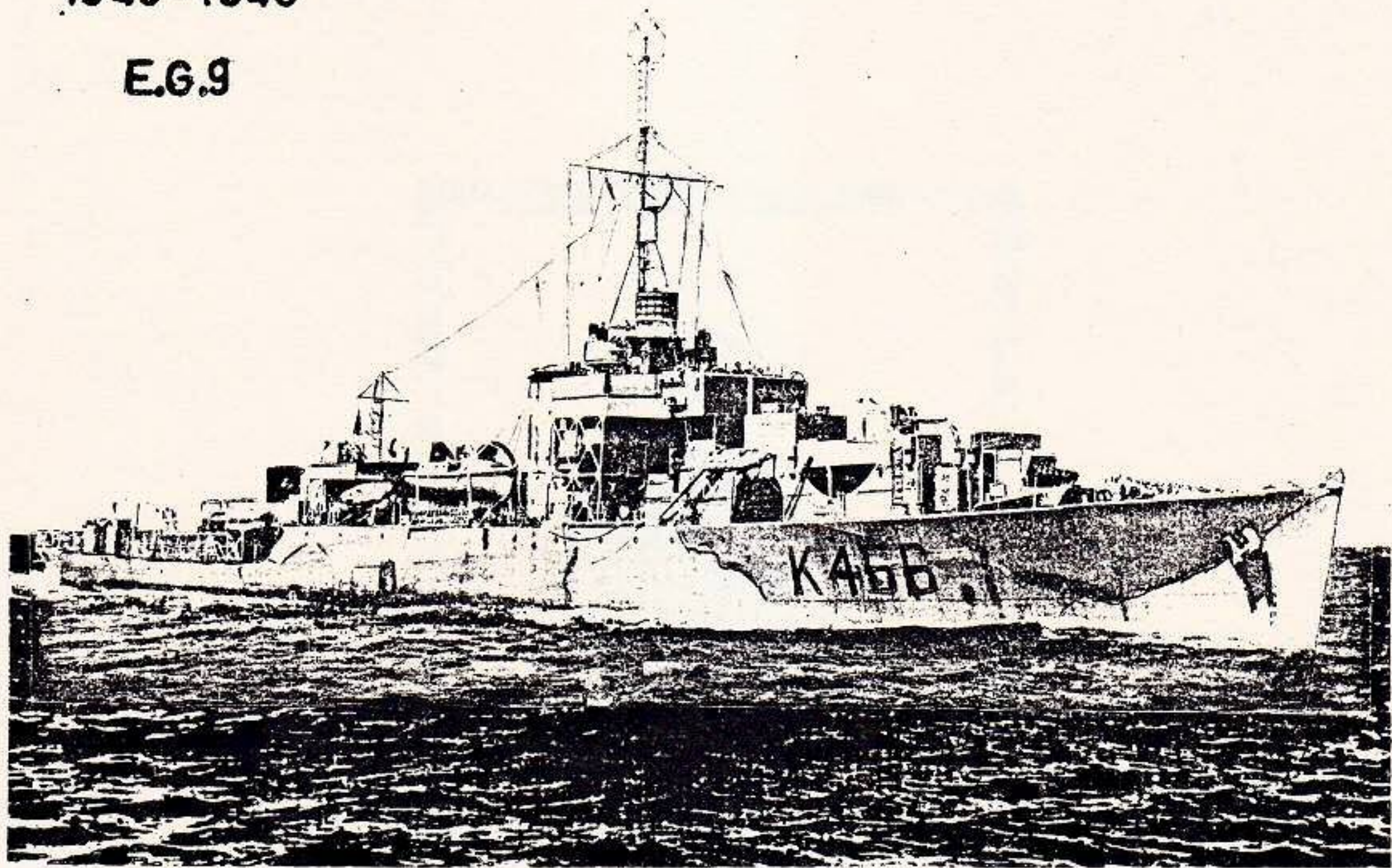


1943-1945

E.G.9



History of H.M.C.S. Saint John WWII

**Taken from the Diary
of Able Seaman
Cable Freeman**

*Lable
Greenman*



HALIFAX 1943

HISTORY OF H.M.C.S. SAINT JOHN W.W.II

CREW ON DEC. 2, 1943 drafted with kit and gear, hammock, to Hochelaga Montreal for Frigate #9. 0930 board train, CN for Montreal at Halifax, N.S.

Dec 3rd arrived at Montreal at 12 noon, then taken by bus to Hochelaga barracks Block 12A.

Dec 4 to 11th at Hochelaga barracks.

*Dec 12th 0900, bus takes crew to dock yard where crew at 1000 go aboard H.M.C.S. Saint John Ship commissioned at 1230. Our Captain LT/COM Moser. 1st LT. Waterman.

Dec 13th slipped from Vickers jetty and proceeding out of harbour. Weather windy and below zero. Icebreaker clearing channel ahead of us.

Dec 14th arrived at Sorel, hard time tying up as ice covers fo'c'sle, tied up along fueling dock. Weather snowing.

Dec 15th Left Sorel at 0900, ice damn thick. 1800 Stuck in ice under Quebec Bridge. Ship made reverse and forward movements and finally broke through (ice thick).

Dec 16th arrived at Quebec City, icebreaker clearing entrance to jetty. H.M.C.S. Valleyfield and H.M.C.S. Louisberg tied up ahead of St. John. Crew went ashore.

Dec 17th ice all around ships, shore leave 1600. Went ashore with H.M.C.S. Valleyfield boys, weather very cold.

Dec 18th 0900 ship leaves jetty, hard time getting away, stuck in ice and icebreaker tows us out, proceeding to help H.M.C.S. Louisberg out. She collides and smashes our motor sea boat.

Dec 19th arrived at halifax and tied up at jetty O. Ships being inspected and rivots loose on brow. Waiting to go up on Dartmouth slips.

Dec 20th shipyard personnal on board to finish construction. Went ashore to the pusser wets.

Dec 21 to 24th still working on ship.

Dec 25th still at jetty O Christmas Day. All aboard for dinner. Turkey, pudding and everything except beer. Went with crowd off the H.M.C.S. Louisberg.

Dec 26th H.M.C.S. Saulte St. Marie anchored in harbour, motor boat picked me up and went out to see the crew, my old ship.

Dec 27th at 0200 I was quartermaster and ordered to wake all the Saint John crew and fall in on the jetty in number threes and hammock other half of crew on Christmas leave of H.M.C.S. Swansea. H.M.C.S. Swansea ammunitioned up and at 0400 prepared for sea. 0900 slipped from jetty 4 and proceeding to sea with H.M.C.S. St. Laurent, H.M.C.S. Montreal. Subs reported off Newfoundland. Captain C.A. King aboard Swansea.

Dec 28th proceeding towards Newfoundland, wolfe pack submarines reported. Swansea pitching and tossing all over hell.

Dec 29th at sea sweeping off Newfoundland. Montreal and St. Laurent still in our company. Very bad gale weather, seamans mess (a hell of a mess).

Dec 30th at sea A/S conditions real bad, ship pitching badly. Snow & heavy winds.

Dec 31st at sea off Newfoundland, asdic condition very bad, still pitching badly.

Jan 1st at sea off Newfoundland still sweeping and orders to go to St. Johns for fuel, but still sweeping for U-boats.

Jan 2nd sweeping weather bad.

Jan 3rd sweeping, heavy swell and cold.

Jan 4th H.M.C.S. Swansea attacked sub, one torpedo fired and exploded astern of us and St. Laurent. All ships put cat gear out.

Jan 5th At sea, weather very rough and we are now proceeding to St. Johns harbour.

Jan 6th arrived at St. Johns Newfoundland, heavy snowfall and cold.

Jan 7th supplies being put on board.

Jan 8th 0900 proceed to sea and on our way to Halifax. Gale weather, chronic sea sickness.

Jan 9th proceeding towards Halifax. Gale weather and ice all over fo'c'sle.

Jan 10th Arrived at Halifax and went back aboard our ship. Meal waiting for us. H.M.C.S. St. John up on the Dartmouth slips (received our Christmas parcels).

Jan 11-13th Dartmouth slips.

Jan 14th Dartmouth slips and went to ^{ASDIC} school.

Jan 15th Dartmouth slips A/S school.

Jan 16th Dartmouth slips.

Jan 17th H.M.C.S. St. John removed off Dartmouth slips and tied up along side H.M.C.S. Port Colborne. Went aboard Port Colborne.

Jan 18th along side H.M.C.S. Port Colborne, met Alex Valor.

Jan 19th along side H.M.C.S. Port Colborne at Dartmouth N.S.

Jan 20th crew of St. John left Halifax for Cornwallis for an asdic refresher course.

Jan 21st Saint John still at Dartmouth, asdic crew at Cornwallis.

Jan 22nd Saint John still at Dartmouth, asdic crew course on 144 set. Met Skipper Ian Morrow.

Jan 23rd Saint John still at Halifax. Asdic crew leaves Cornwallis and returns to ship.

Jan 24th Saint John at jetty B taking on 90 day supplies.

Jan 25th H.M.C.S. Saint John leaves jetty 4 and proceeded to Bedford Basin and dropped anchor. Returned to jetty 3 after ship was ammunitioned up.

Jan 26th Left jetty 3 for (hedgehog run) not able to get out of gate and returned to jetty 4.

Jan 27th Left Halifax jetty 4. 0800 heading for sea course south, believed to be Bermuda.

Jan 28th at sea, course south to Bermuda.

Jan 29th at sea, course south to Bermuda.

Jan 30th arrived at Bermuda, dropped anchor in Grassie Bay.

Jan 31st anchored at Grassie Bay, Bermuda.

Feb 1st anchored at Grassie Bay, Bermuda

Feb 2nd left Grassie Bay and proceeding to do evolutions along the coast.

Feb 3rd anchored at Georgia Bay, we went ashore at St. Georges, Bermuda.

Feb 4th anchored at Georgia Bay.

Feb 5th anchored at Grassie Bay, went ashore to Summerset.

Feb 6th anchored at Grassie Bay, went ashore to Hamilton, capital of Bermuda. (HAVE WEEK-END HERE)

Feb 7th anchored at Grassie Bay.

Feb 8th tied up at H.M.S. Malabar dockyard (no shore leave).

Feb 9th tied up at H.M.S. Malabar, received my able seamans rate.

Feb 10th left H.M.S. Malabar for Halifax, 0800 course north.

Feb 11th at sea, proceeding towards Halifax.

Feb 12th arrived at Halifax 1500, tied up at jetty #3.

Feb 13th Saint John still at jetty #3.

Feb 14th Saint John still at jetty #3.

Feb 15th Saint John at jetty 3 and boilers being cleaned.

Feb 16th Saint John at jetty 3, went to class on night action room.

Feb 17th at jetty #3, ship still under repairs.

Feb 18 to 20th at jetty #3.

Feb 21st at jetty #3, asdic crew had ears tested.

Feb 22 to 24th At jetty #3.

Feb 26th Saint John left harbour for trial run. H.M.C.S. Iroques along side us at jetty #3.

Feb 27th at jetty #3.

HALF OF SHIP IS SALVAGED BY CANADIANS



AN EAST COAST PORT — (R.C.N. Press Release)—Finding that famed needle in the haystack is child's play compared with locating a derelict in the North Atlantic and bringing her back to port, officers and men of the new Royal Canadian Navy frigate H.M.C.S. Saint John have agreed. At least the needle wouldn't drift around.

Saint John, in company with an ocean-going salvage tug, recently spent nearly 17 days at sea seeking, finding and bringing back the stern half of a liberty ship which had been shattered in one of the Atlantic's worst gales. The freighter had split in two, and the crew had been rescued by other convoy ships and naval escort vessels. The stern portion of the freighter, containing the machinery and tons of cargo, remained afloat.

The successful completion of Saint John's salvage search was a story of co-operation between the navy, R.C.A.F. aircraft and merchant ships. Recurring snow squalls and fog hampered the search, and constant guard against German submarines known to be in the vicinity had to be maintained.

Two days out of port the frigate and tug spotted a drifting lifeboat, and with R.C.A.F. planes combed the area for three days with no success. The search was abandoned and the ships were ordered to return to port. But four hours later signals reported that the wreck had been sighted again by a merchant ship, and course was altered to the new position 130 miles away.

Then the weather threw in its bag of tricks, Saint John's commanding officer, Lieut. Commander W. R. Stacey, R.C.N.R., Vancouver, reported. For two days heavy snow storms cut visibility to nil, and the ship and planes could find no trace of the derelict. Conditions were so bad the frigate and the tug lost contact with each other for several hours.

After noon on the ninth day at sea, luck changed. A giant R.C.A.F. patrol plane passer over. She had seen the wreck, and reported it 45 miles away. Guided by the plane Saint John and the tug steamed toward the derelict and found her after dark, marked by a flare dropped by the aircraft at dusk.

A boarding party from Saint John went over to the freighter hulk immediately, in the middle of the night, to inspect her. In charge were the frigate's executive officer, Lieut. C. G. McIntosh, R. C. N. R., Victoria, and the navigating officer, Lieut. H. B. Blanchard, R. C. N. V. R., Truro, and Saint John. Others who inspected the ship and reported her to be sound and watertight were P.O. William Johnston, R. C. N. V. R., London, Ont., Shipwright Wilfred Vessey, R. C. N. V. R., Winnipeg, Sto. P.O. Victor Merson, R. C. N. V. R., Toronto, and Saint John's Chief Engine Room Artificer a Norwegian who joined the Royal Canadian Naval Reserve after Norway was invaded by the Germans. He has had no word from his wife and family in his occupied homeland.

The weather had moderated, and the boarding party had no difficulty getting a boat across to the half-freighter and return. The tug's crew also was able to get the tow lines in place without trouble, and the 400-mile haul back to port began before dawn of the tenth day at sea.

Then the weather closed in again. With the wind and sea rising, the tug reported the tow increasingly difficult to handle. She was towing the hulk stern first to ease the strain on the exposed bulkhead, and finally asked to have a second tug sent to her assistance. For the first 48 hours the laboring little convoy managed to average a bare two and a half knots. And Saint John had detected an enemy submarine apparently trying to find them.

On the thirteenth day the second ocean-going tug arrived, and things went more easily. They had to heave-to once while the first tug took on provisions after exhausting her stores. Then on the fifteenth day the first tug had to proceed alone to port to refuel, rejoining late the next day to assist in approaching harbor. At daybreak, just a few hours short of 17 days at sea, Saint John escorted the salvaged prize into an east coast harbor.

Lieut. Commander Stacey had praise for the co-operation of the Royal Canadian Air Force planes in locating the wrecked freighter. "It would have been almost impossible to find her without the aid of the aircraft", he said.

HUNTING NEEDLE CHILD'S PLAY TO CANADIAN SAILORS

Five Hamilton Men Take Part in Successful Search For Derelict in Blizzard

Finding a needle in a haystack is child's play compared with hunting a derelict in the North Atlantic, according to officers and men of the Canadian frigate Saint John, because needles don't move around and derelicts do. At least five Hamilton men are known to have been aboard the Saint John recently when she brought back half a Liberty ship, cut in two by a lashing spring gale. The story is told in a press release from naval headquarters.

H.M.C.S. Saint John, in company with an ocean-going salvage tug, spent 17 days at sea, seeking, finding and bringing back to port, the shattered, bobbing end of the freighter. Aboard Saint John at the time were Leading Stoker James Speakman, 255 Ottawa street south; Leading Stoker Stephen Ritchie, 304 Beach road; O.S. Elmer Cedrick, 117 Rosslyn avenue north; O.S. F. M. Higgins, 20 Norway



Leading Stoker
Speakman

Ordinary Seaman
Livingstone

avenue, and O.S. R. E. Livingstone, 10 Lottridge street.

When the freighter split in two, her crew was rescued by other convoy ships and naval escort vessels. The stern portion of the freighter, containing the machinery and tons of cargo, remained afloat.

Story of Co-operation

The successful completion of Saint John's salvage search was a story of co-operation between the navy, R.C.A.F. aircraft and merchant ships. Recurring snow squalls and fog hampered the search, and constant guard against German submarines known to be in the vicinity had to be maintained.

Two days out of port the frigate and tug spotted a drifting lifeboat and, with R.C.A.F. assistance, combed the area for three days without success. The search was abandoned and the ships were ordered to return to port. Four hours later, signals reported that the wreck had been sighted again by a merchant ship, and course was altered to the new position, 130 miles away.

For two days heavy snow made visibility difficult and for a time the tug and frigate lost contact. On the ninth day, however, an R.C.A.F. patrol plane spotted the derelict 45 miles away, marked it with a flare, and led the ships to it. A boarding party from Saint John went aboard the derelict to inspect it and in the morning the tug got its lines aboard for the 400-mile haul back to port.



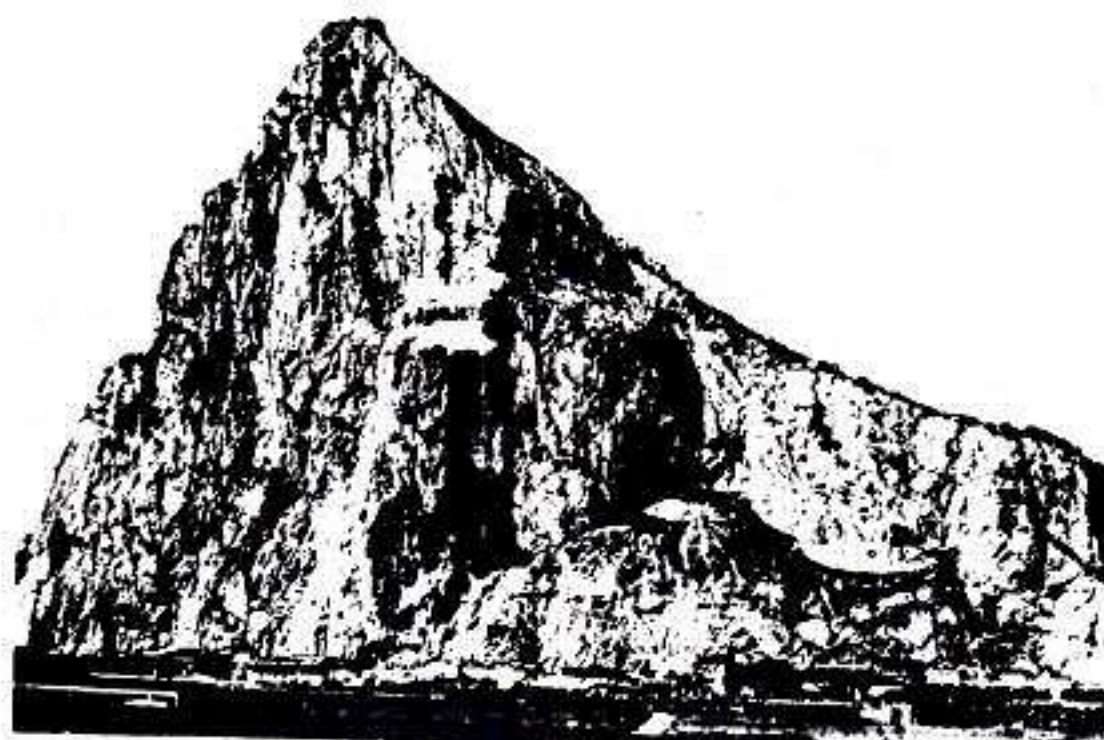
HALIFAX



LONDONDERRY IRELAND



GIBRALTER



GIBRALTER



2 SUBS - LOCH ALSH
SCOTLAND



AMERICAN LANDING CRAFT
ENGLISH CHANNEL



CARDIFF WALES

Feb 28th at jetty #3, still under repair.

Feb 29th at jetty #3, all hands to paint ship (blue & white).

March 1st At jetty #3.

March 2nd at jetty #3.

March 3rd Saint John leaves harbour on test run and returns to jetty 4.

March 4th Saint John leaves harbour and proceeds to sea to hunt for crippled freighter and survivors.

March 5th returned to Halifax at 1800, left to continue search.

March 6th at sea, course southeast, a tug accompanying us.

March 7th at sea, course southeast.

March 8th at sea, still hunting for ship.

March 9th at sea, still hunting for crippled ship.

March 10th at sea, still searching but believed to be sunk.

March 11th at sea, asdic pick up sub contact, ten charge pattern dropped (our first sub echo) lost contact.

March 12th at sea, still in hunting area.

March 13th at sea, sighted crippled ship at 2100, only stern afloat.

March 14th at sea with tug and has tow and heading for Halifax.

March 15th at sea, escorting tug with stern hulk towards Halifax.

March 16th at sea, second tug arrives at 2330.

March 17th at sea, second tug now assisting with tow at 0930, a large convoy passes on way to Londonderry, Ireland.

March 18th at sea, action stations, no charges dropped. Still proceeding towards Halifax.

March 19th at sea, one tug leaves for Halifax running short of fuel. Weather cold and windy. A number of ~~schooners~~ in sight.

March 20th at sea. 1800, thirty-five miles from Halifax, still with tow and tug.

March 21st arrived at Halifax at 1800 hr. Hulk was towed and beached in Halifax Harbour.

March 22nd at jetty #4, tied up along side H.M.C.S. Annapolis.

March 23rd at jetty #4 Halifax and ordered for sea. 1800 hrs. cancelled.

March 24th 0600 left harbour and proceeding to Saint John, N.B. Our name sake, at sea all night.

March 25th arrived at Saint John, N.B. and tied up along side H.M.C.S. St. Frances.

March 26th tied up at Saint John, N.B., everybody ordered to clean ship.

March 27th at Saint John, N.B., had mayor and visitors come aboard.

March 28th at Saint John, N.B.

March 29th at Saint John, N.B. The home of Saint John. A dance and welcome party was put on at the Admiral Beatty Hotel for the crew.

March 30th at Saint John, ships being painted new color.

March 31st at Saint John, N.B., leave cancelled and under sailing orders.

April 1st left Saint John, N.B. at 0900, picked up convoy heading north, speed 12 knots.

April 2nd arrived at Halifax 2300 hrs. Tied up along French wharf #6.

April 3rd left French cable wharf and tied up at jetty #3, we oil up at French cable.

April 4th at jetty #3, still painting ship, supplies brought on board.

April 5th at jetty #3, deammunitioned ship.

April 6th at jetty #3, working on asdic.

April 7th at jetty #3, cleaning out ships oil tanks.

April 8th at jetty #3, boiler clean out, finished.

April 9th at jetty #3, Easter Sunday church on board.

April 10th at jetty #3, took on supplies.

April 11th at jetty #3, make and mend.

April 12th at jetty #3.

April 13th ammunitioned ship and oiled up, returned to jetty #4. New Capt. on board, Capt. Roland Stacey.

April 14th left jetty #4 at 0500 for St. Margarets Bay, dropped anchor at 1030 hr.

April 15th at anchor St. Margarets Bay, testing H.F.D.F.

April 16th an anchor St. Margarets Bay, H.F.D.F.

April 17th workout at Margarets Bay, dropped hook at 1800 hr.

April 18th at St. Margarets Bay, guns crews had workout.

April 19th at St. Margarets Bay, had day and night shoot, dropped anchor and had H.M.C.S. Calgary come alongside, wind prevented her from tieing up. She was nearly tied along side when engines on Calgary stuck on full astern (all lines broken). Best shoot ever performed at St. Margarets.

April 20th asdic exercise and gun shoot.

April 21st anchored at St. Margarets Bay all day, clean ship for Captian "D" inspection.

April 22nd Saint Johns evelutions and at 1200 hrs. left the Bay at 1820 hrs. and arrived at Halifax 2100 hrs.

April 23rd at jetty #3 Halifax, more supplies brought on board and Leading seaman H.S.D. Pearse drafted.

April 24th at jetty #3 ammunitioned ship and supplies.
Boilers being cleaned.

April 25th at jetty #3, working a A/S well.

April 26th at jetty #3, working in A/S hut.

April 27th at jetty #3.

April 28th 1010 hr. left jetty #3 and proceeding to sea.

April 29th at sea, course NE, action stations dropped a
patterns of 10 charges and Hedge Hog.

April 30th at sea, course NE, fog low.

May 1st at sea proceeding to St. Johns, Newfoundland,
tied up at 0600 hrs., supplies, 2200, left St. Johns N.F.
for sea.

May 2nd at sea heading to meet convoy and convoy it to
Londonderry, Ireland. Heavy fog, morning cleared up at
1200 hrs.

May 3rd at sea sweeping the area for submarines, should
pick up convoy around this area.

May 4th at sea, picked up convoy at 0500 hrs. 147 ships
in convoy and 7 escorts (ice-barges in area).

May 5th at sea, course east towards Londonderry, Ireland.
Foggy but clearing up around noon.

May 6th at sea, course east, icebergs all around. H.M.C.S.
Valleyfield torpedoed off Newfoundland bringing small convoy
to meet our convoy.

May 7th at sea, Wolfe pack reported in vicinity, everything
still quiet.

May 8th at sea, course still east, still heading in direction
of reported wolfe pack.

May 9th at sea with 147 convoy east. H.M.C.S. Bittersweet
has contact.

May 10th at sea, fog closing in. H.M.C.S. Bittersweet
left contact reported doubtful.

May 11th at sea, fog lifted, convoy broken up, continue
on to Londonderry with 10 ships.

May 12th at sea, 10 ships taken down River Foyle to Londonderry, Ireland. Arrived at jetty #9 2350 hrs.

May 13th at jetty 9 Londonderry Ireland. First shore leave in Ireland.

May 14th at jetty 9, Londonderry.

May 15th at jetty 9, Londonderry. Saw Coll, McCluskie, and Grant on board H.M.C.S. Gateneau.

May 16th at jetty 9 Londonderry.

May 17th at jetty 9 Londonderry, worked in asdic hut on duty.

May 18th left A.M. and tied up at Moville, left and anchored in bay.

May 19th left bay and did asdic exercises and returned to Moville, dropped anchor.

May 20th asdic exercises off Moville, returned to Moville and dropped anchor.

Our group E.G.9., H.M.C.S. Matane, H.M.C.S. Swansea, H.M.C.S. Meon, H.M.C.S. Port Colborne, H.M.C.S. Saint John, and H.M.C.S. Stormont were called a "striking force".

May 21st off Moville Ireland on radar run. Returned to Moville, air raid reported (no planes).

May 22nd Radar runs off Moville, returned to Moville, oiled ship, left for Londonderry 2210 hrs.

May 23rd at jetty, Londonderry, took on supplies. "Pay Day."

May 24th 0800 hrs. left Londonderry. A/S runs and shoot, returned to Moville, fueling up, mail came aboard.

May 25th left A.M. for exercises, returned to Moville, anchored.

May 26th at Moville, fueled up and anchored. ^{H.M.C.S.} Meon left for Biscay.

May 27th left Moville Ireland 1010hrs. Arrived at Beaumaris Bay 2130, dropped anchor in Beaumaris Bay, Wales, with Port Colborne and H.M.C.S. Matane.

May 28th at Beaumaris Bay, Wales. Had sea boat races, H.M.C.S. Saint John crew came in 3rd.

May 29th at Beaumaris Bay, Wales, anchored, ships first shore leave.

May 30th At Beaumaris Bay, Wales, anchored, paint ship. 5 more American D.E. arrive.

June 1st at Beaumaris Bay, fueled up along side oiltanker and returned to Bay and anchored.

June 2nd at Beaumaris Bay, clean up for Group Captains inspection tomorrow..

June 3rd at Beaumaris Bay Wales. E.G.9. Group Captain came along side in motor boat, made inspection. Went ashore at Benllach Wales. (English mail came aboard). 36 escorts and 3 aircraft carriers in Bay, Carriers Tracker and Emperor.

June 4th at Beaumaris Bay, bad weather, no shore leave to Benllach.

June 5th all escort leave except our Group. Port Colborne leaves.

June 6th Invasion of Europe begins at 0600 hrs. "Pasteur" troop ship arrives. H.M.C.S. Port Colborne arrives back with mail.

June 7th 1700 H.M.C.S. Saint John and H.M.C.S. Port Colborne and H.M.C.S. Meon leave Bay. H.M.S. Emperor aircraft carrier under our escort to the English Channel. Pasteur also leaves.

June 8th at sea with Emperor, 5 D.E. Escort on same course off Bristol Channel.

June 9th 0500 English Channel and action stations. H.M.C.S. Port Colborne dropped depth charge, pattern 10, oil reported on surface. Sub believed damaged off French coast.

June 10th 0300 hrs., aircraft carrier tracker in collision with H.M.C.S. Teme. H.M.C.S. Outremont towing H.M.C.S. Meon. H.M.C.S. Saint John now with 2 aircraft carriers, 25 miles off the French coast. We are to escort carriers in to Bristol channel to safe waters. Passing convoys, all ships flying barrage balloons heading for France. Left carriers in Bristol

SWEET REVENGE

On a cold and frosty day in December,
Down the river came two ships brand new.
One was the Frigate St. John,
And the Valleyfield was a Frigate too.

