

# Naval Service RCNVR Ivan Theodore Peetz (1918-2001)

(compiled by Doug Taylor Nov 2003)



Ivan Peetz (V30689) enlisted in the Royal Canadian Naval Volunteer Reserve on September 28, 1941. He enlisted as Acting ERA 4/c for the duration of hostilities. On June 13, 1945 Ivan Peetz was awarded the 1939-45 Star and the Canadian Volunteer Service Medal (CVSM) and Clasp. He was also awarded the Defense Medal, the Atlantic Star with France and Germany Bar and the War Medal. The 1939-45 Star is awarded for services at sea of at least 6 months in a theater of war between 1939-45. The CVSM is awarded for at least 18 months' volunteer service in the Canadian armed forces between 1939-47. The Clasp is awarded for 6 days or more of overseas service. The Defense Medal is awarded for a minimum of 6 months service in overseas territory threatened by invasion or air attack. The Atlantic Star is awarded for services during operations in the Atlantic including Russian convoys. The France and Germany Bar to the Atlantic Star is awarded for

services afloat in support of the invasion of Southern France or subsequent operations. The War Medal is awarded to all British or Commonwealth personnel who served for a minimum of 28 days during hostilities.

Initially, Ivan was stationed at **HMCS Naden** from September 28, 1941 to March 9, 1942. During this time he took new entry training and classes, including gunnery. Also, as his "Record of Service in HMC Ships" indicated, he performed 46 days training in commercial ships. The commercial ship was the **USS Cassiar**. According to his "Record of Service in HMC Ships" book, he served on board from January 11 to February 26, 1942 as engineer, engine room. Shortly after boarding the **USS Cassiar**, stationed in Vancouver, Ivan's





wife Betty remembers Ivan contracted pneumonia. He was ordered to remain in Vancouver and was billeted in the Alkazar Hotel. The hotel was located in a seedier part of Vancouver and was used by the Navy as a short-stay facility. Ivan was nursed back to health by Betty and soon rejoined the fleet in Victoria.

A short history of the **USS Cassiar** (steamer) - (from "Gordon Newell, Maritime Events of 1901. W. H. McCurdy Marine History of the Pacific Northwest, p. 70. Citation: Tacoma Public Library)

"An extensive rebuilding took place at Vancouver where the hull of the former Puget Sound steamer J. R. McDonald was rebuilt as the **Cassiar** for the Union Steam ship Co. of that city. The McDonald had been built by T. W. Lake at Seattle in 1890 as a freighter for the Pennington Navigation Co. Puget Sound-Vancouver route under Capt. G. W. McGregor, one of the owners. She burned at Prevost Island, B. C. in 1893. The hull was not seriously injured by the fire and the new **Cassiar** proved a useful vessel on the short northern routes out of Vancouver.

From March 10, 1942 to November 30, 1942, Ivan was posted to **HMCS Givenchy**. While there, Ivan was assigned to a working party doing maintenance on Corvettes and

Minesweepers. It is quite possible Ivan never worked aboard the ship **HMCS Givenchy** as it was also the name given to a shore base that included maintenance shops in Esquimalt. An interesting fact about **HMCS Givenchy** was that Cdr Rowland Bourke VC DSO

once commanded **Givenchy** during the Second World War. Cdr Bourke was one of only 4 Canadian Naval Victoria Cross winners. He resided in Victoria from 1932 until his death in 1958.



*Givenchy*

The ship **HMCS Givenchy** was built at Montreal by Canadian Vickers and commissioned June 22, 1918 and paid off on August 12, 1919 at Esquimalt. She then entered the service of the Department of Marine and Fisheries as a fisheries protection vessel, but was returned to the RCN on April 15, 1939. Though her principal function was that of accommodation ship (notably to the Fisherman's Reserve), she was actually in commission from June 25, 1940 to December 7, 1943. Classed as a Battle Class Trawler, she was 130 feet in length and displaced 357 tons. Her maximum speed was 10 knots. Her armament was a single 12 pounder. Sold on September 19, 1946 **Givenchy** is thought to have been broken up in the US in 1953.



