth of over 200 feet some 23 miles north-west of the Dry Tortugas National Park and is billed as 'an amazing scuba site'. She rests with a list of about 60 degrees to starboard and visibility at that depth is 30 to 60 feet. 'You'll encounter damage fore and aft of her conning tower which has its door open but is too narrow to access. The forward damage around the conning tower provides a look inside at the torpedo room.'



THE ALLOCATION OF THE U-BOATS TO THE ALLIES

The initial allocations, which were agreed at the 13th Meeting of the TNC on October 10 were as follows:

UK *U-712, U-953, U-975, U-1108, U-1171, U-1407, U-2326, U-2348, U-2518 and U-3017.*

USA *U-234, U-873, U-889, U-1105, U-1023, U-1406, U-2351, U-2356, U-3041 and U-3515.*

USSR *U-1057, U-1058, U-1064, U-1231, U-1305, U-2502, U-2353, U-2529, U-3035 and U-3514.*

However, by the time the TNC signed off its Final Report on December 6, the allocations — particularly those for the USA — had been subjected to a number of changes, and then comprised the following:

UK *U-712, U-953, U-975, U-1108, U-1171, U-1407, U-2326, U-2348, U-2518 and U-3017.*

USA *U-234, U-530, U-858, U-873, U-889, U-977, U-1105, U-1406, U-2513 and U-3008.*

USSR *U-1057, U-1058, U-1064, U-1231, U-1305, U-2353, U-2529, U-3035, U-3041 and U-3515.*

But even then there was a further change to come, with *U-190* (which was located in Canada) being allocated to the UK, and with *U-975* (which had been allocated to the UK) then being added to the list of the unallocated U-Boats that were to be sunk. This was only agreed in a very last-minute amendment to the list in late January 1946. Thus, the final allocations of the ten U-Boats which were to be retained by each of the UK, the USA and the USSR were:

UK *U-190, U-712, U-953, U-1108, U-1171, U-1407, U-2326, U-2348, U-2518 and U-3017.*

USA *U-234, U-530, U-858, U-873, U-889, U-977, U-1105, U-1406, U-2513 and U-3008.*

USSR *U-1057, U-1058, U-1064, U-1231, U-1305, U-2353, U-2529, U-3035, U-3041 and U-3515.*

As a result of these allocations by the TNC, of the 135 U-Boats then in the UK, eight were allocated to the UK, one to the USA and ten to the Soviets. This therefore left 116 U-Boats in Loch Ryan and at Lisahally awaiting final disposal by the Royal Navy.

Similarly, of the 11 U-Boats in the Western Atlantic, eight were allocated to the USA, including the two that had surrendered in Argentina, and one of the two that had surrendered in Canada. The remaining two were then scheduled to be sunk by the US Navy.

THE DISPOSAL OF THE 'AFLOAT BUT UNALLOCATED' U-BOATS

The TNC also made a number of important decisions relating to the U-Boats that had surrendered. These included the statements that 'all unallocated submarines should be destroyed' and that 'all the unallocated submarines which were afloat shall be sunk in the open sea in a depth of not less than one hundred metres by February 15, 1946'. Thus, when taken together with the decision of the Potsdam Conference that

'transfers shall be completed as soon as possible, but not later than February 15, 1946', it was clear that urgent action was required in order to implement such decisions, especially in view of the onset of winter and the prospects of stormy seas in the North Atlantic.

