

Name HMCS SPIKENARD 8000

1st Commission

Date of Commissioning: 8 December 1940 as HMS

Date of Paying Off: Sunk 10/11 February 1942

2nd Commission

Date of Commissioning

Date of Paying Off

3rd Commission

Date of Commissioning

Date of Paying Off

4th Commission

Date of Commissioning

Date of Paying Off

5th Commission

Date of Commissioning

Date of Paying Off

Spikenard
Also filed N.A. Convoy
1650-239/15
Prior 1943.

THE LOSS OF H.M.C.S. SPIKENARD

On the 19th of February, 1942, the Honourable Angus L. MacDonald, Minister for Naval Services, announced the sinking by enemy action of His Majesty's Canadian Ship Spikenard. Commanded by Lieutenant-Commander Hubert George Shadforth, RCNR, the corvette Spikenard (K-198) was senior ship of a Mid-Ocean Escort Group engaged in escorting the slow convoy SC-67 bound for the United Kingdom.

The catastrophe occurred the night of February 10, 1942, in position 56° 10' North; 21° 07' West, a point some 500 miles west of the Irish coast and about the same distance south of Iceland. The convoy of 22 merchant ships extended in a block formation of seven columns was on an easterly course, plodding through fairly heavy seas. In the intense darkness of the night, the convoy was slowly approaching "Eastemp" (Eastern Ocean Meeting Place) where the escort ships were to have been relieved by the Western Approaches Escort Group which would shepherd the merchantmen to United Kingdom ports. In fact, Commander Shadforth had already issued the orders to the ships of his force directing them to shape course for Londonderry immediately on arrival of the British escort ships.

In addition to Spikenard, Commander Shadforth's forces consisted of HMC Ships Louisburg, Dauphin, Chilliwack, Shediac, and Lethbridge - a total of six corvettes.

At the time of the attack, Spikenard was zig-zagging ahead of the starboard column of the convoy. The remainder of the escort group were stationed in protective screening positions around the convoy as follows: Louisburg, about 2000 yards on the starboard beam of the leading ship in the starboard column, so, considerably more than a mile off Spikenard's starboard quarter;

Dauphin, about one mile astern of the starboard column; Chilliwack, in position off the port bow of the port column of the convoy; Shediac, off the port quarter of the last merchantman in the port column; Lethbridge, stationed off Shediac's port quarter on the lookout for shadowing U-boats astern.

At 2220 (zone time) Chilliwack on the port bow sighted a dark object on the surface and trained her 4-inch gun on the target. Fire was withheld for the British corvettes were expected on that bearing. However, when the dark shape disappeared it was realized that the target was a U-boat. Almost at once, asdic contact was made and Chilliwack altered course and attacked with depth charges. However, contact could not be regained.

Within a few minutes action began on the starboard bow of the convoy. The senior officer's ship Spikenard was at action stations when she was struck by a torpedo at 2230. Almost simultaneously, Louisburg sighted the wake of a torpedo going down her port side. At 2232 the Norwegian ship Heina blew up. Heina was the second vessel of the starboard column. The two explosions took place so closely together in respect of time and position, that, to many of the ships, they appeared to be one and the same casualty.

The escort ships were from 1½ to 7 miles distant from one another. Chilliwack was already in action and the remainder with the exception of Lethbridge who remained on station, went immediately into search and attack tactics.

Dauphin's Officer of the Watch saw a ship torpedoed at 2230 at an estimated distance of 3 miles and seconds later saw a second explosion on roughly the same bearing. Dauphin immediately closed a burning wreck (Heina) carrying out an asdic sweep. Concerned over the possibility of a second ship having been torpedoed, Dauphin's Commanding Officer directed Shediac, who was racing up from the port quarter, to sweep and search farther ahead. However, nothing was found. Dauphin stood by the Norwegian tanker until she sank at 0015 on the 11th, picking up all survivors.

The other escorts tell the same story of uncertainty as to what had happened and preoccupation with more immediate tasks. Shediac who was on the port quarter astern, on hearing the explosion closed in the general direction and passed close to a torpedoed ship (presumably Heina), which appeared to be sinking slowly. She carried on with her primary task of hunting the attacking U-boat. After dropping a pattern of depth charges on a good contact, Shediac closed a sinking ship (Heina) and found Dauphin standing by.

Louisburg was undoubtedly the escort closest to Spikenard and it is not entirely clear why the torpedoing of the senior Officer was not sighted. Of course at that particular moment a torpedo going down the port side took the bridge's attention and this was quickly followed by the blowing up of the tanker off the corvette's port quarter. Louisburg at once altered to starboard to comb the torpedo's track and succeeded in gaining a firm contact which she attacked for the next hour and a half.

Lethbridge remained on station well back on the port quarter of the convoy. During subsequent proceedings she heard Dauphin trying unsuccessfully to raise Spikenard by radio-telephone but suspected nothing more serious than R/T failure, a fairly common occurrence.

Chilliwack at the time of the attack was proceeding down the port side of the convoy on a reciprocal course after attacking the U-boat that had been contacted on the port bow of the convoy. She continued to search astern of the convoy which had by this time pulled well ahead.

Shortly after daylight Dauphin's Commanding Officer began to suspect that one of the two ships torpedoed might have been Spikenard. Shediac also noted that Spikenard was missing at daylight but the C.O. thought that she was somewhere over the horizon even though the Senior Officer's proper position was with the convoy. However, none of the others could provide confirming evidence and it was not until the Senior Officer of the British escort in H.M.S.

St. Albans joined at 1045 on the 11th, that definite action was taken. H.M.S. Gentian picked up 8 survivors from one of Spikenard's Carley floats -- the only survivors.

When the torpedo struck H.M.C.S. Spikenard, most of the ship's company had left their mess decks to take action stations and those from forward were grouped on the forecastle or between it and the bridge. The torpedo apparently crashed into the ship in the vicinity of the wardroom and the stokers' flat directly below the bridge and the well deck abaft the break of the forecastle. This factor undoubtedly accounts for the heavy loss of life among the officers as well as the men. The ship's side and the deck at the break of the forecastle disintegrated. A flash fire destroyed the bridge and wireless room with their personnel as well as one of the ship's boats. A drum of gasoline stowed beside the mast probably added to the holocaust.

The men escaping from below had to run through the flames and then fell into the sea where the deck had been blown away. The ship flooded rapidly below the water-line in and below the forward mess decks as far aft as No. 1 Boiler Room. Since the upper mess deck had no water-tight hatch to the lower mess deck, the sea-water rose rapidly and the ship sank in three to five minutes. The whistle blew continuously until the ship slipped beneath the waves. Spikenard went down head first and just before her final plunge was shaken by another explosion caused by either a hot boiler or a depth charge. The second sea-boat was probably destroyed in this explosion.

With both boats gone the only survivors were those who reached the Carley float. The raft was also launched but nothing further was heard of its occupants. Two who reached the Carley float were badly injured and died subsequently. These were put over the side. Some who had fallen into the water through the hole in the well-deck forward climbed back into the ship and presumably perished in the second explosion. Survivors on the Carley float

tated that others could be heard shouting around them for some time in the darkness but they could not be located by the slow moving float. Shortly after the ship sank a corvette passed by (probably Mediac) but since the float was not provided with flares there were no means of attracting the corvette's attention.

In reconstructing the action, it is reasonably clear that at least two U-boats attacked the convoy. It would appear that Chilliwick successfully held the U-boat on the port bow submerged so that no successful attack materialized from that quarter. Moreover, it would appear that Spikenard's attacker fired a salvo of torpedoes from off the starboard bow of the convoy accounting for the destruction of Spikenard and the tanker Heina. The torpedo that passed Louisburg may have been the one that sank Heina.

The Board of Inquiry that was convened to investigate the loss of Spikenard certainly brought to light the existence of much confusion but the escort commanders were exonerated so far as any negligence in coming to the aid of Spikenard was concerned. The Board concurred with the policy of searching out the U-boat attackers before conducting rescue operations.

Out of the ship's company of 65 officers and men, 8 men survived. Their names are as follows:-

<u>Name</u>	<u>Rank/Rating Official No.</u>	<u>Name & Address of Next-of-Kin</u>
COWAN, Denis Hugh	Able Seaman, V.6481, R.C.N.V.R.	<u>Mother:</u> Mrs. Annie Cowan, 158 Westley Ave., Laurentian View, Ottawa.
DEANS, Thomas Russell	A/Ldg. Smn., 3212 R.C.N.	<u>Mother:</u> Mrs. Jane Deans, 408 Buckna St., TRAIL, B.C.
MILLS, Wilfred Edward	Telegraphist, V.22962 R.C.N.V.R.	<u>Wife:</u> Mrs. Norman Edna Mill 11 Humberview Rd., TORONTO, Ont
WHITWORTH, John	Signalman V.8411 R.C.N.V.R.	<u>Mother:</u> Mrs. Winnifred Whitworth, 27 Garfield Ave. HAMILTON, Ont.

DAY, Alexander Albert	A/C.E.R.A. V. 5825 R.C.N.V.R.	<u>Wife:</u> Mrs. Violet Frances Day 881 Rielle Ave., VERDUN, P.Q.
LAABS, Harold John	S.P.O. V.16182 R.C.N.V.R.	No next-of-kin.
MacMILLAN, Reginald	Sto. 1/c. V.1328 R.C.N.V.R.	<u>Mother:</u> Mrs. Joseph MacMillan R.R. #2, Mt Stewart, P.E.I.
MORRISON, George	V.25797 Sto. 1/c R.C.N.V.R.	<u>Mother:</u> Mrs. Mary Morrison, 11 Elliott Street, PICTOU, N.S.

Sources:-

- ①, "Canadian Participation in North-Atlantic Convoy Operations" - June 1941 Dec. 1943, narrative, MS, file 8280A. (NHS)
- ② "Waves at Sea" (RN Preliminary History - BR 1738 Vol. 3)

*E. C. Russell
Sept 1952.*

OFFICE OF THE NAVAL HISTORIAN

5 March, 1957.

MEMORANDUM TO: MDG
Attention Lt. (MAD) V.H. Skinner, RCN.

Ex P.O. Thomas R. DEANS, RCN, 3212, survivor from
HMCS SPIKENARD

HMCS SPIKENARD (corvette) was Senior Officer of the Escort of Convoy SC-67, bound for United Kingdom ports when she was sunk on the night 10-11 February, 1942. At about 2330Z that night a U-boat attack developed. Under-water explosions were heard by all ships in company, but their source is not know. In SPIKENARD the alarm rattlers were rung, but few men heard them, because she was struck by a torpedo at the same time. Unfortunately the SS HEINA was hit at almost the same time. Ships in company observed a ship burning fiercely for a few minutes, and then, astern of the convoy, HMCS DAUPHIN found HEINA, with a column of smoke rising from her, and took off her survivors. It was not until daylight that SPIKENARD was missed, and at 1040Z HNMS ST. ALBANS (Senior Officer) detached HMS GENTIAN to search for survivors.

The following is from the report of proceedings by Lieutenant F.V. Osborne, RANVR, DSC, Commanding Officer of HMS GENTIAN:

6. GENTIAN returned at 15 knots towards the position of the sinkings and about 1700Z/11 I picked up 8 survivors on a raft and a Carley float which was secured alongside the raft in approximate position 56 degrees 16'N,

20 degrees 39'W. From what they told me, it was immediately apparent that there was little likelihood of anyone else having survived, that they thought both boats had been destroyed by the explosion, and that, apart from the raft and float, which they were on, the ship had only one other Carley float. However, I searched the area for 2 hours until dusk without seeing any float, or any wreckage at all. At 1900 I set course for the convoy.


7. The survivors were landed at Gladstone dock, Liverpool, at 1600 on 14th February. The survivors were:-

Day, Alexander Albert	V.5825	E.R.A.	RCNVR
Laabs, Harold James	V.16182	Sto. P.O.	RCNVR
Deans, Thomas R.	V.3212	L/Seaman	RCN
Whitworth, John L.	V.8411	Signalman	RCNVR
Mills, Wilfred E.	V.22962	Telegraphist	RCNVR
Coman, Dinas R.	V.6481	A.B.	RCNVR
McMillan, Reginald	V.1328	Sto.1st Class	RCNVR
Morrison, George Anderson	V.125797	Sto.1st Class	RCNVR

Four of them were suffering from burns, but not seriously, and one had been bruised. Several of them had slight cramp, but recovered from this on board.

8. . . . By questioning them I obtained the following information, in assessing the value of which it must be remembered that none of the survivors was on the bridge, and only one was on deck.

9. The attack occurred between 2130 and 2135 ship's time on the tenth (2330, 2335Z). The ship was zig-zagging ahead of the convoy at the time. The sound of under water explosions, assumed to be depth charges, had been heard for 10 minutes or a quarter of an hour before the attack—SPIKENARD herself did not drop any charges. The ship was steaming at 80 revolutions until a few minutes before the attack when speed was increased to 120 revolutions. The action stations bell rang just as the ship was hit (the men fwd. did not hear it). They all agree that the torpedo hit about the wardroom or stokers' flat, but they cannot agree on which side the torpedo hit. Most of the damage occurred on the port side, and part of the ship's side and the deck at the break of the forecastle was blown away. Fire broke out immediately, and they say the ship was quickly on fire from the break of the fore-castle to the funnel. The whistle blew continuously until the ship sank. She sank in time estimated between 3 and 5 minutes. They say that both boats were destroyed, and only the men surviving were on the raft or Carley float when the ship sank. She went down head



first, and, just before sinking finally, an explosion occurred attributed . . . to a boiler A number of other men were heard shouting in the water, but could not be found. Two were picked up badly injured, and died subsequently, and were put over the side. The men who escaped from the mess deck had to run through flames after coming out of the door, and fell into the water where the deck had been blown away. Some clambered back on to the ship, others swam round the after part of the ship to the Carley float which was then in the water.

10. None of the men who survived was in the water at the time when the explosion mentioned above occurred

11. Whilst questioning Leading Seaman Deans, I ascertained that, although one of the first at the door, he remained until the last to see all the men out of the mess deck, except for one man who was slow getting out of his bunk and did not survive, Deans did not volunteer this information, but I did not seek any confirmation of it from the other men.

th

Philip Chaplin
For E.C. Russell,
Naval Historian.

Sources

NSS 8280-SC-67 (microfilm)
~~NSS 331/100~~
NSS 8870-331/100 } dormant.
NSS 8910-331/100 }

Ottawa, February 19, 1942. Hon. Angus L. MacDonald, Minister for Naval Services, regrets to announce that H.M.C.S. Spikenard, a corvette, has been sunk by enemy action. All five officers and 52 of the 60 ratings are missing and must be considered lost. The next of kin have been informed.

Naval Service Headquarters stated that it is believed the ship was torpedoed by a German submarine while she was on convoy escort work in the North Atlantic. Four of the survivors, reported to be slightly wounded, are in hospital in England.

H.M.C.S. Spikenard's captain, Lieutenant-Commander Hubert G. Shadforth, Royal Canadian Naval Reserve, was particularly well-known in the mercantile marine on Canada's west coast in peacetime. As a naval officer he was one of the most popular in the ships identified with east coast ports.

"It gives me a great satisfaction," he had remarked on several occasions, "to be able to help in the protection of the ships in which are serving the great men who were my colleagues in peace-time."

This Canadian corvette had spent many weeks at sea throughout the winter, in company with other ships of the Royal Canadian Navy, guarding the life-line to the United Kingdom.

Fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing. They were rescued by a corvette of the Royal Navy and taken to a British port.

H.M.C.S. "SPIKENARD" SURVIVORS' LIST

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT-OF-KIN</u>
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The following were slightly wounded in action and are in the Royal Naval Auxiliary Hospital, SEAFORTH, England.

Legerement blesses a l'action et admis a l'Hopital auxiliaire de de la Marine rotale a Seaforth (Angleterre)

COWAN, Denis Hugh 113-C-655	Able Seaman, V.6481, R.C.N.V.R. Matelot brevete Reserve des volontaires de la M.R.C.	Mother: Mrs. Annie Cowan, 158 Westky Ave., Laurentian View, OTTAWA, Ont.
DEANS, Thomas Russell 62-D-224	A/Ldg. Smn., 3212, R.C.N. f.f. quartier-maitre M.R.C.	Mother: Mrs. Jane Deans, 408 Buckna St., TRAIL, B.C.
MILLS, Wilfred Edward 113-M-2015	Telegraphist, V.22962 R.C.N.V.R. Telegraphiste R.V.M.R.C.	Wife: Mrs. Norman Edna Mills, 11 Humberview Road, TORONTO, Ontario
WHITWORTH, John Lindley 113-W-563	Signalman, V.8411 R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Winnifred Whitworth, 27 Garfield Ave., HAMILTON, Ontario.

OTHER SURVIVORS

DAY, Alexander Albert 113-D-490	A/C.E.R.A. V.5825, R.C.N.V.R. f.f. maitre-mecanicien R.V.M.R.C.	Wife: Mrs. Violet Frances Day, 881 Rielle Avenue, VERDUN, P.Q.
LAABS, Harold John 113-L-552	S.P.O. V.16182, R.C.N.V.R. Second maitre-chauffeur	No next-of-kin.
MacMILLAN, Reginald 113-M-1204	Sto. I/C, V.1328, R.C.N.V.R. Chauffeur R.V.M.R.C.	Mother: Mrs. Joseph MacMillan, R.R.#2, Mt. Stewart, P.E.I.
MORRISON, George Anderson-113-M-1696	Sto. I/C, V.25797, R.C.N.V.R. chauffeur R.V.M.R.C.	Mother: Mrs. Mary Morrison, 11 Elliott Street, PICTOU, N.S.