The crews were well known to each other,
And competed in rivalry keen.
But when gathered together up at the Wets,
They all tell the things they had seen.

They were proud of their ship.
Was it not to be their home?
And each boasted more prowess in getting subs,
When out on the ocean they'd roam.

Both started out one fine morning,
To cross the Atlantic so blue.
And take up their part in "D" Day,
A day that is memorable to you.

But alas, the good ship Valleyfield,
Wasn't destined to reach her goal,
For the enemy struck a deadly blow,
Not far from Cape Race, attol.

We were all stunned at the news we heard.
It was mighty hard to believe.
But we took off our hats and offered a prayer,
For the ones who were left to greive.

We all vowed then to carry
and avenge our sister ship.
For already we've evened the score,
with one U-Boat this trip.

We are hot on the trail of another.
At the moment I write this tale.
So folks at home Buy Victory Bonds,
When they are up for sale.



ASDIC CREW 1944

HUGH PEARSE - RAY COPE - THOMAS - NORMAN
HOFFNER - ? - CABLE FREEMAN - BILL ROYDS



CABLE FREEMAN



SHELLED BY GERMAN SHORE
BATTERIES BORDEAUX
FRANCE

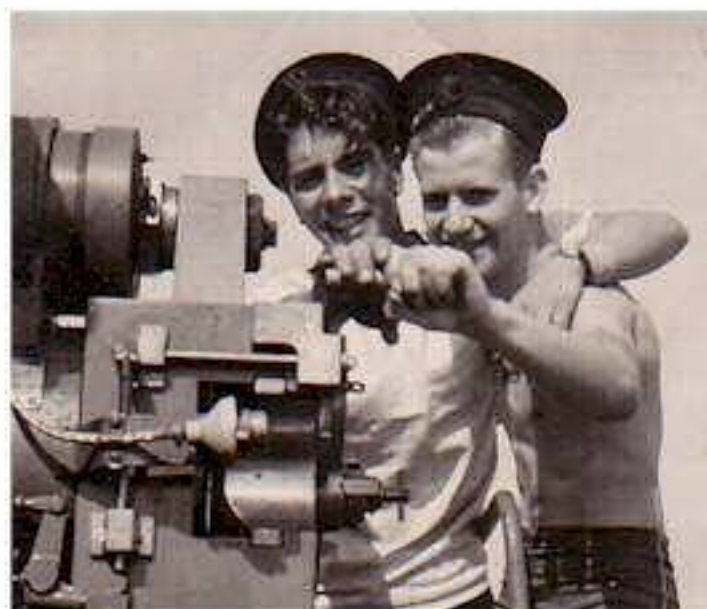


CDR. LAYARD D.S.O.



June 6, 1944.

HEADING FOR PLYMOUTH



RUSSEL AND LAVERAU
LOST ON VALLEYFIELD



H.M.C.S. VALLEYFIELD
WITH US WHEN
TORPEDOED



U.S.S.R. ARKANGEL
MURMANSK



DROPPING CHARGES
ENGLISH CHANNEL



H.M.C.S. PORT COLBORNE

Channel, proceeding back to mouth of English Channel. At 2200 Saint John received a message that we are to return to Londonderry, Ireland. 2300 proceeding towards the Irish Sea.

June 11th at sea, 1230 hrs. In Irish Sea. Fog very bad, afternoon fog lifts, arrive at Moville, Ireland at 2300 hrs. Anchored.

June 12th at jetty 10, Londonderry, took on supplies and rum. We went ashore and played football against the Port Colborne crew. (Port Colborne won) Mail came aboard.

June 13th at jetty 10, had shore leave.

June 14th at jetty 10, H.M.C.S. Meon left harbour. Played football against H.M.C.S. Port Colborne crew, score 3-3 tied. Rented horses for 10 shillings a day and we all rode in to the Irish Free State, a small bar on the border. An Irish woman was our guide.

June 15th left jetty 10 at 0720 hrs., fueling up at Marshall Bay. Left bay at 1330 hrs. for sea. 1700 hrs. heading down Irish Sea towards Bay of Biscay.

June 16th 1200 hrs. off Bristol Channel. 1900 hrs. relieved Escort Group 1 at mouth of English Channel. "Walkers" group.

June 17th at sea, English Channel, sweeping area. 1430 hrs. action station, 10 depth charge pattern and hedge hog dropped, reported ^{new} sub.

June 18th H.M.C.S. Matane drops depth charges and damages oscillator. Received message that Falmouth has an oscillator. Arrived at Falmouth, oscillator repaired and fueled up. Left for English Channel and back with H.M.C.S. Port Colborne and H.M.C.S. Matane. Sweeping area off English Channel mouth for subs. H.M.C.S. Meon joined us at 1800 hrs.

June 19th at sea, action stations 0345. Radar picked up contact at 5 miles, reported sub on surface. 0530 secure sub dived. 1915 action stations, lost contact, subs all around reported by flying boat.

June 20th at sea, action stations 1730 hrs., 2 patterns of hedge hog dropped secure. 1930 stations, so charges dropped. 2000 hrs. stopped operating asdic oscillator damaged by Matane.

June 21 At sea, proceeding with group. Asdic broken down. 0700 hrs. heading for Falmouth England with H.M.C.S. Matane & H.M.C.S. Port Colburne tied up at jetty. New oscillator on board.

June 22 At jetty Falmouth, new oscillator and fueled up at 0305 hrs. left for sea. At 0600 action stations. 1430 H.H. pattern dropped, sweeping area of English Channel.

June 23 At sea. 0130 action stations (non sub). Rest of EG9 joined us at 0700. Action stations, 1130 secured. 2330 hrs. action stations (non sub). Proceeding towards Normandy France.

June 24 At sea 0400 five miles off French coast. Subs reported in vicinity. 2000 hrs. still five miles off French coast. 2025 hrs. action station. Group attacked sub oil brought up H.M.C.S. Saint John screened the attack.

June 25 At sea. Action stations 1410. We dropped 10 charge pattern, brought up oil. Saw German Narvik destroyer on horizons four miles off French Coast. Ile De Bas, South of Cherbourg.

June 26 At sea 0600 hrs. on way to Plymouth. 1100 hrs. arrived at Plymouth. 1200 hrs. tied up at Davenport England. 1330 hrs. shore leave. USS. Texas in harbour.

June 27 At jetty Davenport, stores brought onboard. Afternoon shore leave went to Plymouth Hoe and saw H.M.S. Black Prince cruiser.

June 28 At jetty Davenport. H.M.C.S. Haida in, went aboard and saw J. Burnett. 1400 hrs. leaving harbour and proceeding to sea. 1908 action stations, 1 pattern of H/H dropped and 10 depth charges (non sub).

June 29 At sea 0750 hrs. action stations, 1 H/H pattern dropped 1045 hrs.. Normandy Coast H.M.C.S. Stomont H/H pattern. Brought up oil and wood. Uniforms of British sailors. (sunken ship). 2300 hrs. gunfire from French Coast.

June 30 At sea 1415 hrs. 1 H/H pattern dropped, action stations. 1900 hrs. action stations (non sub). 1930 off Isle of Alderney & peak of Normandy. 2230 action stations (non sub).

July 1 At sea, 0500, went through German minefield off Normandie. Weather foggy and bad AS conditions.

July 2 At sea. 1730 action stations. 1 H/H pattern 10 depth charges dropped. Lost contact 200 hrs. going through minefield Cherbourg France.

July 3 At sea off Alderernig France four miles. 2 American destroyers patrolling along coast. 1200 hrs. heading to works centre of English Channel. 2200 hrs. action stations and off Normandy. H.M.C.S. Meon picked up 2 dead pilots. 2200 hrs. action stations, dropped 5 charge pattern. 2330 hrs. 10 charge pattern.

July 4 At sea. 0100 hrs. off French Coast 2 miles. Shore batteries (German) opened up on group. 0600 hrs. H.M.C.S. Matane leaves group. H.M.C.S. Swansea passed up two dead pilots.

CONT.

July 4 Motor Torpedo Boat picked up bodies, hugging the French Coast off Cherbourg.

July 5 At sea. 0100 hrs. attacked by German bombers. A near miss of Starboard side and stern. We put up barrage with A.A. guns and the four inch. 2100 hrs. - 36 - P38 aircraft R.A.F. flew overhead going home from attacking Cherbourg. 1640 hrs. action stations. Charge dropped. Oil brought up. 2000 hrs. H.M.C.S. Matane arrives back with mail. Off French Coast, still sweeping coast area.

July 6 At sea. 0245 hrs. action stations. 10 charge pattern dropped. Oil brought to surface. 0400 hrs. patrolling further down French Coast. 0800 hrs. returned to regular area.

July 7 At sea. 0945 hrs. H.M.C.S. Swanson and our ship Saint John leave group for Plymouth for ammunition. 1400 hrs. off Plymouth Gates told to report back to group. 1944 hrs. sighted our group 9. Sweeping eastward along French Coast.

July 8 At sea. 0700 hrs. action stations (lost contact) believed to be sub. 1500 hrs. action stations. Dropped 10 charge pattern sweeping eastward to mouth of English Channel. Not far from Scilly Isle off Lands End, aircraft dingy floated by, nobody on it.

July 9 At sea. 1330 hrs. EG9 in line ahead heading towards Plymouth. 1600 hrs. at Plymouth gates. 1630 hrs. we are dispatched with troop ship "Tarazed" and 2 U.S. ships joined convoy. Speed 14 knots to Falmouth. 2300 hrs. at St. Georges Channel.

July 10 At sea 1200 hrs. off South Wales H.M.C.S. Meon leaves group for Liverpool England. 1530 hrs. sunk mine, floating on surface with rifles. 1830 hrs. in Irish Sea heading for Londonderry Ireland. H.M.C.S. Port Colburne leaves group for Belfast Ireland for repairs.

July 11 At sea. 0800 hrs arrived at Londonderry Ireland. Tied up at jetty 10, mail came aboard. Painted A/S while ship being painted new color. Payday - recieved 9 pounds.

July 12 At jetty Londonderry painting ship. 24 hour leave, went to Belfast Ireland.

July 13 At jetty Londonderry. 1200 hrs. Arrived at Londonderry from Belfast. Still painting ship. Went ashore in the evening.

July 14 At jetty Londonderry. Recieved mail.

July 15 At jetty Londonderry. 30 ratings leave for rest camp at Port Stewart. Time of leave 0900 hrs. Arrived at Port Stewart 1200 hrs. Spent evening at Port Stewart & Port Rush Ireland.

July 16 At Rest Camp Port Stewart, Ireland.

July 17 At Rest Camp Port Stewart, went to a dance.

July 18 At Rest Camp Port Stewart. Ships Company leaves camp at 0900 for Londonderry. Arrived at Londonderry at 1200 Hrs. Saint John under repairs at jetty 16. Radar Cabin removed.

July 19 At jetty Londonderry. Ship under repairs. Radar Cabin now on and new set.

July 20 At jetty Londonderry. 0900 hrs. Shifted ship to jetty 10 painting ship.

July 21 At jetty Londonderry. Senior Officers ship H.M.C.S. Matane hit by glider bomb off Brest France. Matane under tow by H.M.C.S. Moon and H.M.C.S. Stormont tug later ^{took} over. 2 men killed aboard H.M.C.S. Matane.

July 22 At jetty Londonderry, moved to jetty 9. Captain of H.M.C.S. Matane takes over H.M.C.S. Swansea. Commander King leaves for Niobe. Swansea is now Senior Officer of E.G.9. Group now consists of Swansea, Saint John, Stormont, Meon, Port Colburne.

July 23 At jetty Londonderry leave 0200 hrs. Ship under sailing orders.

July 24 0800 hrs. Slipped out of harbour and oiled up at yankee base. Left base at 1300 hrs. for sea. Heading towards English Channel. 2300 hrs. in Irish sea.

July 25 At sea 1200 hrs. in Bristol Channel. 1400 hrs. English Channel course set towards group 9. 2100 hrs. group 9 in sight. 2140 hrs. action stations.

July 26 At sea. 0815 hrs. arrived at Plymouth gates. At 1005 hrs. tied up at Devonport England. H.M.C.S. Matane tied up at Davenport, bomb hole showing in her port quarter.

July 27 Tied up at jetty 6. Repairs H.M.C.S. Rodney secured to buoy astern of us, went ashore in Plymouth. Ship under sailing orders.

July 28 At Devonport 0920 proceeding to sea. 1010 hrs. outside Plymouth gates. H.M.C.S. Swansea, Saint John, Meon and Stormont proceeding into Channel. 2100 hrs. off Lands End sweeping for subs in this area.

July 29 At sea off Lands End, sweeping area, no contacts.

July 30 At sea. H.M.C.S. Swansea leaves group. H.M.C.S. Meon now Senior Officer. Sweeping off Portland England. Action Stations 1915 hrs., lost contact.

July 31 At sea sweeping in middle of Channel off Portland. H.M.C.S. Swansea arrives back at 1500 hrs.

August 1 At sea. 0048 hrs. action stations. Dropped H.H. & depth charges, attacking. Contact with all ships. 0110 hrs. oil brought to surface. H.H. & Depth charges dropped from 0700 hrs. to 0900 hrs. All ships attacking, left contact, proceeding away from area. Told to return back 1540 hrs., back on contact and dropped H.H. & Depth Charges until 1600 hrs. Senior Officer got hell for leaving contact. Left contact and believed to be a kill.

August 2 At sea. Starshells and shore batteries firing from English Coast, believe German aircraft in area. Action Stations 1150 hrs. and dropped Depth Charges and Hedge Hogs steady until 1750 hrs. Lots of oil on surface. Sub believed to be crippled and cannot surface.

August 3 At sea, still sweeping off Portland - English Channel. Aircraft down, looking for survivors closed up, H.H. & Depth Charge Crews 0700 hrs. to 0900 hrs. Close up again at 1500 hrs. fired H.H. & 5 Depth Charges, more oil brought up to surface.

August 4 At sea sweeping Channel, great number of aircraft crossing the Channel. Picked up German sailor (dead) at 1430. His name was Joseph Benz. Doctor put remains in hammock and sewed in Depth Charge weight and buried him at sea. Passed second body at 1445 hrs. Put shot in life belt and it sunk.

August 5 At sea. 0545 hrs. Hedge Hog Crew close up. 1 H H. dropped pattern. Rest of group hold contact. We leave for Portland England. Arrive at 0830 hrs. Tied up along side oil tanker fueling up. 1300 hrs. left tanker and secured to bouy in harbour. 1730 hrs. Free French Frigate came alongside waiting for Radar repairs. Went swimming, diving off our ship. French speaking crew members went aboard French Frigate and met free French sailors. They had aircraft painted on funnel. They shot down one torpedo bomber, Gerry.

August 6 At anchor at Portland. 01715 hrs. French Frigate left. H.M.C.S. Saint John left Portland 1420 hrs. Arrived at sweeping area 1620 hrs.. Action Stations. 1645 hrs. dropped 1 pattern of Hedge Hog (chicken dinner) 5 M.T.B. passed us at 1900 hrs.

August 7 At sea proceeding towards home base Londonderry, in Irish Sea, heavy fog. Got off course and landed in mine field. H.M.C.S. Swansea helped us out. I went to bed with a bad cold.

August 8 At sea, arrived at Londonderry 1100 hrs. In sick bay with cold, discharge. 1200 hrs. recieved mail from H.M.C.S. Stormont.

August 9 At jetty Londonderry 0945 hrs. First group of ratings leave for Rest Camp. I am in second group. Stores came aboard and new (Cat Gear).

August 10 At jetty 9 stores brought on board.

August 11 At jetty 9, moved to jetty 10 for two hrs., then back to jetty 9. H.M.C.S. Port Colburne second ship out, then arrived back from Belfast, Ireland. H.M.C.S. Stormont went to dry dock.

August 12 At jetty 9 Londonderry. Ships tied up at jetty 9 are H.M.C.S. Port Colburne, H.M.C.S. Swansea, H.M.C.S. Meon, & H.M.C.S. Saint John. Second group leave for Rest Camp at Port Stewart Ireland. I am in this group, left at 1615 hrs. Arrived at Port Stewart Rest Camp 1800 hrs. Went to Port Rush. H.M.C.S. Longuail arrives in Londonderry.

August 13 At Comore Camp Port Stewart Ireland. Visited Port Rush. (Nice weather).

August 14 At Comore Camp Port Stewart. Went for a bike ride to Colraine.

August 15 At Comore Camp Port Stewart. Left camp at 1700 hrs. and arrived at Londonderry by train 1930 hrs.

August 16 At jetty 9 Londonderry. Funnel painted and also ship side. Finished leave until 0100 hrs. Ship under sailing orders. Put on first Leuit's report 1 day #11 and 1 day #12.

August 17 At jetty 9 Londonderry, 0900 hrs. Leaves jetty for Moville Ireland to fuel up 1000 hrs. On our way to English Channel. All group proceeding in line ahead. Ships accompanying us are Port Colburne & Stormont. 1915 hrs. practice Action Stations.

August 18 At sea. Irish Sea Asdic begins to operate 1100 hrs. 2000 hrs. off lands End sweeping area. H.M.C.S. Meon now with us. No contacts as yet. Also H.M.C.S. Swansea arrives.

August 19 At sea. Off Scillee Islg. 1200 hrs. off Brest France 2100 hrs. Believed Escort Group 1. "Captain Walkers Group" off Brest.

August 20 At sea. Sweeping new area from Brest to Bordeaux and off Garonne River mouth. 0430 hrs. Star shells shot from French Coast. Sweeping down French Coast towards Spain. Everything pretty quiet. Weather cutting up.

August 21 At sea. In Bay of Biscay. 1220 hrs. picked up 3 R.A.F. Airmen & 1 Squadron Leader who were in the water 10 hrs. German shore batteries open up on our group at 1330 hrs. Our Captain Stacey laid smoke screen. H.M.C.S. Stormont hit and one man killed. German using 8 inch guns, 6 miles off coast when first fired at.

August 22 At sea. In Bay of Biscay off Isle De Re doing regular sweep. Airforce fellows up and around from sick bay. 1755 hrs. Picked up Paravane, has been hit by shell fire. Secured on quarter deck. Weather fine, sweeping further down coast.

August 23 At sea. Off Bordeaux, Bay of Biscay. 1445 hrs. charges dropped by one of the group. Oil slick on surface. Battleship Warspite and 3 destroyers in our area. Paris in allied hands.

AUGUST 21st 1944.
HMCS. SAINT JOHN (BISCAY)

CANUCK SHIP RISKS SHELLING TO SAVE TRIO

London, Oct. 25 (CP).—The Canadian frigate St. John, risking possibility of fire from enemy shore batteries, rescued three airmen—two Britons and an American—after they floated 10½ hours in the Bay of Biscay with only their "Mae Wests" to keep them up, it was disclosed today.

The airmen were in a RAF Coastal Command Halifax, piloted by Wing Cmdr. J. B. Grant of Torquay, Devonshire, which was shot down at night by a submarine. Rescued with Grant were the second pilot, Lieut. C. D. Hendrickson of Hamilton, Mont., and Flt. Sgt. G. Martlew of Leigh, Lancashire, the flight engineer.

At the English port where they landed a few days ago, Grant told how he sighted three submarines off the French coast at night. They immediately put up an accurate barrage of light and no bombs were dropped.

Later, when flying toward Royal Navy ships to guide them to the area, there was an explosion, and the aircraft was disabled. It crashed within 10 seconds. The dinghy release could not be pulled as that part of the aircraft was missing.

The three crew members who were rescued swam together. When some wreckage floated by, Grant tore off a strip of metal about five feet long and nine inches wide to wave at passing aircraft.

"Just when we were beginning to wonder if we ever would be seen, we suddenly saw a warship on the horizon heading straight for us," said Grant. "The captain had seen the metal strip which I was waving. His attention first had been attracted toward us by the wheel of our aircraft which was floating on the water."

"The warship was the Canadian frigate St. John."

Soon after the airmen were picked up, the St. John came under fire from shore batteries, Grant said, but gave no indication whether she had been hit.

3 UNDER GUNS SAVED BY CANADIAN FRIGATE

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RESCUED AIRMAN
BAY OF BISCAY

WING CMDR J.B. GRANT - DEVONSHIRE
LIEUT. C.D. HENDRICKSON - MONTANA
FLT. SGT. G. MARTLEW - LANCASHIRE

H.M.C.S. SAINT JOHN
1944

THE STRATFORD BEACON-HERALD

German U-Boat Bagged By Two Canadian Frigates

OTTAWA, Nov. 3 (CP) — Navy Minister Macdonald announced today that the Canadian frigates Saint John and Swansea have collaborated in the sinking of a German submarine.

It was not indicated where or when the action took place.

Both ships have been congratulated by the Admiralty for their destruction of the U-boat, the Saint John receiving "special credit for the tenacity" with which she carried out the lengthy series of attacks which resulted in concrete evidence of the U-boat's destruction.

For the Swansea, it was the third time the frigate had been in at the kill in an anti-submarine battle. Her two previous successes were announced earlier this year.

Swansea's part in the action was given by the Navy as merely "a watching brief" for while she dropped a couple of patterns, she stood by most of the time ready to pounce if need be.

The Saint John is commanded by Lt. Cmdr. William R. Stacey of Vancouver, and the Swansea by Cmdr. Clarence A. King of Oliver, B.C.

The Saint John steamed into a South England port recently with indisputable evidence of the successful attack.

When first contact was made the Saint John probed around, dropping its first pattern of depth charges. Two more patterns were dropped at intervals, but the frigate still maintained contact. An oil slick appeared on the water early in the action, but nothing decisive could be assumed from oil indications until a later pattern was dropped.

Seconds after this explosion a tremendous gushing of oil was seen, followed by the appearance of considerable wreckage. A boat was lowered from the Saint John to probe the debris for evidence, but so thick was the oil that it completely obliterated everything from close range.

Articles taken from the waters included a German rubber life raft; a small wooden locker door complete with lock and key.

The morning following the attack an oil slick stretching 2½ miles could be seen from the bridge of the St. John.



PICTURE FROM U-BOAT U247
CAME TO SURFACE
WITH PART OF DEBRIS

LONDONDERRY
N.
IRELAND

Relics Of German Sub Sunk By Saint John' To Be Shown

Relics of the first German submarine sunk by the frigate H.M.C.S. Saint John will soon be on exhibit at the New Brunswick Museum on Douglas Avenue.

Word that these "souvenirs" are on their way has been received by Mayor McKenna from Lieut. Cmdr. W. R. Stacey, the frigate's commanding officer. The mayor informed the council to this effect yesterday and it was decided that a letter of ap-

preciation would be forwarded immediately.

Commander Stacey's letter stated that he had written to the British Admiralty requesting that these relics be forwarded to the Museum at Saint John, and that he had received a reply that the articles—there are three—would be forwarded immediately.

The relics are as follows: A set of escape apparatus, a locker lid and an inflatable rubber dinghy.

EXCITEMENT GALORE ON H.M.C.S. SAINT JOHN

The Twenty-first of August,
In the year of forty-four.
T'was plenty warm in the engine room,
The watch was twelve to four.

George said, "What a time I had
In Belfast, while on leave".
Steve said, "Not as good as I,
In Ballynerra, I could grieve".

Vic was smoking a rank old pipe
With tobacco that smelled like hay.
While Tom, of course, thought poker,
Said, "When do we get our pay"?

"Stop, the telegraph rung down,
We did a tuck and nip.
"Three Air Force Blokes, somebody cried,
Are in the briny deep".

Our Skipper brought the ship around.
It was a lovely night.
We heaved them gently to the deck.
They'd been in quite a fight.

Six more of the crew, all brave men,"
They said, "Are gone, we know not where,
But as soon as we are well again,
We'll continue in the air".

The watch below are excited,
To tell you I do not need.
When the telegraph, it rang again,
"Hasten at full speed".

"Clear up the decks," the Captain cried,
And how those sailors ran.
And then he yelled down here below,
"Make all the smoke you can".

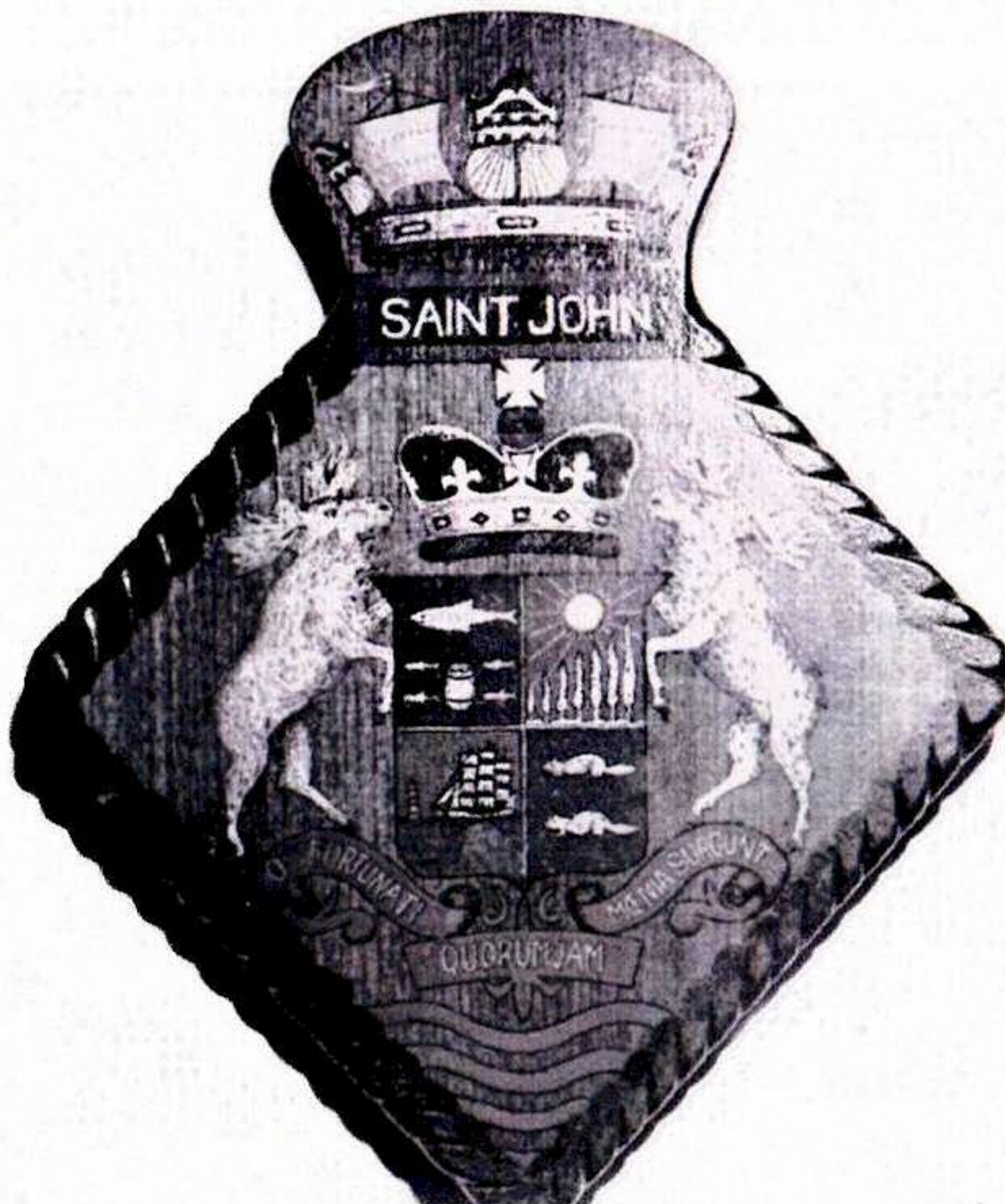
Now this is something new to us,
We knew it was no joke.
For usually it's, Clear Lower Decks,
And Stop That Blasted Smoke!

The shells were bursting all around,
Like the twenty-fourth of May.
We all thought sure our time had come,
To wait till Judgement Day.

Our smoke screen was a perfect one,
The S.P.O. laid down.
And throttles they were open wide,
We surely went to town.

In half an hour we're in the clear,
The excitement it was over.
And we began to laugh and laugh,
Like children, at play with Rover.

This is the life of a sailor Folks,
Why they are free and easy.
This is the end of my poem too,
I hope you like them breezy.



September 2 At sea. Sweeping off Lands End. "Cornish Coast". H.M.C.S. Assiniboine standing by incase U Boat U247 surfaces. Dropped a 10 Charge pattern on U247 at 2123 hrs. Captain Stacey reports to Plymouth that U-247 dead duck. 2200 hrs. left Lands End and U-247 and sweeping further up Coast towards Bristol Channel. (Weather bad). Congratulations given to us from Plymouth. H.M.C.S. Assiniboine and our Group E.G.9.