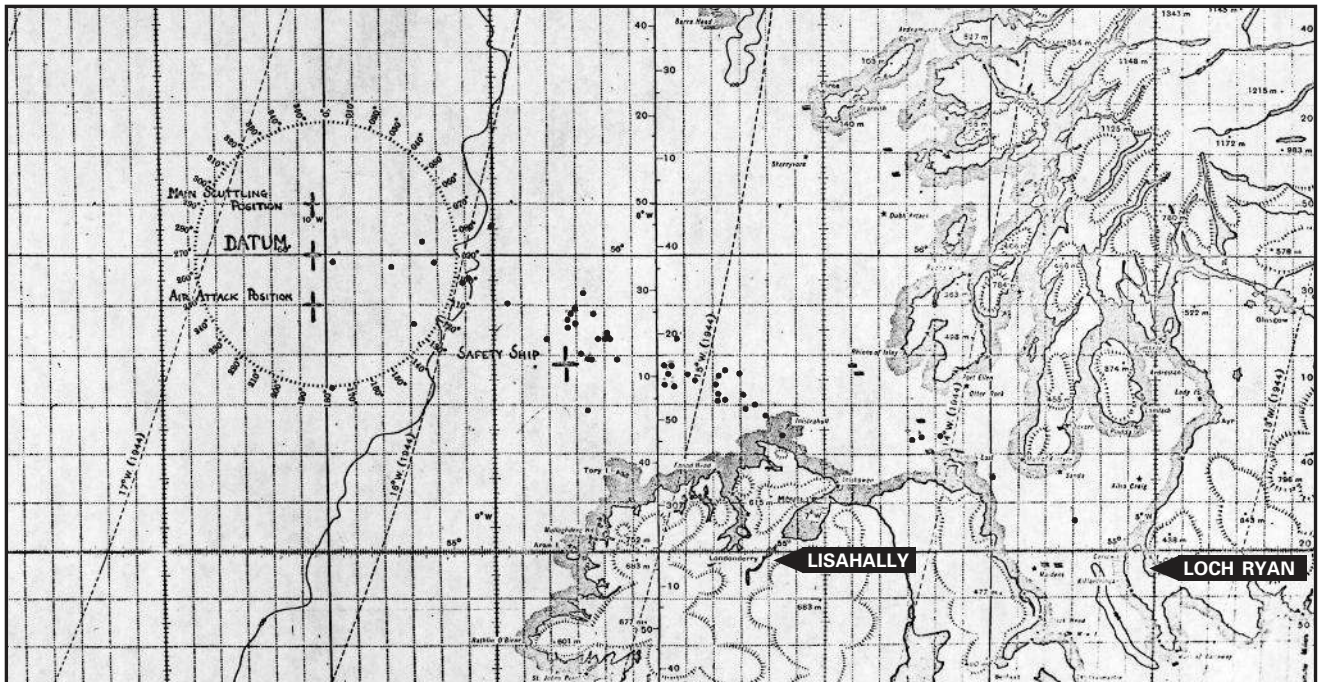
This action was facilitated by the fact that the TNC made decisions at its various Progress Meetings, rather than waiting for the Final Report that was not agreed and signed until December 6, 1945. For instance, at the 13th Meeting of the Commission on October 10, the initial submarine allocations were agreed, but a decision about the fate of the unallocated submarines was deferred. This was however taken at the 18th Meeting of the Commission on October 29 when February 15, 1946 was designated as the date by which all unallocated submarines were to be sunk.

U-BOATS SUNK IN OPERATION 'DEADLIGHT'									
AT LOCH RYAN					AT LISAHALLY				
<i>Type VII C</i>					<i>Type VII C</i>				
245	313	680	826	1002	1163	244	668	930	1023
249	318	716	907	1004	1194	278	764	975	1109
255	328	720	928	1005	1198	294	825	1010	1165
281	368	739	956	1009	1203	363	901	1022	
291	369	760	968	1019	1271				
293	427	773	978	1052	1272				
295	481	775	991	1102	1301				
298	483	776	992	1103	1507				
299	485	778	994	1104		516			
312	637	779	997	1110		541			
						802			
<i>Type VII D</i>					<i>Type IX C</i>				
218									
<i>Type VII F</i>					<i>Type IX D 2</i>				
1061						861			
						874			
						875			
						883			
<i>Type IX C</i>					<i>Type XXIII</i>				
155	532	856	1230			2336			
170	539	868	1233			2341			
						2356			
<i>Type XXIII</i>					<i>Type XXI</i>				
2321	2325	2334	2345	2361					
2322	2328	2335	2350	2363		2502			
2324	2329	2337	2354			2506			
						2511			
						3514			
143									
145									
149									
150									
<i>Type II D</i>									
Grand Total 86					Grand Total 30				