H.M.C.S. "SPIKENARD" CASUALTY LIST

OFFICERS
OFFICERS

<u>NAME</u>	<u>RANK/RATING</u> <u>OFFICIAL NO.</u>	<u>NAME & ADDRESS OF</u> <u>NEXT-OF-KIN</u>
SHADFORTH, Hubert G. (File 123-S-85)	Lieut. Cdr. R.C.N.R. Lieutenant-commander Reserve de la Marine royale canadienne	Wife: Mrs. Georgia Shadforth, 4613 Bellevue Drive, VANCOUVER, B.C.
FAWCETT, Charles Gavour (File 103-F-27)	Lieut. R.C.N.V.R. Lieutenant de vaisseau R.V.M.R.C.	Wife: Mrs. Ella Isobel Fawcett, GRANTVILLE, N.S.
HUGHES, Robert Alexander (File 103-H-47)	Lieut. R.C.N.V.R. Lieutenant de vaisseau R.V.M.R.C.	Wife: Mrs. Esther Hughes, Hamilton Hill, DUNDAS, Ontario.
MILTHORP, Patrick Reginald (File 123-M-133)	Lieut. R.C.N.R. Lieutenant de vaisseau R.M.R.C.	Wife: Mrs. Florence E. Milthorp, 615 Hampshire Rd., Oak Bay, VICTORIA, B.C.
MARKHAM, Gerald Arthur (File 103-M-219)	Sub. Lieut. R.C.N.V.R. Sous-Lieutenant de vais. R.V.M.R.C.	Father: Mr. Gerald M. Markham, 641 Murray Hill, WESTMOUNT, P.Q.
<u>MATELOTS</u> <u>RATINGS</u>		
KETTLE, Alfred Smedley (File 123-K-93)	C.P.O. A.2382 R.C.N.R. Premier-maitre R.M.R.C.	Mother: Mrs. Edith May Kettle, R.R. No. 2, MANDAUMIN, Ontario.
BLOUIN, Joseph Arthur Ivan (File 113-B-1035)	Able Smn., V.3582 R.C.N.V.R. Matelot brevete R.V.M.R.C.	Father: Mr. Joseph Blouin, St. Jean, Isle d'Orleans, P.Q.
BOUDREAU, John Raymond (File 123-B-459)	Able Smn., A.4557 R.C.N.R. Matelot brevete R.M.R.C.	Mother: Mrs. Remi R. Boudreau, BOUDREAUVILLE, Richmond County, N.S.
BOUTIN, Conrad William (File 113-B-1082)	Able Smn., V.23077 R.C.N.V.R. Matelot brevete	Mother: Mrs. Mary Martin, ARICHAT, Cape Breton, N.S.
CAMPBELL, Allan Dickson (File 113-C-1264)	Able Smn., V.22882 R.C.N.V.R. Matelot brevete R.V.M.R.C.	Mother: Mrs. Isobel Campbell, 28 Oriole Gardens, TORONTO, Ontario.
CURR, Stanley Raymond (File 113-C-842)	Able Smn., V.5972, R.C.N.V.R. Matelot brevete R.V.M.R.C.	Father: Mr. Mark Curr, 2311 Montgomery St., MONTREAL, P.Q.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
DONNET, Daniel Heron 113-D-608	Able Seaman, V.22305 R.C.N.V.R. Matelot brevete R.V.M.R.C.	Father: Mr. Thomas Donnet, 107 Eaton Avenue, TORONTO, Ontario.
GILBOE, Arthur Francis 113-G-498	Able Seaman, V.19071 R.C.N.V.R. matelot brevete R.V.M.R.C.	Father: Mr. Arthur J. Gilboe, 647 Hall Avenue, WINDSOR, Ontario.
HALL, John Robert 113-H-798	Able Seaman, V.18166 R.C.N.V.R. matelot brevete R.V.M.R.C.	Father: Mr. George Hall, 186 George Street, BROCKVILLE, Ontario.
JORDAN, Donald 113-J-274	Able Seaman, V.19161 R.C.N.V.R. matelot brevete R.V.M.R.C.	Father; Mr. Richard Jordan, 2452 Turner Road, WINDSOR, Ont.
LAMOUREUX, Romeo Joseph 123-L-112	Able Seaman, A.1705 R.C.N.R. matelot brevete R.M.R.C.	Father: Mr. Oliver Lamoureux, 1918 Main Street, NIAGARA FALLS, Ont.
RING, Norman Eldon, 113-R-760	Able Seaman V.22923 R.C.N.V.R. matelot brevete R.V.M.R.C.	Mother: Mrs. Alice Ring, Campbell Street, COLLINGWOOD, Ont.
SMITH, Harold Wesley 123-S-293	Able Seaman, A.2780 R.C.N.R. matelot brevete R.M.R.C.	Mother: Mrs. Myrtle Smith, Port Hood Island, Inverness County, CAPE BRETON, N.S.
STEWART, Albert Mathers 113-S-969	Able Seaman, V.12454 R.C.N.V.R. matelot brevete R.V.M.R.C.	Father: Mr. George Stewart, 9217 111th Avenue, EDMONTON, Alta.
HOUNSELL, Lionel Raymond Edward 113-H-1150	Ord. Smn., V.23734, R.C.N.V.R. matelot de pont R.V.M.R.C.	Sister: Mrs. Nesta Lancaster, 3451 Shuter Street, MONTREAL, Que.
PRYOR, Albert Lorne 113-P-726	Ord. Smn., V.24421, R.C.N.V.R. matelot de pont R.V.M.R.C.	Mother: Mrs. Lillie Pryor, 778 Weatherdon Ave., Port Rouge, WINNIPEG, Manitoba.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
REAL, Clare Andrew 113-R-556	Ord. Smn., V.12453, R.C.N.V.R. matelot de pont R.V.M.R.C.	Mother: Mrs. Florence Real, 11946 86th Street, EDMONTON, Alberta.
STEPHENS, William Dawson 113-S-1234	A.B. V.16322 R.C.N.V.R. Matelot brevete R.V.M.R.C.	Father: Mr. Percy S. Stephens, 731 8th Ave., North, SASKATOON, Sask.
WEBB, William Lawrence Albert 113-W-917	A.B. V.17387 R.C.N.V.R. Matelot brevete	Father: Mr. John Webb, GODERICH, Ontario.
DEARLOVE, Kenneth Harold 62-D-296	Signalman, 4085 R.C.N. Timonier	Mother: Mrs. Margaret Dearlove, 5720 Waverley Street, MONTREAL, Que.
GRIFFIN, Patrick Bernard 113-G-340	Signalman, V.5682 R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Mary T. Griffin, 4415 Bannantyne Ave., VERDUN, Que.
UPTON, Charles Michael Augustine 113-B-519	Ord. Coder, V.3475 R.C.N.V.R. Dechiffreur R.V.M.R.C.	Father: Mr. W. F. Upton, 4 Dessane Avenue, QUEBEC, Quebec.
BATE, Leonard, 113-B-519	A/Ldg. Tel., V.7646 R.C.N.V.R.	Father: Mr. Leonard Bate, DUNDALK, Ontario.
	f.f. quartier-maitre telegraphiste	
GREENBLATT, Moses 113-G-674	Telegraphist, V.23388 R.C.N.V.R. Telegraphiste	Mother: Mrs. Eva Greenblatt, 4009 DeBullion St., MONTREAL, Quebec
WALKER, Samuel Charles 113-W-732	Telegraphist, V.22378 R.C.N.V.R. Telegraphiste	Mother: Mrs. Nellie Cartnell, 117 Lappin Avenue, TORONTO, Ontario.
COVE, Gilbert Lloyd 113-G-1437	A/E.R.A. 4/c V.26057 R.C.N.V.R.	Mother: Mrs. Muriel Cove, 53 York Street, MONCTON, N.B.
	f.f. mecanicien (4e cl.)	
GAMBLE, John McIlveen, 113-G-326	A/E.R.A. 4/cl V.8328 R.C.N.V.R.	Wife: Mrs. Elizabeth Gamble, 82 Selkirk Street, GALT, Ontario.
	f.f. mecanicien (4e cl.) R.V.M.R.C.	

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
LEGENDRE, Jean Marie 123-L-140	S.P.O. A.2115 R.C.N.R. Second maitre chauffeur	Father: Mr. Xavier Legendre, RIMOUSKI WHARF, Que.
COWAN, Murray Allan 62-C-363	A/Ldg. Sto., 21586 R.C.N. f.f. chauffeur (lere cl.)	Mother: CHURCHBRIDGE, Sask.
KENNEDY, Thomas Robert 113-K-197	A/Ldg. Sto. V.5821, R.C.N.V.R. f.f. chauffeur brevete R.V.M.R.C.	Mother: Mrs. Elsie Violet Kennedy, 336 St. Pauls Avenue, BRANTFORD, Ontario.
KITCHEN, Cyril Frederick 123-K-56	A/Ldg. Sto., A.1571 R.C.N.R. f.f. chauffeur brevete R.M.R.C.	Wife: Mrs. Vera M. Kitchen, 51 York Road, DUNDAS, Ontario.
CONNOR, John Walter 113-G-657	Stoker, 1/c V.2408 R.C.N.V.R. chauffeur R.V.M.R.C.	Wife: Mrs. Alice Helena Connor, 83 Ludlow Street, ST. JOHN, West, N.B.
EDWARDS, Norman Jack 113-E-133	Stoker 1/c V.6522 R.C.N.V.R. chauffeur R.V.M.R.C.	Wife: Mrs. Margaret Edwards, 274 Clarence Street, OTTAWA, Ontario.
GALBRAITH, Stuart 123-G-115	Stoker 1/c A.2105 R.C.N.R. chauffeur	Mother: Mrs. Mary Galbraith, ERIEAU, Ontario.
SEAMAN, William John 113-S-734	Stoker 1/c V.2412 R.C.N.V.R. chauffeur R.V.M.R.C.	Father: Mrs. William J. Seaman, 90 Somerset Street, ST. JOHN, N.B.
SENNETT, John Peter 113-S-863	Stoker 1/c V.19061 R.C.N.V.R. chauffeur R.V.M.R.C.	Mother: Mrs. Lillian Sennett, 3267 Edison Street, WINDSOR, Ontario.
DUNN, Rupert Maxwell 123-D-183	Cook (S) A.2473 R.C.N.V.R. Guisinier (equipage) R.V.M.R.C.	Mother: Mrs. Minnie Dunn, Tuft's Cove,

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
WHITTEMORE, Edwin George 113-W-883	Cook (S) V.23517 R.C.N.V.R. cuisinier (equipage) R.V.M.R.C.	Wife: Mrs. Louise Whittemore, 299A Grosvenor Avenue, WESTMOUNT, Que.
ANDERSON, John 113-A-527	Steward Prob. V.13860, R.C.N.V.R. Maitre d'hotel R.V.M.R.C.	Mother: Mrs. Conda Anderson, R.R. No. 3, ECKVILLE, Alberta.
WATTS, Dan. James 113-W-1069	Stwd. Prob., V.27265 R.C.N.V.R. Maitre d'hotel R.V.M.R.C.	Mother: Mrs. Julia Watts, Woodside Cottage, near Crespin, Cransbarn, near WINDSOR, Berks, ENGLAND.
CANAVAN, Lloyd Frederick 113-G-1085	Stoker l/c V.25810, R.C.N.V.R. Chauffeur (lere cl.) R.V.M.R.C.	Wife: Mrs. Alberta Canavan, c/o Mrs. Charles Canavan, UPPER NEWPORT, N.S.
CONDIE, James Ritchie 113-G-637	Signalman, V.9836 R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Ruth A. Condie, 15 Luxton Ave., WINNIPEG, Man.
FISHER, Edmund Jos. 113-F-348	Able Seaman, V.23034 R.C.N.V.R. Matelot brevete	Mother: Mrs. Richard Fisher, BARRINGTON, Quebec.
JAMIESON, Robert David 62-J-139	A/Leading Smn., 3838 R.C.N. f.f. quartier-maitre Marine royale canadienne	Mother: Mrs. Rose Jamieson, 8 Clifton Road, WESTBORO, Ont.
MORLEY, William 113-M-1505	Able Seaman, V.22326, R.C.N.V.R. Matelot brevete R.V.M.R.C.	Father: Mr. Max Morley, 78 Willow Ave., TORONTO, Ont.
OXBOROUGH, George William 62-O-46	A/Ldg. Smn., 3009 R.C.N. f.f. quartier-maitre M.R.C.	Wife: Mrs. Margaret C. Oxborough, 106 Kirk Street, Newcastle-on-Tyne, NORTHUMBERLAND, England.
REGALBUTO, Charles Cerino 113-R-962	Ord. Smn., V.6987 R.C.N.V.R. Matelot de pont R.V.M.R.C.	Mother: Mrs. Kathleen Regalbuto, 70 Baird Street, OTTAWA, Ontario

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
RENNIE, William Allan 113-R-842	S.B.A. V.18336 R.C.N.V.R. Infirmier R.V.M.R.C.	Mother: Mrs. Alice Rennie, 57 Queen St., OSHAWA, Ont.
RICHARDS, Donald P. 113-R-616	V.A. V.2589 R.C.N.V.R. Commis aux vivres	Wife: Mrs. Doris J. Richards, R.R. No.1, ROTHESAY, N.B.
WILCOX, Russell Harold 113-W-500	Stoker 1, V.16140 R.C.N.V.R. Chauffeur R.V.M.R.C.	Mother: Mrs. Agnes Wilcox, c/o Boles Feed Store, FORT WILLIAM, Ont.
MacLEAN, John Arthur 123-M-505	Ch. E.R.A. A. 2742 R.C.N.R. Maitre mecanicien R.M.R.C.	Wife: Mrs. Louise MacLean, 5508- 13th Ave., ROSEMOUNT, P.Q.
MEACOE, William Arthur 113-M-1339	Coder, V.5988 R.C.N.V.R. Dechiffreur R.V.M.R.C.	Wife: Mrs. Florence Meacoe, Apt. 15, 1125 Lajoie Ave., OUTREMOUNT, P.Q.



Department of National Defence

T31
IN REPLY PLEASE QUOTE

No. 3 ASC: 1759-8

In reply to: HQC 1452-1 (D Hist)
Dated: 10 DEC 57

3 Colm RCASC (M)
740 Belair St.,
MONTREAL, Que



Director Historical Section
Army Headquarters
OTTAWA, Ont.

Annual Historical Reports
Calendar Year 1956

10 JAN 58
 Referred to *D Hist.*
 JAN 14 1958
 File No. *C 1452 - 764/3*
 Chgd to.....

Herewith attached Annual Historical Report for the year 1956, original of which has somehow gone astray.

DT/WE 3-3026/jb

RO

[Handwritten Signature]
 (W W Holmes) Lt Col
 Commander

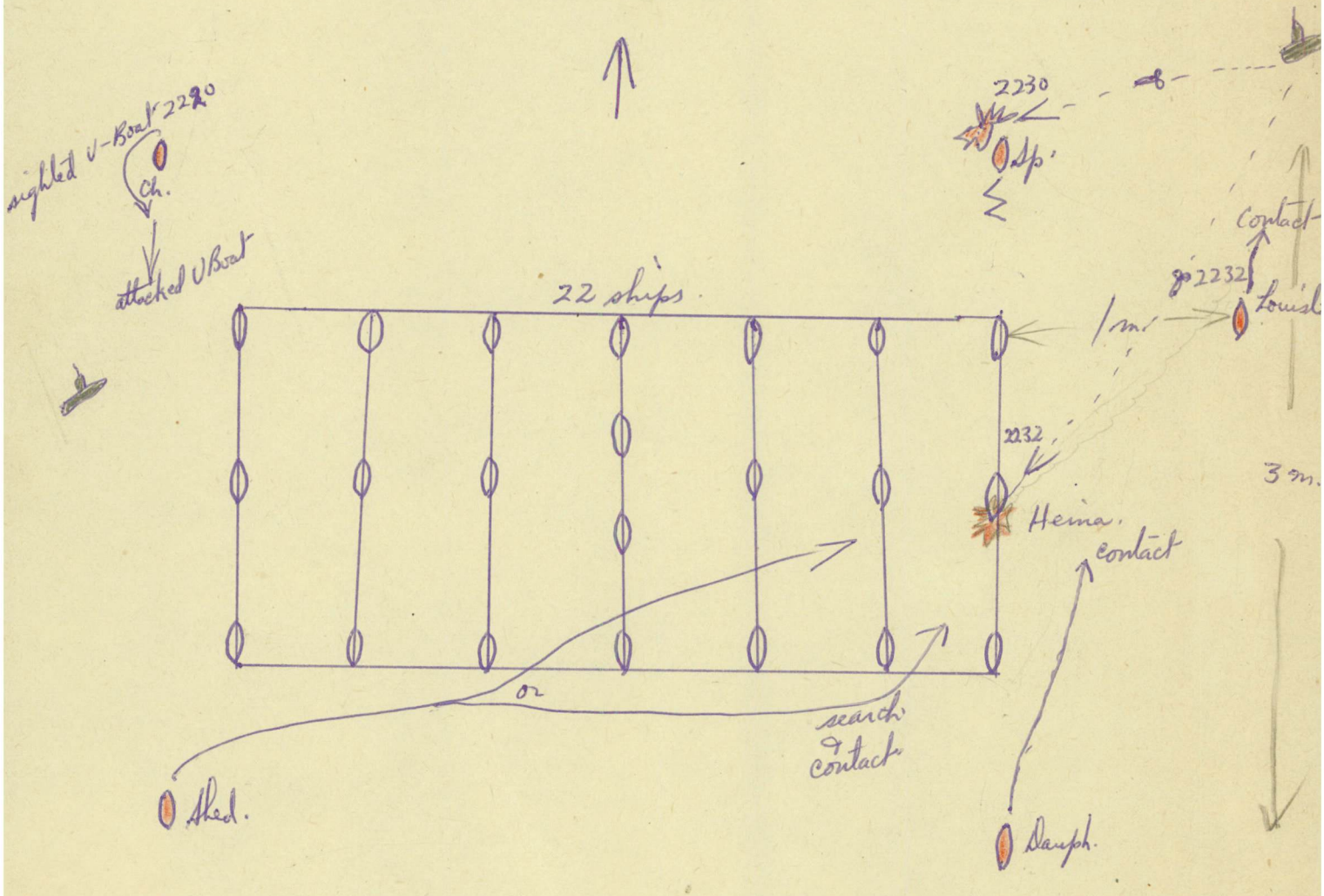
Loss of H.M.C.S. Spikenard 10 February 1942.

U.K.-bound Convoy SC 67

56°10'N : 21°07'W.

- Spikenard (S.O.)
- Louisburg (I)
- Lethbridge
- Dauphin
- Chilliwack
- Shediac.

E
↑



Lethbr. kept station.

- Sources:
- ① Canadian Participation in North Atlantic Convoy Operations June 41 - Dec 43
 - ② The War at Sea Vol III
 - ③ Sources: Far Distant Ships

19th February, 1942.

Casualty List Of Spikenard

OTTAWA, Feb. 19.—Following is the list of Royal Canadian Navy men listed by naval service headquarters today as missing and believed lost in the sinking by enemy action of H.M.C.S. Spikenard:

Shadforth, Hubert G., Lt.-Cmdr., R.C.N.R., Mrs. Georgina Shadforth (wife) Vancouver.

Fawcett, Charles Cavour, Lieut., R.C.N.V.R., Mrs. Ella Isobel Fawcett (wife) Grantville, N.S.

Hughes, Robert Alexander, Lieut., R.C.N.V.R., Mrs. Esther Hughes (wife) Hamilton Hill, Dundas, Ont.

Milthorp, Patrick Reginald, Lieut., R.C.N.R., Mrs. Florence E. Milthorp (wife) Victoria.

Markham, Gerald Arthur, Sub-Lt., R.C.N.V.R., Gerald M. Markham (father) Westmount, Que.

Kettle, Alfred Smedley, Chief Petty Officer, A2382, R.C.N.V.R., Mrs. Edith May Kettle (mother) Mandamin, Ont.

Blouin, Joseph Arthur Ivan, BA., V3582, R.C.N.V.R., Joseph Blouin (father) St. Jean, Isle D'Orleans, Que.

Boudreau, John Raymond, AB., A4557, R.C.N.R., Mrs. Remi R. Boudreau (mother) Boudreauville, N. S.

Boutin, Conrad William, AB., V23077, R.C.N.V.R., Mrs. Mary Martin (mother) Arichat, N. S.

Campbell, Allan Dickson, AB., V22882, R.C.N.V.R., Mrs. Isobel Campbell (mother) Toronto.