From December 1, 1942 to October 25, 1943 Ivan was onboard **HMCS Vencedor**. She was built in Britain in 1913 as the three-masted topsail schooner **Exmouth II**, tender to the Thames River training ship, **Exmouth**. She was renamed after her sale in 1927 to



*Vencedor, July 27, 1945*

the Lieutenant-Governor of British Columbia. Used by the RCN as a miscellaneous auxiliary on the west coast, she was sold after the war and was still in service in 1981. Classed as an Auxiliary Vessel, **HMCS Vencedor** was 146 feet in length and displaced 380 tons. Her top speed was 6 knots and had a crew of 3 officers and 25 men. She

had no armament. During the war Betty recalled the basic routine was 2 days on patrol, 2 days anchored at Brotchie Ledge (located off Victoria Harbour), and 2 days leave. Patrols were restricted to local waters only and were particularly boring. Betty had many stories to tell about Ivan's days on **HMCS Vencedor**. On one occasion the Captain anchored the **Vencedor** at Albert Head and ordered a shore party to collect apples from orchards that had earlier been commandeered by the Army. At the same time, a few crab pots in the water produced an abundance of fresh crab for the evening meal.

After almost 10 months aboard **HMCS Vencedor**, Ivan returned to **HMCS Givenchy** where he was employed in the workshop repairing and maintaining ships' engines. It was during this period, Betty tells us, that a certain incident ended with Ivan on the next train heading for the war in Europe. Ivan was particularly good at what he did in the shop. He took pride in his work and used his ingenuity and craftsmanship to repair a continuous stream of broken engine parts. Unfortunately, there were others who lacked this expertise and pride in their work. With the best of intentions, Ivan wrote a letter complaining of shoddy workmanship. It is not known to whom the letter was addressed. In the Navy there is a chain of command, and complaints are to be filed with immediate superiors, they in turn deal with the complaint or pass it up the ladder to their immediate superior. In his quest for efficiency, Ivan might have jumped a few levels of command and it hit a cord higher up. Ivan found himself bound for Scotland a short time later.

On December 30, 1943, Ivan arrived in Halifax. Stationed at **HMCS Stadacona**, he was only there two weeks when he received orders to report to **HMCS Niobe**, an RCN base in Greenock, Scotland, located near Glasgow. He was stationed there from January 14 to August 9, 1944. According to his records, during this period he received training in firefighting (at Rosyth, July 25, 1944) and was issued anti-flash gear (February 10, 1944 at **HMS Loring**), a clothing chit for 6 collars (May 15, 1944) and one pair of shoes (July 6, 1944).



On August 10, 1944 he was posted to **HMCS Loch Alvie** as Engineer in charge of engine room and boiler room. He was aboard **HMCS Loch Alvie** until June 11, 1945, a period of 10 months. On December 11, 1944, Ivan made application for examination to confirm ERA 4/c. On May 2, 1945 at Londonderry he was confirmed as ERA 4/c with a "Good" rating.

**HMCS Loch Alvie** was one of 3 Royal Navy "Loch Class" frigates manned by the RCN and only operated in UK waters.

She was commissioned on

August 10, 1944 at Dalmeir Scotland. She carried out workups at Tobermory and joined EG9 (Escort Group 9), Londonderry in September 1944. Briefly based at Portsmouth and Plymouth, **Loch Alvie** served in UK waters for the duration of the war, except for a trip to Gibraltar in October 1944 and to Iceland in March 1945. **Loch Alvie** made 1 round trip escorting convoys on the treacherous Murmansk run. The first Northbound run was as escort to convoy JW.62 that left Loch Ewe November 29, 1944 and arrived Kola Inlet, North Russia, on December 7, 1944. The Southbound run departed Kola Inlet on December 19, 1944 escorting convoy RA.62. It arrived at Clyde on December 20, 1944. Before the next Murmansk run in May 1945, **HMCS Loch Alvie** underwent extensive repairs to the hull. The story was that **Loch Alvie** almost broke it's hull as it came down hard from a monster wave during the Southbound run from North Russia. After the repairs, **Loch Alvie** again joined Escort Group 9, where she participated in the sinking of a German U-boat,