Right: For ease of identification, numbers were painted on the conning towers. U-2363, a Type XXIII ordered from the Deutsche Werft in Hamburg, was not completed until January 1945. She surrendered at Kristiansand, Norway, on May 9, 1945 and was transferred to Loch Ryan as one of the 116 U-Boats earmarked for sinking in the North Atlantic — the graveyard of so many of their victims — in Operation 'Deadlight'. Destroyers *Onslow* and *Piorun* carried out the 'last rights'.



A number of prompt executive actions were therefore necessary to implement these decisions, including the transfer of the ten U-Boats in the UK to the USSR (in Operation 'Cabal'); the sinking of 116 unallocated U-Boats located in the UK in Operation 'Deadlight' (see *After the Battle* No. 36); the loan of U-190 from the UK's allocation to Canada (where it had surrendered); the sinking of the two unallocated U-Boats located in the USA, and the transfer of one additional U-Boat (U-1105) from the UK to the USA.



The main scuttling position was 100 miles north-west of Ireland but many of the U-Boats never made it that far.

The black dots mark the positions of those that went to the bottom while under tow.

Perhaps the most important of these decisions was that relating to the sinking of the 116 unallocated U-Boats and so following the 18th Meeting of the TNC on October 29, the Admiralty ordered the RN Commander-in-Chief Rosyth on October 31 to initiate the necessary executive disposal instructions. As a result, an initial planning meeting was held at Pitraevie in Fife on November 5, and the 'Deadlight' Operation Order was issued on November 14. The consequence of this was that many of the disposals had actually taken place before the TNC's Final Report was signed off on December 6, as had the transfer of the ten U-Boats to the USSR.

The result of all this was that, out of the 156 U-Boats that had surrendered in Europe, 30 were allocated to the Allies, and 118 were sunk at sea, all but two in 'Deadlight', and all such actions were completed by February 15, 1946. The remaining eight were those which were unseaworthy in Norwegian and French Ports.

Right: Today a 'Beetle' section, left over from the construction of the Mulberry harbours built for the landings in Normandy, lies rusting on the shore of bleak Loch Ryan.



Built by the Bremen firm Deschimag as a Type IXC/40, *U-190*'s final war patrol began on February 22, 1945. She left Norway equipped with six contact and eight T-5 'GNAT' acoustic torpedoes, her mission being to attack Allied shipping off Halifax harbour in Nova Scotia. On April 16 she was keeping station off the Sambro light ship when her crew heard ASDIC pinging. At the time the minesweeper HMCS *Esquimalt* was conducting a routine patrol of the harbour although she was employing none of the mandatory anti-submarine precautions. She was not zig-zagging; she had not streamed her towed Foxer-type decoy designed as a counter-measure against GNAT torpedoes, and she had turned off her radar. Nonetheless, the U-Boat crew was sure that they had been detected, and when *Esquimalt* turned toward them, *U-190* turned and fired one GNAT from a stern tube. The torpedo struck *Esquimalt*'s starboard side and she sank within four minutes, the last Canadian vessel to be lost due to enemy action in the Second World War.



While eight of her crew went down with her, the remainder survived the immediate disaster but *Esquimalt* had sunk so rapidly that no distress signals were sent out; consequently, no one knew about the sinking until some eight hours later when HMCS *Sarnia* discovered the survivors. During the delay, 44 crewmen had died of exposure. The *U-190* escaped from the area and remained on patrol off the North American coast until she received Reichspräsident Karl Dönitz's order to surrender. On May 11 she was met by the Canadian frigate HMCS *Victoria-ville* and was sailed to Newfoundland under the White Ensign. The Canadians formally commissioned her into their navy and took the U-Boat on a publicity tour. The *U-190* was then used as a static floating platform for torpedo firing tests until July 1947 when she was to be given a spectacular end. Despite all the careful planning, the whole event eventually went off like a damp squib because, after the initial rocket attacks by RCN Fireflies, *U-190* started to settle slowly by its stern. HMCS *Nootka* then opened fire with her guns but was able to fire only two salvos, both of which missed the target, before the U-Boat suddenly up-ended and sank from sight less than 19 minutes after the start of the exercise.