September 3 At sea. Off Bristol Channel, our group has parted and H.M.C.S. Monnow and H.M.C.S. Saint John working together. Weather cutting up. 1445 H/H party close up. Dropped 1 pattern of H/H. Contact non sub. Rest of night quiet.

September 4 At sea. Sweeping off Bristol Channel. H.M.C.S. Monnow and H.M.C.S. Port Colburne with us. We are now sweeping together. H/H closed up at 1430 hrs. fired 1 pattern H/H at 1500 hrs. Contact non sub. Aircraft tells us that they have sighted periscope at 1540 hrs. and we are investigating. 1910 hrs. H/H closed up and action stations sounded. Dropped 1 pattern of H/H at 1920 hrs. and dropped 5 depth charges at 2030 hrs.

September 5 At sea. Off Bristol Channel - with same contact. 0205 hrs. dropped 5 depth charges, 0307 hrs. 5 more charges, & 0815 remaining over target. 1340 hrs. H.M.C.S. Stormont takes over contact. We rejoin group. 1535 hrs. H/H close up and fire one H.H. pattern, left contact, non sub. (Rolling sea). H.M.C.S. Stormont still holding contact.

September 6 At sea. 0256 left Group for Falmouth. 0800 hrs. Inside Falmouth Gates. Ammunition brought on board. 168 Hedge Hog and 60 Depth Charges. Asdic set repaired. Left Falmouth 1630 hrs.. 1940 hrs. off Lands End. 2132 hrs. sighted our group. 2318 hrs. carrying out sweep with H.M.C.S. Stormont. Weather fair.

September 7 At sea. North of Lands End. H.M.C.S. Port Colburne now sweeping with us. Sweeping close to shore line off Lands End. 1820 hedge hog crew close up fired one pattern of H.H. 1840 hrs. pattern H.H. & fine Depth Charges. 1900 hrs. 5 Depth Charges. 2000 hrs. 5 depth charges. 2150 hrs. 1 pattern of H/H. 2335 hrs. Senior Officers orders us to stand by contact until day break. Weather fair.

September 8 At sea. 0224 H/H fired. 0640 hrs. Escort Group 6 passes with convoy going North. 0800 hrs. D/C Crew stand by. 0953 fired 5 charges pattern. 1010 hrs. lower sea boat and picked up mail off H.M.C.S. Swansea. 1303 5 charge pattern dropped - "no oil". Weather fair.

September 9 At sea. In St. Georges Channel - 1100 hrs. At 1245 picked up convoy escorting it north off Lundy Island 1430 hrs. 1500 hrs. contact. Dropped 5 Depth Charges, oil brought to surface. Left contact, believed to be wreck. 1600 hrs. left convoy of 17 ships escorting them South towards Lands End.

August 24 At sea. In Bay of Biscay. Bordeaux now in allied hands. Sweeping off Ile De Re. Warspite is with us, waiting for German ships up the Bordeaux River. 2350 hrs. no sign of enemy ships. Gun & orlican shoot (poor as).

August 25 At sea. 0700 hrs. picked up enemy radar decoy. H.M.C.S. Monnow joins group at 1030 hrs. Sweeping off Ile De Re. Depth charges dropped by one of the group. Contact non sub. Fish echoes are plentiful.

August 26 At sea. In Bay Of Biscay sweeping off Ile De Re. 1530 hrs. sank drifting bouy by gun fire. 1615 hrs. fighter plane crashes, Senior Officers Ship picks up body of pilot. We are now sweeping in middle of Biscay Bay. Pilot from crashed aircraft buried by Swansea. Monnow is now with us taking Matane's place. She is Senior Officer of second part of E.G.9.

August 27 At sea. Bay of Biscay. Sighted 4 Spanish fishing vessels at 1000 hrs. Group closed in and investigated. 1100 hrs. sent boarding party aboard checking for wireless. (everything okay). Spanish sailors gave us tuna fish - 15 large ones - (Fish for dinner). Weather calm. 2200 hrs. Group relieved by Escort Group 15 (British). Leaving Bay of Biscay for Plymouth (18 knots).

August 28 At sea. In English Channel. Weather cutting up, speed 18 knots. 1830 hrs. arrived at Plymouth, tied alongside tanker to take on fuel. 2145 hrs. left tanker and dropped anchor in Plymouth Harbour.

August 29 Plymouth Harbour, at anchor, 0715 hrs. Up anchor and proceeding to Devonport. 0830 hrs. tied up at wharf 2. H.M.C.S. Stormont and H.M.C.S. Port Colburne alongside. 1500 hrs. muster for pay, recieved mail. asdic hut painted. Ship is under sailing orders. Shore leave piped.

August 30 At Devonport Wharf 2. Depth charges being brought on board. Also stores and supplies. Worked on A/S and put in new H.F.M.A. motor. (On duty watch).

August 31 At Devonport. Wharf 2. 0830 hrs. left Devonport and proceeding to Plymouth gates. 0930 outside gates to Plymouth & proceeding with all our Group. New sweeping area which will be off Lands End. We will be sweeping Convoy Lane. Closed up Hedge Hog at 2130 hrs. Dropped 3 patterns of H/H between 2130 hrs. and 2400 hrs. Left contact, believed to be sub. Weather bad. Bill Royds and I now have middle watch..

September 1 At sea. Off Lands End. Sweeping convoy lane. Depth charge crew closed up. Back on contact. Dropped 2 fine charge patterns and 1 H/H between 2400 hrs. & 0400 hrs. 1 pattern of Depth Charges dropped at 0900 hrs. Canadian Destroyer Group E.G.11 sweeping same lane. 1404 hrs. dropped 1 pattern of Depth Charges. Brought up oil and articles of German U Boat U-247. Dropped charges and H/H all night waiting to see if U Boat surfaces. Number of charges - 43 and H/H - 72. Weather bad.

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September 10 At sea. Left convoy at 0040 hrs. Escort Group 6 takes over. 0800 hrs. passed North-bound convoy. 0850 hrs. off Lundy Island. 1600 hrs. picked convoy of 15 ships heading South-West. 1900 taking position "D" in convoy. Weather calm. Plenty of black sharks around. We are shooting at them with Stenguns.

September 11 At sea. South of Lundy Island. Left convoy early in morning. 0525 hrs. passed North bound convoy. 0800 passing over wreck picked by asdic. 1150 hrs. H.M.C.S. Monnow, H.M.C.S. Stormont, H.M.C.S. Meon left for Plymouth. 1525 hrs. 1000 yard off British mine field. 1530 hrs. picked up convoy heading South shooting at sharks with Stenguns. 1845 left convoy, now heading North with H.M.C.S. Swansea and Port Colburne.

September 12 At sea. Off Lundy Island. 2402 hrs. picked up convoy. 0415 H.M.C.S. Swansea attacking with Depth Charges. (non sub) Left convoy at 0430 hrs. Sweeping convoy route. H.M.C.S. Moosejaw flashes congratulations on the sinking of U Boat 247. Painted A/S instrument panel. 2022 hr. passed H.M.C.S. Rodney with screen of destroyers.

September 13 At sea. Between Lundy Island and Lands End. 0315 identified Radar contact as motor torpedo boat sweeping convoy lane with H.M.C.S. Swansea and H.M.C.S. Port Colburne. At 0435 passed convoy north bound. We are all now heading for Plymouth.

September 14 At sea. Off Lands End being relieved by H.M.C.S. Monnow S.O. H.M.C.S. Meon & H.M.C.S. Stormont at 1400 proceed line ahead for Plymouth 2000, ~~arrived~~ at gates. Proceeding toward Devonport. Tied up at 2100 hrs. H.M.C.S. Prince Robert in port. Went over and saw Red Eaton and Leduc.

September 15 At Devonport at jetty 2. Stores brought onboard. Saw Red Eaton and Bernard Beams aboard H.M.C.S. Prince Robert. Stayed for supper. H.M.S. Malaya - a battleship anchored or secured to bouy astern of us. H.M.S. Anson in dry dock to us. H.M.S. Mauritius in slips.

September 16 At jetty 2 Devonport. Commodore R.N. inspects our ship with the Captain of our Group. 1000 hrs.. 1330 hrs. ship removed to basin, asdic has leak in dome, divers investigating. Commodore congratulated our Captain Stacey and crew for the sinking of U Boat 247. Ship under sailing orders.

September 17 At basin. Devonport. 1330 hrs. Left Devonport at 1500 hrs. proceeding to join group. In line ahead speed - 15 Knots. Passed convoy of Lands End. We are sweeping between Lands End and Bristol Channel. Painting asdic panel.

September 18 At sea. Sweeping between Lands End and Bristol Channel. 0400 hrs. proceeding west at 15 knots. Sighted carrier and three destroyers. 1900 hrs. sighted convoy 2030 in position in convoy. Convoy has 6 escorts and 42 ships.

September 19 At sea. 0200 hrs. south of Ireland. Position east of convoy, speed 9 knots. 1418 hrs. left convoy. 1800 picked up contact, dropped 3 depth charges at 1830. 5 charges at 1930 and 5 charges at 2006 hrs. At 2250 hrs. picked up convoy H.M.C.S. Kitchener S.O. of convoy. Weather fair.

September 20 At sea. At 0100 hrs. left convoy south of Bristol Channel. Sweeping convoy lane. H.M.C.S. Swansea in company, picked up convoy at 2225 hrs., speed 8 knots. H.M.C.S. Moosejaw S.O. Weather fair. Painting upper deck and asdic well.

September 21 At sea south of Bristol Channel. Still with convoy of 23 ships. Left convoy at 0415 hrs. Picked up convoy of 13 ships at 1400 hrs. 4 Escorts and 1 Free French Corvette taking convoy north. Weather fine. H.M.C.S. Swansea leaves for Plymouth. 1915 hrs. 4 inch and orlican shoot. (good shoot).

September 22 At sea. South of Bristol Channel. 0334 leaving convoy, carrying on with sweep. 0948 hrs. dropped 5 charge pattern. 1250 hrs. H.M.C.S. Swansea in sight. 1310 hrs. whaler lowered and picked up mail off H.M.C.S. Swansea. 1500 hrs. passed H.M.S. Malaya (battleship with screen of 5 destroyers.) 1530 hrs. picked up convoy of 30 ships off Lands End. Weather fair.

September 23 At sea. Off Bristol Channel. 0325 hrs. left convoy of 30 ships. 0725 hrs. tugs ahead in tow - concrete sections being towed to Normandy. 1012 hrs. investigating where U.S. tug capsized and sank looking for survivors. 1225 hrs. picked up convoy at Lands End - taking it north. Fog & rain and a heavy swell.

September 24 At sea. South of Bristol Channel. Attacked from convoy at 1115 hrs. Investigating 2 tugs with tow having trouble with tow. 1343 hrs. Weather cutting up to gale force. 1640 hrs. H.M.S. Ellesmere & H.M.C.S. Swansea take men off of 1st & 2nd docks hoping to get them into Mount Bay. Both docks taking water badly. 2355 first dock given up as lost.

September 25 At sea. In Mount Bay, 0004 have lost first dock, in Mount Bay sank at 0004 hrs. Second dock sank at 0400 hrs. Left at 0400 heading towards Londonderry line ahead, heavy sea and foggy.

September 26 At sea. Arrived at Londonderry Ireland jetty 11 - 1055 hrs. New A/S gear brought onboard. The boys from Red & White watch getting ready to go on 7 days leave. Paid 14 pounds & recieved mail.

September 27 At jetty 11. Red & White watches on there way for 7 days. All asdic ratings held onboard. Installing new asdic set.

September 28 At jetty 11, Londonderry. Supplies brought onboard and painting ship. A lot of work to do and only a few hands left to do it. New asdic set 144 being installed.

September 29 At jetty 11 Londonderry Ireland. Still painting ship. Put new red maple leaf on funnel. 20 gallons of paint brought onboard. Weather misty and lots of rain.

September 30 At jetty 11 Londonderry Ireland. Painting mess deck and still painting ship's side. Nearly finished.

October 1 At jetty 11 Londonderry Ireland. Painting ship. E.G. 9 fall in for church parade. We all march to church. Went ashore with Norman Hoffner.

October 2 At jetty 11 Londonderry Ireland. Went to asdic school learning to operate 144 set, now installed. All day at A/S school.

October 3 At jetty 11 Londonderry Ireland. Second day at A/S school learning to operate 144 set. Everything working out fine. ~~OLD ASDIC SET taken off to base. Some of boys arrive back off leave.~~

October 4 At jetty 11 Londonderry Ireland. Spent morning at A/S school. Also Captain and Officers attending class. 1715 hrs. left Londonderry for sea. Went outside to mouth of River Foyle. Shoot exercises finished at 2330 hrs. Fired 32 rounds (Good shoot). Weather fair. Bill Royds and I now have first watch.

October 6 At sea outside Moville, Ireland. 0230 docked along side tanker for fuel. Left at 0330 & anchored at 1340 hrs. at river mouth. 0630 hrs. up anchor and proceeding for HFDF trials. Also shoot 1600 hrs. Left for Moville at 1905 hrs. Dropped anchor at 2105 hrs. (All lights on ashore) Free State.

October 7 At anchor Moville, Ireland. 0310 hrs. anchor up and proceeding to Larne, Ireland for asdic trials. Arrived at Belfast 1845 hrs., fueling ship along side tanker convoy in harbour. 2030 hrs. left tanker and dropped anchor. Bill Royds and I have first watch.

October 8 At anchor. 0010 hrs. up anchor and heading towards the Azores. Ships in group are H.M.C.S. Swansea, H.M.C.S. Port Colburne, H.M.C.S. Stormont, H.M.C.S. Monnow, H.M.C.S. Lock Alvie & us (H.M.C.S. Saint John). H.M.C.S. Meon reporting back to Halifax. Painted asdic hut instrument and wires. H.M.C.S. Cheboue reported torpedoed off Azores. 2035 hrs. Action Stations. Dropped 5 heavies. (contact wreck).

October 9 At sea. Five hundred miles off Azores heading still in that direction. Good weather. Proceeding at 15 knots. German U Boat painted on our gun, course south west 15 & 16 knots. Weather much warmer.

October 10 At sea. 200 miles north of Azores. U Boat believed to be in this vicinity. U Boat picked up by H.F.D.F. Heading towards Portugal 1300 hrs. H.M.C.S. Swansea came alongside to pass secret orders at 1700 hrs. (fell into sea). 1705 hrs. S.O. H.M.C.S. Swansea passes orders O.K. 1800 at new area we are to sweep with the rest of Group.

October 11 At sea. Sweeping 200 miles north of Azores. Sub believed to be in this area. No contacts so far. Weather fair and slight swell. All ships in company. Water temp. 70 degrees.

October 12 At sea. Sweeping between Portugal and the Azores. 1000 hrs. practising creeping attack drill with H.M.C.S. Swansea, H.M.C.S. Stormont, and H.M.C.S. Port Colburne. Heavy swell but warm. At 1900 hrs. our radar breaks down. 1905 hrs. U Boat reported north of Azores. We alter course and are heading in the direction of U Boat. H.M.C.S. Lock Alvie with us.

October 13 At sea. North of Azores. Speed 16 knots. Aircraft carrier and 5 D.E.s pass by. 0930 hrs. At 1200 hrs. in area of reported U Boat, aircraft from U.S. Carrier have marked area with floats. H.M.C.S. Monnow has contact, but lost it. We are sweeping eight abreast. "20 mile area". 1600 hrs. 2 U.S. D.E.s joined Group. D.E. is S.O. Course 160 S. by E. 1900 radar reported and closed up now working.

October 14 At sea. North of Azores. 0745 hrs. H.M.C.S. Swansea resumes as S.O. The two U.S. D.E.s leave group. Weather cutting up gale reported. Gale is heading towards Azores at 80 miles an hour. Captain has ordered double lashing on the upper deck, had the tail end of it. Ships being tossed around like corks - "but sunny"! We are now under F.O.U.G.M.

October 15 At sea off the south end of Azores. We are sweeping further south all the time. Weather much better, but still heavy swell. All Group in company - H.M.C.S. Swansea, H.M.C.S. Stormont, H.M.C.S. Monnow and us (St. John). No contacts.

October 16 At sea at south east end Azores, still sweeping south. Weather much better, but still heavy swell, "sunny". Asdic crew getting bored with no contacts.

October 17 At sea south end of Azores. Sweeping north a little. Weather fine. 1430 hrs. H.M.C.S. Stormont sea boat lowered and sick rating brought over to our ship. We have a doctor aboard. 1100 hrs. Gun Crews close up for practice shoot. 4 inch. no contacts. Group still together.

October 18 At sea, sweeping between Azores and Portugal. 1000 hrs. 2 U.S. D.E.s relieve Lock Alvie and the St. John. Heading to Gibraltar for fuel and repairs.

October 19 At sea. At 1200 hrs. off coast of Portugal. Speed 16 knots. Very low on fuel. 2100 all tanks nearly empty, only 10 tons of fuel left.

October 20 At sea. 0600 hrs. Passing through the Straits of Gibraltar. At 0800 entering Gibraltar Bay. 0855 tied up at the clocktower. Oranges, bannanas, grapes and supplies brought on board. 1900 hrs. Port Colburne, and Monnow arrive. They are tied up forward of the aircraft carrier H.M.S. Formidable. The French Battleship Loraine also in port. "Clear lower decks" Lt. Bradley's camera taken. Search of ship. "Camera not found".

October 21 At jetty Clocktower, Gibraltar. Nice weather. Went ashore at 1300 hrs. Went over to the Spanish border entrance. Could not cross. Spanish Guards look like German Troops, Also crossed airfield where Canadian Airforce groups operate out of. Wearing No. Ones ashore all the British Sailors in whites. Eat lots of oranges, grapes and bannanas.

October 22 At jetty, Gibraltar. H.M.C.S. Port Colburne and H.M.C.S. Monnow leave, and H.M.C.S. Swansea and Stormont arrive. Went over and had a look at H.M.S. Formidable, the largest aircraft carrier in the British Navy. Weather very warm. Painting asdic hut. The French Battleship Loraine left harbour. H.M.S. Formidable going into slips.

October 23 At jetty Gibraltar. H.M.C.S. Swansea came alongside at 1050 hrs. At 1900 H.M.C.S. Swansea and us (St. John) leave jetty. 2000 hrs. passing through Gibraltar Bay. 2200 hrs. in Gibraltar Straits and passing Tangiers Spanish Morocco.

October 24 At sea. Sweeping arch between Canary Islands and South Portugal. Sweeping close to Spanish coast line. Can see Trafalgar Point. All ships in company, except H.M.C.S. Stormont. Weather warm & clear.

October 25 At sea. Sweeping same area, one contact - but left - non sub. Weather very hot.

October 26 At sea. Sweeping off Spanish Morocco. 0800 hrs. left sweep and proceeding to Gibraltar with group. Passed 2 convoys and 3 British Submarines. 1100 hrs. and proceeding through Gibraltar Straits. 1230 hrs. through the Bay, 1245 hrs. Arrived at Gibraltar Tower, tied up.

October 27 At jetty Gibraltar. Tied up alongside H.M.C.S. Swansea. 1400 hrs. Left Gibraltar 1415 hrs. Gib. Bay 1430 hrs. in Gib. Straits. We are in line ahead. We are last ship 1435 line abreast and asdic closed up. Weather a little choppy.

October 28 At sea off south east end of Portugal. Asdic conditions very bad. Closed down asdic at 1030 hrs. Weather rough and ship pitching badly. We have orders to report to Londonderry, Ireland. We are now heading north.

October 29 At sea. 1200 hrs. off the north tip of Spain. Still in a breast but most of the ships have closed up asdic. Weather very bad and ship pitching like a cork.

October 30 At sea. Group all together. South of Ireland, still heading North. Weather cooling down and not so rough. 2130 hrs. closed up asdics. Speed 15 knots, no contacts and asdic conditions very poor. Off west coast of Ireland.

October 31 At sea, off south west of Ireland. Weather much better. 2000 hrs., speed decreased to 12 knots. 3 hours from the River Foyle. No contact. Asdic conditions very good.

November 1 At sea. 0200 hrs. D.E. Torpedoed off the Foyle River. We join E.G.9 and E.G.1 and Captain Walker's group to hunt U Boat. E.G.9 and E.G.1 and ship from western approaches join in hunt for U Boat, dropping H/H and charges on all contacts. 1425 hrs. all ships line abreast and drop 20 charge apiece.

November 2 At sea. Still sweeping area for U Boat. At 1145 hrs. had contact (non sub). At 1715 contact dropped 1 Hedge Hog, pattern. Oil brought to surface. Classified as wreck. Still sweeping area with E.G.1 and ships from Western Approaches.

November 3 At sea. Still sweeping same area. At 0930 Group leaving area and heading for Londonderry. Arrived at Moville and tied alongside tanker. 1100 hrs. picked up river pilot and proceeding to Londonderry. Tied up at jetty 11 and getting ready for seven days leave. Pay day - seven pounds.

November 4 At jetty 11 Londonderry, Ireland. Gear packed and ready to go. 1300 at Londonderry railway station. 1400 hrs. picked up train for Larne, Ireland. Arrive at Larne. At 1810 aboard passenger ship heading for Stranrear, Scotland. Arrived at Stranrear 2030 hrs. At 2100 hrs. on train and head to London.

November 5 H.M.C.S. Saint John in slips at Londonderry. 1100 hrs. arrived at London. Stayed at Canadian Legion all afternoon. Visited Trafalgar Square. At 2300 hrs. arrived at Navarino Mansions - visiting my Aunt Flo and Uncle Jack.

November 6 H.M.C.S. Saint John in slips at Londonderry. On leave, staying at Navarino Mansions London Hackney.

November 7 H.M.C.S. Saint John in slips at Londonderry. On leave, staying at Navarino Mansions. London Hackney.

November 8 H.M.C.S. Saint John in slips at Londonderry. On leave, staying at Navarino Mansions. London Hackney. Glider bomb hit somewhere in London. Heard the bang. Went to Trafalgar Square.

November 9 H.M.C.S. Saint John in slips at Londonderry. On leave, staying at Navarino Mansions. 1400 hrs. took train at Paddington Station to Goodmayes Essex. Arrived 1430 hrs. 1700 hrs. on way back to London. Visited my Aunt Liz and Uncle Jack, and Ethel. Bomb hit not far away.

November 10 H.M.C.S. Saint John in slips at Londonderry. On leave at Navarino Mansions. London Hackney. 1700 hrs. left Houston Station for Stranrear.

November 11 H.M.C.S. Saint John at jetty 11, Londonderry (on leave). Arrived at Stranrear 0400 hrs. pick up passenger ship and arrive at Larne, Ireland. 0500 hrs. picked up train from Larne. 0800 hrs. Arrived at Londonderry, Ireland 1515 hrs. Arrived aboard Saint John at Midnight. H.M.C.S. Swansea leaves for Canada. H.M.C.S. Nene takes her place and our Captain Rowland Stacey also leaves for Canada for a course. A.T. Russell goes to hospital and A.B. White is drafted, 2 more seamen come aboard.

November 12 At jetty 11 Londonderry at 1800 hrs. Moved to jetty 19. 2300 hrs. tied up at Moville and tied alongside tanker to refuel. Captain Layard is our Captain, and also Senior Officer of Escort Group 9.

November 13 At Moville alongside tanker. 0745 hrs. left and dropped anchor in Bay. 1700 hrs. left Bay for sea. 2000 hrs. had gun 4 inch shoot. Royds and I now have morning watch. 2255 returned to Moville and dropped anchor.

November 14 At anchor at Moville. 0340 up anchor and proceeding towards Larne, Ireland. 0540 hrs. searching for downed plane. No luck. 0840 hrs. at Larne and dropped anchor.

November 14 (continued) 0917 up anchor and proceeding out for Asdic trials. Returned to Larne and dropped anchor. 1833 hrs. 1940 hrs. up anchor and proceeding to Moville Bay.

November 15 At sea. Arrived at Moville at 0231 hrs. and dropped anchor. 1008 hrs. up anchor. Tied alongside tanker for fuel. 1300 left tanker and proceeding to sea. Course North. Picked up contact. Dropped 1 pattern of H/H at 1750 hrs. 1900 hrs. ship sent up star shell. 2003 hrs. passed convoy heading North.

November 16 At sea. Sweeping between Cape Wrath and Orkneys. 0750 hrs. sighted E.G.18. 1535 hrs. sank floating mine. Three other mines destroyed by other ships of our group. 1645 hrs. picked up contact and attacked with Hedge Hog. 1700 hrs. one Hedge Hog bomb exploded when hitting surface and gave us a hell of a scare. 1855 hrs. attacked again with 3 depth charges. Oil brought to surface. 2000 hrs. left contact. Two other ships take over. Weather windy & cold.

November 17 At sea. Sweeping between Cape Wrath & Orkenyes. 0630 passed Monnow & H.M.C.S. Nene holding yesterday's contact. 1145 hrs. joined H.M.C.S. Monnow & Nene, target has not moved. 1330 hrs. Senior Officers classified contact as non sub. H.M.C.S. Monnow & Nene dropped four 10 charge patterns on contact. Picked up convoy at 2210 hrs. Weather windy & cold.

November 18 At sea, off Orkeney, ~~Island~~. With convoy. Left convoy at 0330 and continued regular sweep. Asdic conditions good. Picking up a lot of non sub echoes. Weather cool, but sunny. Group dropping depth charges. The odd merchant ship passing.

November 19 At sea. Sweeping between Cape Wrath and Orkneys. We have been helping 2 convoys through our area. Picked up contact - classified non sub. Dropping the odd charge. Weather getting colder. Had church service aboard ship. Commander Layard read the prayer. I left air valve on in Dome. Three feet of water in dome compartment. Had to find Chief Engineer and get it pumped out. Com. Layard gives us a run down on what will be taking place in the weeks ahead. It looks like a convoy to Murmansk.

November 20 At sea between Cape Wrath and Orkneys. Helped 2 convoy through area. 1130 hrs. Destroyed floating mine with Orlican fire. Seems to be a lot of loose mines in this area. Weather calm and chilly. Snow on top of the highland of Scotland.

November 21 At sea. Sweeping between Cape Wrath and Orkneys. Left a convoy at 0230 hrs. and picked up another 0500 hrs. with this convoy most of the day. At 1115 hrs. fired practice "Shark." New kind of weapon for firing at U Boats while on surface. 2 fired from each gun. A (torpedo type shell). At 2400 hrs. picked up convoy. Weather cold.

November 22 At sea. Off Okenyes Islands. 0415 hrs. left convoy. Heading towards Scapa Flow. 1430 hrs. arrived at Scapa Flow and tied up alongside tanker. Taking on fuel. Strong winds and cold. Orders to double up all lines. Large number of merchant ships in harbour. H.M.S. Old Ironside and H.M.S. ~~Iron~~ Duke. H.M.S. Rodney and H.M.S. King George 5th.

November 23 At Scapa Flow. Tied alongside tanker. 0930 hrs. left tanker and dropped anchor in Bay. Brown falls off buoy and sea boat crew picks him up. 1615 hrs. up anchor and tied alongside H.M.S. Vindictive - supply ship. Rig of the day. While at Scapa Flow pee jackets, surge pants and pusser sweaters. H.M.C.S. Port Colburne brings mail.

November 24 At Scapa Flow. Tied alongside H.M.S. Vindictive - supply ship. Painting Asdic hut grey & blue. Also putting heater in instrument panel. Recieved Murmansk issue - winter clothing. Sheep skin Duffle Coat, Sea boots, heavy underwear and stockings. Also took on five tons of supplies for Murmansk. All ships of the Group took on 5 tons. Weather chilly.

November 25 At Scapa Flow, alongside H.M.S. Vindictive supply Ship. 0900 hrs. As crew leave on motor boat for Asdic mobile training ship. 1600 hrs. Show aboard H.M.S. Vindictive and concert. Weather cold & sleet. Recieved mail.

November 26 At Scapa Flow alongside H.M.S. Vindictive. Church was also held aboard her. Red watch has shore leave. 1330 hrs. saw show in Stoker's mess. - called "Butler's Sister". Weather cold and there is sunshine.

November 27 At Scapa Flow. 0600 went alongside tanker and tied alongside H.M.S. Vindictive. 1400 hrs. left supply ship and secured to buoy. Weather cold and windy.