Curr, Stanley Raymond, AB., V5972, R. C. N. V. R., Mark Curr (father) Montreal.

Donnet, Daniel Heron, AB., V22305, R.C.N.V.R., Thomas Donnet (father) Toronto.

Gilboe, Arthur Francis, AB., V19071, R.C.N.V.R., Arthur J.

CONTINUED ON PAGE SIX

Casualty List Of Spikenard

CONTINUED FROM PAGE THREE

Gilboe (father) 647 Hall avenue, Windsor, Ont.

Hall, John Robert, AB., V18166, R.C.N.V.R., George Hall (father) Brockville, Ont.

Jordan, Donald, AB., V19161, R.C.N.V.R., Richard Jordan (father) 2452 Turner road, Windsor, Ont.

Lamoureux, Romeo Joseph, AB., A1705, R.C.N.R., Oliver Lamoureux (father) Niagara Falls, Ont.

Ring, Norman Eldon, AB., V22923, R. C. N. V. R., Mrs. Alice Ring (mother) Collingwood, Ont.

Smith, Harold Wesley, AB., A2780, R.C.N.R., Mrs. Myrtle Smith (mother) Port Hood Island, Cape Breton, N. S.

Stewart, Albert Mathers, AB., V12454, R.C.N.V.R., George Stewart (father) Edmonton.

Hounsell, Lionel Raymond Edward, OS., V23734, R.C.N.V.R., Mrs. Nesta Lancaster (sister) Montreal.

Pryor, Albert Lorne, OS., V24421, R.C.N.V.R., Mrs. Lillie Pryor, (mother) Fort Rouge, Winnipeg.

Real, Clare Andrew, OS., V12453, R.C.N.V.R., Mrs. Florence Real (mother) Edmonton.

Stephens, William Dawson, AB., V16322, R.C.N.V.R., Percy S. Stephens (father) Saskatoon.

Webb, William Lawrence Albert A.B., V17387, R.C.N.V.R., John Webb, (father) Goderich, Ont.

Dearlove, Kenneth Harold, Sigm., 4085, R.C.N., Mrs. Margaret Dearlove (mother) Montreal.

Griffin, Patrick Bernard, Sigm., V5682, R.C.N.V.R., Mrs. Mary T. Griffin (mother), Verdun, Que.

Upton, Charles Michael Augustine, ordinary coder, V3475, R.C.N.V.R., W. F. Upton (father), Quebec City.

Bate, Leonard, acting leading telegraphist, V7646, R.C.N.V.R., Leonard Bate (father), Dundalk, Ont.

Greenblatt, Moses, telegraphist, V23388, R.C.N.V.R., Mrs. Eva Greenblatt (mother), Montreal.

Walker, Samuel Charles, telegraphist, V22378, R.C.N.V.R., Mrs. Nellie Cartnell (Mother), Toronto.

Cove, Gilbert Lloyd, acting engine room artificer, fourth class, V26057, R.C.N.V.R., Mrs. Muriel Cove (mother), Moncton, N. B.

Gamble, John McIlveen, acting engine room artificer, fourth class, V8328, R.C.N.V.R., Mrs. Elizabeth Gamble (wife), Galt, Ont.

Legendre, Jean Marie, stoker petty officer, A2115, R.C.N.V.R., Xavier Legendre (father), Rimouski Wharf, Que.

Cowan, Murray Allan, acting leading stoker, 21586, R.C.N., Mrs. Isobel Gamble (mother), Churchbridge, Sask.

Kennedy, Thomas Robert, acting leading stoker, V5831, R.C.N.V.R., Mrs. Elsie Violet Kennedy (mother), 336 St. Pauls avenue, Brantford, Ont.

Kitchen, Cyril Frederick, acting leading stoker, A1571, R.C.N.R., Mrs. Vera M. Kitchen (wife), 51 York road, Dundas, Ont.

Connor, John Walter, stoker first class, V2408, R.C.N.V.R., Mrs. Alice Helena Connor (wife), Saint John, N.B.

Windsor

Edwards, Norman Jack, stoker first class, V6522, R.C.N.V.R., Mrs. Margaret Edwards (wife), Ottawa.

Galbraith, Stuart, stoker first class, A2105, R.C.N.R., Mrs. Mary Galbraith (mother), Erieanu, Ont.

Seaman, William John, stoker first class, V2412, R.C.N.V.R., William J. Seaman (father), Saint John, N.B.

Sennett, John Peter, stoker first class, VA19061, R.C.N.V.R., Mrs. Lillian Sennett (mother), 3267 Edison street, Windsor, Ont.

Dunn, Rupert Maxwell, cook, A2473, Mrs. Minnie Dunn (mother), Dartmouth, N.S.

Whittemore, Edwin George, cook, V23517, R.C.N.V.R., Mrs. Louise Whittemore (wife), Westmount, Que.

Anderson, John, probationary steward, V13860, R.C.N.V.R., Mrs. Conda Anderson (mother), Eckville, Alta.

Watts, D. James, probationary steward, V27265, R.C.N.V.R., Mrs. Julia Watts (mother), Cransbarn, near Windsor, Berks, Eng.

Canavan, Lloyd Frederick, stoker first class, V25810, R.C.N.V.R., Mrs. Alberta Canavan (wife), care of

it is hoped to raise \$180,000, the national effort of \$600,000.

Subscriptions in Ontario for first three days of the campaign reached a total of \$54,640,000. amount subscribed yesterday \$20,100,000, showing that the C. Toronto invested, within a thousand dollars, half of the provincial total.

TO LIGHT BEACON

Canada
7000
Losses
Spikeland HMCS

Beque

Regent. ~~Wood~~
5457

~~Beque~~

Wood.

Naval Information

HMCS SPIKENARD

Comprehensive notes on the loss of
SPIKENARD, 10.2.42.

LOSS OF SPIKENARD

McG.

(N.L. 4304/42)

While escorting convoy SC 67, torpedoed at approx. 0034/11 Feb. 10, 1942 in approx. position 056° 08' N 021° 07' W.

8 Survivors:

20.54

Day, A.A.	E.R.C.
Laabs, H.J.	Sto. P.O.
Deans T.R.	L/S
Whitworth J.L.	Signalman
Mills W.E.	Telegraphist
Cowan, D.H.	A/B
McMillan, R.	Sto. 1st Class
Morrison, G.A.	" " "

Report of CO HMS Gentian 14.2.42

(Gentian & Honeysuckle proceeding from Liverpool to join convoy ~~1200/11~~ 1900Z/10.)
Approached it shortly after midnight 10/11. At 0034 explosion heard & fire seen to break out, then another explosion. It later appeared that M/V Heina was torpedoed almost simultaneously, so that escorts did not know two ships had been hit.) *Convoy had crossed with Can. escort -- Spikenard, Chilliwack, Dauphin, Louisburg, Shediac, Lethbridge*

"The ship ~~Spikenard~~ WAS ZIG/ZAGGING AHEAD of the convoy at the time. The sound of under-water explosions, assumed to be depth charges, had been heard for ten minutes or a quarter of an hour before the attack. . . The ship was standing at 80 rev.s until a few minutes before the attack when speed was increased to 120 revs. The "Action Stations" bell rang just as the ship was hit--the men fwd. did not hear it. They all agreed that the torpedo hit about the wardroom or the stoke's flat, but they cannot agree on which side the torpedo hit. Most of the damage occurred on the port side and part of the ship's side and the deck at the break of the forecastle was blown away. Fire broke out immediately and they say the ship was quickly on fire from the break to the forecastle to the funnel. The whistle blew continuously until the ship sank. She sank in time estimated between three and five minutes. They say that both boats were destroyed and the only men surviving were either on the raft or the Carley Float when the ship sank. She went down head first and just before sinking finally an explosion occurred, attributed either to a boiler or a depth charge. As one of the men says the depth charges were always kept set "safe" it was probably a boiler. A number of other men were heard shouting in the water, but could not be found. Two were picked up badly injured and died subsequently and were put over the side. The men who had escaped from the mess deck had to run through flames after coming p out of the door and then fell into the water where the deck had ^{been} blown away. Some clambered back onto the ship, others swam ~~back~~ round to the after part of the ship to the Carley Float which was then in the water."

(After daylight it was found that Spikenard was missing, and Gentian was sent back to search for survivors. Picked up 8 on a raft & a Carley Float which was secured along side. These pointed out little possibility of other survivors as both boats had been smashed by explosion and they had seen nothing afloat & the ship had only possessed one other Carley Float. Searched for 2 hours.)

CO Gentian complained Can. escort used call signs unknown to him, so that he never did get in Honeysuckle
Report of CO Honeysuckle 17.2.42 *touch with any of them*

(Hunt carried out by Honeysuckle Gentian Chilliwack Louisburg Dauphin Shediac Lethbridge. No kill. None knew until morning that Spikenard was missing.)

Board of Enquiry held 20.2. Survivors complained of inadequate life saving appliances--not enough rafts, boats could not be mechanically lowered, there was no way to signal ships from the ~~raft~~ or indicate their position.

Report of Board

ii. "A submarine was thought to be in the vicinity, because depth charges had been dropped about ten minutes earlier. Many of the ship's company left their mess decks expecting action stations to be ordered, and many of those from forward were grouped

2. Spikenard

in the space between the bridge and forecastle at the time the torpedo hit directly underneath them. This accounts partly for the large loss of life.

~~under~~

iv. The ship was flooded below the waterline at once, in and below the forward lower mess decks and as far aft as no. 1 boiler room. It does not therefore seem likely ~~that~~ that Spikenard could have been kept afloat since the upper messdeck could not be made watertight, having no watertight hatch to the lower (flooded) messdeck.

v. Though the explosion was undoubtedly enough to sink the ship, the fire increased the disaster by burning the bridge and wireless office, with their personnel, and one of the boats, besides contributing to other casualties. It seems at least possible that the fire was augmented by the drum of petrol stowed beside the mast.

vi. It seems to us that there was sufficient life saving capacity for all who survived the explosion and fire, but that more trouble might have been taken to use it.

vii. No flares were provided for any boats rafts or floats and it is our opinion that the survivors would have been rescued almost at once, and many more therefor discovered, had a flare been exhibited when the unknown corvette passed shortly after the ship sank. (Shed, etc)

vii. ...it seems clear that Spikenard and Heina were torpedoed simultaneously and probably by the same submarine.

for Spikenard

xii. When search was ~~made~~ carried out by Gentian full use was not made of the escorting aircraft, nor did Gentian make any attempt to communicate with her by R/T though it does not appear that the survivors would have been picked up much earlier, ~~or~~ in fact, or that there were any others to pick up.

Recommendations:

(a) Spare white rockets should be carried in some position far removed from the bridge which could be fired if the bridge is knocked out.

(b) Notwithstanding the circumstances of this case. . . life saving rafts and Carley Floats should be provided for the whole ship's company at least, since boats can seldom be used. . . .

(c) All securing pendants of rafts and floats should be secured by hemp lanyards with knives or axes available, and not by slips.

(d) Some improved methods should be adopted for drawing attention to rafts and floats, including flares.

(f) The hatch from the upper to the lower messdecks in corvettes should be made watertight.

(g) (Special mention of P/O H.J. Laab RCNVR V. 16182 for resourcefulness & fortitude.)

LOSS OF SPIKENARD (A/S W 925/42)

Letter Captain (D) Newfoundland to F.O.N.F. 27/3/42, Summary of Information Obtained from "CHILLIWACK", "LETHBRIDGE", "SHEDIAC", "DAUPHIN", and "LOUISBURG" Regarding Loss of "SPIKENARD".

(1) "CHILLIWACK" was stationed on the port bow of Convoy SC67 and sighted a dark object at 2120 of the 10th. Weather was overcast and fairly clear. The gun was trained but fire was withheld since "HONEYSUCKLE" and "GENTIAN" were expected to join during the night. Shortly afterwards the object disappeared and it was realized that it must have been a U-boat. Contact was established and a pattern fired but without success. At 2135 "SPIKENARD" was torpedoed in a position ahead of the starboard wing-ships. Seven minutes later "CHILLIWACK" obtained a contact in a position two miles off the port beam of the convoy and this ^{was} counter-attacked. No further contact was obtained.

(2) "DAUPHIN". At 2130 the officer of the watch saw a ship torpedoed about three miles away. It was estimated that she sank within three minutes of the explosion. A few minutes later another ship was torpedoed. It was the impression of all on board that the first ship to be torpedoed was a tanker. A sweep was carried out in the general direction of the torpedoed ship which was then burning furiously. It was the Norwegian ss "HEINA" and in due course all her survivors were picked up, "DAUPHIN" standing by until she sank at 0015 on the 11th. Next morning after daylight "DAUPHIN" closed the commodore and asked him how many ships had been torpedoed. He replied, "One." As two obviously had been hit it finally occurred to "DAUPHIN" that the first ship torpedoed had been "SPIKENARD"

H.M.S. "ST. ALBANS", S.O. of the U.K. local escort met the convoy at 1045 on the 11th in 56°26N 18°30'W. On being informed of the situation he detached "GENTIAN" to search for survivors. At 1700/11th "GENTIAN" informed "ST. ALBANS" that she had picked up eight survivors of "SPIKENARD".

(3) "LOUISBURG" heard an explosion of a pattern of depth charges at 2138 and immediately after gained a firm contact. At 2140 a track of a torpedo was seen to pass down the port side striking a ship a few seconds later. "LOUISBURG" thought a merchant ship had been hit and continued her search until 2310. During this time nothing was seen of the torpedoed ship nor of any lifeboats or survivors. At the time of the torpedoing "LOUISBURG" was 2,000 yards on the starboard beam of the leading ship of the starboard column and the torpedoed ship was approximately a mile on her port quarter.

(4) "SHEDIAC" was on the port astern. She heard an explosion and closed a ship which she thought was the one that had been hit. It was sinking astern. She was then despatched by "DAUPHIN" to sweep eastward.

(5) "LETHBRIDGE" heard heavy detonations at about 2130 and five minutes afterwards saw a ship burst into flame. Not having orders to the contrary "LETHBRIDGE" remained in station. During the attack she intercepted R/T signals from "DAUPHIN" to "SPIKENARD" and had no reason to suspect that "SPIKENARD" had been sunk.

SC-67

Copied from

NSS 8280-SC-67

TU-4.1.5

Spikenard

microfilm

For use in
Signal
Department
only

Dauphin
Louisbourg
Chilliwack
Shediac

Group

Originator's Instructions:
Precedence, Etc.

FROM:

TO:

To Cinc WA

From ST ALBANS

[10th]

Met SC 67 at 1045A 11th in position
056° 26' 018° 30' Merchant Ship
AGINA [HEINA] torpedoed at
0034A 11th in position 056° 08' 020°
HMS SPIKENARD not present believe
torpedoed in position 056° 10' 021° 07'
HMS GENTIAN detached to search for
survivors. Further signal will follow
Position 056° 28' 018° 20' ...

1200A/11
~~TOO illegible~~

TOR 1716? /11/2/42

A
Z

Date

Operator

Time of
Receipt
Despatch

P/V Code or Cipher

System

Spithead Torpedoed

by either u-591

or u-136.

See: CB 4523(2)

diagram 15

circle (5)

Conway SC 67

P. H.

SPIKENARD

Sunk ¹⁰ 11 Feb 1942 2330Z
By U-136 (Burgess).

56°10'N, 21°07'W

Escorting SC-67

U-136 patrol 22.1.42-1.3.42

~~U-43 attacked East of convoy U-132.~~

SC 67 attacked by U-136 + U-591
both fired Torpedoes

"Twenty Years Ago" (in Marine
Rundschau Feb 1962) states

U-136 sank SPIKENARD }
U-591 sank a merchantman }*
- [SS HEIN4]

* See also Rohwer's U-boat-Erfolge...
Munich, Lehmann 1968 - same info

HMCS SPIKENARD

Excerpt (Press) re loss of SPIKENARD.

LOSS OF THE Spikenard (Globe and Mail 20.2.42)

"Loss through enemy action of the Canadian corvette Spikenard and fifty seven of her personnel, announced today by Navy Minister Macdonald, brought to 552 the Royal Canadian Navy's Honour List of men dead or missing in the service since the outbreak of this war.


"The Spikenard's casualty list recorded the loss of five officer and fifty two ratings. Eight men, four of them injured, were rescued by a Royal Navy corvette.

"The small number of survivors was taken as an indication that she broke up within a few minutes of the hit.

"Captain of the ~~Sikemk~~ Spikenard was Lt. Com. Hubert G. Shadforth of Vancouver, a sailor well known in the West Coast Merchant Marine. Several times he had voiced satisfaction at an assignment which gave him a part in the protection of ships manned by crews which included his colleagues in peace time."

In NO's Club, Montreal.

Besides the badges described, there are the following of which there are already descriptions in NHS files:

 Spikenard's spike.

Badges of

MOOSE JAW
MATAPEDIA
PETROLIA

James Spikerard

Ref. to Historical Records Office's report on
interview with Lieut. Bruce RCVK re loss
of James Spikerard being on file 1057-158-4

(Source. letter HRO London d. 31.5.43 on
reference ^{to this} also on 18870-331/100 "Sinking of James Spikerard.")
NSC: 1870-7 vol. I.

CORVETTE (short forecastle) - C -

(originally built for RN) - See R - 11/2/42

16/41 (TRILLIUM)	27/5 - 3/6/41	Out of Loch Foyle	HX 128	Temp SO as TRILLIUM delayed in starting	16600-331/110
29/1/42	22 - 25/1/42	Out of St Johns	Search for scurvians	Found wreckage + bodies from SS SELIZE + survivors + from SS MOUNT KATHERON	16800-331/100

SPIKENARD SURVIVORS EAGER FOR ANOTHER CRACK AT HUNS

Leave Old Country Soon
to Resume Their Jobs
on Atlantic

DETAILS OF SINKING

London, Feb. 27. — (CP Cable)—Survivors of the Canadian corvette Spikenard, torpedoed and sunk in three minutes by an enemy submarine while on escort duty in the Atlantic, turned to the sea again to-day with vengeance in their hearts for the lives of 59 of their companions who perished.

Sail For Canada

Three of them walked down the long platform of a dingy London railway station last night, said good-bye to relatives and friends and started for an unnamed British port where they will join others of their little company who were not injured and sail for Canada.

Quietly Chief Petty Officer Alex Day, 34, of Verdun, Que., told how he and seven companions saved themselves in the midnight darkness after a torpedo smashed into their little vessel below the bridge, knocking a great hole in her side and setting her afire. Two others died.

For 18½ hours thereafter the survivors struggled to maintain life

in their numbed limbs as they lay afloat on a raft. Two died and their companions lowered them overside with a prayer, after stripping them of their clothing and donning it themselves against the bitter cold.

Asleep At Time

Day, Stoker Red MacMillan, 22, of Mount Stewart, P.E.I., and Stoker George Morrison, 22, of Pictou, N.S., passed through this capital at the end of the leave they got after a British corvette picked

them up and brought them to Britain.

Day, a stocky veteran of the sea, wearing a new uniform, was the spokesman for the party.

He said most of the men aboard were asleep when the torpedo struck. "The explosion awakened us," he said, "and when we reached the deck we saw other Canadian corvettes attacking submarines to port and starboard."