NORWAY

In the case of Norway, in late 1945 there were seven afloat and unallocated (but unseaworthy) U-Boats which had formally surrendered in Norwegian harbours (*U-310*, *U-315*, *U-324*, *U-926*, *U-995*, *U-1202* and *U-4706*). There were also seven other decommissioned/damaged (war loss) U-boats in Norwegian harbours (*U-92*, *U-228*, *U-256*, *U-437*, *U-622*, *U-985* and *U-993*), and the TNC's Final Report specified that all 14 of these U-Boats should be scrapped or sunk by February 15, 1946. However, whilst the latter seven were scrapped as requested, as were three of those that had surrendered (*U-310*, *U-315* and *U-324*), Norway chose to ignore the TNC in the case of the other four. Thus *U-926*, *U-995*, *U-1202* and *U-4706* were repaired and taken into use by the Norwegian Navy.

FRANCE

As far as France was concerned, there was just the one boat afloat and unallocated (*U-510*) in Saint-Nazaire, and, despite the recommendation of the TNC that it should be sunk or scrapped, it was taken back into use by the French Navy. The TNC's Final Report also listed four other decommissioned/sunk (war loss) U-boats in French harbours (*U-178*, *U-188*, *U-466* and *U-967*), and these were all destroyed by France as recommended by the TNC. There were, however, ten other such U-Boats which were not mentioned in the TNC's Final Report, and three of these (*U-123*, *U-471* and *U-766*) were raised and/or refitted and taken over by the French Navy. Additionally, two others (*U-2326* and *U-2518*), which were part of the UK's Tripartite allocation, were transferred on loan to the French Navy from the Royal Navy in February 1946.

THE REMAINING U-BOATS

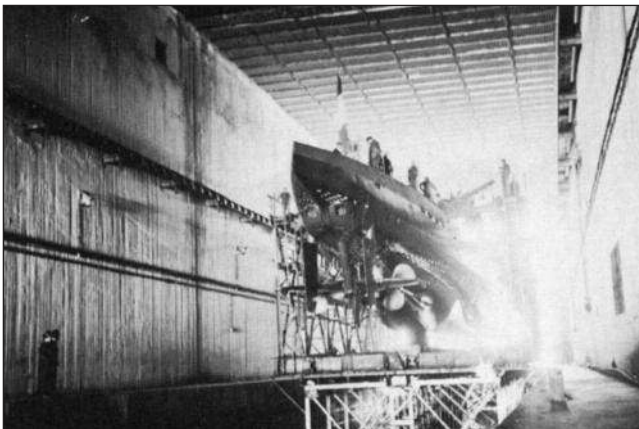
These actions by the French and Norwegian navies have given rise to the belief that the U-Boats concerned were formally allocated to France and Norway by the TNC. This was not so, and their retention was contrary to both the spirit of the original Allied intentions and to the formal agreements made between the three governments, despite the fact that they had no jurisdiction over France and Norway. There was therefore no incentive for the UK and the USA to put pressure on France and Norway to scrap



Norway ended up with four U-Boats, the *U-995* (see page 36), the *U-926*, a Type VIIC launched in December 1943; another VIIC, the *U-1202*, launched in November 1943, and the *U-4706*, a Type XXIII commissioned in February 1945. All had surrendered in May 1945 while in Norwegian ports. The *U-926* was deemed to be unseaworthy so she was not transferred to the UK for disposal. Nevertheless, she was taken on charge by the Royal Norwegian Navy and, renamed *Kya* (above), served until 1964. Likewise, the *U-1202* became the *Kinn* and the *U-4706* the *Knerter*.

the remaining surrendered, but unallocated, U-Boats located in those two countries. Thus, by definition, although the French Navy used six U-Boats post-1945, and the Norwegians four, no U-Boats were officially allocated to either France or Norway after the end of the war.