### **The sinking of U-309 (Canadian Naval Chronicle 1998).**

**HMCS Loch Alvie** was in company with other frigates of EG-9, **Nene**, **Monnow** and **Saint John** in the Pentland Firth between Scotland and the Orkneys, when the order was given to support Convoy WN-74 (Loch Ewe to Methil on the Firth of Forth) February 16, 1944. The convoy was inside the Moray Firth when a submarine contact was made. **Loch Alvie** was left with frigates **Nene** and **Monnow** to protect the convoy while **Saint John** pursued the contact. After a day of depth charge attacks, **Saint John** maintained the contact throughout the night and **Loch Alvie** and **Monnow** joined the attack the next day. After 7 attacks with 31 depth charges expended the attack was abandoned, certain that the victim was destroyed. Despite all the battering and the debris recovered, official assessment later determined that it was only a "probable" sinking. Post war

assessments or German records confirmed that the German submarine U309 was indeed sunk with all 46 of its crew.

## The sinking of U-1195 (see Appendix IV)

(sunk by **HMS Watchman** , assisted by **HMCS Loch Alvie**)

The last incident of the war was the sinking of the **S.S. Cuba** in April 1945. The **S.S. Cuba** was a 11,420 ton passenger liner which was sailing across Sandown Bay with its escort of 6 Destroyers to Portsmouth, where it was to pick up troops. However, it was torpedoed by **U1195** 10 miles east of Dunnose Point. The Destroyers then hunted down the submarine, with depth charges from **HMS Watchman** (assisted by **HMCS Loch Alvie**) destroying it as it lay quiet on the seabed hoping to avoid detection 12 miles South-East of Sandown Bay.



**HMS Watchman**



**Stamp Commemorating  
The sinking of U-1195**



## The end of hostilities!

On May 13, 1945 **Loch Alvie** left Greenoch to escort convoy JW.67 to North Russia, but was detached 3 days later to escort 14 surrendered U-boats (see Appendix III) bound from Trondhiem to Loch Eriboll. The newspaper clipping saved by Ivan described this event with his comment at the bottom "Our 15 subs".

Twenty-five surrendered U-boats were anchored at Londonderry Naval Base last night, four more—U716, U1165, U992, and U372—having arrived yesterday.

A further four were due this morning.

Before parting with the 15 U-boats which were escorted to Loch Eriboll a few days ago, Captain Suhren, senior U-boat officer for the Arctic and Barents Sea, was given permission to send them a parting signal.

It read, "Farewell, my U-boats. We have worked well together. Don't be downhearted. Good-bye."

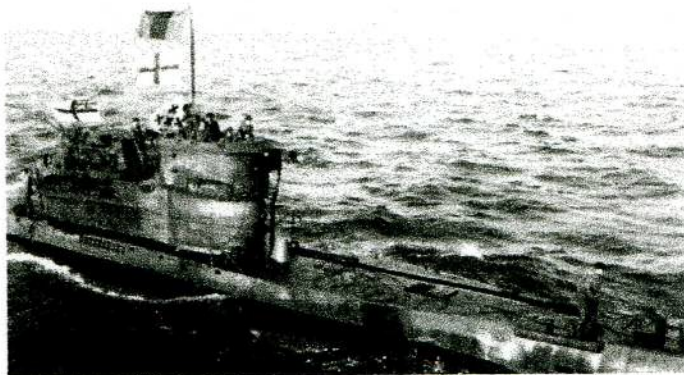
*our 15 subs.*

The picture below is an official picture of **HMCS Loch Alvie** with **U716** tied up alongside. ("Canada's Fighting Ships" by K. R. Macpherson, 1975)



The description reads "One of RCN's three Loch class frigates, **Loch Alvie**, in Loch Eriboll, Scotland, May 19-20, 1945. Alongside her is **U716** which she escorted part of the way from Norway after the U-boat's surrender.