It was an attack by a submarine "wolf-pack" on their convoy, but the convoy got through with its precious cargo of goods for Britain.

No Time For Raft

The Spikenard started sinking immediately, Day said, and he had no time to clear a life raft before he and it were floated over the stern where he was caught in the suction of the sinking ship.

An internal explosion blew him clear of the raft and he came to the surface where he was able to grab a float. The lifeboats had been rendered useless, one smashed by the blast, the other set aflame.

"... When I made the surface I heard voices and saw MacMillan, Morrison and others on the float," Day recounted. "I swam over to the float and when I reached it they were changing to the raft. They pulled me out and we heard a couple of cries over the water, but the voices faded and died before we could locate them."

Morrison said only three of the men left the ship together "and we picked the others up in the water."

Were Poorly Clothed

None of them was properly clothed. Day, in a cotton shirt and trousers, lacked shoes and socks. MacMillan had shoes, socks and dungarees. Morrison a shirt, pants and shoes. He had just come from the hot stokehold.

They huddled together for warmth and sought to tend four men so badly burned they were taken to hospital on arrival in Britain, besides the two who died of injuries they had suffered in the explosion.

Will Even Count

Day said that despite the unexpectedness of the attack there was no excitement aboard the Spikenard, "just men working in silence to get the rafts and floats free."

The three men who left here last night will be joined at their embarkation point by H. J. Haas and a fourth uninjured companion, while their burned mates remain behind until their injuries are healed. Day told his grey-haired mother and sisters as he said good-bye: "We'll even up the count against them and get a submarine for each of the boys if possible."

Lieut. Robert Hughes, well-known Hamilton newspaper man, was lost in the sinking of the Spikenard, while Signm. John Lindley Whitworth, the only other Hamiltonian on the ill-fated corvette, was one of the eight survivors.

Evening Telegram
 Feb. 19/42

Toronto Seamen Among 57 Missing Aboard Spikenard

Ottawa, Feb. 19—Following is the list of Royal Canadian Navy men listed by naval service headquarters to-day as missing and believed lost in the sinking by enemy action of H.M.C.S. Spikenard:

Shadforth, Hubert G., Lt.-Cmdr., RCNR, Mrs. Georginia Shadforth (wife), 4613 Bellevue drive, Vancouver.

Fawcett, Charles Cavour, Lieut., RCNVR, Mrs. Ella Isobel Fawcett (wife), Grantville, N.S.

Hughes, Robert Alexander, Lieut., RCNVR, Mrs. Esther Hughes (wife), Hamilton Hill, Dundas, Ont.

Milthorp, Patrick Reginald, Lieut., RCNR, Mrs. Florence E. Milthorp (wife), 615 Hampshire rd., Oak Bay, Victoria.

Markham, Gerald Arthur, Sub.-Lt., RCNVR, Gerald M. Markham (father), 641 Murray Hill, Westmount, Que.

Kettle, Alfred Smedley, Chief Petty Officer, A2382, RCNR, Mrs. Edith May Kettle (mother), R.R. 2, Mandamain, Ont.

Blouin, Joseph Arthur Ivan, A.B., V3562, RCNVR, Joseph Blouin (father), St. Jean, Isle d'Orleans, Quebec.

Boudreau, John Raymond, Ab., A4557, RCNR, Mrs. Remi R. Boudreau (mother), Boudreauville, Richmond county, N.S.

Boutin, Conrad William, Ab., V23077, RCNVR, Mrs. Mary Martin (mother), Arichat, Cape Breton, N.S.

Campbell, Allan Dickson, Ab., V22882, RCNVR, Mrs. Isobel Campbell (mother), 28 Oriole Gardens, Toronto.

Curr, Stanley Raymond, Ab., V5972, RCNVR, Mark Curr (father), 2311 Montgomery street, Montreal.

Donnet, Daniel Heron, Ab., V22305, RCNVR, Thomas Donnet (father), 107 Eaton avenue, Toronto.

Gilboe, Arthur Francis, Ab., V19071, RCNVR, Arthur J. Gilboe (father), 647 Hall avenue, Windsor, Ont.

Hall, John Robert, Ab., V18166, RCNVR, George Hall (father), 186 George street, Brockville.

Jordan, Donald, Ab., V19161, RCNVR, Richard Jordan (father), 2452 Turner road, Windsor, Ont.

Lamoureux, Romeo Joseph, Ab., A1705, RCNR, Oliver Lamoureux (father), 1918 Main street, Niagara Falls, Ont.

Ring, Norman Eldon, Ab., V22923, RCNVR, Mrs. Alice Ring (mother), Campbell st., Collingwood.

Smith, Harold Wesley, Ab., A2780, RCNR, Mrs. Myrtle Smith (mother), Port Hood Island, Inverness County, Cape Breton, N.S.

Stewart, Albert Mathers, Ab., V12454, RCNVR, George Stewart (father), 9217 111th ave., Edmonton.

Hounsell, Lionel Raymond Edward, OS., V23734, RCNVR, Mrs. Nesta Lancaster (sister), 3451 Shuter st., Montreal.

Pryor, Albert Lorne, OS., V24421, RCNVR, Mrs. Lillie Pryor (mother), 778 Weatherdon ave., Port Rouge, Winnipeg.

Real, Clare Andrew, OS., V12453, RCNVR, Mrs. Florence Real

(mother), 11946 86th st., Edmonton.

Stephens, William Dawson, Ab., V16322, RCNVR, Percy S. Stephens (father), 731 Eighth ave. N., Saskatoon.

Webb, William Lawrence Albert, Ab., V17387, RCNVR, John Webb (father), Goderich.

Dearlove, Kenneth Harold, Sigmn., 4085, RCN, Mrs. Margaret Dearlove (mother), 5720 Waverley st., Montreal.

Griffin, Patrick Bernard, Sigmn., V5682, RCNVR, Mrs. Mary T. Griffin (mother), 4415 Bannantyne ave., Verdun, Que.

Upton, Charles Michael Augustine, ordinary coder, V3475, RCNVR, W. F. Upton (father), 4 Dessane ave., Quebec City.

Bate, Leonard, acting leading telegraphist, V7646, RCNVR, Leonard Bate (father), Dundalk.

Greenblatt, Moses, telegraphist, V23388, RCNVR, Mrs. Eva Greenblatt (mother), 4009 Debullion st., Montreal.

Walker, Samuel Charles, telegraphist, V22378, RCNVR, Mrs. Nellie Cartnell (mother), 117 Lappin ave., Toronto.

Cove, Gilbert Lloyd, acting engine-room artificer, fourth class, V20057, RCNVR, Mrs. Muriel Cove (mother), 53 York st., Moncton, N.B.

Gamble, John McIlveen, acting engine-room artificer, fourth class, V8328, RCNVR, Mrs. Elizabeth Gamble (wife), 82 Selkirk st., Galt.

Legendre, Jean Marie, stoker petty officer, A2115, RCNR, Xavier Legendre (father), Rimouski Wharf, Que.

Cowan, Murray Allan, acting leading stoker, 21586, RCN, Mrs. Isobel Cowan (mother), Churchbridge, Sask.

Kennedy, Thomas Robert, Acting Leading Stoker, V5831, RCNVR, Mrs. Elsie Violet Kennedy (mother) 336 St. Paul's ave., Brantford.

Kitchen, Cyril Frederick, Acting Leading Stoker, A1571, RCNR, Mrs. Vera M. Kitchen (wife), 51 York rd., Dundas.

Connor, John Walter, Stoker, first class, V2408, RCNVR, Mrs. Alice Helena Connor (wife), 83 Ludlow st., Saint John, N.B.

Edwards, Norman Jack, Stoker, first class, V6522, RCNVR, Mrs. Margaret Edwards (wife) 274 Clarence st., Ottawa.

Galbraith, Stuart, Stoker, first class, A2105, RCNR, Mrs. Mary Galbraith (mother), Ericau, Ont.

Seaman, William John, Stoker, first class, V2412, RCNVR, William J. Seaman (father), 90 Somerset st., St. John, N.B.

Sennett, John Peter, Stoker, first class, V19061, RCNVR, Mrs. Lillian Sennett (mother), 3267 Edison st., Windsor, Ont.

Dunn, Rupert Maxwell, Cook, A2473, Mrs. Minnie Dunn (mother), Tuff's Cove, Dartmouth, N.S.

Whittemore, Edwin George, Cook, V23517, RCNVR, Mrs. Louise Whittemore (wife), 299A Grosvenor ave., Westmount, Que.

Anderson, John, Probationary Steward, V13860, RCNVR, Mrs. Conda Anderson (mother), R.R. 3, Eckville, Alta.

Watts, D. James, Probationary

Steward, V27265, RCNVR, Mrs. Julia Watts (mother), Woodside Cottage, near Crespin, Cransbarn, near Windsor, Berks, Eng.

Canavan, Lloyd Frederick, Stoker First Class, V25810, RCNVR, Mrs. Alberta Canavan (wife), c-o Mrs. Charles Canavan, Upper Newport, N.S.

Condie, James Ritchie, Sigmn., V9836, RCNVR, Mrs. Ruth A Condie (mother), 15 Luxton ave., Winnipeg.

Fisher, Edmund Joseph, Ab., V23034, RCNVR, Mrs. Richard Fisher (mother), Barrington, Que.

Jamieson, Robert David, Acting Leading Seaman, 3838, RCN, Mrs. Rose Jamieson (mother), 8 Clifton road, Westboro, Ont.

Morley, William, Ab., V22326, RCNVR, Max Morley (father), 78 Willow ave., Toronto.

Oxford, George William, Acting L.S., 3009, RCN, Mrs. Margaret C. Oxford (wife), 106 Kirk st., Newcastle-on-Tyne, Northumberland, Eng.

Regalbuto, Charles Cerina, O.S., V6987, RCNVR, Mrs. Kathleen Regalbuto (mother), 70 Biard st., Ottawa.

Rennie, William Allan, sick berth attendant, V18336, RCNVR, Mrs. Alice Rennie (mother), 57 Queen st., Oshawa.

Richards, Donald P., victualling assistant, V2589, RCNVR, Mrs. Doris Richards (wife), R.R. No. 1 Rothesay, N.B.

Wilcox, Russell Harold, stoker first class, V16140, RCNVR, Mrs. Agnes Wilcox (mother), c-o Boles Feed Store, Fort William, Ont.

MacLean, John Arthur, chief engine room artificer, A2742, RCNR, Mrs. Louise MacLean (wife), 5508 13th ave., Rosemount, Que.

Meacoe, William Arthur, coder, V5988, RCNVR, Mrs. Florence Meacoe (wife), Apt. 15, 1125 Lajoie ave., Outremont, Que.

Child Prodigy In Radio At 13 Dundalk Sailor Is Missing

Dundalk, Feb. 19 (Special)—According to a message received by his parents here yesterday, Leading Telegrapher Leonard Bate is "missing and believed lost." The news came to Mr. and Mrs. Leonard Bate here from the Minister of Naval Affairs.

The 21-year-old wireless operator held the distinction of being the youngest radio operator in Canada, and when only 13 years old made a wireless key for himself. For the past two years he has served as a wireless operator and has been chief telegrapher for some time on a corvette.

Prior to the war Leonard was on the staff of radio stations at Timmins and Kirkland Lake. Wishing to fit himself for naval service he "caught up" on the Morse code and was eventually accepted as a wireless operator. He spent a month at his home here in the late fall while his ship was being refitted. His last letter to his parents told of picking up survivors from vessels sunk in the Atlantic.

Born in England, young Bate came to Canada 16 years ago with his parents, who resided at Brampton for several years prior to moving to Dundalk about four years ago. The father, a member of the Imperial Army in the last war, was a prisoner in Germany the greater part of the war. For a long time after he was captured no word was heard of him by his wife in England but she



LEONARD BATE

never gave up hope of his being alive.

The parents are hoping they may yet hear that their son is alive. Besides the parents, Leonard has a sister, Mrs. Pat Henry, living in Toronto. She formerly resided in North Bay.

Windsor Daily Star
Feb 20/42

H.M.C.S. Spikenard

Canada has suffered another sickening blow, in the sinking of H.M.C.S. Spikenard by enemy action. This naval disaster, costing 57 lives, is the worst setback we have experienced at sea in the present war.

It has struck Windsor particularly hard, taking three of her splendid young men.

Saddened by this disaster, Canada has occasion to realize that the fortunes of war can be hard. The sinking of this corvette will be mourned, but it will stiffen the Canadian spirit. We long ago set ourselves to withstand such shocks, and there is a feeling of thankfulness that, thus far, there have been so few of them. We know we must suffer losses, but we are the more determined that payment shall be exacted for every Canadian life taken.

Canada
7090
Losses
Spikehead H.M.C.S

Naval Information

Montreal Star
Fri. 27 Feb.

Spikenard Crew to Make Nazis Pay

Survivors of Canadian Corvette Return to Sea

LONDON, Feb. 27—(C.P. Cable)

—Survivors of the Canadian Corvette Spikenard, torpedoed and sunk in three minutes by an enemy submarine while on escort duty in the Atlantic, turned to the sea again today with vengeance in their hearts for the lives of 59 of their companions who perished.

Three of them walked down the long platform of a dingy London railway station last night, said goodbye to relatives and friends and started for an unnamed British port where they will join others of their little company who were not injured and sail for Canada.

Quietly Chief Petty Officer Alex Day, 34, of Verdun, Que., told how he and seven companions saved themselves in the midnight darkness after a torpedo smashed into their little vessel below the bridge, knocking a great hole in her side and setting her afire. Two others died.

For 18½ hours thereafter the survivors struggled to maintain life in their numbed limbs as they lay afloat on a raft. Two died and their companions lowered them overboard with a prayer, after stripping them of their clothing and donning it themselves against the bitter cold.

LEAVE IN BRITAIN

Day, Stoker Red MacMillan, 22, of Mount Stewart, P.E.I., and Stoker George Morrison, 22, of Pictou, N.S., passed through this capital at the end of the leave they got after a British corvette picked them up and brought them to Britain.

Day, a stocky veteran of the sea, wearing a new uniform, was the spokesman for the party.

He said most of the men aboard were asleep when the torpedo struck. "The explosion awakened us," he said, "and when we reached the deck we saw other Canadian corvettes attacking submarines to port and starboard."

It was an attack by a submarine "Wolf-Pack" on their convoy, but the convoy got through with its precious cargo of goods for Britain.

The Spikenard started sinking immediately, Day said, and he had no time to clear a life raft before he and it were floated over the stern, where he was caught in the suction of the sinking ship.

An internal explosion blew him clear of the raft and he came to the surface where he was able to grab a float. The life-boats had been rendered useless, one smashed by the blast, the other set aflame.

"When I made the surface I heard voices and saw MacMillan, Morrison and others on the float," Day recounted.

"I swam over to the float and when I reached it they were changing to the raft. They pulled me out and we heard a couple of cries over the water, but the voices faded and died before we could locate them."

OTHERS PICKED UP

Morrison said only three of the men left the ship together "and we picked the others up in the water."

None of them was properly clothed. Day, in a cotton shirt and trousers, lacked shoes and socks. MacMillan had shoes, socks and dungarees, Morrison a shirt, pants and shoes. He had just come from the hot stokehold.

They huddled together for warmth and sought to tend four men so badly burned they were taken to hospital on arrival in Britain, besides the two who died of injuries they had suffered in the explosion.

Day said that despite the unexpectedness of the attack there was no excitement aboard the Spikenard, "just men working in silence to get the rafts and floats free."

The three men who left here last night will be joined at their embarkation point by H. J. Haas and a fourth uninjured companion, while their burned mates remain behind until their injuries are healed.

Day told his grey-haired mother and sisters as he said good-bye: "We'll even up the count against them and get a submarine for each of the boys if possible."

Canada.

7090

Losses

Spikenard, A.T.C.S.

a week at St. Sauveur. Miss Joan Beckett, who also was in the Laurentians, has returned to town.

Among guests expected at the Seignior Club this week-end are Mr. and Mrs. Stevenson Brown, Mr. and Mrs. M. Darling, Mrs. E. J. Brunning, Mr. John Brunning, Mr. and Mrs. W. P. Simpson and Mr. and Mrs. F. H. Brown.

Miss Hilda Calvin of Toronto, who is the guest of her brother and sister-in-law, Mr. and Mrs. Rex Calvin, expect to spend a couple of days in Kingston early next week en route home.

Mrs. Henri Vautelet and her daughter, Miss Elise Vautelet, leave on Tuesday next for Quebec, where they will spend a few days at the Chateau Frontenac.

Mrs. G. Lochead, of Kitchener, Ont., has been staying at the Ritz-Carlton on her way to Halifax, where she will be the guest of her sister, Mrs. R. K. Ellis.

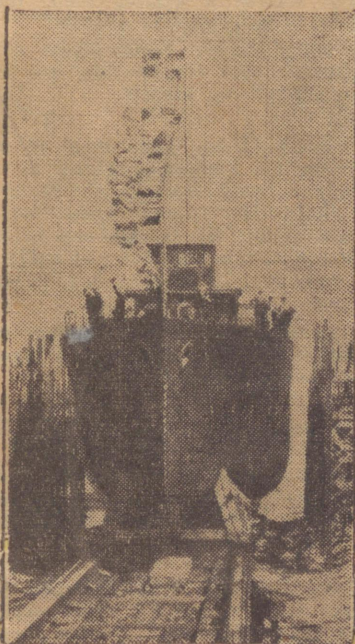
Mr. Max Dupuis is giving a cock-

Naval Information

Fort William Daily Times

Feb 24/42

Spikenard Sunk



This is the Canadian corvette Spikenard as she was when launched on Aug. 10, 1940. She was destroyed at sea the other day in action against the enemy with the loss of 57 Canadians, many of them from Toronto. The Spikenard was christened by Lady Fiset, wife of the Lieutenant-governor of Quebec.

Canada
7090
Losses
Spikehead

Naval Information

Naval Information

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SPIKENARD'S SKIPPER COULD SAIL 'BY EAR'

Blast From Whistle Guided
Shadforth in Fog or Night

"He was always on the offensive,
always looking for a scrap," his



Hubert Shadforth

colleagues of
Canada's cor-
vette flotilla
say of Lieut.-
Commander
Hubert Shad-
forth. He
was reported
to have gone
down with
his ship, H.C.
M.S. Spiken-
ard, on con-
voy duty in
the Atlantic.
All his of-
ficers and 62
men are also
believed lost.

Command-
er Shadforth
was unofficially credited with at
least one submarine and never had
lost a ship from his convoys in
many months of service. Formerly
a Pacific coast pilot, he was said
to be able to navigate "by ear" in
darkness or in fog. Listening to a
blast from his ship's whistle, he
would give its position in relation
to other ships or the shore.

Naval Information

Canada
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Losses
Spikonard H.M.C.S

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Naval Information

Spikenard

Spikenard's Survivors Tell Story of Sinking

18 Hours Adrift on Float in Atlantic

By LOUIS HUNTER

(Canadian Press Staff Writer)

LONDON, Feb. 27.—Survivors of the Canadian corvette Spikenard, torpedoed and sunk during a submarine wolf-pack attack on a convoy in the North Atlantic, spent 18½ hours adrift on a half-submerged float, it was revealed Thursday. They buried two of their companions at sea after stripping them of their clothes to cover their own scantily-clad and shivering bodies.