The Allied agreements had also been breached by the Soviet Union which, contrary to its own commitments, failed to destroy a number of uncompleted U-Boats which had been found in the shipyards in Danzig and then quietly and quickly been moved to Libau in Latvia.



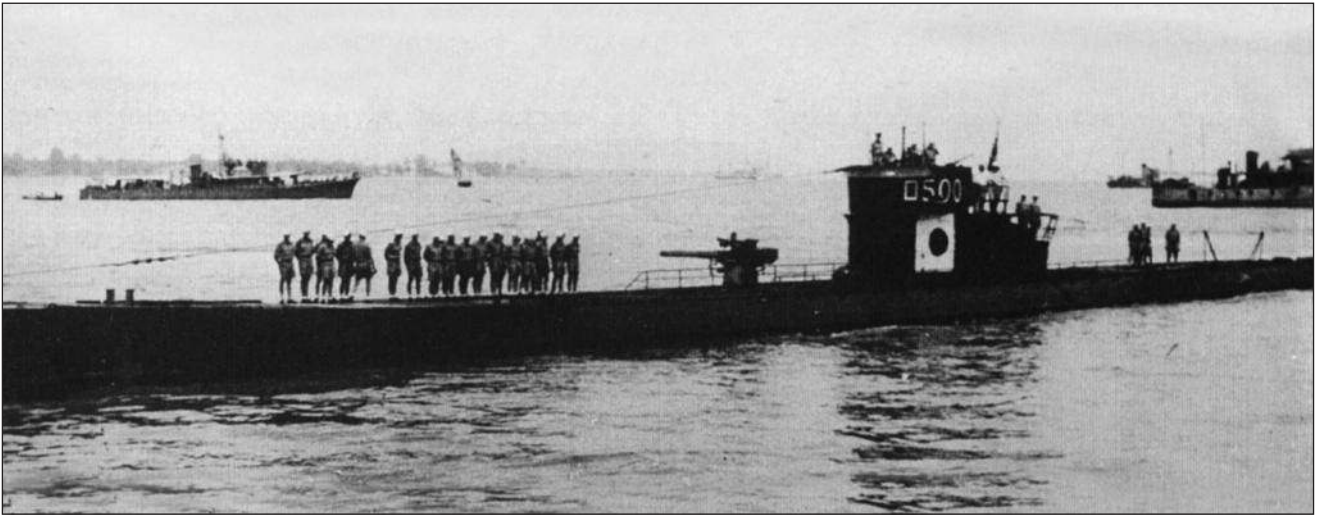
France expected to share in the spoils but the Soviets objected. Nevertheless, they held on to several unserviceable U-Boats that were stranded in the country like the *U-123*. Left: When the US 66th Infantry Division entered Lorient they found the Type IXB high and dry in one of the U-Boat pens in the port. Right: The vessel was refitted by the French and it joined their navy as the *S-10 Blaison* in 1947 and was used for 20 years before being placed in reserve. It was then allocated for use as a target in torpedo tests, but on September 10, 1959, whilst waiting to be sunk in the Gulf of Saint-Tropez, it sank on its own accord, probably caused by bad weather. Having just returned from a patrol to the Far East, the *U-510* was found by American forces in a pen at Saint-Nazaire. She had completed seven war patrols,



sinking 15 ships and damaging eight — a total of nearly 150,000 tons. She too was taken over by the French Navy as the *S-612 Bouan* which remained in service until 1959. Then in 1946 the British handed over two U-Boats to France on loan. The *U-2518* had surrendered in Horten Naval Base in Norway in May 1945 and was taken to Lisahally prior to allocation to the Royal Navy. She arrived at Cherbourg in February 1946. Later named the *Roland Morillot* in honour of a French submarine officer killed in 1915, she took part in Operation 'Musketeer' at Suez in 1956, finally being sold for scrap in 1969. The second U-Boat was the *U-2326* which was used by the French Navy for schnorkel trials, but was lost with all hands on December 5, 1946 when it failed to surface after a deep-diving test off Toulon.