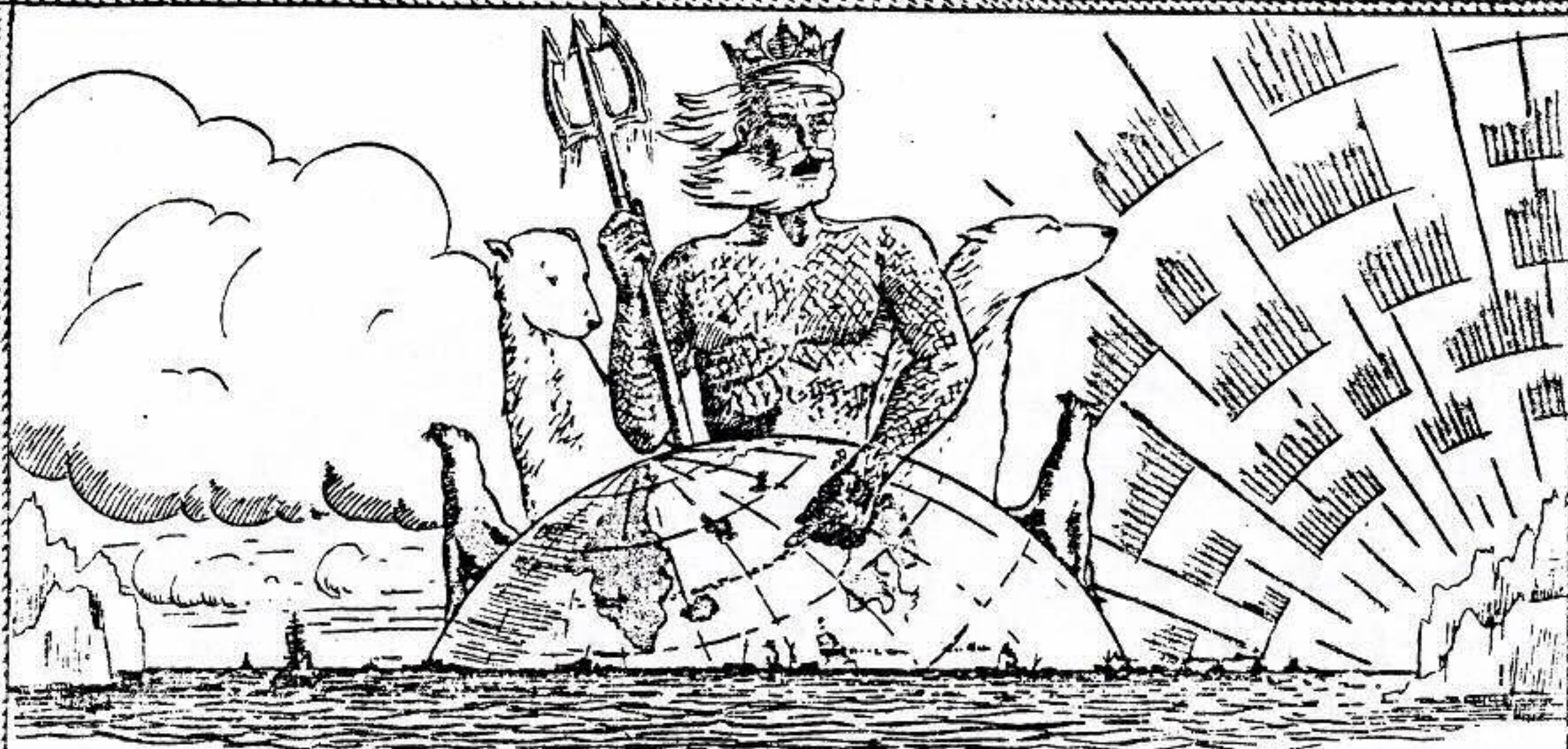
November 28 At Scapa Flow. Tied to buoy. 0600 left buoy and dropped anchor. Weather cutting up, gale reported. Destroyer group anchored near us. Stood anchor watch. Ship still pulling on cable.

November 29 At Scapa Flow. At anchor. Stood anchor watch. Weather still cutting up. 1700 hrs. left Scapa Flow and heading to sea in line ahead. H.M.C.S. Saint John in the lead. Weather windy and sleet.

November 30 At sea. 0200 hrs. picked up convoy of 30 ships. Sweeping 6 miles ahead of convoy. We are the forward screen. 0600 hrs. relieved by six destroyers. We are now taking position 20 miles ahead of convoy, fired at a floating mine, but it never sank.

December 1 At sea. Course north still 20 miles ahead of convoy. H.M.C.S. Loch Alvie, Port Colburne, Monnow, Nene, Stormont & Saint John. All sweeping abreast. Daylight at 1045 hrs. H.M.C.S. Loch Alvie returns to Scapa Flow, her deck plates cracked behind funnel. It is the last time we will see the sun for a while. Asdic off duty, has to plot course from radar contact of ships. Weather chilly.

December 2 At sea. Proceeding up Norwegian Coast. Crossed the * Artic Circle. Still 20 miles ahead of convoy. Daylight at 1045 hrs. Dark at 1650 hrs. Weather cold, heavy wind with rain. Asdic conditions very poor. We have one cruiser and two aircraft carriers with us, but have not seen them yet. Also 22 destroyers.



Proclamation

All Seamen, Wherever Ye May Be,
 Greetings: Know All Ye by these Presents
 that **AB. C. A. FREEMAN** did on **DEC. 2. 1944**
 appear in the Northernmost Reaches of my
 Realm, embarked in **H.M.C.S. SAINT JOHN:**
 in latitude $66^{\circ} 33'$ N. and in longitude 87°
 bound for the Dark and Frosty Wastes of
 The Land of the Midnight Sun
 and did with My Royal Permission,
 enter this Dread Region by crossing
 The Arctic Circle
 by virtue whereof, I, **Neptunus Rex**, Ruler
 of the Raging Main, do hereby declare him
 to be a loyal and trusty **Blueyose**
 and do call upon all Icebergs, Polar Bears,
 Whales, Narwhals, Sealions and other
 Creatures of the Frigid North, to show
 him due deference and respect. Disobey
 under pain of My Royal Displeasure.

CDR. A.C. Fayard. R.N.

Commanding Officer.



Neptunus Rex

Ruler of the Raging Main.

Aurora Borealis

Queen of His Majesty's
 Northern Provinces.



H.M.C.S. SAINT JOHN



W.W.2 E.G.9

SCAPA FLOW

W.W.2. E.G.9



December 3 At sea. Course 041. Convoy 16 miles astern. Convoy on zig-zag course. 11.5 knots. 1030 hrs. practice A/A Stations. 2.5 hrs. of daylight. Darken ship at 1400 hrs. Asdic conditions very poor. Weather cold and heavy swell.

December 4 At sea. Course 062 North of Norway. Changed course to 090 till 1200 hrs. Russian sub chaser arrives and will be helping us into Murmansk. 1330 hrs. practice anti-aircraft guns. A/A Stations sounded. Enemy reconnaissance plane sighted. cold and windy.

December 5 At sea. Course 130. We are now in the Arctic Circle. North of Sweden. Sweeping ahead of convoy. Escort Group 20 is with us. Asdic conditions much better. Reverbs 2000 hrs. Weather cold, heavy swell and windy.

December 6 At sea. East of Murmansk. 0024 hrs. A/A Stations. HFDF picked up U Boat on surface. 0245 hrs. secure. 0330 hrs. A/A Stations. U Boat picked up again. Secure at 0410. 0600 hrs. detached from large part of convoy and taking remainder of ships into the White Sea Port Archangel. Russian Port. 2000 hrs. in White Sea. Cold and fast wind. Our steel deck plate has cracked behind the funnel.

December 7 At sea. 1400 hrs. left convoy at Archangell and proceeding toward Kola Bay Murmansk. A/A Stations. H.F.D.F. picked up U Boat 14 miles away on the surface. 1815 hrs. Searching area for reported U Boat, but could not get contact. Asdic conditions much better. Cold and freezing layer of ice forming on the ship.

December 8 At sea. Arrived at Kola Bay Inlet early in morning. Proceeding down inlet. 1105 hrs. Arrived at Kola Bay. Tied up alongside British tanker. All the group in company. 2000 hrs. Barge came alongside and we unloaded the 5 tons we took on at Scapa Flow. All the mountains are covered with snow. (no trees). Evening we had a picture show called "True To Life".

December 9 At Valaga Bay tied alongside tanker and dropped anchor 1/2 mile from tanker. Up anchor and proceeded to Rosta Bay. Dropped anchor at 1215 hrs. All of convoy and escorts anchored near by. 1400. Recieved mail from H.M.S. Caesar. Had picture taken of mess on foc'le. Weather cold.

December 10 At Rosta Bay. 0800 hrs. Up anchor and proceeding north up Kola Inlet. 1000 hrs. In Kola Bay proceeding north at very poor speed waiting for convoy to form. 1230 hrs. Proceeding at 9 knots. We will be in the port forward screen. H.F.D.F. picked up, is picking up a number of U Boats on surface. Weather cold & windy, heavy swells.

December 11 At sea. In the Arctic Circle. Proceeding to Scapa Flow with a convoy of empty ships. 0610 hrs. H.M.S. Cassandra reported torpedoed in bow. Action Stations at 0640 and secured at 0930. H.F.D.F. reported 8 U Boats in the vicinity. Asdic conditions poor. Weather cold, windy and very heavy swell. Everything going okay.

* December 12 At sea. North of Norway. 0210 hrs. Two german reconnaissance planes sighted. 0950 hrs. German plane shot down by A/A guns. Second plane gets away. 1340 Action Stations. Enemy torpedo bombers approaching convoy and ^{ATTACKING} all ships surrounding convoy and putting up steady barrage. Planes also dropping bombs. Large number dropped. Number of German bombers - 8. One bomber shot down & 4 German Airmen picked up. H.M.C.S. Saint John is one year old today.

December 13 At sea. Course 260°. 0315 hrs. Sweeping 15 miles ahead of convoy. 2010 hrs. Action Stations. U Boat reported by H.D.H.F. on surface just ahead of us. We are now heading down the Coast of Norway. 2210 hrs. In area where U Boat submerged. 2330 hrs. Secured. No contact. Radar picks up enemy plane in the vicinity.

December 14 At sea. Course 207 south west. 1700 hrs. left convoy and orders to proceed to Londonderry, Ireland. Weather cold and heavy swell, days are getting lighter. Still north of Scotland.

³
December 15 At sea. Six hundred miles north of Scapa Flow. All group in company. Sea is very bad. Our ship is tossing and pitching all over hell. Sea water all over the mess deck. We have to cut speed down to 4 knots. Asdic conditions very poor.

December 16 At sea. Off the Shetland Islands. All group in company. Speed now 7 knots. Days are getting longer and warmer. Asdic conditions much better, but reverbs bad.

December 17 At sea. West of Orkenys Islands. 0013 hrs. Action Stations. Radar has contact on surface. We are searching for object with search light. Object was small ~~Fishing Vessel~~ low on petro, he said! Secured action. 0035 hrs. At 1200 hrs. off Cape Wrath. Weather cooling down and sunshine. Proceeding down 'the Minch' to Londonderry.

December 18 At sea. 0130. Action Stations. Contact, fired 10 charge pattern. Also guns crew closed up and practice shoot-entering the Foyle. At 0900hrs. arrived at Moville for refueling. 1115 hrs. Hit dense fog. 1140 hrs. Tied up at Tisahally. 1235 hrs. Slipped and proceeding to Londonderry. 1300 hrs. At jetty 10. Mail and supplies brought aboard. Getting ready for 7 days leave.

December 19 At jetty 10, Londonderry. Leave stopped for all asdic ratings in group. Divers working on Dome & removing rolling chalk. Boys begin to take off on leave. Weather damp.

December 20 At jetty 10 Londonderry. Supplies brought onboard. All Murmansk clothing returned and taken off ship. Weather damp and warm.

December 21 At jetty 10 Londonderry. Stores brought onboard. Begin to repaint ship a light blue and white. Weather warm and damp.

Cover printed in U.S.A.

The Murmansk Run, most dangerous of all sea routes in World War II, was the vital supply line that helped defeat Germany's armies in Russia.

THE RUSSIAN CONVOYS

Here is the first full account of those merchant marine ships and crews. Attacked by land based Stuka dive bombers, trailed by submarine "wolf packs," these Allied seamen braved incredible risks in ice-choked northern seas.



BB

U6089

A BALLANTINE

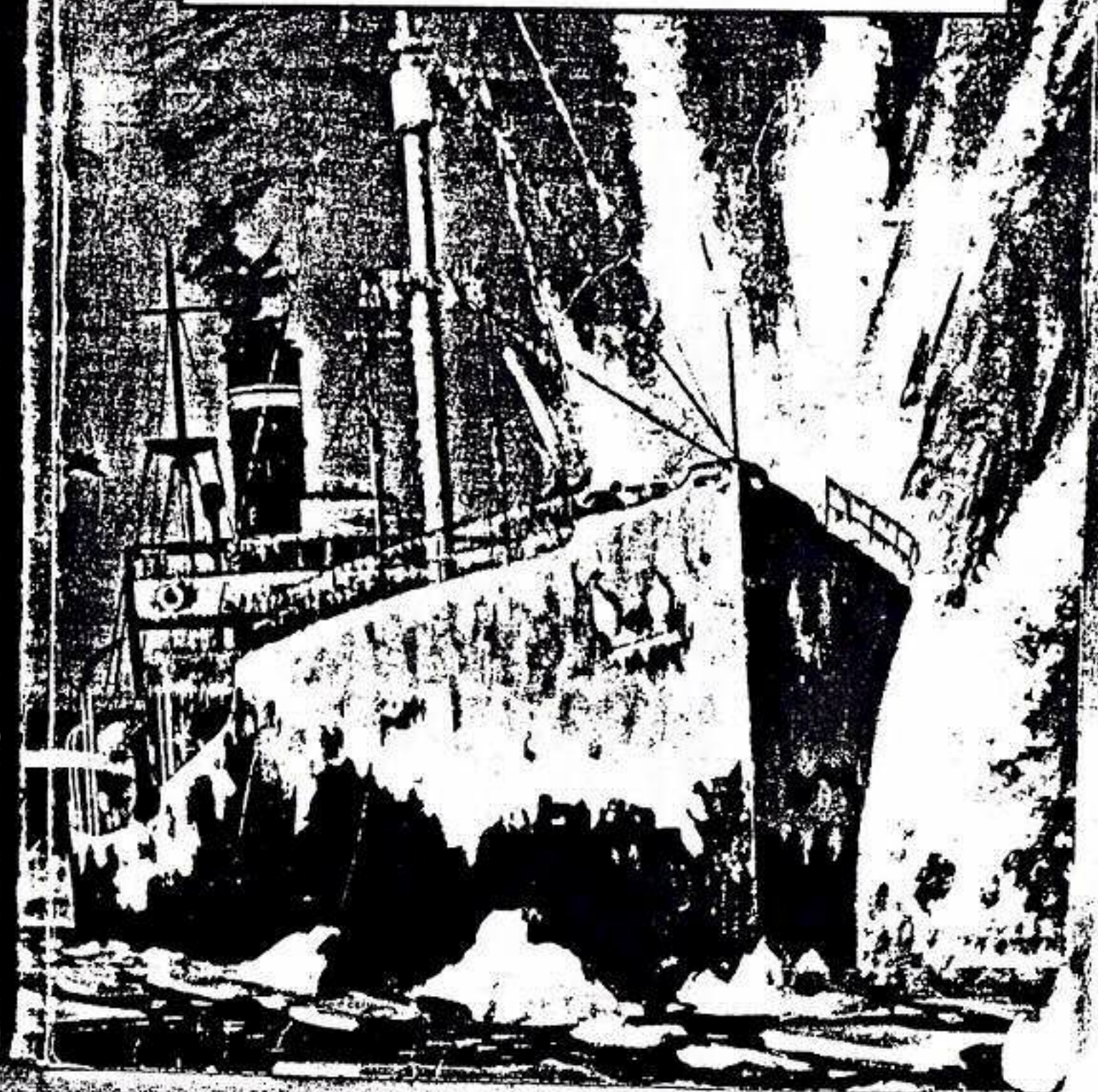


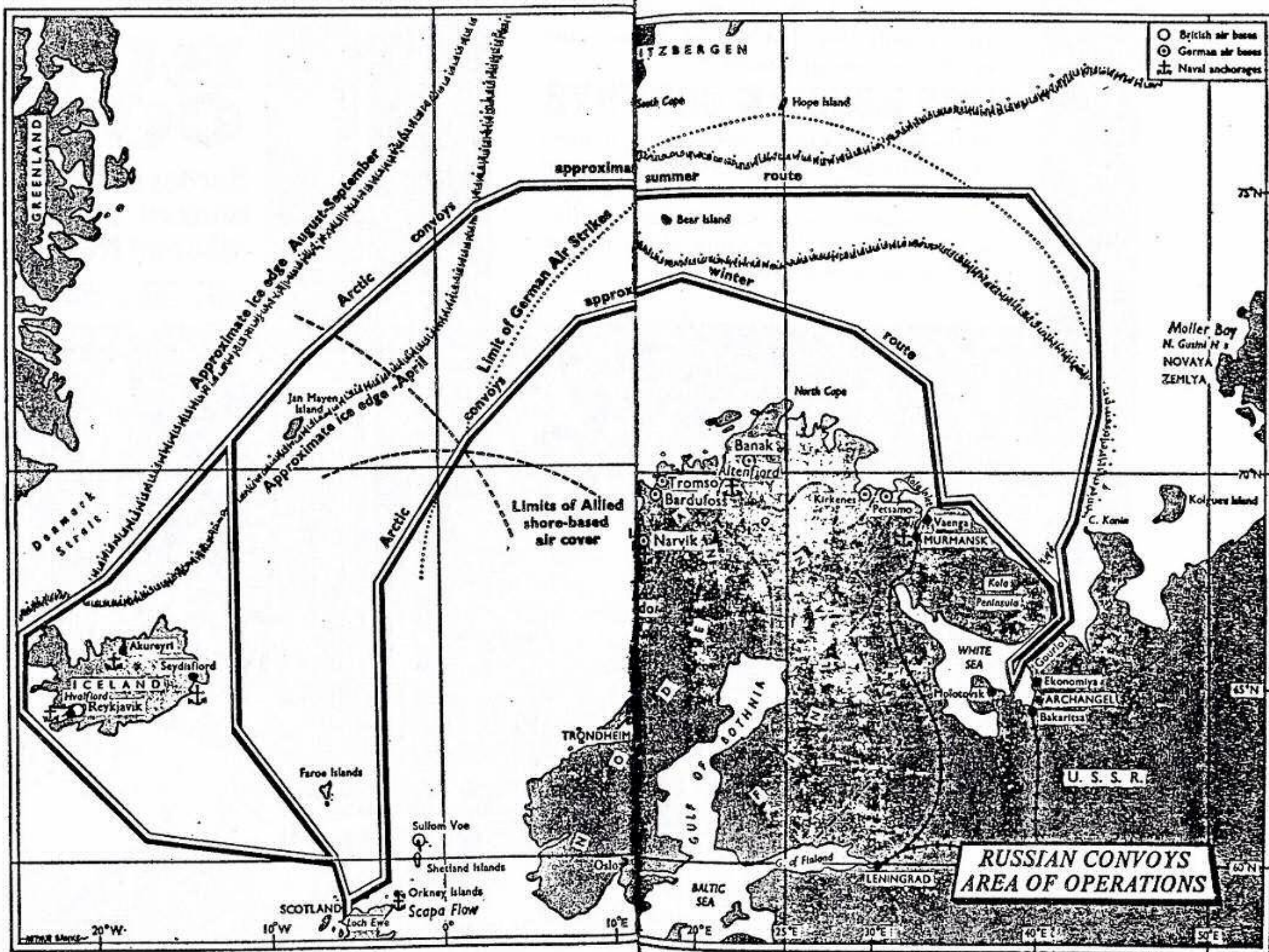
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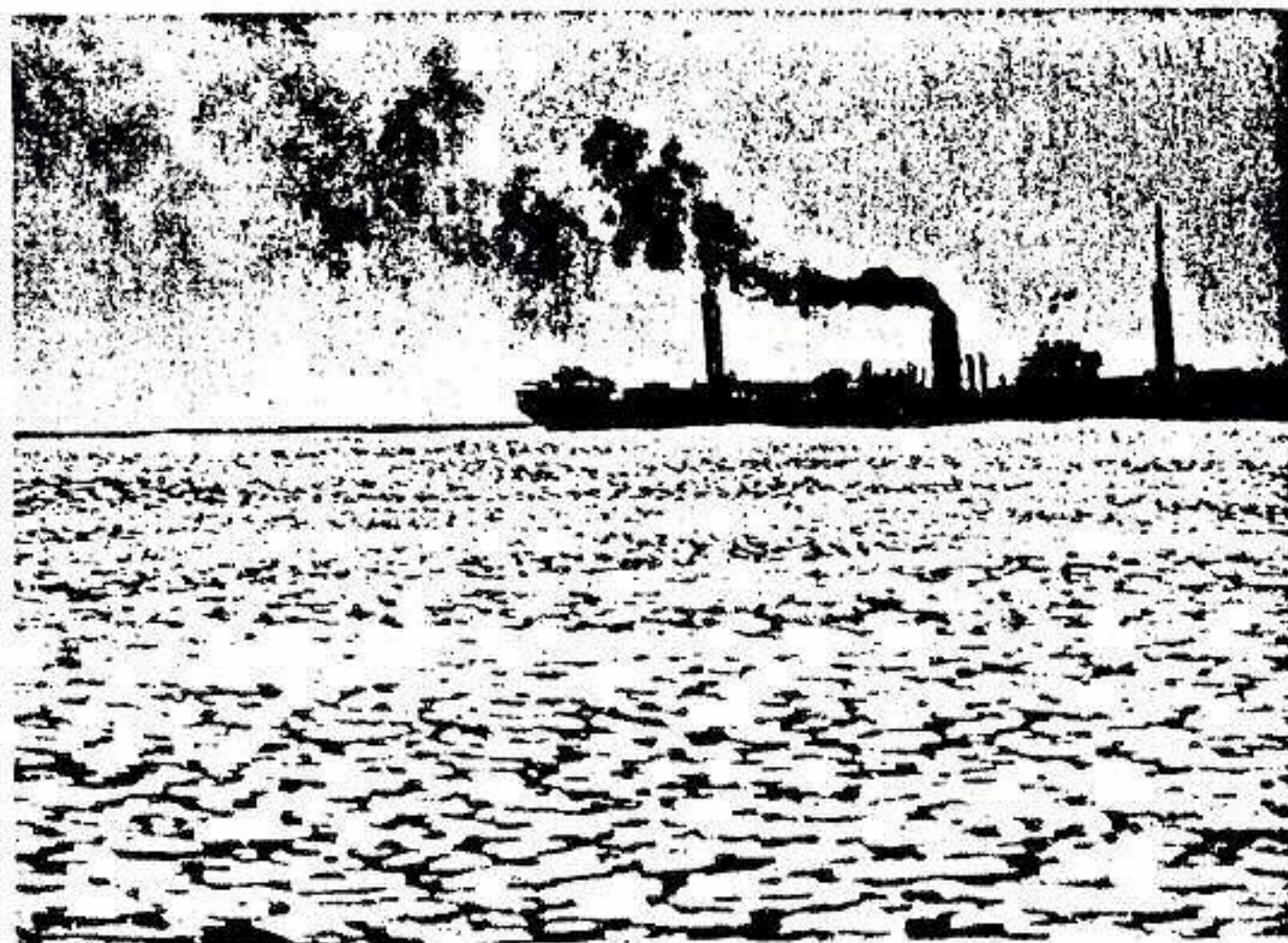
THE RUSSIAN CONVOYS

Heroes of the Murmansk run—Allied seamen who fought Stukas, Nazi subs and frozen Arctic seas in WWII

B. B. SCHOFIELD



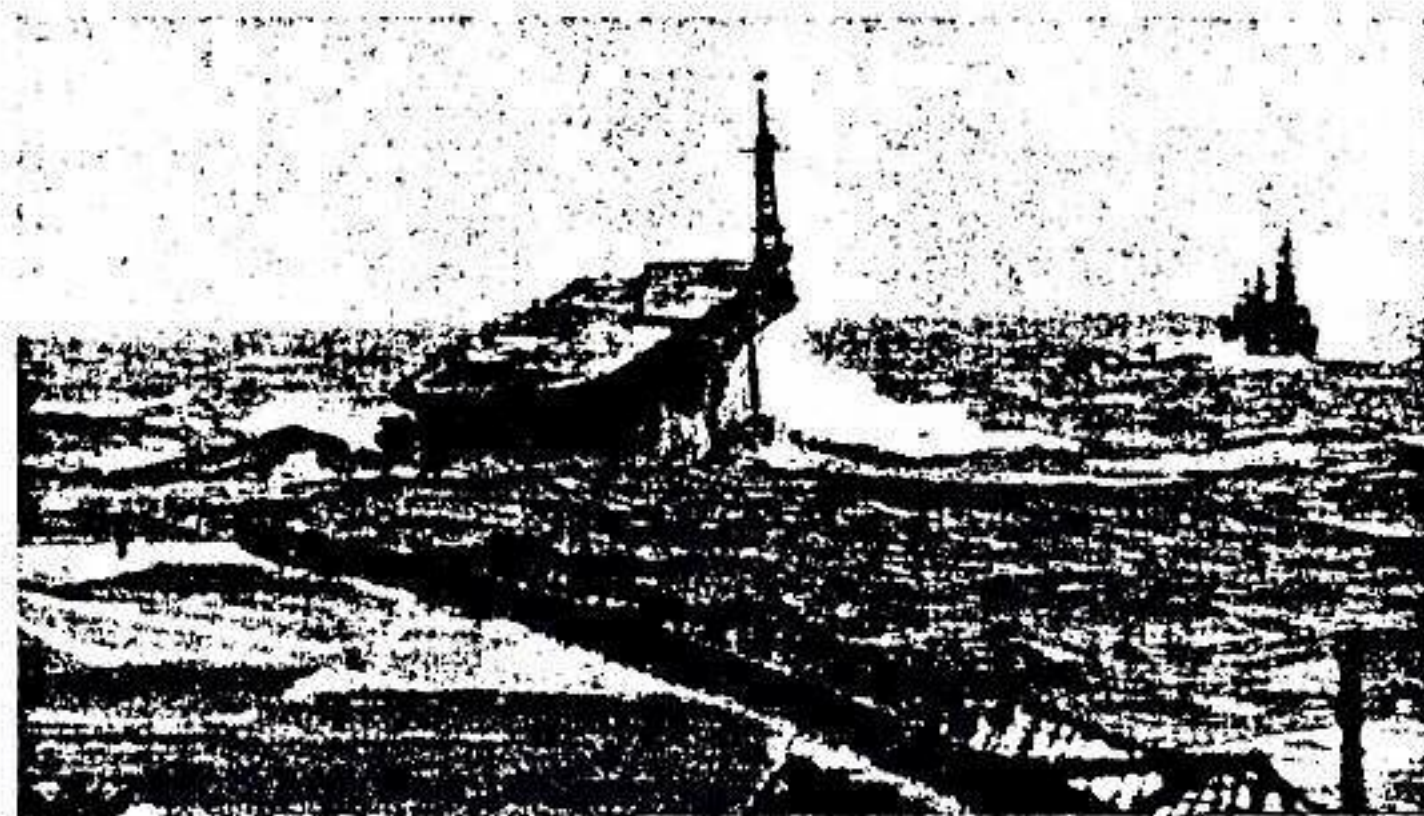




28. Convoy in pack ice (seal in foreground)



31. Rear-Admiral R. R. McGrigor and Lieut.-Commander G. R. O. Watkins on the bridge of the escort carrier *Campania* during an air attack



21. The escort carrier H.M.S. *Nairana* seen in heavy weather from the flight deck of H.M.S. *Campania*

14

Achievement

*Here is my journey's end, here is my butt
And very sea-mark of my utmost sail
Shakespeare*

AS MENTIONED IN THE last chapter, after much delay Göring finally approved the strengthening of the air forces stationed in north Norway, and thus it came about that the next two convoys, JW62 and RA62 of 30 and 28 ships respectively, encountered more opposition than any of the present series had done. With the virtual elimination of the surface ship element of his navy in north Norway Dönitz's main hope of interfering with the movement of the convoys to Russia now lay with the U-boats, especially the *schnorkel*-fitted ones, and a total of 32, the largest detachment yet made, had been placed under Group North's command.