The gallant little ship went down three minutes after the torpedo struck and all but eight of the crew of 67 men aboard perished in a sea blanketed by midnight darkness.

Other Canadian corvettes dropped depth charge after depth charge into the calm waters in a vicious counter-attack against the submarine pack.

Astonishing Escape

The men aboard the Spikenard had only the barest chance of saving themselves and the eight alive had an astonishing escape. Many of them were asleep when the torpedo ripped into the side of the vessel just below the bridge. The explosion splintered the port lifeboat and flames from the forepart of the vessel engulfed the starboard lifeboat.

Chief Petty Officer Alex. Day, 34, of Verdun, Que., Stokers Red MacMillan, 22, of Mount Stewart, P.E.I., George

Morrison, 22, of Pictou, N.S., and others able to get away were left with only a float and a raft which they barely had time to cut adrift.

Their desperate plight ended the day after the torpedoing when they were picked up by a British corvette, hours after their hopes had been falsely buoyed by the appearance on the horizon of an aircraft which disappeared without sighting them.

Tell Story of Sinking

Day, MacMillan and Morrison passed through London at the end of their leave on their way back to sea and Canada, determined to even the score for their friends whom the Nazis killed. They told the first story of the desperate U-boat attack which failed to halt the passage of the convoy their ship was escorting.

Sipping tea in the forces' canteen of one of London's gloomy railway stations while they waited for a train to take them to a British port, they told their story.

Day, a stocky veteran wearing a neat new uniform, said: "The torpedo struck, the explosion awakened us and when we reached the deck we saw other Canadian corvettes attacking submarines to port and starboard.

"The Spikenard immediately started sinking. One lifeboat was smashed by the explosion and the other lifeboat was aflame."

Blown to Surface

Day had no time to clear the raft before the ship sank. He

floated off on it and was dragged down in the suction of the sinking vessel until an underwater explosion blew him to the surface again.

"I got clear of the wake and when I made the surface I heard voices and saw MacMillan, Morrison and others on the float," he said. "I swam over to the float and when I reached it they were changing to the raft. They pulled me out and we heard a couple of cries over the water, but the voices faded and died before we could locate them."

Morrison, sporting a beard he had been growing for two months, interjected: "Only three of us left the ship together and we picked the others up in the water."

None of the survivors was properly clothed. Day wore only a cotton shirt and pants and had no shoes or socks. MacMillan had shoes, socks and dungarees, and Morrison had come from the hot stoke-hold wearing a shirt, pants and shoes.

"We huddled together for warmth and tried to sleep," Day continued. "In the morning we had bully beef, biscuits and water. An aircraft flew along the horizon during the day, but flew away without seeing us."

Four Burned

Four of the men aboard the raft were so badly burned they required hospital attention when eventually they reached shore. During the time aboard the raft the others did their best to keep the injured men warm and alive.

They described their discomfort on the raft simply as "considerable."

"There were no complaints whatsoever," Day said, and MacMillan added: "The only thing we wanted was a cigarette."

The men told of two of their companions who died on the raft only on condition that their names be withheld.

"When we picked them up we found they had been badly injured by the explosion," Day said. "One died at 5 a.m., the other at 11 a.m."

"We buried both at sea. We stripped them of their clothing because we were so cold, then said a prayer and lowered them into the sea."

There was no panic and no shouting when the Spikenard was hit, "just men working in silence to get the rafts and floats free," Day recalled.

"I would like to say," he said as he walked up the station platform, "that the crew of the English corvette did everything humanly possible to make us comfortable, and that's something we greatly appreciate."

The three men who will be joined at port by H. J. Laabs and a fourth uninjured survivor vow they will avenge the blow that took the lives of so many of their companions.

Day, a native of England who has lived in Canada for 13 years, told his grey-haired mother and three sisters as he boarded the train: "We'll even up the count against them and get a submarine for each one of the boys if possible."

"I want to get directly over a submarine with a depth charge," MacMillan declared.

"It little rests what I want," Morrison said, "than that I want to go back to sea. I want to get even and I will get even."

Some persons have all two-jointed fingers, instead of three.

Naval Information

Canada
7090
Losses
Spilkehard H.M.C.S.

Naval Information

HMCS SPIKENARD

Photos and narrative re SPIKENARD's last spike driven into floor of "Crow'snest", St. John's, and refs to the many ships' badges of the Second World War on the walls of the "Crow'snest" (Press).

CR. REF.: INSIGNIA--SHIPS' BADGES, GEN. INFORMATION 1460-1A
HMCS AVALON 8000

CTION: PAGES 17 to 30

mt. Gazette
Feb 21/53

The G



FAMOUS CRESTS DECORATE WALLS: Crests of Allied ships of the Second World War are to be found in abundance at the Naval Officers' Club, McGregor street. Fred Flynn, war-time officer in

the Canadian and Royal navies and a club member, points to the crests of HMCS Assiniboine and HMCS Skeena, two famous destroyers. (Gazette Photo Service.)

Historic Souvenirs of Navy Ships Recall Stirring Days to Ex-officers

By LAUCHIE CHISHOLM

One cold, blustery day 11 years ago this month in St. John's, Nfld., the captain of HMCS Spikenard walked up the 59 wobbly steps from street level to the Crow's Nest, the local sea-going officers' club.

As was his custom, Lt.-Cdr. H. G. Shadworth, RCNR, nailed a spike in the floor—the "Spikenard" was in port.

Later that night at sea the Spikenard's captain went down with his corvette.

Today, the last spike driven by the captain is framed at the Naval Officers' Club Inc., 1530 McGregor street.

The homely wooden plaque is only one of the wartime ships' crests and bells that are hung thick over the walls of the only club in Canada exclusively for ex-naval officers.

The original Crow's Nest was opened to officers of the Allied fighting ships and merchant navy. Many reminders of that "loud and smoke-filled room" are kept in the local club, opened in 1946 as a peacetime meeting place.

More than 75 crests of Canadian, U.S., British, Free French and Norwegian ships line the walls. Found there are colorful crests that once adorned gun shields of such famous Canadian sub-killing destroyers as the Assiniboine and Skeena. The last named went down in the fall of 1944 in a storm off Iceland.

Some of the crests have humorous lines but all seem to reflect a determination that must have characterized all those men who "shepherded" convoys across the Atlantic.

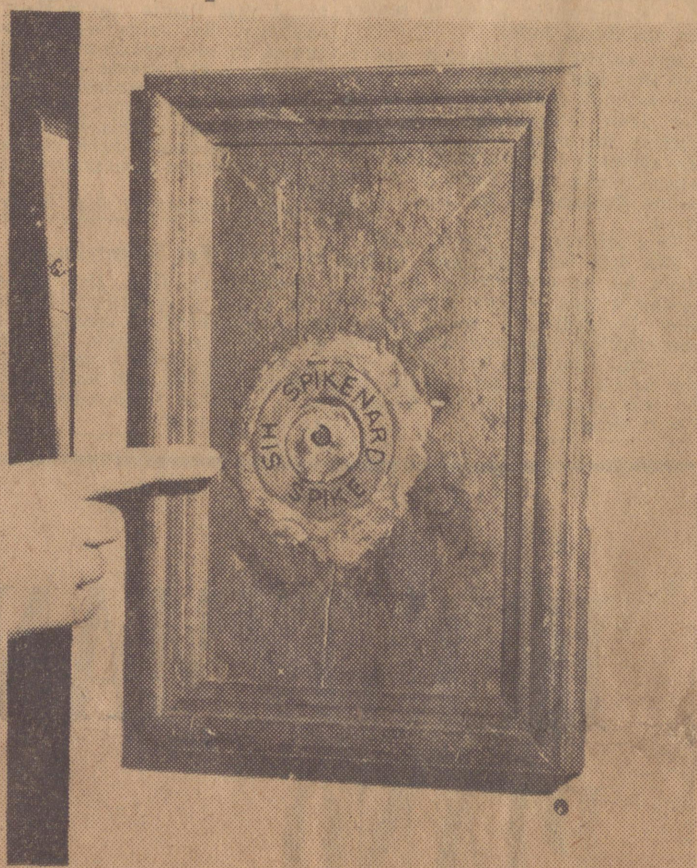
A plaque with the Cross of Lorraine, symbol of the Free French, hangs next to a defiant Canadian insignia proclaiming in fractured broad Scotch "Wha daur meddle wi' me."

More than 400 ex-officers are members of the club. Older, and usually of a little wider berth than in wartime days, they come for luncheon or just esoteric gatherings.

And, not infrequently, they talk turns to wartime and tales of "sheep dog" days shepherding ships in the Atlantic.

For old sailors, like old soldiers, do not really fade away. Most are prosperous businessmen.

Among the founders and first



(Gazette Photo Service.)

"HIS SPIKE": At the Naval Officers' Club Inc., 1530 McGregor street, the "last spike" of Lt.-Cdr. H. G. Shadworth, RCNR, is preserved. He drove the spike into the floor of the Crow's Nest, St. John's, Nfld., the night before he and his ship were lost at sea. Many wartime mementos are found in the unique club here.

members of the club were such sea-going Montrealers as Commodore Paul Earl, Capt. Malcolm Campbell and Capt. Ralph War-

wick. Robert Laurin is president for 1953.

A patron is the Duke of Edinburgh. Few clubs in Canada can claim such an honor.

Officers from France, Cuba, Argentina and the U.S. have visited the club, whose premises were donated without charge by Duncan Hodgson. Furnishings were supplied by Sam Bronfman.

The spirit of the navy still pervades. It is caught in the lines from the "Ancient Mariner" hung above the fireplace:

"And every day for food and play,
Came to the Mariner's Hollo."

City Asks Federal Exemption of Tax On Own Purchases

Request to the federal government to consider during coming study of the budget, the possibility of exempting municipal corporations from the federal sales tax on their purchases was sent yesterday by Montreal's civic administration.

Record City Loss In Any One Action

ARTHUR GILBOE, JOHN SENNETT AND DON JORDAN ARE CASUALTIES

THE cost of war in the terms of lives of gallant young Canadians was brought tragically home to three Windsor and four other Western Ontario families this morning as they were informed of the loss of their loved ones on the Canadian corvette Spikenard.

This ship of war was sunk by enemy action in the North Atlantic, it was announced at Ottawa, with the loss of 57 officers and ratings.

The Spikenard was believed to have been on convoy duty.

The loss of three men on the ship is the highest Windsor casualty list in any one engagement since the outbreak of hostilities, and one of the most serious losses in the same period of time.

Telegraph messengers delivered the news to local homes yesterday and today.

The Missing

The three Windsor men reported missing and presumed lost in action by the minister of national defence for naval services, by telegram, are:

LEADING SEAMAN ARTHUR FRANCIS GILBOE, son of Mr. and Mrs. Arthur J. Gilboe, 647 Hall avenue;

STOKER JOHN PETER SENNETT, 22, son of Mr. and Mrs. Peter Sennett, 3267 Editsbn street;

LEADING TORPEDOMAN DON JORDAN, 21, son of Mr. and Mrs. Richard Jordan, 2452 Turner road.

Western Ontario

Four Western Ontario casualties are:

STOKER STUART GALBREATH, Ericau, son of Mrs. Mary Galbraith.

ABLE SEAMAN WILLIAM L. A. WEBB, Goderich, son of John Webb.

ABLE SEAMAN JOHN M. GAMBLE, Galt, husband of Mrs. Elizabeth Gamble.

LEADING STOKER THOMAS KENNEDY, Brantford, son of Mrs. Elsie V. Kennedy.

Parents of all three were informed by identical telegrams, which read: "The minister of national defence for naval services deeply regrets to inform you that your son (name of sailor and rating) is missing, believed lost on active service."

Each refused to believe the news. Each insisted something told them their boys would be found alive and well.

Prophetic Valentine

Parents of Leading Seaman Gilboe wrote on a recent valentine to his mother that "this might be the last you will hear from me for a while." Prophetic words.

He had enlisted May 10, 1940, with the R.C.N.V.R. at Windsor. He left Windsor in August, 1940, and in December saw his first active service.

He was the only son of Mr. and Mrs. Gilboe and was born in Windsor, educated at Assumption College, and at the time of his enlistment, was employed by the M. & P. Stores.

Cling to Hope

Distraught by the formal notification, his parents still cling to the hope that their son may not be lost. They recall that their nephew, Alex Gilboe, had been reported lost, once but had miraculously escaped when his lifeboat was washed ashore.

"Jack" Sennett's mother recalled today that her boy had enlisted in July, 1939, that he had been active on convoy duty, as Stoker 1st Class.

Her son had attended St. Francis Separate School and Assumption College, and was a close friend of Arthur Gilboe. He was a member of Assumption Church, the Holy Names Society and the C.Y.O.

"He just can't be dead," she sobbed. Her face was red, her eyes heavy with already having cried much.

"I know my boy is alive. He can't be dead. He just can't be. He was so happy, so full of life,

CONTINUED ON PAGE SIX

Feared Lost



AB. ARTHUR FRANCIS GILBOE



AB. JOHN PETER SENNETT



TORPEDOMAN DONALD JORDAN

3 Windsor Boys Lost

CONTINUED FROM PAGE THREE

such a good boy. I know that I'm not the only mother who has lost a son. There are thousands the same as me."

She became a little bitter: "I don't know why they don't have conscription," she said, "and make a lot of other men get into this fight, too."

The Sennetts have two other sons, both on active service. James, 21, is serving on a destroyer. Eugene, 26, is a member of the air force. None of the three is married.

An Only Child

Leading Torpedoman Don Jordan is an only child, educated at Hugh Beaton School, where he graduated as an electrician. He was employed at Gar Wood Industries, prior to enlisting November 11, 1940. He attended St. Mary's Anglican Church.

He was well-known in athletic circles in Windsor, being a life-guard at the East Windsor Bathing Beach, and a member of the Y.M.C.A. over a long period of years.

His mother was forced to leave the room several times, while telling about her son. Each time she broke down, and came back when she had regained her composure.

"The house seems so suddenly empty," she said. "I won't believe he's gone. We were such companions. I know I'm not the only mother who has had to face it, and I'm not the only mother who will have to face it, but it seems so terrible."

"His father served in the last war. I know what it is to wait for news. He was wounded. I never thought we would raise a boy to serve in another war. He's all we had."

"I suppose we're luckier than some of the parents. Don had two leaves inside of three months, and spent them with us. We're thankful for that."

Windsor Daily Star
Feb 10/42

Canada
7090
Losses
Spikenard H.M.C.S

Naval Information

SPIKENARD MEN 18½ HOURS ADRIFT

(Continued from Page One.)

railway stations while they waited for a train to take them to a British port, they told their story.

Day, a stocky veteran wearing a neat new uniform, said: "The torpedo struck, the explosion awakened us and when we reached the deck we saw other Canadian corvettes attacking submarines to port and starboard.

"The Spikenard immediately started sinking. One lifeboat was smashed by the explosion and the other lifeboat was aflame."

Day had no time to clear the raft before the ship sank. He floated off on it and was dragged down in the suction of the sinking vessel until an underwater explosion blew him to the surface again.

"I got clear of the wake and when I made surface I heard voices and saw Macmillan, Morrison and others on the float," he said. "I swam over to the float and when I reached it they were changing to the raft. They pulled me out and we heard a couple of cries over the water, but the voices faded and died before we could locate them."

Morrison, sporting a beard he has been growing for two months, interjected: "Only three of us left the ship together and we picked the others up in the water."

None of the survivors was properly clothed. Day wore only a cotton shirt and pants and had no shoes or socks. Macmillan had shoes, socks and dungarees and Morrison had come from the hot stoke-hold wearing a shirt, pants and shoes.

"We huddled together for warmth and tried to sleep," Day continued. "In the morning we had bully beef, biscuits and water. An aircraft flew along the horizon during the day, but flew away without seeing us."

Four of the men aboard the raft were so badly burned they required hospital attention when eventually they reached shore. During the time aboard the raft the others did their best to keep the injured men warm and alive. They described their discomfort on the raft simply as "considerable."

"There were no complaints whatsoever," Day said, and Macmillan added: "The only thing we wanted was a cigarette."

The men told of two of their companions who died on the raft only on condition that their names be withheld.

"When we picked them up we found they had been badly injured by the explosion," Day said. "One died at 5 a.m., the other at 11 a.m."

"We buried both at sea. We stripped them of their clothing because we were so cold, then said a prayer and lowered them into the sea."

There was no panic and no shooting when the Spikenard was hit, "just men working in silence to get the rafts and floats free," Day recalled.

"I would like to say," he said as he walked up the station platform, "that the crew of the English corvette did everything humanly possible to make us comfortable, and that's something we greatly appreciate."

The three men who will be joined at port by H. J. Laabs and a fourth uninjured survivor vow they will avenge the blow that took the lives of so many of their companions.

Day, a native of England who has lived in Canada for 13 years, told his grey-haired mother and three sisters as he boarded the train: "We'll even up the count against them and get a submarine for each of the boys if possible."

"I want to get directly over a submarine with a depth charge," Macmillan declared.

"It little rests what I want," Mor-

Feb. 27/42 Gazette

Spikenard Men 18½ Hours Adrift After Corvette Sunk by Wolf Pack

London, February 26. — (C.P. Cable.)—Survivors of the Canadian corvette Spikenard, torpedoed and sunk during a submarine wolf-pack attack on a convoy in the North Atlantic, spent 18½ hours adrift on a half submerged float, it was revealed tonight. They buried two of their companions at sea after stripping them of their clothes to cover their own scantily-clad and shivering bodies.

The gallant little ship went down three minutes after the torpedo struck, and all but eight of the crew of 67 men aboard perished in a sea blanketed by midnight darkness.

Other Canadian corvettes dropped depth charge after depth charge into the calm waters in a vicious counter-attack against the submarine pack.

The men aboard the Spikenard had only the barest chance of saving themselves, and the eight alive today had an astonishing escape. Many of them were asleep when the torpedo ripped into the side of the vessel just below the bridge. The explosion splintered the port

lifeboat, and flames from the forepart of the vessel engulfed the starboard lifeboat.

Chief Petty Officer Alex Day, 34, of Verdun, Stokers Red Macmillan, 22, of Mount Stewart, P.E.I., George Morrison, 22, of Pictou, N.S., and others able to get away here left with only a float and a raft which they barely had time to cut adrift.

Their desperate plight ended the day after the torpedoing when they were picked up by a British corvette, hours after their hopes had been falsely buoyed by the appearance on the horizon of an aircraft which disappeared without sighting them.

Day, Macmillan and Morrison passed through London tonight at the end of their leave on their way back to sea and Canada, determined to even the score for their friends whom the Nazis killed. They told the first story of the desperate U-boat attack which failed to halt the passage of the convoy their ship was escorting.

Sipping tea in the forces' canteen of one of London's gloomy

(Continued on Page 9, Col. 1.)

ison said, "than that I want to go back to sea. I want to get even and I will get even."

Canada
709D
Losses
Spinkens rd, A.M.C.S.