Ivan photographed the **HMCS Loch Alvie** coming alongside one of the surrendered U-Boats, identified as **U716**. The flag flying from the stern mast is the White Ensign, flown by both Canadian and British warships. This indicates that the U-Boat probably has a Canadian boarding party onboard. The 3 flags on the main mast are the international signals for " Zero, X-Ray, Eight ", reading down from the top of the mast. The exact meaning is not known but it could be a radio frequency or U-boat identification code.



Betty recalls Ivan telling the story about a pair of binoculars he commandeered from the U-boat. He hid them on Loch Alvie in what he thought was a secure spot so he could recover them later. When he went to reclaim his prize he discovered they were gone! He never found out who the culprit was but he often lamented the loss of those binoculars when telling the tale.

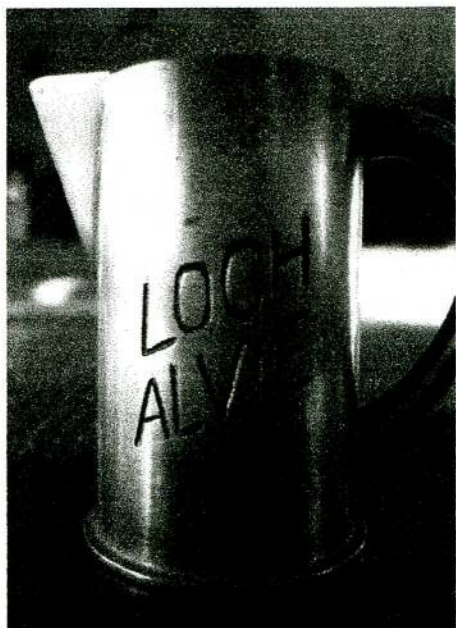


On June 12, 1945 Ivan left **HMCS Loch Alvie** and transferred to **HMCS Niobe**, the RCN base in Grenoch, Scotland. Here he began the demobilization process. About two weeks later, June 26, 1945 he was in Halifax at **HMCS Peregrine** and by July 3, 1945 he was back at **HMCS Naden** where he worked in the maintenance shops until his discharge on October 3, 1945.



## Appendix I

Pictured below is Ivan's "Tot" measure from the **Loch Alvie**. It is currently in the possession of his daughter, Jan Lodge. It was made from a brass shell casing from an anti-aircraft gun, probably the Swiss-designed 20 mm Oerlikon automatic weapon. Inscriptions on the base of the shell indicated the shell was manufactured in Nov 1942. The navy "tot" is a half-gill measure of Pusser's Rum (approximately two fluid ounces). It used to be daily issue, served neat to Chiefs and Petty Officers and mixed with two parts water or Coke for other rates. Chiefs and Petty Officers also received their "tot" in their mess while other ranks had to mix and drink their ration in the presence of the issuing officer. Receiving their "tot" undiluted and in their mess meant that it could be stored and consumed at any time. Also, it could be traded for anything from cigarettes to candy bars!



The issue of the "tot" has a long Naval tradition. For well over 300 years, from before the days of Nelson, wooden ships, and iron men, the Royal Navy issued Pusser's rum daily to the crews of their ships – and always a double issue before battle. First introduced into the navy in 1655 as a substitute for beer, by 1731 it was in general use.

In 1970, the British Admiralty Board decided that there was no place for the daily issue of rum in a modern navy. On July 31st, 1970, the issue of Pusser's Rum ceased. The rum tradition, one of the longest in seafaring, ended. For the RCN, they held onto the tradition a bit longer, March 30, 1972.