JW62 sailed on 29 November with a normal escort strengthened by two additional support groups from the Western Approaches command, the whole force being under the command of Rear-Admiral R. McGrigor. The convoy was located by air reconnaissance at 8.30 a.m. on 2 December, but bad weather prevented further ob-

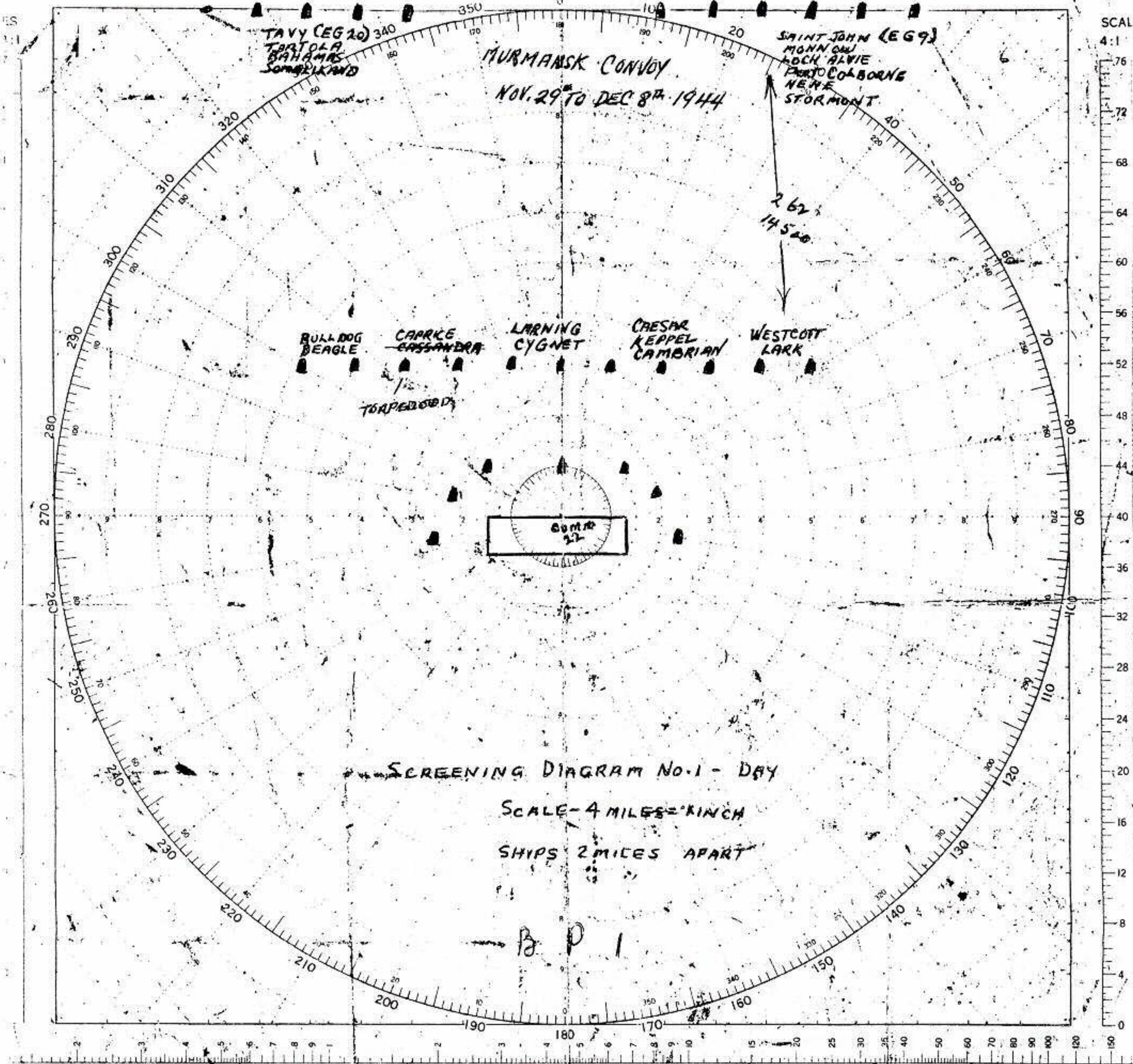
servation. The U-boats which had been stationed west of Bear Island in anticipation of the convoy's arrival had been moved to positions off the entrance to the Kola Inlet and the White Sea, under the mistaken impression that the convoy had slipped past them undetected. In consequence, seven of them were lying off Kola when the convoy arrived, but against such strong and experienced escort forces they could not prevail, and the convoy entered harbour without loss as did also the section routed through the Gourlo to Archangel.

Before the homeward-bound convoy sailed on 10 December, the escort forces were despatched to drive the U-boats away from the immediate vicinity of the harbour entrance, and while doing so succeeded in sinking *U387*. As a result of this activity, the U-boats formed a patrol line 150 miles to the north-eastward of Kola, but the convoy ran through them during the night without their being able to get in a single attack. They set off in pursuit and at 6.53 a.m. on the 11th *U365* succeeded in blowing the bows off the destroyer *Cassandra* with a torpedo, but this was their only achievement. The *Cassandra*, despite the serious damage received, managed to return to Kola Inlet. So far, the weather had been unfavourable for air reconnaissance, but at 10.45 a.m. on the following day an aircraft sighted and reported the convoy midway between Bear Island and the North Cape, and as a result some four hours later nine torpedo-bombers were sent to attack it. These failed to score any hits and six of them were lost, three to gunfire and three being victims of the weather. The U-boats remained in contact until the following day when *U365*, trying to repeat her earlier success, was sunk by Swordfish aircraft from the *Campania*. The next day (14th) following another air report, 40 Ju.88 torpedo-bombers took off to attack the carrier, but were driven off by the protecting fighters. As darkness fell, the enemy lost contact with the convoy, which subsequently reached Loch Ewe intact.

During 1944 the number of merchant ships safely conveyed to north Russia was 243 as compared with 105 during the previous year, and the losses had been minimal, amounting in all to three ships, but these favourable re-

sults had been achieved only by a very great expenditure of naval effort. To the Commander-in-Chief of the Home Fleet the New Year brought new problems. His fleet carriers had sailed for the Far East, and as replacement he had been allocated six, and subsequently eight, escort carriers. Although these ships could in no way compare with the fleet carriers, they enabled Admiral Moore to carry out offensive strikes against enemy shipping along the west coast of Norway, and especially against the iron-ore traffic, which had once again become of prime importance, the alternative route through Sweden and the Baltic being now no longer available. As we have seen, the escort carriers were also an essential component of the Arctic convoys. The interval between the sailing of these convoys which latterly had been five weeks, was about to be shortened to 30 days and inevitably this meant less rest for the hard-worked escort ships. About this time another change in Arctic convoy organisation took place, whereby the Flag Officers commanding the two cruiser squadrons in the Home Fleet took it in turns to command the convoy escort forces, using an escort carrier as flagship. The first convoy to sail under these arrangements was JW63 of 35 ships, Vice-Admiral Sir Frederick Dalrymple-Hamilton being in command, with his flag in the carrier *Vindex*. German radio intelligence sensed that a movement was in progress, but bad visibility prevented confirmation by either aircraft or U-boat, and the convoy made the passage without any interference on the part of the enemy. Likewise, the homeward convoy, RA63 of 30 ships which sailed from Kola Inlet on 11 January 1945, had no contact with the enemy, although it received a severe buffeting at the hands of a violent gale which was encountered north-east of the Faroes and which obliged the Admiral to order it into Thorshaven to reform. The passage was subsequently completed without incident.

Owing to a decision to close down the base at Loch Ewe to save manpower, the next convoy to north Russia, JW64, assembled in the Clyde. It comprised 26 merchantmen and sailed on 3 February, with Rear-Admiral McGrigor in command of the escort force. It was sighted by a meteorological aircraft from Trondheim at 1 p.m. on



LOGARITHMIC SCALE

TIME in minutes

Given any two corresponding quantities, solve for third by laying rule through points on proper scales and read intersection on third scale.

MANEUVERING BOARD

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New Publication: 4th. Ed., Apr., 1934

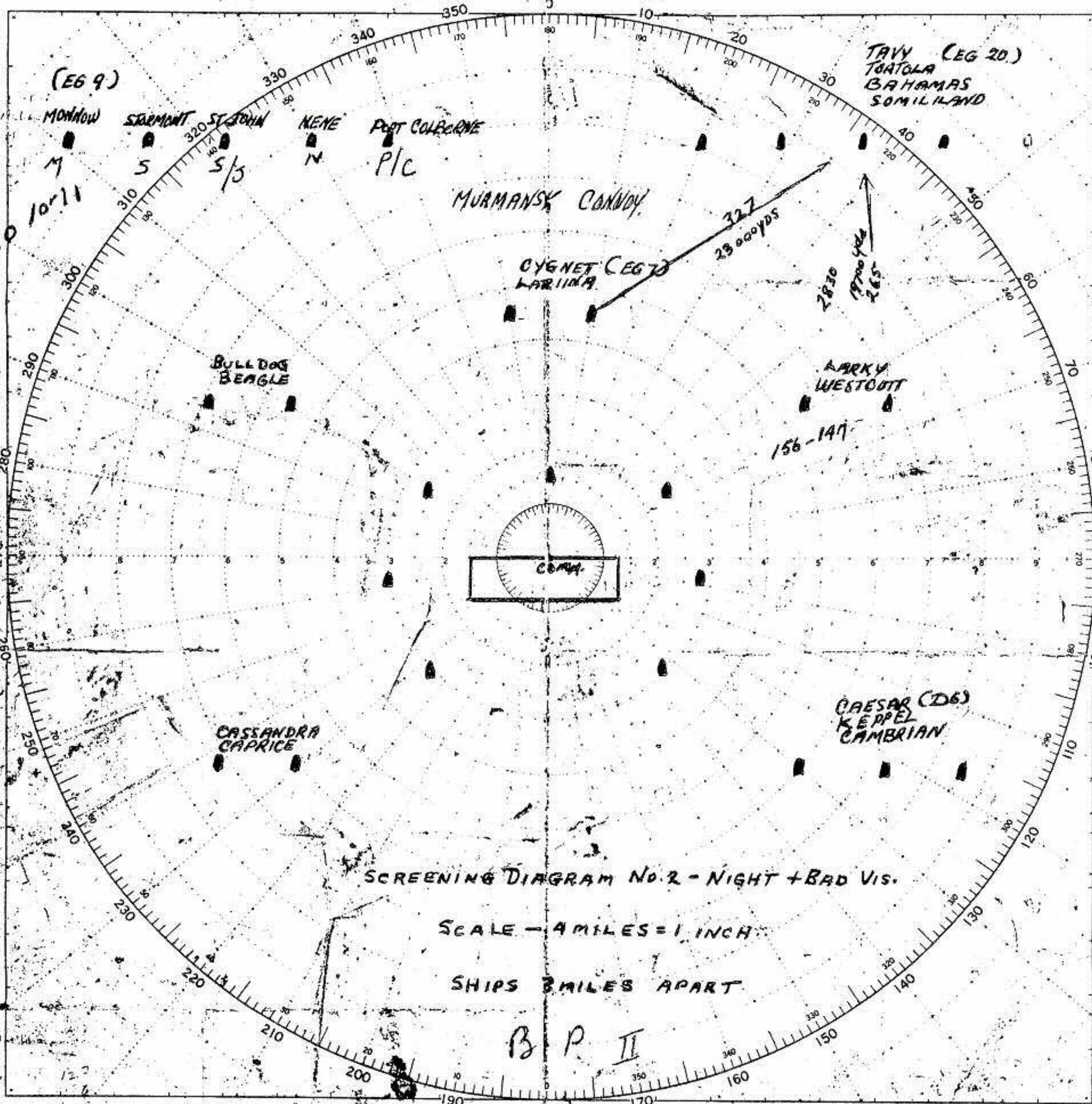
4th. Edition, April 1938

DISTANCE in yards
Relative or actual
DISTANCE in miles

SPEED in knots
Relative or actual

SCALES

3:1



SCREENING DIAGRAM No. 2 - NIGHT + BAD VIS.

SCALE - 4 MILES = 1 INCH

SHIPS 3 MILES APART

B. P. II

LOGARITHMIC SCALE



Given any two corresponding quantities, solve for third by laying rule through points on proper scales and read intersection on third scale.

MANEUVERING BOARD

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4th. Edition, April 1938

TIME in minutes

DISTANCE in yard
Relative or actual
DISTANCE in mile

SPEED in knots
Relative or actual

MURMANSK CONVOY PLOT

ARRIVED SCAPA FLOW - NOV. 23, 1944.

LEFT SCAPA FLOW - NOV. 29, 1944.

ARRIVED MURMANSK - DEC. 8, 1944.

LEFT MURMANSK - DEC. 10, 1944.

ARRIVED LONDON DERRY DEC. 19, 1944.

ESCORT GROUP #9.

H.M.C.S. SAINT JOHN S.O.

H.M.C.S. PORT COLBORNE

H.M.C.S. STORMONT

H.M.C.S. MONNOW

H.M.C.S. NENE

H.M.C.S. LOCH ALVIE

CARDIFF.

I left my love at the Carlton
In Cardiff in old South Wales,
I said, "My darling, I'm sorry
For to-morrow the Saint John sails".

And now we are sailing westward
Homeward bound across the sea,
And though we'll be glad to get there
Cardiff will live in our memory.

No more to stand in the West Dock
In denim shirts and dungs,
And when we got feeling mellow
We'd sing at the top of our lungs.

Then when the bar was closing,
Some flagons we'd get to take back,
And just for the sake of convenience
We'd carry them out in a sack.

We'll miss the Bute Street Commandos
And the parties who hang round the Pubs,
Sometimes repulsing and sometimes inviting
But always more come-ons than snubs.

But some of the boys who ventured
A little bit off the main drags,
Discovered that Cardiff has also
Some nice girls as well as the bags.

We'll often think of the pubs there,
The ones that we grew to know well,
The Tennis Court, Bluebell, and Griffin,
The Bodega, and Albert Hotel.

Yes it sure was swell while it lasted
Living a life of ease,
Now it's ended cause "Captain D" shouted,
"TIME GENTLEMEN PLEASE".

December 22 At jetty Londonderry. Painting ship. Working on starboard side. Spent the morning at Asdic School. Weather damp.

December 23 At jetty 10 Londonderry. Christmas(fir) trees brought aboard. Each mess gets a tree. Also ditty bags brought on. Weather mild.

December 24 At jetty 10 Londonderry. Still preparing mess for Christmas. 95 boxed Hedge Hog brought onboard. Clean up and decorating mess with flags. Weather mild.

December 25 At jetty 10 Londonderry. 1030 borrowed Leut. Panabaker's uniform. 1100 dressed up as Sub Leut. Freeman and Norman Hoffner borrowed Luet. Blanchard's. Spent Christmas in Officers Clubs ashore. We really got tanked.

December 26 At jetty 10 Londonderry. Still painting ship. Working on port side. Supplies still coming onboard. Weather mild and with the odd shower.

December 27 At jetty 10 Londonderry. Lumber brought onboard and boys start to arrive back off leave. They take over duty watch. Saw show in Stokers Mess. Weather mild and with odd shower.

December 28 At jetty 10 Londonderry. 1330 hrs. Slipped and heading for Moville with H.M.C.S. Monnow to refuel. 1500 hrs. Tied alongside tanker. Stayed alongside tanker rest of the night and saw show in Stokers Mess. Luet. Smith, Gunnery Officer, drafted and new Gunnery Officer comes aboard.

December 29 At Moville. Slipped from tanker and proceeding to Larne, Ireland for Asdic run. 1100 hrs. Dropped anchor at Larne 1130 hrs. Up anchor and proceeding out for A/S exercises. Asdic conditions fair. 2000 hrs. Dropped anchor in Bay. 2230 hrs. Up anchor. Proceeding to sea.

December 30 At sea. Proceeding through Irish Sea. In line ahead. H.M.C.S. Monnow astern of us. Bill Royds and I now have middle watch. 2200 hrs. Off Bristol Channel. H.M.C.S. Port Colburne and H.M.C.S. Nene in company.

December 31 At sea. Sweeping from Tilnose Head to Hartland Point. 0220 hrs. H.M.C.S. Port Colburne sinks mine. Asdic conditions very good. Bottom of ocean covered with wrecks. Passing small convoys all day. 1800 hrs. Action Stations. Dropped 5 charges (believed to be wrecks).

January 1 At sea. "New Year's Day". Off Hartland Point. Sweeping same area. 0035 hrs. Action Stations. Contact - "doubtful echo". Dropped 1 Hedge Hog pattern. 0220 hrs. Dropped 5 depth charges. Left contact. Plenty of no-sub contacts. Passed 2 Aircraft Carriers. Weather cool and sea calm.

January 2 At sea. Screening convoy from Hartland Point. Travose Head convoy 15 ships. Large number of A/S contacts picked up on wrecks. 1500 hrs. H/H crew closed up. Fired one pattern of H/H, oil & wood brought to surface. (Reported wreck.) 1600 hrs. Left convoy. Picked up another. Weather calm.

January 3 At sea. Sweeping off Travose Head. Asdic conditions very poor. Early morning ship torpedoed off Bishop Rock. A 2 man sub sunk in area. 1400 hrs. proceed to Bishop Rock. Picked up convoy just before midnight. Proceeding^{south} with it. Weather cutting up.

January 4 At sea. Still with convoy. Proceeding south. Asdic conditions very bad. Left convoy at 1200 hrs. Picked up another off Scilly Ile. 14 ships in convoy and we are proceeding south. Weather windy and pitching badly.

January 5 At sea. Proceeding towards Land End with convoy. Left convoy in early morning. Sweeping area off Lands End. Picked up a number of contacts. H/H and depth party closed up. 1100 hrs. Dropped 5 charge pattern. Oil and boxes brought up (wreck). 1500 hrs. Mine destroyed by gun crew.

January 6 At sea. Along coast. 0150 hrs. Action Stations. 1 depth charge dropped. 0200 hrs. 5 charges dropped and another 5 at 1100 hrs. (wreck). At 1300 picked up fast convoy of 17 knots. 7 troop ships, 2 merchant and 2 carriers proceeding to -wards France. 1500 hrs. reduced speed to 13 knots. 2330 hrs. left convoy off French Coast. 2355 hrs. Action Stations. Fired 1 H/H pattern.

January 7 At sea. Off French Coast. 0001 hrs. Contact off coast. Action Stations. Dropped 10 charge pattern at 0220 hrs. Left contact at 0315 hrs. Wreck. 0315 Proceeding back to sweeping area. Left convoy of 40,000 men at 0001 off French Coast. 0850 hrs. Dropped pattern of H/H. (wreck). Sweeping back towards Lands End. Weather calm, rain. Picked up convoy of 14 ships.

January 8 At sea. With convoy. 0815 left convoy and proceeding towards Plymouth. 0900 hrs. South of Lands End. 1315 hrs. Action Stations. Dropped 5 charge pattern. 1425 hrs. fired H/H pattern. 1513 hrs. Dropped 10 charge pattern. (oil brought up). Lost contact. 1600 hrs. Proceeded to Plymouth at 16 knots. 1800 hrs. Arrived at Plymouth and tied alongside tanker.

January 9 At Plymouth alongside tanker. At 0900 hrs. left and tied up at Devonport. Divers go down and check asdic dome. Depth charges and H/H brought aboard. Also mail. Weather mild.

January 10 At Devonport. Leave piped to 1000 to 1900 hrs. Went to Royal Marine Barracks to see my cousin Len Negus. Bought my gold badges. 1745 hrs. Slipped from destroyer. 1010 hrs. outside Plymouth gates. Heading to sea with H.M.C.S. Port Colburne. (Len Negus - member of the Royal Marine Band.)

January 11 At sea. Sweeping Penzance Bay off Falmouth. 0100 hrs. Sweeping towards Lands End. I have sprained back. (2 days of light duty). 1950 hrs. Action Stations. Dropped 10 charge pattern. Weather - heavy swell.

January 12 At sea. 0200 hrs. Heading towards Plymouth to pick up convoy. 0500 hrs. picked up convoy. 1300 hrs. Action Stations. Dropped 10 charge pattern. Doubtful contact. Detached from convoy at 1800 hrs. At Bishop Rock. Convoy had 14 ships. Weather - heavy swell.

January 13 At sea. 0700 hrs. Off Wolf Rock investigating contact. Action Stations. 0910 hrs. Fired H/H pattern. 0925 dropped 10 charge pattern. (oil brought up). H.M.C.S. Port Colburne fires H/H pattern and drops 10 charge pattern. 1330 hrs. Left contact, believed to be wreck.

January 14 At sea. Screening convoys from Lands End west of Scilly Island. 0500 hrs. Attached to convoy of 16 ships. Left convoy off Scilly Islands. At 2100 hrs. Weather mild and light swell.

January 15 At sea off Scilly Island. Sweeping. 0145 Action Stations. 0150 fired H/H pattern. 1200 hrs. Dropped 10 charge pattern. 1225 hrs. Dropped 10 charge pattern. 1430 fired H/H pattern. 1800 hrs. fired H/H pattern. Contact on the bottom. Asdic set damaged, still operating but under repairs. Weather calm.

January 16 At sea. Asdic broken down. West of Scilly Isles. 0300 hrs. Asdic repaired. 1000 hrs. Picked up convoy of 36 ships taking it to Lazard Rock. 'Foggy' 1400 hrs. Fog lifting. 1500 hrs. Left convoy. Heading west to relieve Escort (H.M.C.S. Mount Royal) of sub contact. 1600 hrs. Action Stations. 1600 fired H/H pattern. 1645 hrs. fired H/H pattern. 2110 hrs. Dropped 10 charge pattern. Holding contact all night.

January 17 At sea. Still holding contact. Still on bottom. Action Stations. 0800 hrs. dropped 10 charge pattern. 0825 hrs. 10 charge pattern. 0930 hrs. 10 charge pattern. 1100 hrs. dropped 5 charge pattern. Plymouth tells us to hold contact. 2200 hrs. left contact.

January 18 At sea. Sweeping off Scilly Islands. Asdic conditions poor. 0800 hrs. Weather cutting up. 1200 hrs. In storm, and ship rolling & pitching badly. Asdic ^{hard} to hear pings because of quenching.

January 19 At sea. Sweeping between Lazard Head and Scilly Islands. Asdic conditions very bad. Still in storm. 1400 hrs. Weather letting up. Air removed from dome every four hours.

January 20 At sea. Sweeping towards Ushant, France to pick up convoy of 25 ships. (Troop and Merchant ships). H.M.C.S. Monnow, Port Colburne, Nene, and us (saint John) escorting this convoy. 1440 hrs. Action Stations. Dropped 10 charge pattern. 1915 hrs. Detached from convoy at Portland. Escorting tanker to Falmouth. Dropped 5 charge pattern. H.M.C.S. Lock Alvie leaves for Liverpool for refuel.

January 21 At sea. Detached from convoy with tanker. Early morning proceeding towards Plymouth. 1030 hrs. Entering Plymouth Harbour. 1100 hrs. Tied alongside Tananaside at Devonport. 1300 hrs. Went ashore to Len Megus' place for dinner with Dave Pegg.

January 22 At Devonport. Tied alongside Destroyer. Supplies & ammunition brought aboard. 114 depth charges and 145 H/H. 1830 hrs. H.M.C.S. Port Colburne and (us) Saint John leave Devonport. 1900 hrs. Outside Plymouth Harbour. Sweeping channel towards Lands End. Weather cold, sea choppy.

January 23 At sea. Sweeping off Lands End. 1010 hrs. Picked up good contact. 1050 hrs. Fired H/H pattern. 1100 hrs. Dropped 5 charge pattern. 1412 hrs. 10 charge pattern. 1458 hrs. fired H/H pattern (oil brought to surface). At 1545 fired H/H (believed to be wreck). 1600 hrs. Action Stations. Radar picked up contact on surface, proceeding, arrived at radar contact at 2015 hrs. Was floating bouy. Weather cool & calm.

January 24 At sea. Sweeping off Lands End. Investigating oil slick. Tons of oil floating on surface. 0600 hrs. relieved by Escort Group 30. Proceeding towards Londonderry in line ahead. Ships in company - H.M.C.S. Port Colburne, Monnow, Nene & (us) Saint John. Asdic broken down. Oscillator shaft sticks. 1400 asdic repaired. 1530 asdic is broken down.

January 25 At sea. Proceeding towards Londonderry. Heavy fog on River Foyle. Proceeding down river - very slow. 1215 hrs. Arrived at Londonderry, tied up at jetty 11.

January 26 At jetty 11. Londonderry. 13 on leave. Those left behind have to paint ship. 2100 hrs. at Larne and picked up passenger vessel for Stranrear, Scotland.

January 27 At jetty 11. Londonderry. On leave on train heading for London. Train late on account of troop movements. Weather damp & cold. Arrived at London. Spent night at Flo's place.

January 28 At jetty 11 Londonderry. On leave. 1200 hrs. left London for Aldershot. Arrived at 1700 hrs. (Uncle Fred's).

January 29 At jetty 11 Londonderry. On leave. Aldershot.

January 30 At jetty 11 londonderry. On leave. Aldershot.

January 31 At jetty 11 Londonderry. On leave. Aldershot. Left Aldershot at 1400. Arrive in London 1500 hrs. Arrived at Ilford Essex 2100. Stay at Cousin Alf's place.

February 1 At jetty 11 Londonderry. On leave at Ilford Essex. Eight rockets landed near to us. H.M.C.S. Lock Alvie back with group.

February 2 At jetty 11 Londonderry. On leave. Ilford Essex. 8 more german rockets land near by. 1200 hrs. Left Ilford Essex. 1700 hrs. Left London for Stranrear Scotland. No heat in train. Cold as hell (adrift 22 hours).

February 3 At jetty 11 Londonderry. 0400 hrs. Left Stranrear. Left 1000 hrs. for Larne. Arrived Larne 1215 hrs. On way to Derry 1300 hrs. Arrived Londonderry 1700 hrs. Back onboard ship 1725 hrs. Proceed to refuel at American Base.

February 4 At American Base. Left 0014 hrs. Heading to sea. 1100 hrs. tied to bouy ar Loch Alsh. 1400 hrs. Left buoy and proceeding out with British Sub for Asdic practice. Arrived back at Loch Alsh 1915 hrs. Tied to bouy. Saw picture show aboard. Bill Royds and I on morning watch.

February 5 At Loch Alsh, Scotland. 0900 hrs. Captain tells us the score (sunk 22 tons). 0930 left buoy and proceeding out for asdic practice. 1100 hrs. H.M.C.S. Port Colburne joins group on returning to harbour. We had shoot. 1917 hrs.

February 5 (continued) Arrived at Loch Alsh and tied to buoy. Had picture show onboard. Weather mild & windy.

February 6 At Loch Alsh tied to bouy. 1230 hrs. Slipped from buoy and proceeding to Inner Sound and to Merville. Gale reported in area. Weather cutting up & rain.

February 7 At sea. Proceeding towards Merville. 1130 hrs. Arrived and tied up at Merville. 1200 hrs. Alongside tanker and refuel. Left tanker at 1540 hrs. and dropped anchor in Bay. 2000 hrs. Up anchor and proceeding to sea. Sweeping to Rothlin Island. Sea calm.

February 8 At sea. Sweeping from Irish tanker Island to Rothlin Island. U Boat reported in area. All ships in company. 1000 hrs. reporting to Cape Wrath. Speed 15 knots. Sweeping close to Islands through Minch. Sea calm.

February 9 At sea. Sweeping north of Orkeney Islands. U Boats reported seen by aircraft. 1800 hrs. Sweeping deep, deep waters. Asdic conditions fair. Sandberg now Sub Leut. Weather swell & light showers.

February 10 At sea. Sweeping north of Orkeney Islands. (Captain rounds). H.M.C.S. Port Colborne leaves for Scapa Flow for repairs. 1400 hrs. Destroyed floating mine. Asdic conditions fair. Weather cold & showers.

February 11 At sea. Sweeping arch between Shetland Islands and Orkeney Islands. U Boat reported by aircraft in area. 1055 hrs. Action Stations. Contact of U Boat picked up. Fired 2 H/H patterns. U Boat deep. Asdic conditions fair. Escort Group 10 sweeping south. 2300 hrs. lost contact. Secured. Action Station.

February 12 At sea. Sweeping between Shetland Islands and Orkeney Islands. Proceeding towards tip of Scotland at 15 knots. New area to sweep.

February 13 At sea. Sweeping south of Orkeney Islands (land in sight). 1200 hrs. Secured asdic. Weather bad, and ship pitching all over hell. 2000 hrs. Asdic now operating. Odd convoy passes. We pick up convoy and proceeding into the North Sea.

February 14 At sea. Proceeding towards Aberdeen with convoy. (North Sea). 0400 hrs. Left convoy. 0830 hrs. Action Stations. Dropped 10 charge pattern. Contact believed non sub. 2200 hrs. picked up convoy proceeding to Orkeney Islands.