Naval Information

THE AIR

Convoy SC 67

H.M.C.S. Spikenard

and

Loss of H.M.C.S. Spikenard

File 18280 - SC67 contains:

- a large chart of the North Atlantic showing the track of the convoy.
- a series of convoy messages.
- a Report of Proceedings of the convoy from Capt (D) Liverpool
- a " " " " " " H.M.S. Lentian
- a " " " " " " H.M.S. Honeysuckle
- a letter from CO H.M.C.S. Raughin on survivors from tanker Hema

File 18870 - 331/100 "Sinking of H.M.C.S. Spikenard" contains:

- second report of activities of Historical Records Officer (London) listing 10 operational reports.
- Interview with Lieut D.I.W. Bruce, First Lieutenant of H.M.C.S. Shediac - eyewitness of the convoy battle.
- Report on Loss of Spikenard from Capt D Rfld to FONF.

57 CANADIANS LOST WITH CORVETTE

The Naval Information
Officer
31 342
Dept. National Defence

Only Eight of Vessel's Crew Reported Safe

OTTAWA, Feb. 19, (CP).—Five officers of the Royal Canadian Navy, and 52 ratings, "are missing and must be considered lost" with the Canadian corvette Spikenard, believed to have been torpedoed in the Atlantic, it was announced today.

Eight men, four of them wounded, were saved.

In the typically terse form common to all navy announcements, Navy Minister Macdonald made known the loss today.

The Spikenard's captain, Lt.-Cmdr. Hubert G. Shadforth of Vancouver, and all of his officers, went down with their ship.

H.M.C.S. Spikenard, third Canadian corvette to be lost since the great war started, was believed to have been torpedoed by a German submarine while she was on convoy escort work in the North Atlantic.

May Have Broken

It was thought the vessel broke in two after being hit.

Loss of life on the Spikenard, including her commander, who was particularly well-known in Canada's west coast peacetime mercantile marine operations, brought total Royal Canadian navy dead and missing in this war to date to 522.

"Four of the survivors, reported to be slightly wounded, are in hospital in England," said the statement from naval service headquarters.

H.M.C.S. Spikenard had spent many weeks at sea throughout the winter in company with other ships of the Royal Canadian navy, guarding the life-line to the United Kingdom.

"The fact that only eight men survived suggests the Corvette broke up and sank within minutes after the believed torpedoing," said the navy.

"They were rescued by a corvette of the Royal Navy and taken to a British port."

The navy gave no other details of the loss.

But of the ship's captain the naval statement added:

"As a naval officer he was one of the most popular in the ships identified with the east coast ports."

Men from both coasts were among those lost with the Spikenard. Too, there were men from Ontario, Quebec, Manitoba, Alberta, Saskatchewan.

Loss of the vessel came at a time when the dark nights are growing shorter over the North Atlantic and Canadian navy men can see the beginning of the end of a wartime winter which has tried their endurance and brought honor to their name.

R. H. Wilcox, Wm. Stephens Are Missing

Russell Harold Wilcox, son of Mr. and Mrs. D. L. Bole, Arthur street and Neebing avenue, and a stoker first class in the R.C.N.V.R., is missing and believed lost on active service. He was aboard the corvette Spikenard.

Also reported missing and presumed dead is Acting Leading Seaman William D. Stephens, formerly of the Fort William Bank of Montreal offices, whose father lives in Saskatoon.

Word to this effect was received yesterday by Mrs. Bole from the minister of national defence for naval services. No other information was forthcoming.

Russell, 19 years of age, was home on sick leave two months ago and only recently was he promoted to the



RUSSELL HAROLD WILCOX
Stoker First Class

rank of stoker first class. He joined the navy in May, 1940, and left Fort William for the east coast in August of that year. In December, 1940, he went overseas on convoy duty.

Born in City

Russell was born and educated in Fort William. He attended public school here and was taking a course at the Vocational school prior to his enlistment in the navy.

Widely-known in young people's
(Continued on page 18, column 7)

R. H. Wilcox

(Continued from Page One)

sports circles, he was an active participant in hockey and football. He attended St. Paul's Anglican church.

Besides Mr. and Mrs. Bole, Russell has a sister, Louise, at home.

Acting Leading Seaman William D. Stephens reported lost on the corvette Spikenard, formerly was employed at the Bank of Montreal, Fort William. He was remembered by officers at the Port Arthur naval barracks, this morning, as "one of the smartest seamen who ever went on draft from the Lakehead."

Stephens joined the Port Arthur division, Royal Canadian Naval Volunteer Reserve, on Jan. 13, 1941. He was called up for active service on April 30, 1941, and after a period of training at the Port Arthur barracks was drafted to the east coast on June 16 last year. He soon won promotion to Able Seaman, and then to Acting Leading Seaman. As far as is known he had no relatives at the Lakehead. His father, Percy S. Stephens, lives in Saskatoon.

Stephens joined the staff of the Bank of Montreal in July, 1933, and was transferred to the Fort William branch in August, 1939, as a teller. He was a member of the Kinsmen's club of Fort William.

The Loss of H.M.C.S. Spikenard

A. Mac Douglas

On the 19th of February, 1942, the Honourable Angus L. Mac Donald, Minister for Naval Services, announced the sinking ~~of~~ by enemy action of His Majesty's Canadian ship Spikenard. Commanded by Lieutenant-Commander Hubert George Shadforth, ^{RCMR.} the corvette Spikenard ^(K-198) was senior ship of a Mid-Ocean Escort Group engaged in escorting the slow-convoy SC 67 bound for the United Kingdom.

The catastrophe occurred the night of February 10, 1942, in position 56° 10' North : 21° 07' W, a point some 500 miles west of the Irish coast and about the same distance south of Iceland. The convoy of 22 merchant ships extended in a block formation of seven columns was on an easterly course, ~~The night was very dark, with a high sea running.~~ plodding through fairly heavy seas. In the intense darkness of the night, the convoy was slowly approaching "Eastomp" (Eastern Ocean Meeting Place) where the escort ships were to have been relieved by the Western Approaches Escort Group which ~~it~~ would shepherd the merchantmen to United Kingdom ports. In fact, Commander Shadforth had already issued the orders to the ships of his force directing them to shape course for Londonderry immediately on arrival of the British escort ships.

In addition to Spikenard, Commander Shadforth's forces consisted of H.M.C. ships Louisburg, Dauphin, Chilliwack,

Shediac and Lethbridge - a total of six corvettes.

At the time of the attack, Spikenard was zig-zagging ahead of the starboard column of the convoy. The remainder of the escort group were stationed in protective screening positions ~~about~~ around the convoy as follows: Louisburg, about 2000 yards on the starboard beam of the leading ship in the starboard column, so, considerably more than a mile off Spikenard's starboard quarter; Dauphin, about one mile astern of the starboard column; Chilliwack, in position off the port bow of the port column of the convoy; Shediac, off the port quarter of the last merchantman in the port column; Lethbridge, stationed off Shediac's port quarter on the lookout for shadowing U-Boats astern. (2)

At 2220 (zone time) Chilliwack on the port bow sighted a dark object on the surface and trained her 4-inch gun on the target. Fire was withheld for the British corvettes were expected on that bearing. However when the dark shape disappeared it was realized that the target ~~was~~ was a U-Boat. Almost at once, asdic contact was made and Chilliwack altered course and attacked with depth charges. However, contact could not be regained.

Within a few minutes action began on the starboard bow of the convoy. The senior officer's ship Spikenard was at action stations when she was struck by a torpedo at 2230. Almost simultaneously, Louisburg sighted the wake of a torpedo going down her port side. At 2232 the Norwegian

ship Heina blew up. Heina was the second vessel of the starboard column. The two explosions took place so closely together in respect of time and position, that, to many of the ships, they appeared to be one and the same casualty.

The escort ships ^{were} from 1 1/2 to 7 miles distant from one another. Chilliwack was already in action and the remainder, with the exception of Lethbridge ⁽²⁾ who remained on station, went immediately into search and attack tactics.

It was morning before it was realized that Spikenard had vanished. During the night and after the attack, the remaining escort ships

Dauphin's Officer of the Watch saw a ship torpedoed at 2230 at an estimated distance of 3 miles and seconds later saw a second explosion on roughly the same bearing. Dauphin immediately closed a burning wreck (Heina) carrying out an asdic sweep. Concerned over the possibility of a second ship having been torpedoed, Dauphin's Commanding Officer directed Shediac, who was racing up from the port quarter, to sweep and search farther ahead. However nothing was found. Dauphin stood by the Norwegian tanker until she sank at 0015 on the 11th, picking up all survivors.

The other escorts tell the same story of uncertainty as to what had happened and preoccupation with more immediate tasks. Shediac who was on the port quarter astern, on hearing the explosion closed in the general direction and passed close to a torpedoed ship (presumably Heina), which appeared to be sinking slowly. She carried on with

her primary task of hunting the attacking U-Boat. After dropping a pattern of depth charges on a good contact, Shediac closed a sinking ship (Heima) and found Dauphin standing by.

Louisburg was undoubtedly the escort closest to Spikenard and it is not entirely clear why the torpedoing of the Senior Officer was not sighted. Of course at that particular moment a torpedo going down the port side took the bridge's attention and this was quickly followed by the blowing up of the tanker off the corvette's port quarter. Louisburg at once altered to starboard to comb the torpedo's track and succeeded in gaining a firm contact which she attacked for the next hour and a half.

Lethbridge remained on station well back on the port quarter of the convoy. During subsequent proceedings she heard Dauphin trying unsuccessfully to raise Spikenard by radio-telephone but suspected nothing more serious than R/T failure, a fairly common occurrence (!?!?)

Chilliwack at the time of the attack was proceeding down the port side of the convoy on a reciprocal course after attacking the U-Boat that had been contacted on the port bow of the convoy. She continued to search astern of the convoy which had by this time pulled well ahead.

Shortly after daylight Dauphin's Commanding Officer began to suspect that one of the two ships torpedoed might have been Spikenard. Shediac also noted that Spikenard was missing at daylight ^{but} the C.O. thought that she was somewhere over the horizon even though the Senior Officer's proper position was with the convoy. However, none of the others could provide confirming evidence and it was not until the Senior Officer of the British escort in H.M.S. St. Albans joined at 1045 on the 11th, that definite action was taken. H.M.S. Gentian picked up 8 survivors from ^(?) one of Spikenard's Carley floats - the only survivors.

When the torpedo struck H.M.C.S. Spikenard, most of the ship's company had left their mess decks to take action stations and those from forward were grouped on the forecastle or between it and the bridge. The torpedo apparently crashed into the ship in the vicinity of the ward-room and the stokers' flat directly below the bridge and the well deck abaft the break of the forecastle. This factor undoubtedly accounts for the heavy loss of life among the officers as well as the men. The ship's side and the deck at the break of the forecastle disintegrated. A flash fire destroyed the bridge and wireless room with their personnel as well as one of the ship's boats. A drum of gasoline stowed beside the mast probably added to the holocaust.

The men escaping from below had to run through the flames and then fell into the sea where the deck had been blown away. The ship ~~was~~ flooded rapidly

below the water-line in and below the forward mess decks as far aft as No 1 Boiler Room. Since the upper mess deck had no water-tight hatch to the lower mess deck, the sea-water rose rapidly and the ship sank in three to five minutes. The whistle blew continuously until the ship slipped beneath the waves. Spikenard went down head first and just before her final plunge was shaken by another explosion caused by either a hot boiler or a depth charge. The second sea-boat was probably destroyed in this explosion.

With both boats gone the only survivors were those who reached the Carley float. The raft was also launched but nothing further was heard of its occupants. Two who reached the Carley float were badly injured and died subsequently. These were put over the side. Some who had fallen into the water through the hole in the well-deck forward climbed back into the ship and presumably perished in the second explosion. Survivors on the Carley float stated that others could be heard shouting around them for some time in the darkness but they could not be located by the slow moving float. Shortly after the ship sank a corvette passed by (probably Shediac) but since the float was not provided with flares there ~~was~~ ^{were} no means of attracting the corvette's attention.

In reconstructing the action, it is reasonably clear that at least two U-Boats attacked the convoy. It would appear that Chilliwack successfully held the U-Boat

7.

on the port bow submerged so that no successful attack materialized from that quarter. Moreover, it would appear that Spikenard's attacker fired a salvo of torpedoes from off the starboard bow of the Convoy accounting for the destruction of Spikenard and the tanker Hemia. ~~In fact~~, the torpedo that passed Louisburg ~~probably~~ may have been the one that sank Hemia.

The Board of Inquiry that was convened to investigate the loss of Spikenard certainly brought to light the existence of much confusion but the escort commanders were exonerated so far as any negligence in coming to the aid of Spikenard was concerned, and of course the Board ~~commended~~ concurred with the policy of searching out the U-Boat attackers before conducting rescue operations.

Out of the ship's company of 65 officers and men, eight men survived. Their names are as follows:

name	rate	number	next-of-kin.
		service	

See HMS Spikenard next-of-kin.
for original

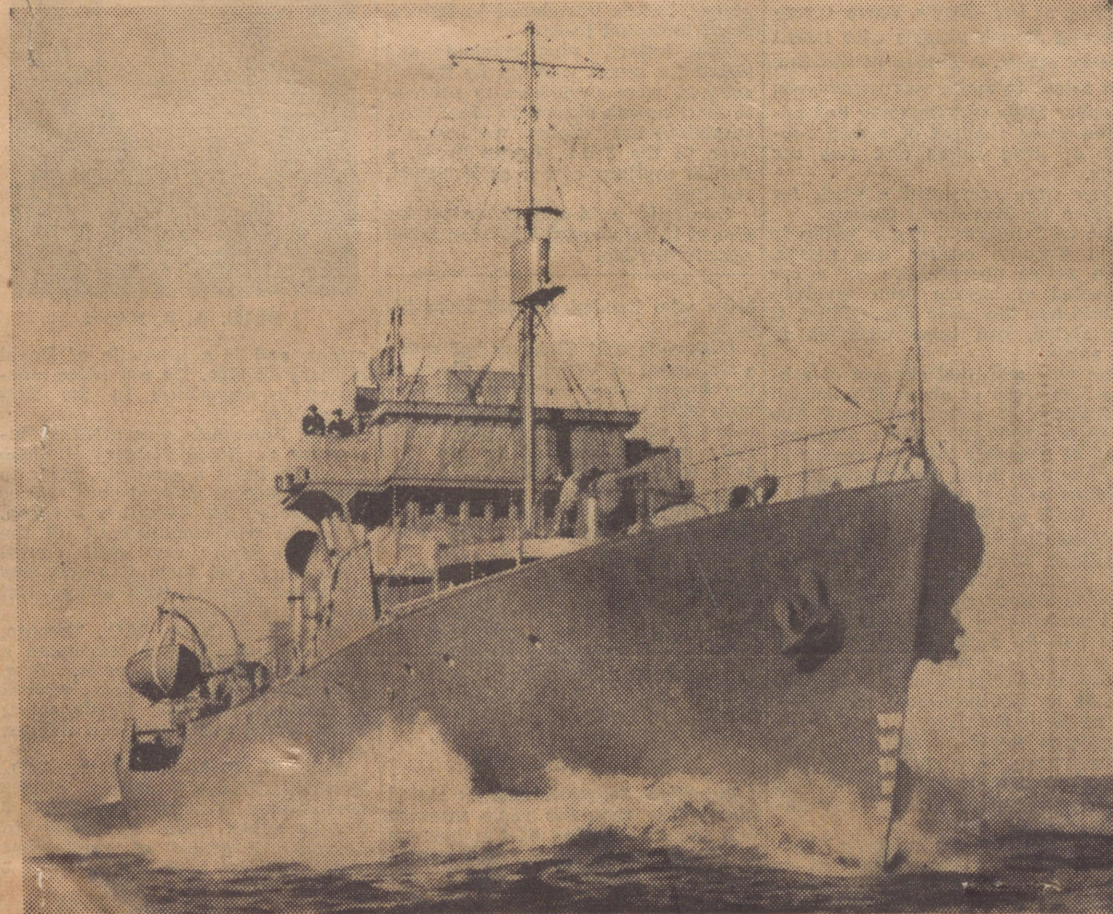
CORVETTE SUNK, 4 TORONTO MEN AMONG 57

Canada Loses Third Corvette

Evening Telegram
Feb 19/42

5 OFFICERS, 52 RATINGS CASUALTIES

Four Toronto and 18 Ontario Men Lost as Spikenard, RCN Corvette, Torpedoed



Loss of the Canadian corvette H.M.C.S. Spikenard through enemy action was announced to-day. Five officers and fifty-two ratings of her crew of sixty are missing. One of the sturdy little sea fighters, similar to the Spikenard, is pictured here. This is the third Canadian corvette to be lost since the outbreak of war.

Ottawa, Feb. 19—Five officers of the Royal Canadian Navy, and 52 ratings, "are missing and must be considered lost" with the Canadian corvette Spikenard, believed to have been torpedoed in the Atlantic, it was announced to-day.

Eight men, four of them wounded, were saved.

One Toronto man, Wilfred E. Mills, of 11 Humberview road, was among the eight survivors. He was, however, reported injured in the torpedoing. Of the 57 men reported missing and presumed lost, four were from Toronto. They are: Able Seaman Allen Campbell, 28 Oriole Gardens; Able Seaman Daniel H. Donnet, 107 Eaton ave.; Telegraphist Samuel Charles Walker, 117 Lapp a ave., and Able Seaman William McClellan, 78 Willow ave.

Eighteen other men from Ontario were listed among the casualties.

"Four of the survivors, reported to be slightly wounded, are in hospital in England," said the statement from Naval Service headquarters.

"The fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing," said the Navy.

"They were rescued by a corvette of the Royal Navy and taken to a British port."

The Spikenard's captain, Lt.-Cmdr. Hubert G. Shadforth, of Vancouver, and all of his officers, went down with their ship.

In the typically terse form common to all navy announcements, Navy Minister Macdonald made known the loss.

HMCS Spikenard, third Canadian corvette to be lost since the second Great War started, was believed to have been "torpedoed by a German submarine while she was on convoy escort work in the North Atlantic."

Loss of life on the Spikenard, including her commander, who was particularly well-known in Canada's west coast peacetime mercantile marine operations, brought total Royal Canadian Navy dead and missing in this war to date to 522.

HMCS Spikenard had spent many weeks at sea throughout the winter in company with other ships of the Royal Canadian Navy, guarding the lifeline to the United Kingdom.

The Navy gave no other details of the loss.

But of the ship's captain, the Naval statement added:

"As a naval officer he was one of the most popular in the ships identified with East Coast ports."

The Navy quoted him as saying on several occasions:

"It gives me a great satisfaction to be able to help in the protection of the ships in which are serving the great men who were my colleagues in peacetime."

Canada
7090
Losses
Spikenard H.M.C.S.