USNA

ECP-ARMÉES



THE U-BOATS THAT SURRENDERED IN THE FAR EAST

Seven ex-U-Boats flying the Japanese flag surrendered to the Allies in the Far East in August 1945. These were *U-181*, *U-195*, *U-219*, *U-511*, *U-862*, *U-IT-24* and *U-IT-25*. While the participants in the Potsdam Conference (UK, USA and USSR) were primarily concerned with arrangements appropriate to the war in Europe, as was the TNC, the latter assumed responsibility for directing the disposal of these seven ex-U-Boats that had surrendered, three in Japan and two each in Singapore and Java.

This was because on July 26, 1945, the USA, the UK and China had made their own Potsdam Declaration announcing the proposed terms for Japan's surrender, which included the statement that 'the Japanese military forces shall be completely disarmed'. As a result, it was

decided that all submarines of the Imperial Japanese Navy (IJN) that had surrendered were to be demolished, scuttled or otherwise destroyed. Thus, the seven ex-U-Boats which had surrendered as Imperial Japanese Navy submarines, and which had previously served in the Kriegsmarine, were listed in the TNC's Final Report, which required that all unallocated U-boats, wherever they were located in the world, to be sunk no later than February 15, 1946. All seven were described as unallocated submarines and thus, by definition,

decided that all submarines of the Imperial Japanese Navy (IJN) that had surrendered were to be demolished, scuttled or otherwise destroyed.

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were required to be sunk in the open sea not later than the due date. This was achieved at the very last minute in respect of the four ex-U-Boats that had surrendered in Singapore and Java and were therefore under British jurisdiction. However, this deadline was not met for the three that had been captured by US forces in Japan (*U-511*, *U-IT-24* and *U-IT-25*). These were not sunk until April 1946 because the US Navy did not accept that the TNC had jurisdiction over these three ex-U-Boats that had become ex-IJN submarines.



On October 13, 1945, *Ro-500* was pictured at Maizuru Naval Base with *I-121* and *Ro-18*. The ex-*U-511* was sunk off Honshu Island by the US Navy on April 30, 1946, General Douglas MacArthur, the Supreme Commander, later reporting that a total of 151 Japanese submarines had been sunk or scrapped. In June 2018,

the La Plongée Society for Deep Sea Technology research team led by Research Professor Ura Tamaki from the Kyushu Institute of Technology located and photographed the wreck using a multibeam echo-sounder. The ex-U-Boat was located at a depth of 290 feet and identified by its distinctive bow shape.

THE U-BOAT HULLS CAPTURED BY THE SOVIET UNION

When the war in Europe ended in May 1945, no U-Boats surrendered in the Baltic ports controlled by the USSR; as all serviceable U-Boats had been transferred to the western end of the Baltic in the face of the Red Army's advance. However, during the course of the Tripartite Naval Board's visit to Danzig on August 28, it became clear that 11 uncompleted U-Boat hulls had been captured in the local shipyards by the Red Army when their troops entered the city on March 30, 1945. These 11 U-Boats were then all towed to Libau, with the USSR maintaining that they were simply 'submarine hulks'; that 'they were not equipped with any machinery'; that 'there were no plans for completing their construction'; that 'there was no spare machinery available', and that they were therefore going to be 'scrapped for the metal'. Also, the USSR argued that, like *U-505* which had been captured by the US Navy during the war, these uncompleted U-Boats had also been captured during the war and that they were therefore out of the jurisdiction of the TNC.