February 15 At sea. Still with convoy. 0400 hrs. Left convoy. Off Orkeney Islands. 0820 hrs. Action Stations. Dropped 10 charge pattern. H.M.C.S. Monnow also dropped 10 charge pattern on same target. 1430 hrs. Non sub.

February 16 At sea. Sweeping in Pentland Firth south of Orkeney Islands. 0900 hrs. Passed cruiser with 2 escort. Picked up convoy and proceeding south. 1315 hrs. Picked up sub contact. 1030 hrs. dropped 10 charge pattern. Brought up oil and paper. Classified a German U Boat. 1500 hrs. Dropped 5 depth charges, more oil on surface. 1600 hrs. Fired H/H. 1714 hrs. 5 charges. 1735 hrs. 10 charges. 1800 hrs. H/H pattern. 1900 hrs. 10 charge pattern.

xxx
U-309 February 17 At sea. Holding contact until 0800 hrs. and attacked with 10 charge pattern. 0815 hrs. 1 pattern H/H. Oil on surface. 0830 hrs. Dropped 5 charge pattern. 0911 hrs. 5 charge pattern. Papers and maps surface. 0904 hrs. 1 pattern H/H. Cork and locker door (door burned). 1005 hrs. 5 charge pattern. 1055 hrs. 6 charge pattern. 1122 hrs. 5 charge pattern. 1140 hrs. 5 charge pattern. Royd & I relieved. 1300 hrs. 5 charge pattern. 1400 hrs. 5 charge pattern. 1500 hrs. 1 H/H. pattern. H.M.C.S. Loch Alvie and Monnow standing by and also dropping charges and have relieved us. (H.M.C.S. Saint John). 1730 hrs. H.M.C.S. Monnow holding contact for 24 hrs. U Boat dead duck. We leave for Scapa Flow. H.M.C.S. Nene with us. 2030 hrs. arrived at Scapa Flow. Tied alongside tanker - refueling. This is our second German U Boat kill.

February 18 Scapa Flow tied alongside tanker. 0825 hrs. Left tanker and tied up alongside H.M.S. Vindictive. Painting pilot hut. 1400 hrs. Picture show in Seamen's Mess. Called "White Cliffs Of Dover". Supplies come aboard and H.M.C.S. Loch Alvie, Nene, & Monnow arrive at 2000 hrs.

February 19 At Scapa Flow alongside H.M.S. Vindictive. 0800 hrs. Left H.M.S. Vindictive and tied up to buoy. Shore establishment reports. H.M.C.S. Saint John not sea worthy. Divers looking under ship and checking rolling chalks. Port side rolling chalk hanging off. Commander Layard leaves Saint John and takes over command of H.M.C.S. Nene. Commander Layard cleared lower decks and fall in on Quarter deck for farewell speech. Coxian presented Commander Layard with model of H.M.C.S. Saint John. He praises the asdic crew and ship's crew for splendid job - well done.

February 20 At Scapa Flow waiting for report on which port will refit us. Painting ship. Painted asdic hut. Picture show on board. Called "China". Number one Luet. McIntosh became our new Captain. Weather damp & cool. H.M.C.S. Monnow & Loch Alvie left for sea. Lt. Talconer number one.

February 21 Scapa Flow waiting refit. Planting on asdic hut finished. Make & mend piped and we had two movies on board. Weather rain & windy.

February 22 At Scapa Flow tied up at buoy. Weather windy & cold. On Captain's report. I got 8 & 8 for 23.5 hrs. Adrift. (Eight day stoppage of leave and eight days stoppage of pay.) H.M.S. Rodney and county class cruiser astern of us. H.M.S. Iron Duke ahead of us. Had a show onboard. "In Society".

February 23 At Scapa Flow secured to buoy. Painting ship. H.M.C.S. Nene, Loch Alvie, & Monnow arrived early morning. Com. Layard S.O. now on H.M.C.S. Loch Alvie. 1600 hrs. Left buoy & on our way to Cardiff, Wales for repairs. Heavy seas off Scapa Flow. Gale weather reported. 2330 hrs. North of the Minch.

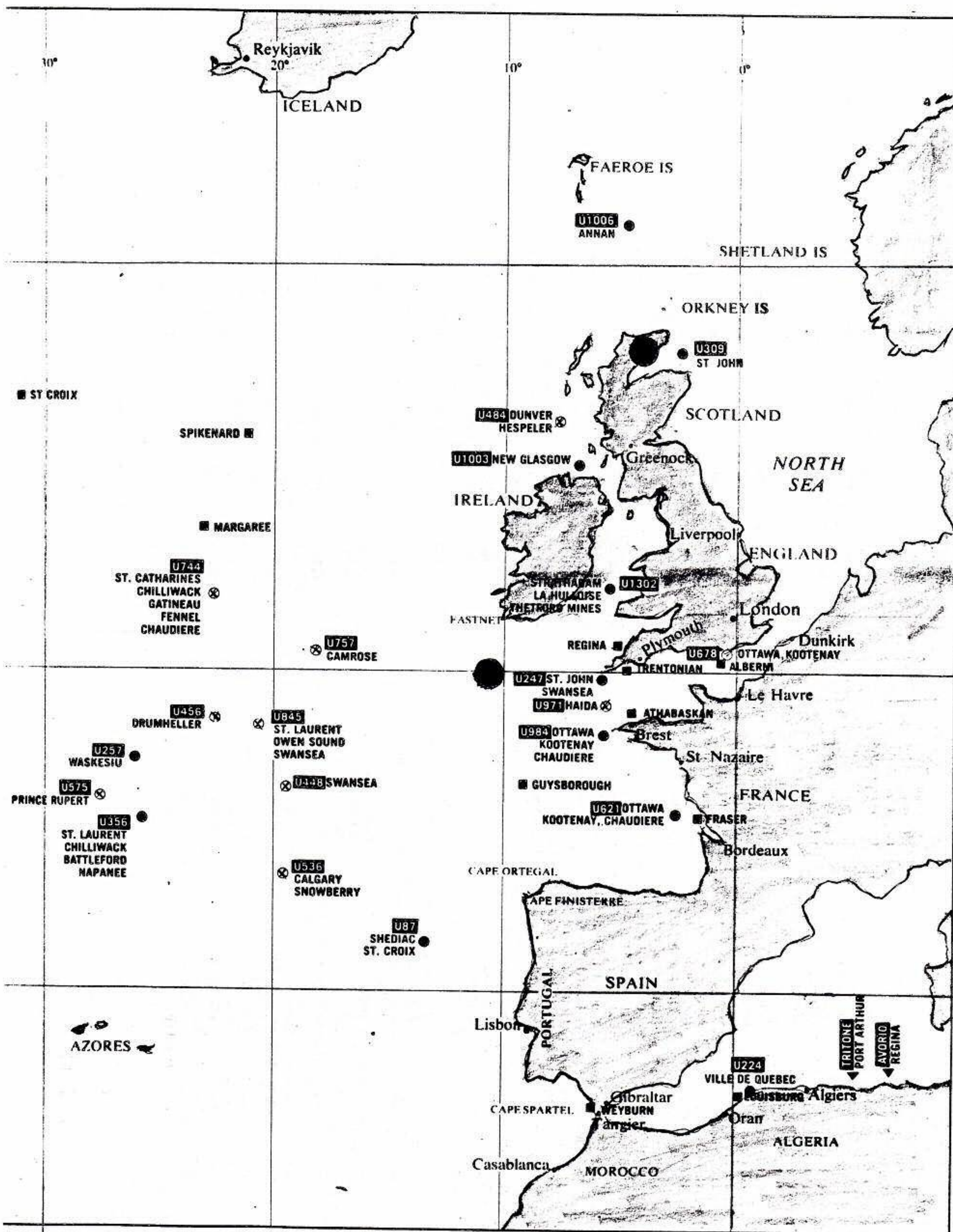
February 24 At sea. Proceeding through the Minch. A little better weather in shelter of Islands. Still gale weather. 1730 hrs. at mouth of Irish Sea. Speed 14 knots. 2300 hrs. North of Belfast.

February 25 At sea. South of the Irish Sea. 1400 hrs. Arrived at Milford Haven and tied alongside tanker. Taking off 500 tons of oil before going n Cardiff slips. 1400 hrs. Had show onboard. "They Got Me Covered". Windy & damp.

SINKING OF

U 247 - U 309





Date	U-Boat	Last Comdr.	Cause of sinking	Position
20 Aug	U 1229	Zinke	VC-42 from <i>Bogue</i> (CVE-9)	42-20 N, 51-39 W
20 Aug	U 9	Klapdor	Russian A/C	Constanza
21 Aug	U 230	Eberbach	Scuttled	Toulon
22 Aug	U 180	Riesen	Mine	† 45-00 N, 02-00 W
24 Aug	U 354	Sthamer	HMS <i>Vindex</i> 's Sqdn. 825, <i>Mermaid</i> , <i>Loch Dunvegan</i> , <i>Keppel</i> & <i>Peacock</i>	† 74-54 N, 15-26 E*
22 Aug	U 344	Pietsch	HMS <i>Vindex</i> 's Sqdn. 825	† 72-49 N, 30-41 E*
24 Aug	U 445	v. Treuberg	HMS <i>Louis</i>	† 47-21 N, 05-50 W
25[20?] Aug	U 178	Spahr	Scuttled	Bordeaux
20 Aug	U 188	Lüdden	Scuttled	Bordeaux
25 Aug	UIT 21 (ex- <i>Giuseppe Finzi</i>)	— (unknown)-	Scuttled	Bordeaux (out of service after 9/8/43 attack)
25 Aug	U 667	Lange	Mine	† 46-10 N, 01-14 W
25[31?] Aug	U 1000	Müller	Mine	Neustadt (Pillau?)
— Aug	U 766	Wilke	(Out of service, 8/44) (RF <i>Laubie</i> , '47)	La Pallice
— Aug	U 129	v. Harpe	(Out of service, 7/44) (later scuttled)	Lorient
25 Aug	U 18	Fleige	Scuttled (later raised by USSR)	Constanza (Kustendje)
10 Sep?	U 24	Lenzmann	Scuttled (later raised by USSR)	Constanza
→ 1 Sep	U 247	Matschulat	HMCS <i>St. John</i> & <i>Swansea</i>	† 49-54 N, 05-49 W ←
2 Sep	U 394	Borger	HMS <i>Vindex</i> 's Sqdn. 825, <i>Keppel</i> , <i>Mermaid</i> , <i>Whitehall</i> & <i>Peacock</i> (See: Italian sub. chronology, inf.)	† 69-47 N, 04-41 E
4 Sep	UIT 15, 16, 20			
5 Sep	U 362	Franz	Russian Minesweeper <i>T-116</i>	† Krakowka I. vicinity
9 Sep	U 743	Kandzlor	HMS <i>Portchester Castle</i> & <i>Helmsdale</i>	† 55-45 N, 11-41 W
9 Sep	U 484	Schäfer	HMCS <i>Dunver</i> , <i>Hespeler</i> (& RCAF Sqdn. 423?)	† 56-30 N, 07-40 W
10 Sep	U 19	Ohlenburg	Scuttled	Turkish coast
10 Sep	U 20	Grafen	Scuttled	Turkish coast
10 Sep	U 23	Arendt	Scuttled	Turkish coast
19 Sep	U 407	Kolbus	HMS <i>Troubridge</i> , <i>Terpsichore</i> & ORP <i>Garland</i>	36-27 N, 24-33 E
19 Sep	U 865	Stellmacher	Unknown	† North Sea
19 Sep	U 867	v. Mühlendahl	Br. Sqdn. 224 (or engine failure?)	† 62-15 N, 01-50 E
23 Sep	U 859	Jebsen	HM Sub. <i>Trenchant</i>	05-46 N, 100-04 E
24 Sep	U 565	Henning	US Army A/C	Salamis
24 Sep	U 596	Kolbus	US Army A/C	Salamis
24 Sep	U 855	Ohlsen	Br. Sqdn. 224	† 61-00 N, 04-07 E
26 Sep	U 871	Ganzer	Br. Sqdn. 220	† 43-18 N, 36-28 W
29 Sep	U 863	v. d. Esch	VB-107	† 10-45 S, 25-30 W

* - Br. Admiralty indicates these two positions should be transposed.

Date	U-Boat	Last Comdr.	Cause of sinking	Position
27 Dec	U 877	Findeisen	HMCS <i>St. Thomas</i>	46-25 N, 36-38 W
28 Dec	U 735	Börner	RAF A/C	59-24 N, 10-29 E (Horten)
30 Dec	U 772	Rademacher	RCAF Sqdn. 407	† 50-05 N, 02-31 W
31 Dec	U 906	Unknown	Air attack	Hamburg
31 Dec (Apr 45?)	U 2532	Unknown	US Army A/C (& RAF)	Hamburg
31 Dec	U 2537	Klapdor	US Army A/C	Hamburg
1945				
— Jan	U 650	Zorn	Unknown	† NE of Scotland(?)
10 Jan	U 679	Aust	Mine [Russian A/S vs. <i>MO-124?</i>]	† Baltic
16 Jan	U 248	Loos	<i>Hayter</i> (DE-212), <i>Otter</i> (DE-210), <i>Varian</i> (DE-798) & <i>Harry E. Hubbard</i> (DD-748)	† 47-43 N, 26-37 W
16 Jan	U 482	v. Matuschka	HMS <i>Peacock</i> , <i>hart</i> , <i>Starling</i> , <i>Loch Craggie</i> & <i>Amethyst</i>	† 55-30 N, 05-53 W
17 Jan (11)	U 2515	Borchers	US Army	Hamburg
17 Jan Mar?)	U 2530	Bockelberg	US Army	Hamburg
17 Jan	U 2523	Ketels	US Army & RAF A/C	Hamburg
21 Jan	U 1199	Stollmann	HMS <i>Icarus</i> & <i>Mignonette</i>	49-57 N, 05-42 W
24 Jan	U 763	Schröter	Russian A/C	Koenigsberg
26 Jan	U 1172	Kuhlmann	HMS <i>Aylmer</i> , <i>Calder</i> , <i>Bentinck</i> & <i>Manners</i>	† 53-39 N, 05-23 W
27 Jan	U 1051	v. Holleben	HMS <i>Tyler</i> , <i>Keats</i> & <i>Bligh</i>	† 52-24 N, 05-42 W
31 Jan	U 3520	Ballert	Mine	† 54-27 N, 09-26 E
— Jan	U 1020	Eberlein	Unknown	(†) 57-50 N, 04-10 W
— Jan	U 382	Wilke	Collision	Baltic
3 Feb	U 1279	Falke	HMS <i>Bayntun</i> , <i>Braithwaite</i> & <i>Loch Eck</i>	61-21 N, 02-00 W
4 Feb	U 745	v. Trotha	Unknown	† Eastern Baltic
4 Feb	U 1014	Glaser	HMS <i>Loch Scavaig</i> , <i>Nyasaland</i> , <i>Papua</i> & <i>Loch Shin</i>	† 55-17 N, 06-44 W
9 Feb	U 864	Wolfram	HM Sub. <i>Venturer</i>	† 60-46 N, 04-35 E
14 Feb	U 989	v. Roithberg	HMS <i>Bayntun</i> , <i>Braithwaite</i> , <i>Loch Eck</i> & <i>Loch Dunvegan</i>	† 61-36 N, 01-35 W
15 Feb	U 1053	Lange	Casualty in rocket tests	† 60-22 N, 05-10 E ←
→ 16 Feb	U 309	Loeder	HMCS <i>St. John</i>	† 58-09 N, 02-23 W ←
17 Feb	U 425	Bentzien	HMS <i>Lark</i> & <i>Alnwick Castle</i>	69-39 N, 33-50 E
17 Feb	U 1273	Knollmann	Mine	† 59-30 N, 10-30 E
17 Feb	U 1278	Müller-Bethke	HMS <i>Bayntun</i> & <i>Loch Eck</i>	† 61-32 N, 01-36 W
18 Feb	U 2344	Ellerhage	Collision	54-09 N, 11-51 E
19 Feb	U 676	Sass	Mine	† Baltic
20 Feb	U 1208	Hagene	HMS <i>Amethyst</i>	† 51-48 N, 07-07 W
22 Feb	U 300	Hein	HMS <i>Recruit</i> , <i>Evadne</i> & <i>Pincher</i>	36-29 N, 08-20 W
24 Feb	U 480	Förster	HMS <i>Duckworth</i> & <i>Rowley</i>	† 49-55 N, 06-08 W
24 Feb	U 927	Ebert	Br. Sqdn. 179	† 49-54 N, 04-45 W
24 Feb	U 3007	Marbach	US Army A/C	Bremen
27 Feb	U 1018	Burmeister	HMS <i>Loch Fada</i>	49-56 N, 05-20 W

APPENDIX R

Statistics of Arctic Convoys 1941-1945

Table A: Eastbound

Convoy	Port and Date of sailing	Number of ships sailed	Number of ships returned to harbour	Number of ships lost and cause of loss	Number of ships arrived	Port and Date of arrival	Remarks
432	'Dervish'	Hvalfiord 21.8.41	7	—	7	Archangel 31.8.41	
	PQ.1	Hvalfiord 29.9.41	10	—	10	Archangel 11.10.41	
	PQ.2	Scapa 17.10.41	6	—	6	Archangel 30.10.41	
	PQ.3	Hvalfiord 9.11.41	8	1	7	Archangel 28.11.41	
	PQ.4	Hvalfiord 17.11.41	8	—	8	Archangel 28.11.41	
	PQ.5	Hvalfiord 27.11.41	7	—	7	Archangel 12.12.41	
	PQ.6	Hvalfiord 8.12.41	7	—	7	Murmansk 20.12.41	
	PQ.7	Hvalfiord 26.12.41	2	1—by U-boat	1	Murmansk 12.1.42	
	PQ.7B	Hvalfiord 31.12.41	9	—	9	Murmansk 11.1.42	
	PQ.8	Hvalfiord 8.1.42	8	—	8	Murmansk 17.1.42	1 torpedoed and towed in. <i>Matabele</i> sunk by U-boat.
	PQ.9	Hvalfiord 1.2.42	7	—	7	Murmansk 10.2.42	} Sailed in company.
	PQ.10	Hvalfiord 1.2.42	3	—	3	Murmansk 10.2.42	
	PQ.11	Loch Ewe 6.2.42	13	—	13	Murmansk 23.2.42	
	PQ.12	Reykjavik 1.3.42	16	—	16	Murmansk 12.3.42	<i>Shera</i> capsized.
	PQ.13	Reykjavik 20.3.42	19	2—by U-boat 2—by aircraft 1—by surface ship	14	Murmansk 31.3.42	<i>Trinidad</i> torpedoed. German destroyer <i>Z.26</i> sunk.
	PQ.14	Reykjavik 8.4.42	24	16 (weather and ice)	7	Murmansk 19.4.42	
	PQ.15	Reykjavik 26.4.42	25	—	22	Murmansk 5.5.42	<i>Punjabi</i> sunk in collision. Polish S/M <i>P.551</i> accidentally sunk by the escort.
	PQ.16	Reykjavik 21.5.42	35	1	27	Murmansk 30.5.42	
	PQ.17	Reykjavik 27.6.42	36	2	11	Archangel 11-25.7.42	One of three rescue ships also sunk.
	PQ.18	Loch Ewe 2.9.42	40	—	27	Archangel 17.9.42	
	JW.51A	Loch Ewe 15.12.42	16	—	16	Kola Inlet 25.12.42	
	JW.51B	Loch Ewe 22.12.42	14	—	14	Kola Inlet 3.1.43	<i>Achates</i> and <i>Bramble</i> sunk. German destroyer <i>Eckholdt</i> sunk.
	JW.52	Loch Ewe 17.1.43	14	1	13	Kola Inlet 17.1.43	
	JW.53	Loch Ewe 15.2.43	28	6 (weather)	22	Kola Inlet 17.2.43	
	JW.54A	Loch Ewe 15.11.43	18	—	18	Kola Inlet 24.11.43	
	JW.54B	Loch Ewe 22.11.43	14	—	14	Kola Inlet 2.12.43	
H.M.C.S.	JW.55A	Loch Ewe 12.12.43	19	—	19	Kola Inlet 20.12.43	
SAINT	JW.55B	Loch Ewe 20.12.43	19	—	19	Kola Inlet 29.12.43	<i>Scharnhorst</i> sunk.
JOHN,	JW.56A	Loch Ewe 12.1.44	20	5 (weather)	12	Kola Inlet 28.1.44	
PORT	JW.56B	Loch Ewe 22.1.44	16	—	16	Kola Inlet 1.2.44	<i>Hardy</i> sunk by U-boat.
COLBORNE	JW.57	Loch Ewe 20.2.44	42	—	42	Kola Inlet 28.2.44	<i>Mahratta</i> sunk by U-boat.
STORMONT	JW.58	Loch Ewe 27.3.44	49	1 (ice)	48	Kola Inlet 5.4.44	
NENE	JW.59	Loch Ewe 15.8.44	33	—	33	Kola Inlet 25.8.44	<i>Kite</i> sunk by U-boat.
MONTAGUE	JW.60	Loch Ewe 15.9.44	30	—	30	Kola Inlet 23.9.44	
LOCK	JW.61	Loch Ewe 20.10.44	29	—	29	Kola Inlet 28.10.44	
ALVIE	JW.61A	Liverpool 31.10.44	2	—	2	Kola Inlet 6.11.44	To return Russian ex-prisoners of War.
	JW.62	Loch Ewe 20.11.44	20	—	20	Kola Inlet 7.12.44	
	JW.63	Loch Ewe 30.12.44	35	—	35	Kola Inlet 8.1.45	
	JW.64	Clyde 3.2.45	26	—	26	Kola Inlet 13.2.45	<i>Denbigh Castle</i> sunk by U-boat.
	JW.65	Clyde 11.3.45	24	2—by U-boat	22	Kola Inlet 21.3.45	<i>Lapwing</i> sunk by U-boat.
	JW.66	Clyde 16.4.45	22	—	22	Kola Inlet 25.4.45	
	JW.67	Clyde 12.5.45	23	—	23	Kola Inlet 20.5.45	

NOTE

1. Many ships of convoys bound for Kola Inlet proceeded straight on to White Sea ports, where they arrived two days later.
2. In addition, five ships and the minesweeper *Gossamer* were sunk in Russian ports by aircraft or mines after arrival.
3. Between 29.10.42 and 2.11.42 thirteen ships sailed independently for North Russia, four were sunk by U-boats, one was wrecked, three turned back and five arrived safely.

Table B: Westbound

Convoy	Port and Date of sailing		Number of ships sailed	Number of ships returned to harbour	Number of ships lost and cause of loss	Number of ships arrived	Port and Date of arrival		Remarks
QP.1	Archangel	28.9.41	14	—	—	14	Scapa	9.10.41	<p>Edinburgh sunk. German destroyer <i>Schoemann</i> sunk.</p> <p>Niger sunk in British minefield.</p> <p>Somali, <i>Leda</i> and R.F.A. <i>Gray Ranger</i> sunk by U-boats.</p>
QP.2	Archangel	2.11.41	12	—	—	12	Kirkwall	17.11.41	
QP.3	Archangel	27.11.41	10	2 (weather)	—	8	Seidisfiord	7.12.41	
QP.4	Archangel	20.12.41	13	2	—	11	Seidisfiord	16.1.42	
QP.5	Murmansk	13.1.42	4	—	—	4	Reykjavik	26.1.42	
QP.6	Murmansk	24.1.42	6	—	—	6	U.K.	2.2.42	
QP.7	Murmansk	12.2.42	8	—	—	8	Seidisfiord	22.2.42	
QP.8	Murmansk	1.3.42	15	—	1—by surface craft (straggler)	14	Reykjavik	11.3.42	
QP.9	Murmansk	21.3.42	19	—	—	19	Reykjavik	3.4.42	
QP.10	Murmansk	10.4.42	16	1	2—by U-boat 2—by aircraft	11	Reykjavik	21.4.42	
QP.11	Murmansk	28.4.42	13	—	1—by surface craft (straggler)	12	Reykjavik	7.5.42	
QP.12	Murmansk	21.5.42	15	1	—	14	Reykjavik	29.5.42	
QP.13	Murmansk	27.6.42	35	—	5—in British minefield	30	Reykjavik and Loch Ewe	7.7.42	
QP.14	Archangel	13.9.42	15	—	3—by U-boat	12	Loch Ewe	26.9.42	
QP.15	Archangel	17.11.42	28	—	2—by U-boat	26	Loch Ewe	30.11.42	
RA.51	Kola Inlet	30.12.42	14	—	—	14	Loch Ewe	11.1.43	<p>2 more ships were sunk by U-boat before joining convoy. <i>Bluebell</i> sunk by U-boat.</p> <p><i>Goodall</i> sunk.</p>
RA.52	Kola Inlet	29.1.43	11	—	1—by U-boat	10	Loch Ewe	8.2.43	
RA.53	Kola Inlet	1.3.43	30	—	3—by U-boat 1—foundered	26	Loch Ewe	14.3.43	
RA.54A	Archangel	1.11.43	13	—	—	13	Loch Ewe	14.11.43	
RA.54B	Archangel	26.11.43	9	—	—	9	Loch Ewe	9.12.43	
RA.55A	Kola Inlet	23.12.43	22	1	—	21	Loch Ewe	1.1.44	
RA.55B	Kola Inlet	31.12.43	8	—	—	8	Loch Ewe	8.1.44	
RA.56	Kola Inlet	3.2.44	37	—	—	37	Loch Ewe	11.2.44	
RA.57	Kola Inlet	2.3.44	31	—	1—by U-boat	30	Loch Ewe	10.3.44	
RA.58	Kola Inlet	7.4.44	36	—	—	36	Loch Ewe	14.4.44	
RA.59	Kola Inlet	28.4.44	45	—	1—by U-boat	44	Loch Ewe	6.5.44	
RA.59A	Kola Inlet	28.8.44	9	—	—	9	Loch Ewe	6.9.44	
RA.60	Kola Inlet	28.9.44	30	—	2—by U-boat	28	Loch Ewe	5.10.44	
RA.61	Kola Inlet	2.11.44	33	—	—	33	Loch Ewe	9.11.44	
RA.61A	Kola Inlet	10.11.44	2	—	—	2	Clyde	16.11.44	
RA.62	Kola Inlet	10.12.44	28	—	—	28	Loch Ewe	19.12.44	
RA.63	Kola Inlet	11.1.45	30	—	—	30	Loch Ewe	21.1.45	
RA.64	Kola Inlet	17.2.45	34	1	1—by U-boat 1—by aircraft	31	Loch Ewe	28.2.45	
RA.65	Kola Inlet	23.3.45	25	—	—	25	Kirkwall	31.3.45	
RA.66	Kola Inlet	29.4.45	24	—	—	24	Clyde	8.5.45	
RA.67	Kola Inlet	23.5.45	23	—	—	23	Clyde	31.5.45	

NOTE

Between 29.10.42 and 24.1.43 28 ships sailed independently from North Russia, one was sunk by surface ship, but all the remainder arrived safely.

APPENDIX Y

German and Japanese U-Boats Sunk

1st June, 1944-15th August, 1945

Table I. German U-boats Sunk
(1st June, 1944-8th May, 1945)

Number	Date	Name and Task of Killer	Area
U.477	3 June '44	Aircraft of 162 Squadron R.C.A.F.—Northern transit area patrol	Off S. Norway
U.505 (captured)	4 June '44	Aircraft from U.S.S. <i>Guadalcanal</i> and U.S.S. <i>Chatelain</i> , <i>Jenks</i> and <i>Pillsbury</i> —	Off West Africa
U.955	7 June '44	Aircraft of 201 Squadron—air patrol	Bay of Biscay
U.970	7 June '44	Aircraft of 228 Squadron—air patrol	Bay of Biscay
U.629	8 June '44	Aircraft of 224 Squadron—air patrol	West Channel
U.373	8 June '44	Aircraft of 224 Squadron—air patrol	West Channel
U.740	9 June '44	Aircraft of 120 Squadron—air patrol	West Channel
U.821	10 June '44	Aircraft of 206 and 248 Squadrons—air patrol	West Channel
U.980	11 June '44	Aircraft of 162 Squadron R.C.A.F.—Northern transit area patrol	Off S.W. Norway
U.490	11 June '44	Aircraft from U.S.S. <i>Croatan</i> and U.S.S. <i>Frost</i> , <i>Inch</i> , and <i>Huse</i> —carrier air/sea patrol	North Atlantic
U.715	13 June '44	Aircraft of 162 Squadron R.C.A.F.—Northern transit area patrol	East of Faeroes
U.860	15 June '44	Aircraft from U.S.S. <i>Solomons</i> —Carrier air patrol	South Atlantic
U.987	15 June '44	<i>Satyr</i> —S/M patrol	Arctic
U.998	16 June '44	Aircraft of Norwegian Squadron 333—Northern transit area patrol	Off S.W. Norway
U.423	17 June '44	Aircraft of Norwegian Squadron 333—Northern transit area patrol	Off S.W. Norway
U.767	18 June '44	<i>Fame</i> , <i>Inconstant</i> , <i>Havelock</i> —sea patrol	Channel
U.441	18 June '44	Aircraft of Polish Squadron 304—air patrol	West Channel
U.971	24 June '44	<i>Haida</i> (R.C.N.), <i>Eskimo</i> and aircraft of Czech Squadron 311—air/sea patrol	West Channel
U.1225	24 June '44	Aircraft of 162 Squadron R.C.A.F.—Northern transit area patrol	North of Shetland Isles
U.1191	25 June '44	<i>Affleck</i> and <i>Balfour</i> —sea escort	Channel
U.269	25 June '44	<i>Bickerton</i> —sea patrol	Channel
U.317	26 June '44	Aircraft of 86 Squadron—Northern transit area patrol	Off S.W. Norway
U.719	26 June '44	<i>Bulldog</i> —sea patrol	Off N.W. Ireland
U.988	29 June '44	<i>Essington</i> , <i>Duckworth</i> , <i>Domett</i> , <i>Cooke</i> and aircraft of 224 Squadron—air/sea patrol	West Channel
U.478	30 June '44	Aircraft of 86 Squadron and 162 Squadron R.C.A.F.—Northern transit area patrol	North of Shetlands
U.543	2 July '44	Aircraft from U.S.S. <i>Wake Island</i> —carrier air patrol	S.W. of Canary Islands
U.154	3 July '44	U.S.S. <i>Inch</i> and <i>Frost</i> —carrier sea patrol	W.N.W. of Madeira

APPENDIX Y

Table I. German U-boats Sunk 1st June, 1944-8th May, 1945 (Contd.)