Naval Information

Loss of H.M.C.S. Spikenard

Spikenard

H.M.C.S. Spikenard (Corvette)
Date of sinking: 10 Feb. 1942
Commanding Officer: Lt. Cdr. H.G. Shadforth, RCNR.
Complement: 65
Dead or missing: 57 (5 officers 52 men)
Survivors: 8

On the 19th of February, 1942, the Honourable Angus L. MacDonald, Minister for Naval Services, announced the sinking by enemy action of His Majesty's Canadian Ship Spikenard. Commanded by Lieutenant-Commander Hubert George Shadforth, RCNR, the corvette Spikenard (K-198) was senior ship of a Mid-Ocean Escort Group engaged in escorting the slow convoy SC 67 bound for the United Kingdom.

The catastrophe occurred the night of February 10, 1942, in position 56° 10' North; 21° 07' West, a point some 500 miles west of the Irish coast and about the same distance south of Iceland. The convoy of 22 merchant ships extended in a block formation of seven columns was on an easterly course, plodding through fairly heavy seas. In the intense darkness of the night, the convoy was slowly approaching "Eastomp" (Eastern Ocean Meeting Place) where the escort ships were to have been relieved by the Western Approaches Escort Group which would shepherd the merchantmen to United Kingdom ports. In fact, the Senior Officer had already issued the orders to the ships of his force directing them to shape course for Londonderry immediately on arrival of the British escort ships.

In addition to Spikenard, the Senior Officer had a total of five corvettes in his force -- H.M.C. Ships Louisburg, Dauphin, Chilliwack, Shediac, and Lethbridge.

At the time of the attack, Spikenard was zig-zagging ahead of the starboard column of the convoy. The remainder of the escort group were stationed in protective screening positions

around the convoy as follows: Louisburg, about 2000 yards on the starboard beam of the leading ship in the starboard column, so, considerably more than a mile off Spikenard's starboard quarter; Dauphin, about one mile astern of the starboard column; Chilliwack, in position off the port bow of the port column of the convoy; Shediac, off the port quarter of the last merchantman in the port column; Lethbridge, stationed off Shediac's port quarter on the lookout for shadowing U-boats astern.

At 2220 (^{2.20} ~~same time~~) ^(2. M.T.) Chilliwack on the port bow sighted a dark object on the surface and trained her 4-inch gun on the target. Fire was withheld for the British corvettes were expected on that bearing. However, when the dark shape disappeared it was realized that the target was a U-boat. Almost at once, asdic contact was made and Chilliwack altered course and attacked with depth charges. However, contact could not be regained.

Within a few minutes action began on the starboard bow of the convoy. The senior officer's ship Spikenard was at action stations when she was struck by a torpedo at 2230.7. Almost simultaneously, Louisburg sighted the wake of a torpedo going down her port side. At 2232 the Norwegian ship Heina blew up. Heina was the second vessel of the starboard column. The two explosions took place so closely together in respect of time and position, that, to many of the ships, they appeared to be one and the same casualty.

The escort ships were from $1\frac{1}{2}$ to 7 miles distant from one another. Chilliwack was already in action and the remainder with the exception of Lethbridge who remained on station, went immediately into search and attack tactics.

Dauphin's Officer of the Watch saw a ship torpedoed at 2230 at an estimated distance of 3 miles and seconds later saw a second explosion on roughly the same bearing. Dauphin immediately closed a burning wreck (Heina)

carrying out an asdic sweep. Concerned over the possibility of a second ship having been torpedoed, Dauphin's Commanding Officer directed Shediac, who was racing up from the port quarter, to sweep and search farther ahead. However, nothing was found. Dauphin stood by the Norwegian tanker until she sank at 0015 on the 11th, picking up all survivors.

The other escorts tell the same story of uncertainty as to what had happened and pre-occupation with more immediate tasks. Shediac who was on the port quarter astern, on hearing the explosion closed in the general direction and passed close to a torpedoed ship (presumably Heina), which appeared to be sinking slowly. She carried on with her primary task of hunting the attacking U-boat. After dropping a pattern of depth charges on a good contact, Shediac closed a sinking ship (Heina) and found Dauphin standing ^{by} (?)

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Lethbridge remained on station well back on the port quarter of the convoy. During subsequent proceedings she heard Dauphin trying unsuccessfully to raise Spikenard by radio-telephone but suspected nothing more serious than R/T failure, a fairly common occurrence.

Chilliwick at the time of the attack was proceeding down the port side of the convoy on a reciprocal course after attacking the U-boat that had been contacted on the port bow of the convoy. She continued to search astern of the convoy which had by this time pulled well ahead.

Shortly after daylight Dauphin's Commanding Officer began to suspect that one of the two ships torpedoed might have been Spikenard. Shediac also noted that Spikenard was missing at daylight but the C.O. thought that she was somewhere over the horizon even though the Senior Officer's proper position was with the convoy. However, none of the others could provide confirming evidence and it was not until the Senior Officer of the British escort in H.M.S. St. Albans joined at 1045 on the 11th, that definite action was taken. H.M.S. Gentian picked up 8 survivors from one of Spikenard's Carley floats -- the only survivors. (7)

When the torpedo struck H.M.C.S. Spikenard, most of the ship's company had left their mess decks to take action stations and those from forward were grouped on the forecastle or between it and the bridge. The torpedo apparently crashed into the ship in the vicinity of the wardroom and the stokers' flat directly below the bridge and the well deck abaft the break of the forecastle. This factor undoubtedly accounts for the heavy loss of life among the officers as well as the men. The ship's side and the deck at the break of the forecastle disintegrated. A flash fire destroyed the bridge and wireless room with their personnel as well as one

of the ship's boats. A drum of gasoline stowed beside the mast probably added to the holocaust.

The men escaping from below had to run through the flames and then fell into the sea where the deck had been blown away. The ship flooded rapidly below the water-line in and below the forward mess decks as far aft as No. 1 Boiler Room. Since the upper mess deck had no water-tight hatch to the lower mess deck, the sea-water rose rapidly and the ship sank in three to five minutes. The whistle blew continuously until the ship slipped beneath the waves. Spikenard went down head first and just before her final plunge was shaken by another explosion caused by either a hot boiler or a depth charge. The second sea-boat was probably destroyed in this explosion.

With both boats gone the only survivors were those who reached the Carley float. The raft was also launched but nothing further was heard of its occupants. Two who reached the Carley float were badly injured and died subsequently. These were put over the side. Some who had fallen into the water through the hole in the well-deck forward climbed back into the ship and presumably perished in the second explosion. Survivors on the Carley float stated that others could be heard shouting around them for some time in the darkness but they could not be located by the slow moving float. Shortly after the ship sank a corvette passed by (probably Shediac) but since the float was not provided with flares there were no means of attracting the corvette's attention.

In reconstructing the action, it is reasonably clear that at least two U-boats attacked the convoy. It would appear that Chilliwack successfully held the U-boat on the port bow submerged so that no successful attack materialized from that quarter. Moreover, it would appear that Spikenard's attacker fired a salvo of torpedoes from off the starboard bow of the

convoy accounting for the destruction of Spikenard and the tanker Heina. The torpedo that passed Louisburg may have been the one that sank Heina.

The Board of Inquiry that was convened to investigate the loss of Spikenard certainly brought to light the existence of much confusion but the escort commanders were exonerated so far as any negligence in coming to the aid of Spikenard was concerned. The Board concurred with the policy of searching out the U-boat attackers before conducting rescue operations.

Out of the ship's company of 65 officers and men, 8 men survived.

Sources: NS 18870-331/100 (file)

NS 18280-SC 67 (file)

ROYAL CANADIAN NAVY



PRESS RELEASE
PRESS RELEASE

Handwritten initials: JAB

Ottawa, February 19, 1942. Hon. Angus L. Macdonald, Minister for Naval Services, regrets to announce that H.M.C.S. Spikenard, a corvette, has been sunk by enemy action. All five officers and 52 of the 60 ratings are missing and must be considered lost. The next of kin have been informed.

Naval Service Headquarters stated that it is believed the ship was torpedoed by a German submarine while she was on convoy escort work in the North Atlantic. Four of the survivors, reported to be slightly wounded, are in hospital in England.

H.M.C.S. Spikenard's captain, Lieutenant-Commander Hubert G. Shadforth, Royal Canadian Naval Reserve, was particularly well-known in the mercantile marine on Canada's west coast in peacetime. As a naval officer he was one of the most popular in the ships identified with east coast ports.

"It gives me a great satisfaction," he had remarked on several occasions, "to be able to help in the protection of the ships in which are serving the great men who were my colleagues in peace-time."

This Canadian corvette had spent many weeks at sea throughout the winter, in company with other ships of the Royal Canadian Navy, guarding the life-line to the United Kingdom.

Fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing. They were rescued by a corvette of the Royal Navy and taken to a British port.

..... MORE

H.M.C.S. "SPIKTHARD" SURVIVORS' LIST

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT-OF-KIN</u>
-------------	-------------------------------------	--

The following were slightly wounded in action and are in the Royal Naval Auxiliary Hospital, SEAFORTH, England.

Légèrement blessés à l'action et admis à l'Hôpital auxiliaire de de la Marine royale à Seaforth (Angleterre)

COWAN, Denis Hugh 113-C-655	Able Seaman, V.6481, R.C.N.V.R. Matelot breveté Réserve des volontaires de la M.R.C.	Mother: Mrs. Annie Cowan, 158 Westley Ave., Laurentian View, OPTAWA, Ont.
DEANS, Thomas Russell 62-D-224	A/Ldg. Smn., 3212, R.C.N. f.f. quartier-maître M.R.C.	Mother: Mrs. Jane Deans, 408 Bückna St., TRAIL, B.C.
MILLS, Wilfred Edward 113-M-2015	Télégraphist, V.22962, R.C.N.V.R. Télégraphiste R.V.M.R.C.	Wife: Mrs. Norman Edna Mills, 11 Humberview Road, TORONTO, Ontario.
WHITWORTH, John Lindley 113-W-563	Signalman, V.8411, R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Winnifred Whit- worth, 27 Garfield Ave., HAMILTON, Ontario.

OTHER SURVIVORS

DAY, Alexander Albert 113-D-490	A/C.E.R.A. V.5825, R.C.N.V.R. f.f. maître-mécanicien R.V.M.R.C.	Wife: Mrs. Violet Frances Day, 881 Rielle Avenue, VERDUN, P.Q.
LAABS, Harold John 113-L-552	S.P.O. V.16182, R.C.N.V.R. Second maître-chauffeur	No next-of-kin.
MacMILLAN, Reginald 113-M-1204	Sto. I/C, V.1328, R.C.N.V.R. chauffeur R.V.M.R.C.	Mother: Mrs. Joseph MacMillan, R.R.#2, Mt. Stewart, P.E.I.
MORRISON, George Anderson 113-M-1696	Sto. I/C, V.25797, R.C.N.V.R. chauffeur R.V.M.R.C.	Mother: Mrs. Mary Morrison, 11 Elliott Street, PICTOU, N.S.

H.M.C.S. "SPIKENARD" CASUALTY LIST

OFFICERS
OFFICERS

<u>NAME</u>	<u>RANK/RATING</u> <u>OFFICIAL NO.</u>	<u>NAME & ADDRESS OF</u> <u>NEXT-OF-KIN</u>
SHADFORTH, Hubert G. (File 123-S-85)	Lieut. Cdr. R.C.N.R. - Lieutenant-commander Réserve de la Marine royale canadienne	Wife: Mrs. Georginia Shadforth, 4613 Bellvue Drive, VANCOUVER, B.C.
FAWCETT, Charles Cavour (File 103-F-27)	Lieut. R.C.N.V.R. Lieutenant de vaisseau R.V.M.R.C.	Wife: Mrs. Ella Isobel Fawcett, GRANTVILLE, N.S.
HUGHES, Robert Alexander (File 103-H-47)	Lieut. R.C.N.V.R. Lieutenant de vaisseau R.V.M.R.C.	Wife: Mrs. Esther Hughes, Hamilton Hill, DUNDAS, Ontario.
MILTHORP, Patrick Reginald (File 123-M-133)	Lieut. R.C.N.R. Lieutenant de vaisseau R.M.R.C.	Wife: Mrs. Florence E. Milthorp, 615 Hampshire Rd., Oak Bay, VICTORIA, B.C.
MARKHAM, Gerald Arthur (File 103-M-219)	Sub. Lieut. R.C.N.V.R. Sous-lieutenant de vais. R.V.M.R.C.	Father: Mr. Gerald M. Markham, 641 Murray Hill, WESTMOUNT, P.Q.
<u>MATELOTS</u> <u>RATINGS</u>		
KETTLE, Alfred Smedley (File 123-K-93)	C.P.O., A.2382 R.C.N.R. Premier-maitre R.M.R.C.	Mother: Mrs. Edith May Kettle, R.R.No. 2; MANDAUMIN, Ontario.
BLOUIN, Joseph Arthur Ivan (File 113-B-1035)	Able Smn., V.3582 R.C.N.V.R. Matelot breveté R.V.M.R.C.	Father: Mr. Joseph Blouin, St. Jean, Isle D'Orleans, P. Q.
BOUDREAU, John Raymond (File 123-B-459)	Able Smn., A.4557 R.C.N.R. Matelot breveté R.M.R.C.	Mother: Mrs. Remi. R. Boudreau, BOUDREAUVILLE, Richmond County, N.S.
BOUTIN, Conrad William (File 113-B-1082)	Able Smn., V.23077 R.C.N.V.R. Matelot breveté	Mother: Mrs. Mary Martin, ARICHAT, Cape Breton, N.S.
CAMPBELL, Allan Dickson (File 113-C-1264)	Able Smn., V.22882 R.C.N.V.R. Matelot breveté R.V.M.R.C.	Mother: Mrs. Isobel Campbell, 28 Oriole Gardens, TORONTO, Ontario.
CURR, Stanley Raymond (File 113-C-842)	Able Smn., V.5972, R.C.N.V.R. Matelot breveté R.V.M.R.C.	Father: Mr. Mark Curr, 2311 Montgomery St., MONTREAL, P.Q.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
DONNET, Daniel Heron 113-D-608	Able Seaman, V.22305 R.C.N.V.R. Matelot breveté R.V.M.R.C.	Father: Mr. Thomas Donnet, 107 Eaton Avenue; TORONTO, Ontario.
GILBOE, Arthur Francis 113-G-498	Able Seaman, V.19071 V19071 R.C.N.V.R. matelot breveté R.V.M.R.C.	Father: Mr. Arthur J. Gilboe, 647 Hall Avenue WINDSOR, Ontario.
HALL, John Robert 113-H-798	Able Seaman, V.18166 R.C.N.V.R. matelot breveté R.V.M.R.C.	Father: Mr. George Hall, 186 George Street, BROCKVILLE, Ontario.
JORDAN, Donald 113-J-274	Able Seaman V.19161 R.C.N.V.R. matelot breveté R.V.M.R.C.	Father: Mr. Richard Jordan, 2452 Turner Road, WINDSOR, Ont.
LAMOUREUX, Romeo Joseph 123-L-112	Able Seaman, A.1705 R.C.N.R. matelot breveté R.M.R.C.	Father: Mr. Oliver Lamoureux, 1918 Main Street, NIAGARA FALLS, Ont.
RING, Norman Eldon, 113-R-760	Able Seaman V.22923 R.C.N.V.R. matelot breveté R.V.M.R.C.	Mother: Mrs. Alice Ring, Campbell Street, COLLINGWOOD, Ont.
SMITH, Harold Wesley 123-S-293	Able Seaman, A.2780 R.C.N.R. matelot breveté R.M.R.C.	Mother: Mrs. Myrtle Smith, Port Hood Island, Inverness County, CAPE BRETON, N.S.
STEWART, Albert Mathers 113-S-969	Able Seaman, V.12454, R.C.N.V.R. matelot breveté R.V.M.R.C.	Father: Mr. George Stewart, 9217 111th Avenue, EDMONTON, Alta.
HOUNSELL, Lionel Raymond Edward 113-H-1150	Ord. Smn., V.23734, R.C.N.V.R. matelot de pont R.V.M.R.C.	Sister: Mrs. Nesta Lancaster, 3451 Shuter Street, MONTREAL, Que.
PRYOR, Albert Lorne 113-P-726	Ord. Smn V.24421, R.C.N.V.R. matelot de pont R.V.M.R.C.	Mother: Mrs. Lillie Pryor, 778 Weatherdon Ave., Port Rouge, WINNIPEG, Manitoba.
REAL, Clare Andrew 113-R-556	Ord. Smn., V.12453, R.C.N.V.R. matelot de pont R.V.M.R.C.	Mother: Mrs. Florence Real, 11946 86th Street, EDMONTON, Alberta.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
STEPHENS, William Dawson 113-S-1234	A.B. V.16322 R.C.N.V.R. Matelot breveté R.V.M.R.C.	Father: Mr. Percy S. Stephens, 731 8th Ave., North, SASKATOON, Sask.
WEBB, William Lawrence Albert 113-W-917	A.B. V.17387 R.C.N.V.R. Matelot breveté Signalman, 4085 R.C.N. Timonier	Father: Mr. John Webb, GODERICH, Ontario.
DEARLOVE, Kenneth Harold 62-D-296	Marine royale canadienne Signalman, V.5682 R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Margaret Dearlove, 5720 Waverley Street, MONTREAL, Que.
GRIFFIN, Patrick Bernard 113-G-340	Ord. Codor, V.3475 R.C.N.V.R. Déchiffreur R.V.M.R.C.	Mother: Mrs. Mary T. Griffin 4415 Bannantyne Ave., VERDUN, Que.
UPTON, Charles Michael Augustine 113-U-8	A/Ldg. Tel., V.7646, R.C.N.V.R.	Father: Mr. W.F. Upton, 4 Dessane Avenue, QUEBEC, Quebec.
BATE, Leonard, 113-B-519	f.f. quartier-maitre télégraphiste Télégraphist, V.23388 R.C.N.V.R. Télégraphiste	Father: Mr. Leonard Bate, DUNDALK, Ontario.
GREENBLATT, Moses 113-G-674	Télégraphiste V.22378 R.C.N.V.R. Télégraphiste	Mother: Mrs. Eva Greenblatt, 4009 DeBullion St., MONTREAL, Quebec
WALKER, Samuel Charles 113-W-732	Télégraphiste V.22378 R.C.N.V.R. Télégraphiste	Mother: Mrs. Nellie Cartnell, 117 Lappin Avenue, TORONTO, Ontario.
COVE, Gilbert Lloyd 113-C-1437	A/E.R.A. 4/c V.26057 R.C.N.V.R. f.f. mécanicien (4e cl.)	Mother: Mrs. Muriel Cove, 53 York Street, MONCTON, N.B.
GAMBLE, John McIlveen, 113-G-326	A/E.R.A. 4/cl V.8328 R.C.N.V.R. f.f. mécanicien (4e cl.) R.V.M.R.C.	Wife: Mrs. Elizabeth Gamble, 82 Selkirk Street, GALT, Ontario.
LEGENDRE, Jean Marie 123-L-140	S.P.O. A.2115 R.C.N.R. Second maitre chauffeur	Father: Mr. Xavier Legendre, RIMOUSKI WHARF, Que.
COWAN, Murray Allan 62-C-363	A/Ldg. Sto., 21586 R.C.N. f.f. chauffeur (1ère cl.)	Mother: Mrs. Isobel Cowan, CHURCHBRIDGE, Sask.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT OF KIN</u>
KENNEDY, Thomas Robert 113-K-197	A/Ldg. Sto. V.5831, R.C.N.V.R. f.f. chauffeur breveté R.V.M.R.C.	Mother: Mrs. Elsie Violet Kennedy, 336 St. Pauls Avenue, BRANTFORD, Ontario.
KITCHEN, Cyril Frederick 123-K-56	A/Ldg. Sto., A.1571, R.C.N.R. f.f. chauffeur breveté R.M.R.C.	Wife: Mrs. Vera M. Kitchen, 51 York Road, DUNDAS, Ontario.
CONNOR, John Walter 113-C-657	Stoker, 1/c V.2408 R.C.N.V.R. chauffeur R.V.M.R.C.	Wife: Mrs. Alice Helena Connor, 83 Ludlow Street, ST. JOHN, West, N.B.
EDWARDS, Norman Jack 113-E-133	Stoker 1/c V.6522, R.C.N.V.R. chauffeur R.V.M.R.C.	Wife: Mrs. Margaret Edwards, 274 Clarence Street, OTTAWA, Ontario.
GALBRAITH, Stuart 123-G-115	Stoker 1/c, A.2105, R.C.N.R. chauffeur	Mother: Mrs. Mary Galbraith, ERIEAU, Ontario.
SEAMAN, William John 113-S-734	Stoker 1/c, V.2412, R.C.N.V.R. chauffeur R.V.M.R.C.	Father: Mr. William J. Seaman, 90 Somerset Street, ST. JOHN, N.B.
SENNETT, John Peter 113-S-863	Stoker 1/c, V.19061, R.C.N.V.R. chauffeur R.V.M.R.C.	Mother: Mrs. Lillian Sennett, 3267 Edison Street, WINDSOR, Ontario.
DUNN, Rupert Maxwell 123-D-183	Cook (S), A.2473, R.C.N.V.R. Cuisinier (équipage) R.V.M.R.C.	Mother: Mrs. Minnie Dunn, Tuft's Cove, DARTMOUTH, N.S.
WHITTEMORE, Edwin George 113-W-883	Cook (S) V.23517 R.C.N.V.R. , cuisinier (équipage) R.V.M.R.C.	Wife: Mrs. Louise Whittemore, 299A Grosvenor Avenue WESTMOUNT, Que.
ANDERSON, John 113-A-527	Steward Prob. V.13860, R.C.N.V.R. Maitre d'hôtel R.V.M.R.C.	Mother: Mrs. Conda Anderson, R.R. No. 3, ECKVILLE, Alberta.
WATTS, Dan. James 113-W-1069	Stwd. Prob., V.27265, R.C.N.V.R. Maitre d'hôtel R.V.M.R.C.	Mother: Mrs. Julia Watts, Woodside Cottage, near Crespin, Cransbarn, near WINDSOR, Berks, ENGLAND.