# Appendix II

## Chiefs and Petty Officers Memorial Wall 2002

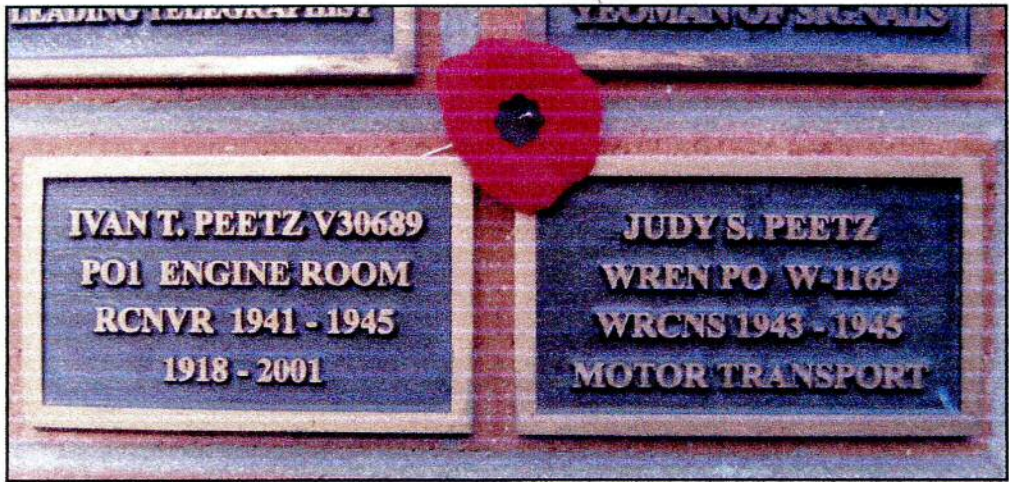
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# Appendix III

(U-716 surrendered to **HMCS Loch Alvie**, May 1945)

## U-716

Type	VIIC	
Laid down	16 Apr, 1942	<u>HC Stülcken, Hamburg</u>
Commissioned	15 Apr, 1943	Oblt. Hans Dunkelberg
Commanders	15 Apr, 1943 - 22 Jan, 1945 - Feb, 1945 -	24 Jan, Oblt. Hans Dunkelberg 1945 12 Feb, Oblt. Friedrich-August Greus (in deputize) -- acting 1945 8 May, Oblt. Jürgen Thimme 1945
Career	10 patrols	15 Apr, 1943 - 31 Dec, 1943 <u>5. Flottille</u> (training) 1 Jan, 1944 - 30 Sep, 1944 <u>11. Flottille</u> (front boat) 1 Oct, 1944 - 31 Mar, 1945 <u>13. Flottille</u> (front boat) 1 Apr, 1945 - 8 May, 1945 <u>14. Flottille</u> (front boat)
Successes	1 ship sunk for a total of 7.200 tons	
Fate	Surrendered at Narvik, Norway on 8 May, 1945. Transferred to Loch Ryan, Scotland for <u>Operation Deadlight</u> .  <b>Operation Deadlight</b> (post-war Allied operation, <a href="#">info</a> ) Sunk on 11 December, 1945 at 55.50N x 10.05W as an air target.	

On 23 April, 1945 U-716 was depth charged in the Arctic Sea by a hunter-killer group. Due to the damage incurred the boat had to return to base.