Number	Date	Name and Task of Killer	Area
U.233	5 July '44	U.S.S. <i>Baker</i> and <i>Thomas</i> —carrier sea patrol	S.E. of Nova Scotia
U.390	5 July '44	<i>Wanderer</i> and <i>Tavy</i> —sea escort	Channel
U.586	5 July '44	U.S.A.A.F. air raid—bombing	Toulon
U.678	6 July '44	<i>Ottawa</i> and <i>Kootenay</i> (R.C.N.) and <i>Statice</i> (R.N.)—sea escort	Channel
U.243	8 July '44	Aircraft of 10 Squadron, R.A.A.F.—Bay air patrol	Bay of Biscay
U.1222	11 July '44	Aircraft of 201 Squadron—Bay air patrol	Bay of Biscay
U.415	14 July '44	Mine	Off Brest
U.319	15 July '44	Aircraft of 206 Squadron—Northern transit area patrol	Off S.W. Norway
U.361	17 July '44	Aircraft of 86 Squadron—Northern transit area patrol	West of Narvik
U.347	17 July '44	Aircraft of 210 Squadron—Northern transit area patrol	West of Narvik
U.672	18 July '44	<i>Balfour</i> —sea patrol	Channel
U.742	18 July '44	Aircraft of 210 Squadron—Northern transit area patrol	West of Narvik
U.212	21 July '44	<i>Curzon</i> and <i>Ekins</i> —sea escort	Channel
U.239	23/24 July '44	R.A.F. air raid—bombing	Kiel
U.1164	23/24 July '44	R.A.F. air raid—bombing	Kiel
U.2323	23/24 July '44	R.A.F. air raid—bombing	Kiel
U.214	26 July '44	<i>Cooke</i> —sea patrol	Channel
U.872	29 July '44	U.S.A.A.F. air raid—bombing	Bremen
U.250	30 July '44	Russian forces	Gulf of Finland
U.333	31 July '44	<i>Starling</i> and <i>Loch Killin</i> —sea patrol	Channel
U.1166	— July '44	Accident—marine casualty	Baltic
U.671	4 Aug. '44	<i>Stayner</i> and <i>Wensleydale</i> —sea patrol	Channel
U.736	6 Aug. '44	<i>Loch Killin</i> and <i>Starling</i> —sea patrol	Bay of Biscay
U.642	6 Aug. '44	U.S.A.A.F. air raid—bombing	Toulon
U.952	6 Aug. '44	U.S.A.A.F. air raid—bombing	Toulon
U.471	6 Aug. '44	U.S.A.A.F. air raid—bombing	Toulon
U.969	6 Aug. '44	U.S.A.A.F. air raid—bombing	Toulon
U.608	10 Aug. '44	Aircraft of 53 Squadron and <i>Wren</i> —air/sea patrol	Bay of Biscay
U.385	11 Aug. '44	Aircraft of 461 Squadron (R.A.A.F.) and <i>Starling</i> —air/sea patrol	Bay of Biscay
U.981	12 Aug. '44	Aircraft of 502 Squadron—air patrol	Bay of Biscay
U.270	12 Aug. '44	Aircraft of 461 Squadron (R.A.A.F.)—air patrol	Bay of Biscay
U.198	12 Aug. '44	<i>Findhorn</i> and <i>Godaveri</i> (R.I.N.)—sea patrol	India Ocean
U.618	14 Aug. '44	Aircraft of 53 Squadron and <i>Duckworth</i> and <i>Essington</i> —air/sea patrol	Bay of Biscay
U.741	15 Aug. '44	<i>Orchis</i> —sea escort	Channel
U.107	18 Aug. '44	Aircraft of 201 Squadron—air patrol	Bay of Biscay
U.621	18 Aug. '44	<i>Ottawa</i> , <i>Kootenay</i> and <i>Chaudière</i> (all R.C.N.)—sea patrol	Bay of Biscay
U.466	19 Aug. '44	Blown up	Toulon
U.967	19 Aug. '44	Blown up	Toulon
U.413	20 Aug. '44	<i>Wensleydale</i> , <i>Forester</i> and <i>Vidette</i> —sea escort	Channel
U.984	20 Aug. '44	<i>Ottawa</i> , <i>Chaudière</i> and <i>Kootenay</i> (all R.C.N.)—sea patrol	Bay of Biscay
U.1229	20 Aug. '44	Aircraft from U.S.S. <i>Bogue</i> —carrier air patrol	North Atlantic
U.9	20 Aug. '44	Russian air raid—bombing	Constanza
U.230	21 Aug. '44	Scuttled	Toulon
U.180	22 Aug. '44	Mine	Bay of Biscay
U.344	22 Aug. '44	Aircraft of 825 F.A.A. Squadron from <i>Vindex</i> —carrier air escort	Arctic

Table I. German U-boats Sunk 1st June, 1944-8th May, 1945 (Contd.)

Number	Date	Name and Task of Killer	Area
U.354	24 Aug. '44	Aircraft of 825 F.A.A. Squadron from <i>Vindex</i> and <i>Mermaid</i> , <i>Loch Dunvegan</i> , <i>Keppel</i> and <i>Peacock</i> —carrier air/sea escort	Arctic
U.445	24 Aug. '44	<i>Louis</i> —sea patrol	Bay of Biscay
U.178	25 Aug. '44	Scuttled	Bordeaux
U.188	25 Aug. '44	Scuttled	Bordeaux
U-IT.21	25 Aug. '44	Scuttled	Bordeaux
U.667	25 Aug. '44	Mine	Off La Pallice
U.24	25 Aug. '44	Scuttled	Constanza
U.18	25 Aug. '44	Scuttled	Constanza
U.766	- Aug. '44	Scrapped	La Pallice
U.123	- Aug. '44	Scrapped	Lorient
U.129	- Aug. '44	Scrapped	Lorient
U.1000	31 Aug. '44	Mine	Baltic
XX U.247	1 Sept. '44	<i>St John</i> and <i>Swansea</i> (both R.C.N.)—sea patrol	Off Land's End
U.394	2 Sept. '44	Aircraft of 825 F.A.A. Squadron from <i>Vindex</i> and <i>Keppel</i> , <i>Mermaid</i> , <i>Whitehall</i> and <i>Peacock</i> —carrier air/sea escort	Arctic
U.362	6 Sept. '44	Unknown	Arctic, Kara Sea
U.743	9 Sept. '44	<i>Portchester Castle</i> and <i>Helmsdale</i> —sea escort	Off N.W. Ireland
U.484	9 Sept. '44	<i>Dunver</i> and <i>Hespeler</i> (both R.C.N.)—sea escort	Hebrides
U.19	10 Sept. '44	Scuttled	Off Turkish coast
U.20	10 Sept. '44	Scuttled	Off Turkish coast
U.23	10 Sept. '44	Scuttled	Off Turkish coast
U.865	17 Sept. '44	Unknown (possibly mined)	Iceland/Faeroes
U.867	19 Sept. '44	Aircraft of 224 Squadron—Northern transit area patrol	Off S.W. Norway
U.407	19 Sept. '44	<i>Troubridge</i> , <i>Terpsichore</i> and <i>Garland</i> (Polish)—sea patrol	North of Crete
U.859	23 Sept. '44	<i>Trenchant</i> —S/M patrol	Malacca Strait
U.565	24 Sept. '44	U.S.A.A.F. air raid—bombing	Greece
U.596	24 Sept. '44	U.S.A.A.F. air raid—bombing	Greece
U.855	24 Sept. '44	Aircraft of 224 Squadron—Northern transit area patrol	Off S.W. Norway
U.871	26 Sept. '44	Aircraft of 220 Squadron—air support	N.W. of Azores
U.863	29 Sept. '44	Aircraft of U.S. Squadron 107—air patrol	South Atlantic
U.921	30 Sept. '44	Aircraft of 813 F.A.A. Squadron from <i>Campania</i> —carrier air escort	Arctic
U.1062	30 Sept. '44	<i>U.S.S. Fessenden</i> —sea patrol	S.W. of Cape Verde Island
U.703	- Sept. '44	Mine	Off S.E. Iceland
U.925	- Sept. '44	Unknown	Iceland/Faeroes
U.993	4 Oct. '44	R.A.F. air raid—bombing	Bergen
U.437	4 Oct. '44	R.A.F. air raid—bombing	Bergen
U.228	4 Oct. '44	R.A.F. air raid—bombing	Bergen
U.92	4 Oct. '44	R.A.F. air raid—bombing	Bergen
U.168	5 Oct. '44	<i>Zwaardvisch</i> (Dutch)—S/M patrol	Off Java
U.777	9/10 Oct. '44	R.A.F. air raid—bombing	Wilhelmshaven
U.1006	16 Oct. '44	<i>Annan</i> (R.C.N.)—sea patrol	Faeroes
U.957	19 Oct. '44	Accident—rammed by German ship	Lofoten Is.
U.985	22 Oct. '44	Mine (German)	Off S. Norway
U.673	24 Oct. '44	Accident—collision	Off S.W. Norway
U.1060	27 Oct. '44	Aircraft of 1771 F.A.A. Squadron from <i>Implacable</i> and 502 Squadron (R.A.F.) and 311 Squadron (Czech)	Off Norway

Table I. German U-boats Sunk 1st June, 1944-8th May, 1944 (Contd.)

Number	Date	Name and Task of Killer	Area
U.1226	20 Oct. '44 to 4 Nov. '44	Unknown (probably schnorkel accident)	Atlantic
U.2331	- Oct. '44	Accident—marine casualty	Baltic
U.537	9 Nov. '44	<i>U.S.S. Flounder</i> —S/M patrol	Off Java
U.771	11 Nov. '44	<i>Venturer</i> —S/M patrol	Arctic
U.1200	11 Nov. '44	<i>Pevensey Castle</i> , <i>Portchester Castle</i> , <i>Launceston Castle</i> , <i>Kenilworth Castle</i> —sea patrol	Channel approaches
U.322	25 Nov. '44	<i>Ascension</i> and aircraft of 330 Squadron (Norwegian)—Northern transit area patrol	Shetlands area
U.80	28 Nov. '44	Accident—marine casualty	Baltic
U.196	30 Nov. '44	Unknown	Sunda Strait
U.547	- Nov. '44	Mine	Baltic
U.297	6 Dec. '44	<i>Loch Insh</i> and <i>Goodall</i> —sea patrol	Off N. Scotland
U.387	9 Dec. '44	<i>Bamborough Castle</i> —sea escort	Arctic
U.416	12 Dec. '44	Accident—collision	Baltic
U.479	12 Dec. '44	Unknown (possibly Russian mine)	Baltic
U.365	13 Dec. '44	Aircraft of 813 F.A.A. Squadron from <i>Campania</i> —carrier air escort	Arctic
U.400	17 Dec. '44	<i>Nyasaland</i> —sea escort	South of Ireland
U.1209	18 Dec. '44	Accident—marine casualty	Channel
U.737	18 Dec. '44	Accident—collision	Lofoten Is.
U.2342	26 Dec. '44	Mine	Baltic
U.877	27 Dec. '44	<i>St Thomas</i> (R.C.N.)—sea escort	North Atlantic
U.735	28 Dec. '44	R.A.F. air raid—bombing	Norway
U.772	30 Dec. '44	Aircraft of 407 Squadron R.C.A.F.—air support	Channel
U.2532	31 Dec. '44	U.S.A.A.F. air raid—bombing	Hamburg
U.2537	31 Dec. '44	U.S.A.A.F. air raid—bombing	Hamburg
U.679	10 Jan. '45	Unknown (possibly Russian mine)	Baltic
U.248	16 Jan. '45	<i>U.S.S. Hayter</i> , <i>Otter</i> , <i>Varian</i> and <i>Hubbard</i> —sea patrol	North Atlantic
U.482	16 Jan. '45	<i>Peacock</i> , <i>Hart</i> , <i>Starling</i> , <i>Loch Craigie</i> and <i>Amethyst</i> —sea patrol	North Channel
U.2515	17 Jan. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.2523	17 Jan. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.2530	17 Jan. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.1199	21 Jan. '45	<i>Icarus</i> and <i>Mignonette</i> —sea escort	Channel
U.763	21 Jan. '45	Russian air raid—bombing	Koenigsberg
U.1172	26 Jan. '45	<i>Aylmer</i> , <i>Calder</i> , <i>Bentinck</i> and <i>Manners</i> —sea escort	Irish sea
U.1051	27 Jan. '45	<i>Tyler</i> , <i>Keats</i> and <i>Bligh</i> —sea escort	Irish Sea
U.3520	31 Jan. '45	Mine	Baltic
U.1020	- Jan. '45	Unknown	Off N.E. Scotland
U.650	- Jan. '45	Unknown	Channel
U.382	- Jan. '45	Accident—collision	Baltic
U.1279	3 Feb. '45	<i>Bayntun</i> , <i>Braithwaite</i> and <i>Loch Eck</i> —sea patrol	North of Shetlands
U.745	4 Feb. '45	Unknown	Baltic
U.1014	4 Feb. '45	<i>Loch Scavaig</i> , <i>Nyasaland</i> , <i>Papua</i> and <i>Loch Shin</i> —sea patrol	Off N. Ireland
U.864	9 Feb. '45	<i>Venturer</i> —S/M patrol	Off S.W. Norway
U.989	14 Feb. '45	<i>Bayntun</i> , <i>Braithwaite</i> , <i>Loch Eck</i> and <i>Loch Dunvegan</i> —sea patrol	North of Shetlands
U.1053	15 Feb. '45	Accident—whilst exercising	Off Bergen
XX U.309	16 Feb. '45	<i>St John</i> (R.C.N.)—sea patrol	Off N.E. Scotland
U.425	17 Feb. '45	<i>Lark</i> and <i>Alnwick Castle</i> —sea escort	Arctic
U.1273	17 Feb. '45	Mine	Off S. Norway
U.1278	17 Feb. '45	<i>Bayntun</i> and <i>Loch Eck</i> —sea patrol	Off Shetlands
U.2344	18 Feb. '45	Accident—collision	Baltic
U.676	19 Feb. '45	Mine	Baltic

Table I. German U-boats Sunk 1st June, 1944-8th May, 1945 (Contd.)

Number	Date	Name and Task of Killer	Area
U.1208	20 Feb. '45	<i>Amethyst</i> —sea escort	St. George's Channel
U.300	22 Feb. '45	<i>Recruit, Evadne and Pincher</i> —sea escort	South of Portugal
U.480	24 Feb. '45	<i>Duckworth and Rowley</i> —sea escort	Channel
U.927	24 Feb. '45	Aircraft of 179 Squadron—air patrol	Channel
U.3007	24 Feb. '45	U.S.A.A.F. air raid—bombing	Bremen
U.1018	27 Feb. '45	<i>Loch Fada</i> —sea escort	Channel
U.327	27 Feb. '45	Aircraft of U.S. Squadron 112 and <i>Labuan, Loch Fada and Wild Goose</i> —air/sea support	Channel
U.869	28 Feb. '45	U.S.S. <i>Fowler and L'Indiscret</i> (Fr)—sea escort	Off Morocco
U.923	- Feb. '45	Mine (Russian)	Baltic
U.21	- Feb. '45	Scrapped	Baltic
U.3519	2 Mar. '45	Mine	Baltic
U.1302	7 Mar. '45	<i>La Hullose, Strathadam and Thetford Mines</i> (all R.C.N.)—sea patrol	St. George's Channel
U.682	8/9 Mar. '45	R.A.F. air raid—bombing	Hamburg
U.275	10 Mar. '45	Mine	Channel
U.681	11 Mar. '45	Aircraft of U.S. Squadron 103—air patrol	Channel
U.683	12 Mar. '45	<i>Loch Ruthven and Wild Goose</i> —sea escort	Channel
U.260	12 Mar. '45	Mine	South of Ireland
U.714	14 Mar. '45	<i>Natal</i> (S.A.N.F.) on passage	Off Farne Is.
U.367	15 Mar. '45	Mine	Baltic
U.866	18 Mar. '45	U.S.Ss <i>Lowe, Menges, Pride and Mosley</i> —sea patrol	Off Nova Scotia
U.905	20 Mar. '45	Aircraft of 86 Squadron—Northern transit area patrol	N.W. of Orkneys
U.1003	20 Mar. '45	<i>New Glasgow</i> (R.C.N.)	North of Ireland
U.296	22 Mar. '45	Aircraft of 120 Squadron—air patrol	North Channel
U.399	26 Mar. '45	<i>Duckworth</i> —sea escort	Channel
U.965	27 Mar. '45	<i>Conn</i> —sea patrol	Hebrides
U.722	27 Mar. '45	<i>Fitzroy, Redmill and Byron</i> —sea patrol	Hebrides
U.246	29 Mar. '45	<i>Duckworth</i> —sea escort	Channel
U.1106	29 Mar. '45	Aircraft of 224 Squadron—Northern transit area patrol	Shetlands
U.1021	30 Mar. '45	<i>Rupert and Conn</i> —sea patrol	Hebrides
U.3508	30 Mar. '45	U.S.A.A.F. air raid—bombing	Wilhelmshaven
U.429	30 Mar. '45	U.S.A.A.F. air raid—bombing	Wilhelmshaven
U.96	30 Mar. '45	U.S.A.A.F. air raid—bombing	Wilhelmshaven
U.72	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.430	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.870	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.329	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.884	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.886	30 Mar. '45	U.S.A.A.F. air raid—bombing	Bremen
U.2340	30 Mar. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.348	30 Mar. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.1167	30 Mar. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.350	30 Mar. '45	U.S.A.A.F. air raid—bombing	Hamburg
U.321	2 Apr. '45	Aircraft of 304 Polish Squadron—air patrol	S.W. of Ireland
U.1221	3 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel
U.2542	3 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel
U.3505	3 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel
U.1276	3 Apr. '45	Aircraft of 224 Squadron—Northern transit area patrol	Off Shetlands
U.749	4 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel
U.237	4 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel
U.3003	4 Apr. '45	U.S.A.A.F. air raid—bombing	Kiel

Table I. German U-boats Sunk 1st June, 1944-8th May, 1945 (Contd.)

Number	Date	Name and Task of Killer	Area
U.1169	5 Apr. '45	Mine	St. George's Channel
U.1195	6 Apr. '45	<i>Watchman</i> —sea escort	Channel
U.857	7 Apr. '45	U.S.S. <i>Gustafson</i> —sea patrol	Off Cape Cod
U.1001	8 Apr. '45	<i>Fitzroy and Byron</i> —sea patrol	S.W. of Ireland
U.2509	8 Apr. '45	R.A.F. air raid—bombing	Hamburg
U.2514	8 Apr. '45	R.A.F. air raid—bombing	Hamburg
U.3512	8 Apr. '45	R.A.F. air raid—bombing	Hamburg
U.774	8 Apr. '45	<i>Calder and Bentinck</i> —sea patrol	S.W. of Ireland
U.804	9 Apr. '45	Aircraft of 143, 235 and 248 Squadrons—air strike	Skagerrak
U.1065	9 Apr. '45	Aircraft of 143, 235 and 248 Squadrons—air strike	Skagerrak
U.843	9 Apr. '45	Aircraft of 235 Squadron—air strike	Skagerrak
U.878	10 Apr. '45	<i>Vanquisher and Tintagel Castle</i> —sea escort	South of Ireland
U.486	12 Apr. '45	<i>Tapir</i> —S/M patrol	Off S.W. Norway
U.1024	12 Apr. '45	<i>Loch Glendhu</i> —sea escort	Irish Sea
U.1206	14 Apr. '45	Accident—marine casualty	North Sea
U.235	14 Apr. '45	Accident (German escort vessel T-17)	Skagerrak
U.285	15 Apr. '45	<i>Grindall and Keats</i> —sea patrol	S.W. of Ireland
U.1063	15 Apr. '45	<i>Loch Killin</i> —sea escort	Channel
U.1235	16 Apr. '45	U.S.Ss <i>Stanton and Frost</i> —sea patrol	North Atlantic
U.78	16 Apr. '45	Russian forces	Baltic
U.880	16 Apr. '45	U.S.Ss <i>Stanton and Frost</i> —sea patrol	North Atlantic
U.1274	16 Apr. '45	<i>Viceroy</i> —sea escort	Off St Abbs Head
U.251	19 Apr. '45	Aircraft of 235, 143, 248 Squadrons and 333 Norwegian Squadron—air strike	Kattegat
U.879	19 Apr. '45	U.S.Ss <i>Buckley and Reuben James</i> —sea patrol	Off Nova Scotia
U.636	21 Apr. '45	<i>Bazely, Drury and Bentinck</i> —sea patrol	N.W. of Ireland
U.518	22 Apr. '45	U.S.Ss <i>Carter and Neal A Scott</i> —sea patrol	North Atlantic
U.183	23 Apr. '45	U.S.S. <i>Besugo</i> —S/M patrol	Java Sea
U.396	23 Apr. '45	Aircraft of 86 Squadron—air patrol	Hebrides
U.546	24 Apr. '45	U.S.Ss <i>Flaherty, Neunzer, Chatelain, Varian, Hubbard, Janssen, Pillsbury and Keith</i> —sea escort	North Atlantic
U.1107	25 Apr. '45	Aircraft of U.S. Squadron 103—air patrol	S.W. of Ushant
U.1017	29 Apr. '45	Aircraft of 120 Squadron—Northern transit area patrol	N.W. of Ireland
U.307	29 Apr. '45	<i>Loch Insh</i> —sea escort	Arctic
U.286	29 Apr. '45	<i>Loch Shin, Anguilla and Cotton</i> —sea escort	Arctic
U.242	30 Apr. '45	Aircraft of 201 Squadron, <i>Hesperus</i> and <i>Havelock</i> —air/sea escort	Irish Sea
U.548	30 Apr. '45	U.S.Ss <i>Natchez, Coffman, Bostwick and Thomas</i> —sea escort	E. coast of U.S.A.
U.1055	30 Apr. '45	Aircraft of U.S. Squadron 63—air patrol	W.S.W. of Ushant
U.56	Between 9 & 25 Apr. '45	R.A.F. and U.S.A.A.F.—air raids	Baltic
U.1227	"	R.A.F. and U.S.A.A.F.—air raids	Kiel
U.677	"	R.A.F. and U.S.A.A.F.—air raids	Baltic
U.906	"	R.A.F. and U.S.A.A.F.—air raids	Baltic
U.982	"	R.A.F. and U.S.A.A.F.—air raids	Baltic
U.3525	"	R.A.F. and U.S.A.A.F.—air raids	Baltic
U.747	"	R.A.F. and U.S.A.A.F.—air raids	Kiel
U.2516	"	R.A.F. and U.S.A.A.F.—air raids	Kiel
U.1131	"	R.A.F. and U.S.A.A.F.—air raids	Kiel

Table I. German U-boats Sunk 1st June, 1944-8th May, 1945 (Contd.)

Number	Date	Name and Task of Killer	Area
U.325	- Apl. '45	Unknown	Channel
U.326	- Apl. '45	Unknown	U.K. area
U.1007	2 May '45	R.A.F. 2nd T.A.F.—air strike	Off Lubeck
U.2359	2 May '45	Aircraft of 143, 235 and 248 Squadrons, R.C.A.F. Squadron 404, and Norwegian Squadron 333—air strike	Kattegat
U.3030	3 May '45	R.A.F. 2nd T.A.F.—air strike	South of Kattegat
U.3032	3 May '45	R.A.F. 2nd T.A.F.—air strike	South of Kattegat
U.2540	2 May '45	R.A.F. 2nd T.A.F.—air strike	South of Kattegat
U.2524	3 May '45	Aircraft of 254 and 236 Squadrons 2nd T.A.F.—air strike	South of Kattegat
U.1210	3 May '45	R.A.F. 2nd T.A.F.—air strike	Kiel Bay
U.2503	4 May '45	Aircraft of 236 and 254 Squadrons—air strike	South of Kattegat
U.711	4 May '45	Aircraft of 853, 882 and 846 F.A.A. Squadrons from <i>Searcher</i> , <i>Trumpeter</i> and <i>Queen</i> —carrier air strike	Hardstadt
U.579	4 May '45	R.A.F. aircraft—air strike	South of Kattegat
U.2338	4 May '45	Aircraft of 236 and 254 Squadrons—air strike	South of Kattegat
U.393	4 May '45	Aircraft of 236 and 254 Squadrons—air strike	South of Kattegat
U.904	4 May '45	R.A.F. 2nd T.A.F.—air strike	Kiel Bay
U.746	4 May '45	R.A.F. 2nd T.A.F.—air strike	South of Kattegat
U.876	4 May '45	R.A.F. 2nd T.A.F.—air strike	Eckernförde
U.733	4 May '45	R.A.F. 2nd T.A.F.—air strike	Flensburg
U.236	4 May '45	Aircraft of 236 and 254 Squadrons—air strike	South of Kattegat
U.2365	5 May '45	Aircraft of Czech Squadron 311—air strike	Kattegat
U.534	5 May '45	Aircraft of 206 Squadron—air strike	Kattegat
U.3523	5 May '45	Aircraft of 224 Squadron—air strike	Kattegat
U.2521	5 May '45	Aircraft of 547 Squadron—air strike	Kattegat
U.3503	5 May '45	Aircraft of 86 Squadron—air strike	Kattegat
U.1008	6 May '45	Aircraft of 86 Squadron—air strike	Kattegat
U.2534	6 May '45	Aircraft of 86 Squadron—air strike	Kattegat
U.853	6 May '45	U.S.S. <i>Atherton</i> and <i>Moberly</i> —sea patrol	East coast of U.S.A.
U.881	6 May '45	U.S.S. <i>Farquhar</i> —sea patrol	North Atlantic
U.320	7 May '45	Aircraft of 210 Squadron—Northern transit area patrol	East of Shetlands
U.398	- May '45	Unknown	East coast of Scotland

NOTE:

Since the publication of Volumes I and II a few reassessments of U-boat losses have been made, e.g. it is now known that U.57 was accidentally rammed and sunk in the Baltic on 3rd Sept. 1940. It is possible that, as more information comes to light, further correction of or addition to this table may be necessary. For example unofficial German research by Feldmann-Schöpper, the results of which have been published in '*Kristall*' suggests that U.1223 and U.2367 were sunk by R.A.F. aircraft on 28th April and 5th May respectively; and that U.3028, U.1234, U.316, U.2355, U.3029, U.37, U.2544, U.1016 and U.2538 were all scuttled in late April or early May 1945. These assessments have not, however, yet been accepted by British authorities.

February 26 At Milford Wales. Tied to tanker. Still removing oil. 1730 hrs. Left tanker and proceeding to Cardiff. Nice weather. Asdic closed up.

February 27 At Barry Sound. 0120 hrs. Anchored. 0655 hrs. up anchor and proceeding to Cardiff Locks. 0845 hrs. Entering docks. 1100 hrs. Tied alongside jetty. Recieved pay & deammunitioned ship.