Despite these assurances, the TNC decided that there was a need to inspect these uncompleted U-Boats. Whilst none of them was found to be fully serviceable, they were on average 75 per cent complete. There was no question that they were not equipped with any machinery, and it was estimated that if they were moved to a first-class shipyard they could all be completed within two to six months. The inspection of nine of the U-Boats (Hull Nos. *146, 148, 149, 1680, 1681, 1682, 1683, 1685* and *1687*) took place at Libau on October 9, 1945, but the remaining two (Hull Nos. *1684* and *1686*) could not be inspected as they had already been towed to Tallinn in Estonia for dry-docking.

As a result, the US representative on the TNC suggested to his Soviet counterpart that there was no need for any additional U-Boats to be transferred to the USSR as part of the TNC allocation. Predictably, this was not well received. The transfer (Operation 'Cabal') took place, and the TNC (by default) accepted the Russian assurance that these U-Boat hulls would be scrapped. Indeed, the 11 uncompleted U-Boats were actually listed in the TNC's Final Report being defined as unallocated submarines afloat and therefore scheduled to be sunk.

This may have been the case with the three type VII-Cs (Hull Nos. *146, 148* and *149*), but there is evidence that the remaining eight, which were all type XXIs, were not sunk or otherwise destroyed until 1947.



Following her allocation to the USA, *U-1105* spent three years undergoing various salvage and towing experiments. She was first sunk in Chesapeake Bay in August 1948, and then raised but sunk again in November. Buoys were left to mark the spot and in the summer of 1949 she was raised again, towed into the Potomac river, and anchored a mile west of Piney Point. Then on September 19, a 250lb depth-charge was exploded 30 feet beneath her, completely rupturing the pressure hull, and she went down in 20 seconds, settling in an upright position in 90 feet of water. There she remained forgotten for 36 years until Uwe Lovas, a Virginia recreational diver, located her in June 1985. The *U-1105* is now preserved as Maryland's first historic shipwreck: this is the starboard running light.

CONCLUSION

In strict accordance with the Potsdam Agreement, the Tripartite Naval Commission allocated ten of the U-Boats that had surrendered to each of the UK, the USA and the USSR. The TNC's Final Report also listed a number of other damaged and unserviceable (war loss) U-Boats located in harbours in France, Norway, Poland, and in the British, American and Soviet Zones of Germany, which were to be destroyed. Other than in the Soviet-controlled areas and in Norway and France as mentioned, this recommendation was largely obeyed, not only in respect of the U-Boats specifically listed in the TNC's Final Report, but also in respect of several other damaged and decommissioned U-Boats which were omitted from the TNC's lists.

Thus, generally speaking, all the decisions of the TNC, as set out in its Final Report on

December 6, 1945, were implemented on time and, by February 16, 1946, almost all of the necessary transfer and disposal actions were complete. There were one or two residual loose ends, but these were eventually ignored as memories faded and as East-West tensions escalated.

Finally, the Minutes of the Meetings of the TNC, as well as the correspondence between the three national naval representatives of the UK, the USA and the USSR, show a remarkable degree of friendly co-operation about the arrangements for the sharing and final disposal of the German Navy's U-Boats. There was the occasional disagreement with the Soviets about access and the provision of information, but nothing sufficiently serious as to cause any political difficulties.



Although not strictly relevant to the U-Boats of the Second World War, after the First World War, the terms of the Versailles Peace Treaty banned Germany from building and operating submarines. However, the country simply subvented this restriction by moving research to foreign countries and a German front company was set up in the Netherlands to design a new submarine fleet. Two prototypes were built, one in Spain and the other in Finland, funded by the then-Reichsmarine. The construction of the latter, *CV 707*, was begun by the Crichton-Vulcan company in 1931 as



the first of the Type II U-Boats. In August 1934 the Finnish Government exercised its option to purchase the submarine from the manufacturer and it joined the Finnish Navy as *Vesikko*. She took part in both the Winter War and the Continuation War until the armistice between Finland and the Soviet Union in September 1944. In 1959, the Finnish Navy wanted to sell *Vesikko* but thanks to efforts by former submarine officers, she was passed to the Military Museum. After a ten-year restoration, she was opened as a museum on Susisaari Island in Suomenlinna in July 1973.