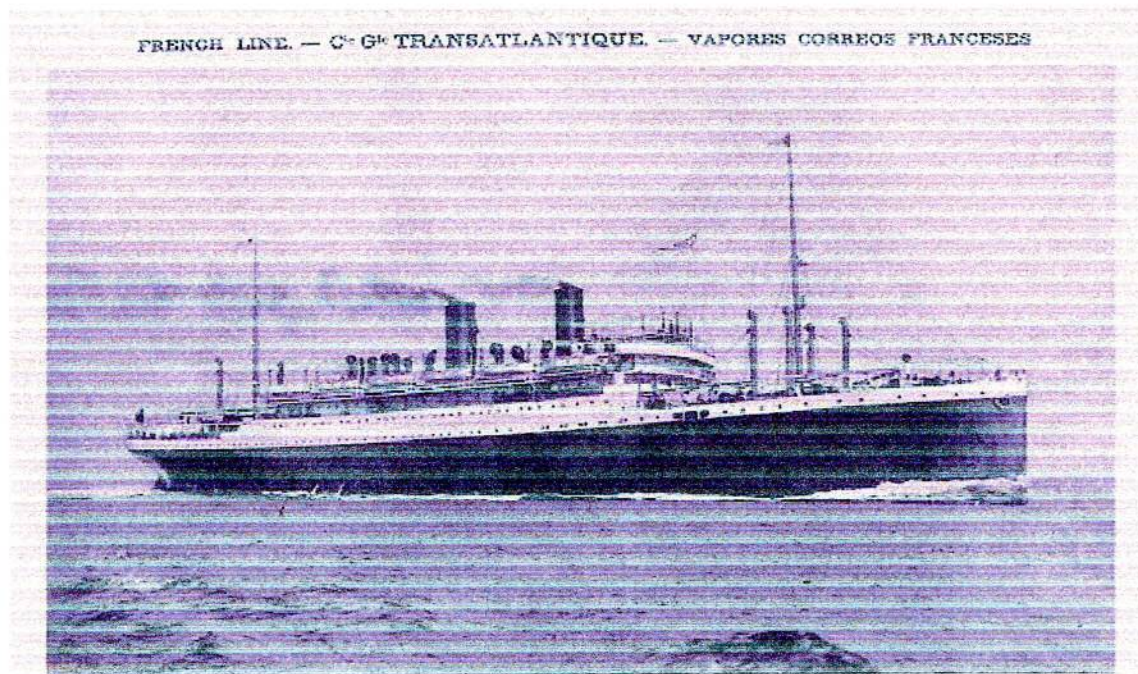
The VIIC was the workhorse of the German U-boat force in World War Two from 1941 onwards and boats of this type were being built throughout the war. The first VIIC boat being commissioned was the U-69 in 1940. The VIIC was an effective fighting machine and was seen in almost all areas where the U-boat force operated although their range was not as great as the one of the larger IX types.

The VIIC came into service as the "Happy Days" were almost over and it was this boat that faced the final defeat to the Allied anti-submarine campaign in late 1943 and 1944. Perhaps the most famous VIIC boat was the U-96 that is featured in the movie **Das Boot**. (Reference: <http://uboat.net>)



## Appendix IV

(TSS CUBA sunk by HMS Watchman assisted by HMCS Loch Alvie)



Paquebot "CUBA"

Length: 150,9 m

Beam: 19 m

GRT: 11,337 t

Built: 1923 Swan, Hunter & Wigham Richardson, Newcastle, England

Operator: CGT / French Line

Speed: 16 kn

Passengers: 1,086

She was built for St. Nazaire - West Indies - Vera Cruz line.

In Nov 1940, while on a voyage from Martinique to Casablanca, she was seized by a British warship and was taken over by the Ministry of War Transport, London for use as a troopship.

On 04-06-1945, while sailing in a convoy to Le Havre, she was torpedoed and sunk by the German submarine **U 1195** in the English Channel. The **U 1195** was sunk by the British destroyer **Watchman**.



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Information on Appendix 11, Chiefs and Petty Officers Memorial Wall,  
at Naden, Esquimalt, B.C.

# 1 Betty Peetz along with my dads sister Judy Peetz.

# 2 Janice Peetz Lodge

# 3 Dads plaque

& 4 Judys plaque

The three along the bottom are other family members, me and mums  
sister-in-law, mum and her brother, and dads other sister Ola, and 2  
of her daughters.

Janice Peetz Lodge.