February 28 At Cardiff Wales. Tied up alongside jetty. 1630 hrs. Ship deammunitioned. 1815 hrs. Half of ship's company leave on 10 days leave. Shore leave in Cardiff.

March 1 At Cardiff jetty. Went to Aldershot to visit brother *Fred* & Uncle.

March 2 At Cardiff in dry dock. On leave in Aldershot.

March 3, 4 & 5 At Cardiff in dry dock. On leave in Aldershot.

March 6 At Cardiff in dry dock. On leave in London.

March 7 At Cardiff in dry dock. On leave in Cardiff.

March 8 At Cardiff in dry dock. Shore leave every second day. Sea Cadets came aboard and looked ship over.

March 9 & 10 At Cardiff in dry dock. Putting in attachment for asdic gear.

March 11 - 19 At Cardiff in dry dock.

March 20 At Cardiff in dry dock. Workers painting ship's bottom.

March 21 - 23 At Cardiff in dry dock.

March 24 At Cardiff in dry dock. 1100 hrs. H.M.C.S. Saint John afloat and removed from dry dock. Tied alongside British Corvette.

March 25 At Cardiff tied alongside Corvette. Finished painting panel. 1400 hrs. Ammunitioned ship. Tied alongside jetty. All ammunition aboard 1800 hrs.

March 26 At Cardiff alongside jetty. Dockyard workers painting ship's side and painting of ship completed.

March 27 At Cardiff alongside jetty. 0900 hrs. left and proceeding through locks. 1615 hrs. Out of locks and tied up alongside freighter at Queen's docks.

March 28 At Cardiff alongside freighter at Queen's docks. 1100 hrs. Left and proceeding slowly out of harbour. 1200 hrs. tied alongside jetty. 1800 hrs. Left jetty and proceeding to Barry - anchored at Barry at 1900 hrs.

March 29 At Barry. Anchored. 1000 hrs. Left Barry and proceeding back to Cardiff docks. 1100 hrs. At first dock proceeding up. Tied alongside crane at 1330 hrs. Engine generators needs repairs. Chief Engine room Artisefer missing C.E.R.A. Believed over board and reported lost at sea.

March 30 At Cardiff alongside crane. Hills dock. "Cleared lower deck". Search for C.E.R.A. Liabo.

March 31 At Cardiff alongside Crane at Hills docks. repairing generators.

April 1 & 2 At Cardiff alongside crane Hills docks.

April 3 At Cardiff alongside crane Hills dock. Lt. Cdr. Stacey arrives back from Canada.

April 4 & 5 At Cardiff alongside crane Hills dock.

April 6 At Cardiff. Moved up 100' forward of crane. Finished painting ship's side.

April 7 At Cardiff tied alongside crane Hills dock. Lt. Cdr. Stacey receives D.S.C., Lt. Bradley - D.S.C., A/PO Haagenon - H.S.D. & D.S.M., A/PO Royds S/D - D.S.M., Lt. Blanchard - M.I.D., Chief Cox Warburton - M.I.D., A.B. McMullins - M.I.D., C.E.R.A. Liabo - M.I.D.. Medal received aboard for the sinking of U Boat 247.

April 8 At Cardiff tied alongside crane. Visited Roath Park. Shore Leave.

April 9 At Cardiff alongside crane.

April 10 At Cardiff alongside crane. One generator repaired.

April 11 At Cardiff alongside crane. Vice-Admiral comes aboard for inspection. Ships company to wear number threes.

April 12 & 13 At Cardiff alongside crane Hills dock.

April 14 At Cardiff alongside crane hills dock. Ship's generators repaired - ready for sea.

April 15 At Cardiff alongside crane Hills dock. Went ashore to Roath Park, played softball at Yanks Camp. Score 5 - 4 for Yanks.

April 16 At Cardiff alongside crane Hills dock. 1430 hrs. left and proceeding through locks. 1735 hrs. tied alongside a freighter.

April 17 At Cardiff Queen's Docks. 1000 hrs. Moved alongside a tanker. 1200 hrs. went ashore for softball game at Yanks camp. 1900 moved alongside freighter on duty and taking oranges out of freighter's hold. Freighter loaded with oranges from Madrid, Spain.

April 18 At Cardiff tied alongside freighter. Taking oranges by the crate. 1430 hrs. Left Queen's dock. 1500 hrs. Through east lock 1600 hrs. Anchored at Barry. 2030 hrs. Up anchor & proceeding to sea.

April 19 At sea. South of Ireland. 0840 hrs. Joined E.G.6. H.M.C.S. New Waterford S.O. Annon, Loch Morlich, & Loch Achanalt in company. 1103 hrs. Action Stations. Dropped H/H pattern. 1130 hrs. 5 charge patterns. 1135 hrs. (Wreck) rejoined group. 1230 hrs. H.M.C.S. New Waterford alongside passing orders. 1700 hrs. Proceeding to pick up convoy. 2130 hrs. convoy ahead.

April 20 At sea with convoy. Station Q. 0400 passing through mouth of English Channel. 0900 hrs. 40 miles off Ushant Islands, France. Group joined us and proceeding west. 17 knots. Heavy fog. 2359 hrs. Clock back one hour. Left convoy. Gih.

April 21 At sea off Portugal. 0028 hrs. H.M.S. Annon has engine trouble. Speed decreased to 12 knots. 0046 hrs. Engines repaired. Speed 16 knots. H.M.C.S. New Waterford dropped pattern of charges. Group proceeding to Azores for fuel. Low fog & showers.

April 22 At sea. Course towards Azores. Fog lifting. Group having contacts all day. 1200 hrs. Sunshine and sea a beautiful blue. Lonely night.

April 23 At sea. Proceeding to Azores. Escort group 6 in company. H.M.C.S. Achanalt has engine trouble. 1200 hrs. Decreased speed to 10 knots. 1800 hrs. Engines okay. Changing speed to 14 knots. Weather warm and odd showers. Clock back one hour.

April 24 At sea. Proceeding towards Azores. 0430 hrs. Passing San Forge. 0530 hrs. Line ahead. We are the 5th ship. 0600 hrs. Passing between Fayal & Pico proceeding to Horta. 0700 hrs. Dropped anchor. 1100 hrs. Up anchor and entered Horta Harbour. Tied alongside H.M.C.S. Annon. We went swimming in Horta Harbour. Russian Freighter in with Women crew. Small boats bring out articles for sale and coming alongside with pineapples, oranges, lemons, jewellery & postcards. Proceeding with group 6 to position 6.

April 25 At sea. Proceeding towards Canada. Course to "E" position. E.G.6 in company. Weather cutting up. Asdic conditions poor.

April 26 At sea. Proceeding to "E" position. Three enemy U Boats in and around this area. Speed 16 knots. Heavy swell. 18 mile a hour reported.

April 27 At sea. South east of Newfoundland. 0900 hrs. Waiting to detach from E.G.6. 0912 hrs. Detached course 270. 16 knots. Halifax bound. 1300 hrs. Crew gets short arm. Weather cold & windy. 1700 hrs. 500 miles off Halifax. Passing the odd fishing schooner. 2200 hrs. Wreckage reported.

April 28 At sea. Proceeding to area of wreckage. 0700 hrs. In Area. 0900 hrs. Picked up H.M.C.S. Saint Stephens on radar. (heavy fog). 0930 hrs. Alongside H.M.C.S. Saint Stephens. Passed over cat gear. H.M.C.S. Saint Stephens proceeding to Halifax with us. 1200 hrs. visibility much better.

April 29 At sea. Proceeding to Halifax. H.M.C.S. Saint Stephens in company. 1000 hrs. Arrived at Halifax gates. 1010 hrs. Anchored off St. Georges Island. 1130 hrs. Up anchor and proceeding to jetty 3. 1230 hrs. Tied alongside H.M.C.S. Levis. 1900 hrs. Moved alongside H.M.C.S. St. Theresa. H.M.C.S. Sioux inside slip. "Mail".

April 30 At Halifax. Alongside H.M.C.S. St. Thresa. H.M.C.S. Levis slips. 1600 hrs. Thresa slips. 1700 hrs. Alongside H.M.C.S. Ettrick. Make & mend cancelled.

May 1 At Halifax alongside Ettrick. 1400 hrs. Taken by tug to jetty 0. Tied alongside H.M.C.S. St. Laurent. Supplies recieved onboard. 2 truck loads. Admiral Murry comes onboard. He welcomed us home and congratulated us on destroying 2 U Boats.

May 2 At Halifax alongside H.M.C.S. St. Laurent. Pictures taken of A/S Crew and boat crew. 2130 hrs. Left jetty 0 and proceeding to Saint John, New Brunswick. Filled out leave "chits". Bill Royds D.S.M. and I have middle watch. H.M.C.S. Prestonian in company.

May 3 At sea. Picked up Troop Ship Buckingham. Escorting it on way to Boston, U.S.A. 1030 hrs. Action stations. Dropped H/H pattern. Weather clear & cold.

May 4 At sea. Still with Troop Ship. Left it early morning. Sub reported by aircraft. Proceeding 14 knots in area of U Boat. No contact. Oil on surface. 4 Escorts sweeping area. Left contact and Group 13W. 2350 hrs. Weather cold & foggy.

May 5 At sea. Proceeding to Saint John. Heavy fog. 0230 hrs. Dropped anchor outside St. John docks. 0800 hrs, Up anchor and proceeding in and tied up alongside H.M.C.S. St. Francis. East docks.

May 6 At east dock St. John. Deammunitioned ship and empty tanks. Ship mates getting ready for leave. I go on leave with second bunch.

May 7 At east docks Saint John. 1100 hrs. World War 11 comes to an end. German Admiral surrendered and lays down all arms. Went ashore in Saint John. It was one hell of a hullablew!!! Flags everywhere.

May 8 At east docks Saint John. King George, Churchill, & Trueman speaks. Smuts & Mrs. Roosevelt speaks to world. First group go on leave. 1805 hrs. War documents signed. Captain gave us a speech & "spliced the main brace". A tot of rum.

May 9 At Saint John east docks. H.M.C.S. Fort William along side. I was made mailman, while Skip McMillin on leave. H.M.C.S. Louisberg in slips.

May 10 At Saint John east docks, new wharf.

May 11 At Saint John, new wharf. L.S.T. tied alongside.

May 12 At Saint John, new wharf.

May 13 At Saint John, new wharf. Went to Lilac Lake.

May 14 At Saint John, new wharf.

May 15 At Saint John, new wharf. Moved to foot of dry dock.

May 16 At Saint John, at foot of dry dock.

May 17 At Saint John, at foot of dry dock. 9 new relief trainees onboard. Training all day.

May 18 At Saint John, at foot of dry dock.

May 19 At Saint John, at foot of dry dock. H.M.C.S. Fort William alongside.

May 20 & 21 At Saint John, at foot of dry dock.

May 22 At Saint John, at foot of dry dock. Went for mail. Chipping paint.

May 23 At Saint John, at foot of dry dock. Went for mail. Ship going under repairs.

May 24 At Saint John, at foot of dry dock. Chipping paint. Went for mail.

May 25 At Saint John, at foot of dry dock. Chipping paint. Went for mail.

May 26 At Saint John, at foot of dry dock. H.M.C.S. Fort William alongside. Went for mail.

May 27, 28 & 29 At Saint John, at foot of dry dock. Went for mail.

May 30 At Saint John, at foot of dry dock. H.M.C.S. ^{our} Louisberg anchored. Fort William ammunitions ship. Took off ^{our} forward carley floats.

May 31 At Saint John, at foot of dry docks. Still chipping and painting.

June 1 At Saint John, at foot of dry dock. Went to hospital for X-ray. Had to report back.

June 2, 3, 4, 5, 6, & 7 At Saint John, at foot of dry dock.

June 8 At Saint John, at foot of dry dock. Recalled boys arrived back off of leave.

June 9 At Saint John, at foot of dry dock. 1600 hrs. Left on grain. Proceeding west through Maine.

June 10 - August 10 At Saint John. On leave.

August 11 At Saint John. Recieved telegram to report back to ship. Vancouver. Leave.

August 12 At Saint John.

August 13 At Saint John. Left Penticton for Saint John. N.B. Still on leave.

August 14 - 17 At Saint John.

August 18 At Saint John. Arrived at Saint John, New Brunswick. Arrived aboard H.M.C.S. Saint John 0730 hrs. Two days adrift.

August 19 & 20 At Saint John, in dry dock.

August 21 At Saint John in dry dock. H.M.C.S. Saint John removed from dry dock. Tied up ahead of H.M.C.S. St. Catherines.

August 22 At Saint John. Tied up ahead of H.M.C.S. St. Catherines. Chipping paint.

August 23 - 25 At Saint John. Chipping paint.

August 26 & 27 At Saint John.

August 28 - 30 At Saint John. Waiting for discharge.

August 31 At Saint John. Discharge arrived.

September 1 At Saint John. Recieved x-rays and medical at Captor II.

September 2 - 6 At Saint John.

September 7 At Saint John. 1200 hrs. Recieved discharge chit. Went on a big drunk.

September 8 At Saint John. 0500 hrs. Recieved x-ray and medical at Captor II.

September 9 At Saint John. Stayed on H.M.C.S. Saint John. Barracks closed.

September 10 At Saint John. Stayed on board.

September 11 At Saint John. 0800 hrs. At Captor II. Recieved draft to Vancouver. Left H.M.C.S. Saint John for the last time. 2000 hrs.

October 30 Was discharged from the R.C.N.V.R.



H.M.C.S. SAINT JOHN

**DEDICATION OF THE MEMORIAL
TO
“OUR SHIP”**

In the Saint John Trade and Convention Centre

**Saturday, 22nd. March 1986
5:30 p.m.**



Commander (R) J. F. Montague CD.
(Commanding Officer, H.M.C.S. Brunswicker)

Requests the pleasure of your company

at

The Unveilling of a Memorial

to

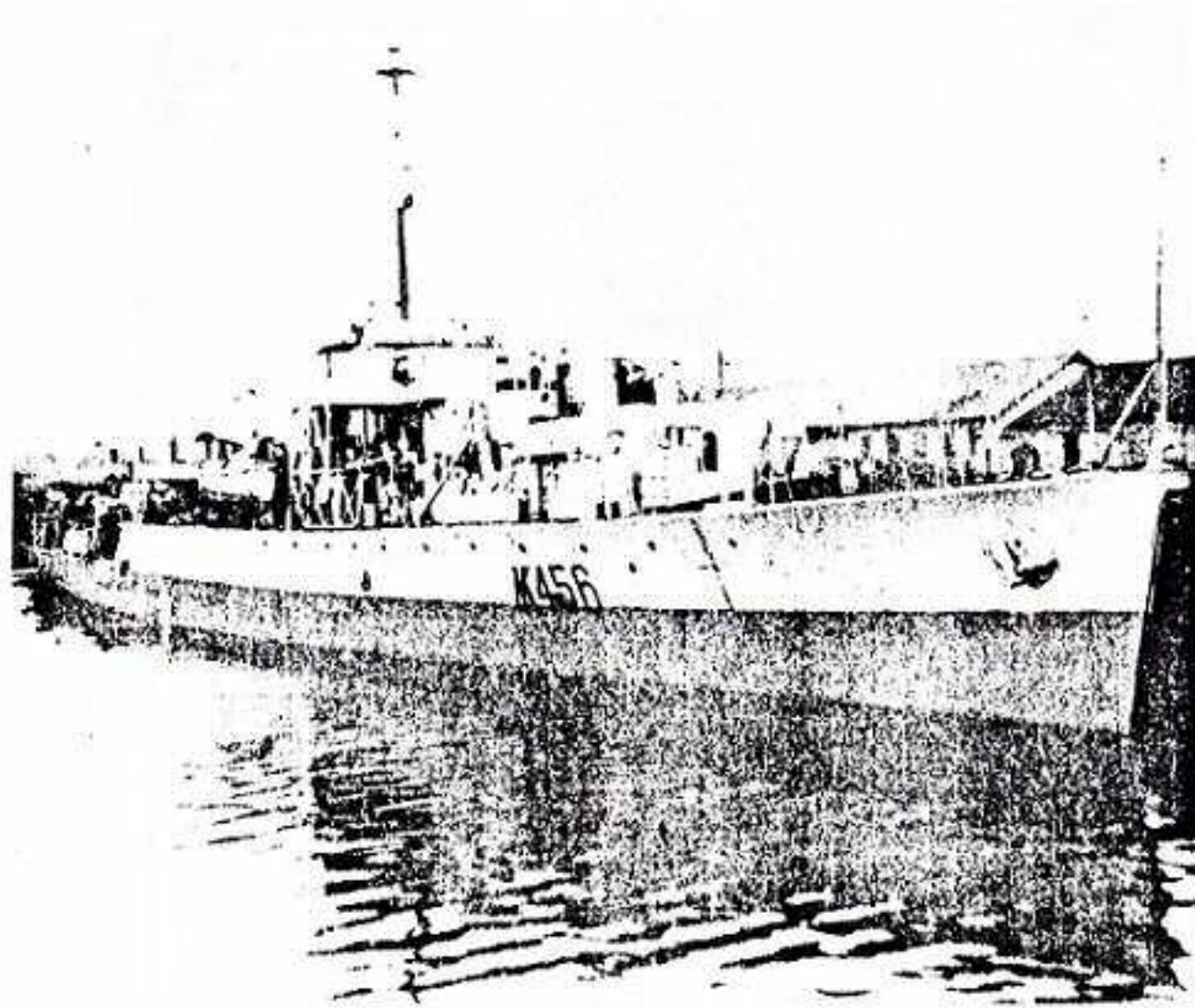
H.M.C.S. SAINT JOHN
(1943-1947)

at 5:30 p.m.

in

*The Foyer of the Saint John Trade and Convention Centre
Market Square*

on Saturday, 22nd March 1986



*Eternal Father, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee
For those in peril on the sea.*

The Caledonia Pipe Band will play before the beginning of
the ceremony

"The Queen"

Welcome by Cdr.(R) D. Hamilton CD
(Master of Ceremonies)

Greetings from the Province of New Brunswick
The Honourable John B.M. Baxter, QC MLA
Minister of Finance

Message from Crew Members H.M.C.S. Saint John
Jack Hughes, RCNR
Asdic Operator 1943-45

DEDICATION by Cdr.(R) J.F. Montague CD
Commanding Officer H.M.C.S. BRUNSWICKER

UNVEILING of the Memorial by
Her Worship Mayor Elsie E. Wayne,
Mayor of The City of Saint John

"Amazing Grace"
The Caledonia Pipe Band

Singing of *"Eternal Father, strong to save"*

Thanks and acknowledgement by Professor Job Hawkes

"O Canada"

TOP HOWE - PENDEL BURY - MILLER - McMILLAN
 L to R
 CENTRE CALVERT - COULSON - PEGG - McLAUGHLIN - ?
 BOTTOM FREEMAN



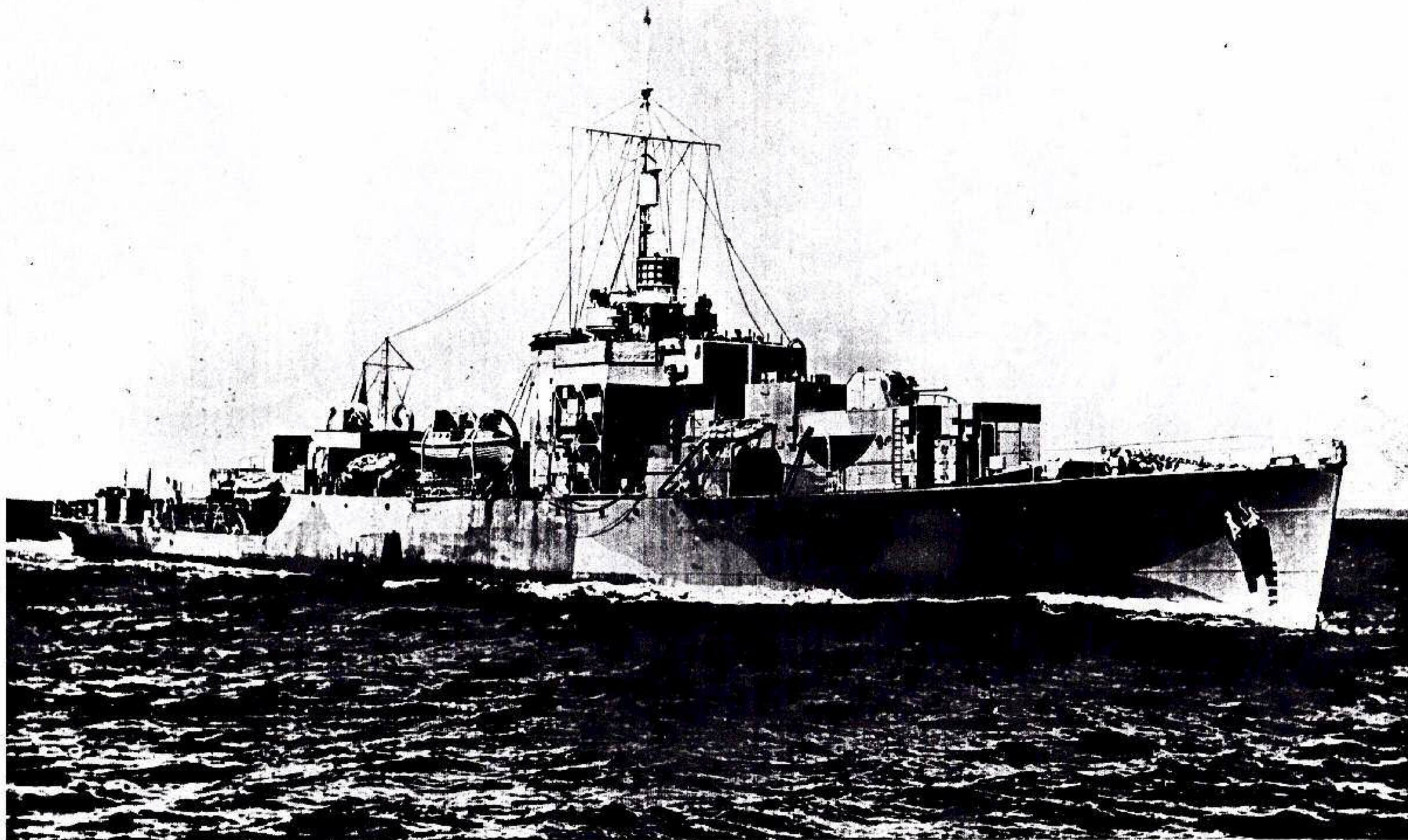
HMCS.
 SAINT JOHN
 1944

NOTE TO U+BOATS PAINTED ON GUN TURRET

EG 9

H.M.C.S. SAINT JOHN

K456



CONVOY COMMEMORATED

Soviet war medals presented to Pentictonites

By JUANITA NG
Staff Writer

The commemorative war medals were 40 years in the making, but when they were presented recently in Richmond, the event was no less memorable for the delay.

In the spirit of glasnost, the Soviet government presented them to Penticton residents Ronald Myles and Cable Freeman and approximately 50 former members of the Royal Canadian Navy who served on convoy duty during World War II.

In presenting the Commemorative Medal for the 40th Anniversary of the Victory over Fascist Germany, Alexi Makarov, the administrative chief of the Soviet Embassy in Ottawa, said, "It was struck for our own citizens who took part in military actions and now it has been decided to present it to the sailors who participated in the convoy support."

More than 80 medals have been presented in Toronto and Ottawa.

"I was pleased about the whole thing. Regardless of how long it took, they recognized us," Myles said.

His only quibble was that the ceremony lasted only a little over an hour, and recipients were served only coffee.

Still, it was an opportunity to meet "a lot of your old chums, and Makarov was a real gentleman" who spoke of peace between countries, Myles said.

Now 77, Myles was only 19 when he entered the navy as a seaman. By the time he left 25 years later, he had risen to the position of chief petty officer of the HMCS Iroquois.

He then spent five years on reserve duty.

Freeman, now 63, was a 17-year-old submarine detector in 1941, when German land forces were striking deep into the USSR.

He was part of a convoy that crossed the Atlantic, fueled in Great Britain, then travelled across the Arctic Circle into the Norwegian Sea and turned northeast into the Barents Sea to the most northerly Russian ports.

Freeman's convoy included 30 merchant ships, two aircraft carriers, one cruiser, 20 destroyers, and five frigates.

According to Freeman, "the weather in the Arctic Circle was hell." And even the socks, mittens and five-foot-long scarves provided by the Salvation Army couldn't lessen the dangers of U-boat packs, heavily armed German surface raiders, and bombers from bases in Norway.

At 17 and 19, Myles and Freeman must have experienced some culture shock. "I was born in Penticton and didn't even know where the Pacific Ocean was," Freeman said.

From his secluded world, Freeman went into training for one year and spent the next three on duty on the frigate HMCS Saint John.

His life was divided into two-hour on-duty, four-hour off-duty shifts. Of the grueling schedule, Freeman says, "It didn't matter. That's the way life was."

Freeman, who was nicknamed "able seaman, Cable Freeman" by his shipmates, spent his days sweeping the Bay of Biscay for mines and homebound German submarines.

"We sunk two German U-boats," Freeman recalls. The numbers of the boats are etched indelibly in his mind. "U-boat 309 and U-boat 247," he says unhesitatingly when asked if he remembers which boats they sunk.

And Myles remembers that his convoy, which included 28 merchant ships and 30 naval ships, sunk or damaged 28 enemy ships in August, 1944.

He says the Russians were well-protected. On one occasion in 1945, 30 escort ships guided home 28 Russian ships carrying food and railroad equipment.

"You never knew what you would come up against," Myles said, adding that with the situation being one of life or death, men lived and acted on instinct.

According to Myles, there were three stages of action on board, depending on the situation.

Men on "cruising station," were on duty for four hours and off duty for eight hours. On "defence station," they were on duty for four hours and off duty for four hours. A ship on "action station" required all men to be on duty at all times.

Although they were prohibited from writing anything that might tell the enemy where their ships were, Myles and Freeman both kept diaries.

Freeman's station was near the cabin, giving him limited access to the ship log.

The first entry in his diary reads "Crew on Dec. 2, 1943 drafted with kit and gear, hammock, to Hochelaga Montreal for Frigate No. 9. 0930 board train, CN for Montreal at Halifax, N.S."

On Dec. 25, Freeman was "still at jetty O Christmas Day. All aboard for dinner. Turkey, pudding and everything except beer."



CABLE FREEMAN

Midway through the journal, the Dec. 12, 1944 entry reads "At sea. North of Norway. 0210 hrs. Two German reconnaissance planes sighted. 0950 hrs. German plane shot down by A/A guns. Second plane gets away. 1340 Action Stations. Enemy torpedo bombers approaching convoy and all ships surrounding convoy and putting up steady barrage. Planes also dropping bombs. Large number dropped. Number of German bombers — 8. One bomber shot down and 4 German Airmen picked up. H.M.C.S. Saint John is one year old today."

After leaving the navy, Freeman joined the Canadian Pacific Railway. He spent 37 years on the railroad, retiring as a conductor in 1984. "I'm in and out of uniforms all the time," he chuckled.

Since his retirement, Freeman and wife Edith have spent much of their free time travelling, often to naval reunions.

There is one dark spot in the future of this full life. Three months ago, Freeman was told he had cancer in both lungs. Doctors are still trying to contain the cancer, but a worried Freeman says he often experiences difficulties breathing.

Myles, who worked 13 years in a North Vancouver shipyard before retiring, has also been stricken with cancer. Ironically, Myles, who left Pearl Harbor the day before it was bombed, was never injured while on duty.

Still, both have good memories to hold onto. According to Myles, the Royal Canadian Navy was a good employer. If you did as you were instructed, you were treated well, he said.



Obituaries

FREEMAN: Cable Alfred of 1230 Penticton Avenue, passed away July 29, 1988 in his 63rd year. Survived by his loving wife Edith, three step-daughters, Arlea (John) Macko of Revelstoke, Lana James of Penticton, Shelly (Herb) Carruthers of Saskatoon; four grandchildren, Diane, Chris, Leah and Laura; two brothers, Fred (Lila) of Toronto, Ted of Vancouver; one sister Doreen (Doug) Peterson, California. Predeceased by his parents, three brothers, two sisters. Cable was born here October 5, 1924 and attended school here. Served in the Royal Canadian Navy during World War II. Was a member of Branch 40, Royal Canadian Legion. Life member of Okanagan Main Line Philatelic Association and Past President and Life Member of Penticton and District Stamp Club. Also a member of Vancouver and Kelowna Naval Associations. Retired in 1984 as a conductor after 37 years on the Kettle Valley C.P. Railway. A Memorial Service for Cable will be held at Penticton United Church on Friday, August 5 at 2:30 p.m. Donations to the Oncology Centre, Penticton Regional Hospital, would be appreciated.