<u>NAME</u>	<u>RANK/RATING OFFICIAL NO.</u>	<u>NAME & ADDRESS OF NEXT-OF-KIN</u>
CANAVAN, Lloyd Frederick 113-C-1085	Stoker 1/c V.25810, R.C.N.V.R. Chauffeur (1ère cl.) R.V.M.R.C.	Wife: Mrs. Alberta Canavan, c/o Mrs. Charles Canavan, UPPER NEWPORT, N.S.
CONDIE, James Ritchie 113-C-637	Signalman, V.9836, R.C.N.V.R. Timonier R.V.M.R.C.	Mother: Mrs. Ruth A. Condie, 15 Luxton Ave., WINNIPEG, Man.
FISHER, Edmund Jos. 113-F-348	Able Seaman, V.23034, R.C.N.V.R.	Mother: Mrs. Richard Fisher, BARRINGTON, Quebec.
JAMIESON, Robert David 62-J-139	Matelot breveté A/Leading Smn., 3838, R.C.N. f.f. quartier-maitre Marine royale canadienne	Mother: Mrs. Rose Jamieson, 8 Clifton Road, WESTBORO, Ont.
MORLEY, William 113-M-1505	Able Seaman, V.22326, R.C.N.V.R. Matelot breveté R.V.M.R.C.	Father: Mr. Max Morley, 78 Willow Ave., TORONTO, Ont.
OXBOROUGH, George William 62-O-46	A/Ldg. Smn., 3009, R.C.N. f.f. quartier-maitre M.R.C.	Wife: Mrs. Margaret C. Oxborough, 106 Kirk Street, Newcastle-on-Tyne, NORTHUMBERLAND, England.
REGALBUTO, Charles Cerino 113-R-962	Ord. Smn., V.6987, R.C.N.V.R. Matelot de pont R.V.M.R.C.	Mother: Mrs. Kathleen Regalbuto, 70 Baird Street, OTTAWA, Ontario.
RENNIE, William Allan 113-R-842	S.B.A., V.18336, R.C.N.V.R. Infirmier R.V.M.R.C.	Mother: Mrs. Alice Rennie, 57 Queen St., OSHAWA, Ont.
RICHARDS, Donald P. 113-R-616	V.A., V.2589 R.C.N.V.R. Commis aux vivres	Wife: Mrs. Doris J. Richards, R.R.No.1, ROTHESAY, N.B.
WILCOX, Russell Harold 113-W-500	Stoker 1, V.16140, R.C.N.V.R. Chauffeur R.V.M.R.C.	Mother: Mrs. Agnes Wilcox, c/o Boles Feed Store, FORT WILLIAM, Ont.
MacLEAN, John Arthur 123-M-505	Ch. E.R.A. A.2742, R.C.N.R. Maitre mecanicien R.M.R.C.	Wife: Mrs. Louise MacLean, 5508 - 13th Ave., ROSEMOUNT, P.Q.
MEACOE, William Arthur 113-M-1339	Coder, V.5988, R.C.N.V.R. Déchiffreur R.V.M.R.C.	Wife: Mrs. Florence Meacoe, Apt. 15, 1125 Lajoie Ave., OUTREMOUNT, P.Q.

Second Victory

5 Officers, 52 Ratings Lost In H.M.C.S. "Spikenard"

Convoy Vessel Believed Torpedoed In Atlantic

OTTAWA, Feb. 19 — (C.P.)— Five officers of the Royal Canadian Navy, and 52 ratings, "are missing and must be considered lost" with the Canadian corvette Spikenard, believed to have been torpedoed in the Atlantic, it was announced today.

Eight men, four of them wounded, were saved.

In the typically terse form common to all Navy announcements, Hon. A. Macdonald, Navy Minister, made known the loss today.

ALL OFFICERS LOST

The Spikenard's captain, Lt.-Cmdr. Hubert G. Shadforth of Vancouver, and all of his officers, went down with their ship.

H.M.C.S. Spikenard, third Canadian corvette to be lost since the war started, was believed to have been "torpedoed by a German submarine while she was on convoy escort work in the north Atlantic."

It was thought the vessel broke in two after being hit.

Loss of life on the Spikenard, including her commander who was particularly well-known in Canada's West Coast peace-time mercantile marine operations, brought total Royal Canadian Navy dead and missing in this war to date to 522.

"Four of the survivors, reported to be slightly wounded, are in hospital in England," said the statement from Naval Service headquarters.

H.M.C.S. Spikenard had spent many weeks at sea throughout the winter in company with other ships of the Royal Canadian Navy, guarding the life-line to the United Kingdom.

SHIP BROKE UP

"The fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing," said the Navy.

"They were rescued by a corvette of the Royal Navy and taken to a British port."

The Navy gave no other details of the loss.

But of the ship's captain, the naval statement added:

"As a naval officer he was one of the most popular in the ships identified with East Coast ports."

The Navy quoted him as saying on several occasions:

"It gives me a great satisfaction to be able to help in the protection of the ships in which are serving the great men who were my colleagues in peace-time."

The Navy announcement was headed simply:

"Hon. Angus Macdonald, Minister for Naval Services, regrets to announce that H.M.C.S. Spikenard, a corvette, has been sunk by enemy action. All five officers and 52 of the 60 ratings are missing and must be considered lost. The next of kin have been informed."

Men from both coasts were among those lost with the Spikenard. There were men from Ontario, Quebec, Manitoba, Alberta and Saskatchewan.

Loss of the vessel came at a time when the dark nights are growing shorter over the North Atlantic and Canadian Navy men can see the beginning of the end of a war-time winter which has tried their endurance and brought honor to their name.

Canada

7090

Losses

Spiken avd, W.T.C.S.

Military Made
Brigadiers

formation

Dominion Press Clipping
AND
Public Relations Bureau

156 YONGE ST
TORONTO 2
CANADA

Thursday, February 19, 1942.
173 The Telegram, Toronto, Ont.

Once Hamilton Reporter Among Six Lost At Sea



LT. R. A. HUGHES

Lt. R. A. Hughes Passed Up Leave - Galt, Dundalk, Goderich and Brockville Men Missing

Two officers, a petty officer and three men of the Royal Canadian Navy are missing or lost at sea, according to word received by their families within the past 24 hours.

Lt. Robert A. Hughes, RCNVR, first officer on a Canadian ship, is reported missing and believed lost in action, according to word received by his parents, Capt. and Mrs. E. A. Hughes, of Dundas.

Lt. Hughes is married and has an 18-month-old son. His wife lived at a Canadian port, which was her husband's base when his ship was in port.

A native of Galt, but latterly a newspaper reporter in Hamilton, Robert Hughes was an officer in the RCNVR before he saw the ocean. He enlisted at Hamilton and took his training on Lake Ontario.

PASSED UP LEAVE

He might have been on leave when his ship left port on its last voyage but he let his leave go by, explaining that he couldn't take his wife and child back to Ontario at that time. But his friends knew that he wanted to go to sea.

He said he was going to be in a fight before the war was over. His ship had attacked submarines and most likely got one, but, he said, it's not the same thing. You don't see them.

When his ship was in port recently, a naval padre held a service on board. The ship's captain, a mariner of the old school, was nervous about his part in the service, so he sent for Robert Hughes, who read the lesson.

At Victoria, B.C., Capt. Percy Shadforth was advised that his brother, Capt. Hubert Shadforth, 58, who has been in convoy service on the Atlantic since the beginning of the war was "missing and presumed lost."

LONG IN B.C. SERVICE

Capt. Hubert Shadforth was in the British Columbia coastal service for many years, before he joined the B.C. Pilotage Authority with which organization he was associated at the outbreak of war.

Mr. and Mrs. George H. Hall, of Brockville, received word that their son, Ordinary Seaman John R. Hall, RCNVR, is missing at sea.

Albert Webb, of Goderich, was lost at sea, according to information received by his father, John Webb, from the Department of Naval Affairs.

Wireless Telegraphist Leonard Bate is reported missing and feared lost, according to a message received by his parents, Mr. and Mrs. Leonard Bate, of Dundalk.

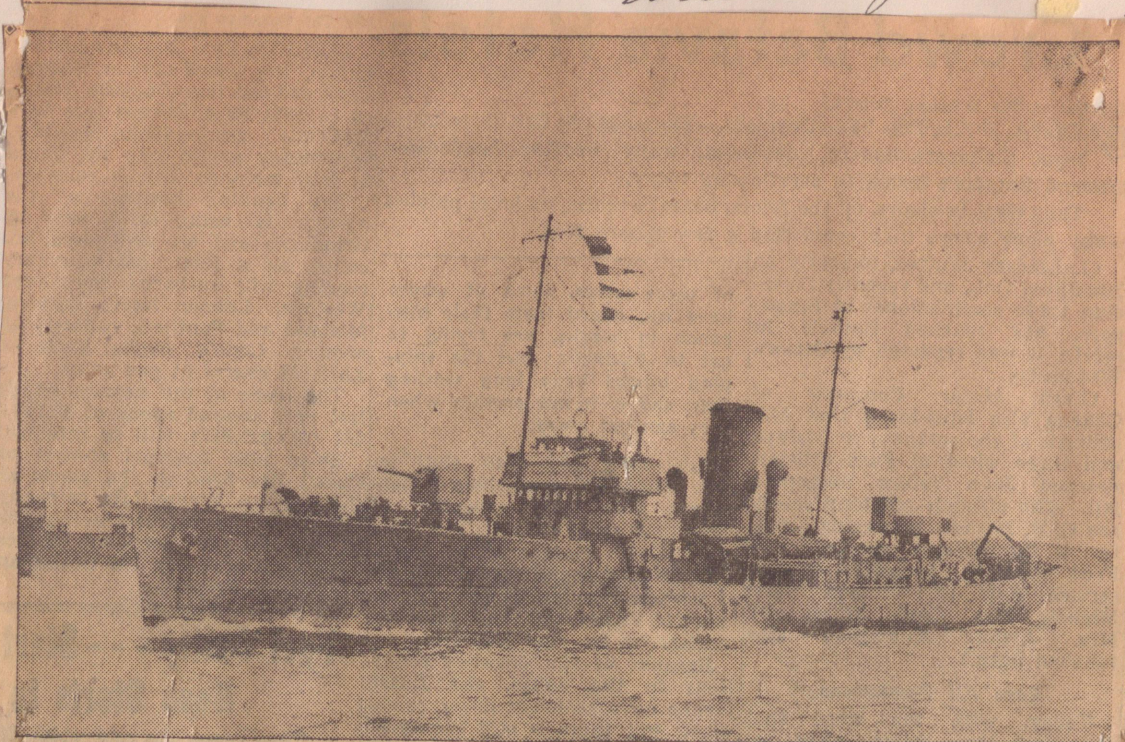
Petty Officer John M. Gamble, of Galt, also has been reported missing, his wife here was advised. He has been in the navy since the start of the war. He has two children.

No details were given in any of the messages.

Canada
7090
Losses
Spikehead

Naval Information

Naval Information



This is the Canadian Corvette Orillia, of similar type to the H.M.C.S. Spikenard, reported sunk in the North Atlantic with the loss of five officers and 52 ratings.

- Blouin, Joseph Arthur Ivan, AB., Isle d'Orleans, Que.
 - Boudreau, John Raymond, A.B., Richmond Country, N.S.
 - Boutin, Conrad William, A.B., Cape Breton, N.S.
 - Campbell, Altan Dickson, A.B., Toronto.
 - Curr, Stanley Raymond, AB., Montreal.
 - Donnet, Daniel Heron, AB., Toronto.
 - Gilboe, Arthur Francis, AB., Windsor, Ont.
 - Hall, John Robert, AB., Brockville, Ont.
 - Jordan, Donald, AB., Windsor, Ont.
 - Lamoureux, Romeo Joseph, AB., Niagara Falls, Ont.
 - Ring, Norman Eldon, AB., Collingwood, Ont.
 - Smith, Harold Wesley, AB., Cape Breton, N.S.
 - Stewart, Albert Mathers, AB., Edmonton.
 - Hounsell, Lionel Raymond Edward, OS., Montreal.
 - Pryor, Albert Lorne, OS., V24421, R.C.N.V.R., Mrs. Lillie Pryor (mother), 778 Weatherdon ave., Fort Rouge, Winnipeg.
 - Real, Clare Andrew, OS., Edmonton.
 - Stephens, William Dawson, AB., Saskatoon.
 - Webb, Wiliam Lawrence Albert, AB., Goderich, Ont.
 - Dearlove, Kenneth Harold, Sigm., Montreal.
 - Griffin, Patrick Bernard, Sigm., Verdun, Que.
 - Upton, Charles Michael Augustine, Ordinary Coder, Quebec City.
 - Bate, Leonard, Acting Leading Telegraphist, Dundalk, Ont.
 - Greenblatt, Moses, Telegraphist, Montreal.
 - Walker, Samuel Charles, Telegraphist, Toronto.
 - Cove, Gilbert Lloyd, Acting Engine Room Artificer, fourth class, Moncton, N.B.
 - Gamble, John McIlveen, Acting Engine Room Artificer, fourth class, Galt, Ont.
 - Legendre, Jean Marie, Stoker Petty Officer, Rimouski Wharf, Que.
 - Cowan, Murray Allan, Acting Leading Stoker, R.C.N., Mrs. Isobel Cowan (mother), Churchbridge, Sask.
 - Kennedy, Thomas Robert, Acting Leading Stoker, Brantford, Ont.
 - Kitchen, Cyril Frederick, Acting Leading Stoker, Dundas, Ont.
 - Connor, John Walter, Stoker, first-class, Saint John, N.B.
 - Edwards, Norman Jack, Stoker, first-class, Ottawa.
 - Galbraith, Stuart, Stoker, first class, Erieau, Ont.
 - Seaman, William John, Stoker, first class, Saint John, N.B.
 - Sennett, John Peter, Stoker, first class, Windsor, Ont.
 - Dunn, Rupert Maxwell, cook, Dartmouth, N.S.
 - Whittemore, Edwin George, cook, Westmount, Que.
 - Anderson, John, Probationary steward, V13860, Eckville, Alta.
 - Watts, D. James, Probationary steward, Berks, Eng.
 - Canavan, Lloyd Frederick, Stoker first class, Upper Newport, N.S.
 - Condie, James Ritchie, Sigm., V9836, R.C.N.V.R., Mrs. Ruth A. Condie (mother), 15 Luxton ave., Winnipeg.
 - Fisher, Edmund Joseph, AB., Barrington, Que.
 - Jamieson, Robert David, Acting Leading Seaman, Westboro, Ont.
 - Morley, William, AB., Toronto.
 - Oxborough, George William, Acting LS., Newcastle-on-Tyne, Northumberland, England.
 - Regalbuto, Charles Cerino, OS., Ottawa.
 - Rennie, William Allan, sick berth attendant, Oshawa, Ont.
 - Richard, Donald P., victualling assistant, Rothesay, N.B.
 - Wilcox, Russell Harold, stoker first class, Fort William, Ont.
 - MacLean, John Arthur, chief engine room artificer, Rosemount, Que.
 - Meacoe, William Arthur, coder, Outremont, Que.
- Following is a list of survivors issued by the Royal Canadian Navy today in connection with the loss of the Spikenard:
- Slightly wounded in action, now in Royal Naval Auxiliary Hospital, Seaforth, Eng.:
 - Cowan, Denis Hugh, AB., Ottawa.
 - Deans, Thomas Russell, Acting LS., Trail, B.C.
 - Mills, Wilfred Edward, Telegraphist, Toronto.
 - Whitworth, John Lindley, Sigm., Hamilton, Ont.
- Other survivors:
- Day, Alexander Albert, acting chief engine room artificer, Verdun, Que.
 - Laabs, Harold John, stoker petty officer, no next of kin.
 - MacMillan, Reginald, stoker 1st class, Mt. Stewart, P.E.I.
 - Morrison, George Anderson, stoker first class, Pictou, N.S.

3 CORVETTE TORPEDOED
 [Continued from Page One]

ing and believed lost in the sinking of the Spikenard.

- Shadforth, Hubert G., Lt.-Cmdr., R.C.N.R., Vancouver.
- Fawcett, Charles Cavour, Lieut., R.C.N.V.R., Grantville, N.S.
- Hughes, Robert Alexander, Lieut., R.C.N.V.R., Dundas, Ont.
- Milthorp, Patrick Reginald, Lieut., R.C.N.R., Oak Bay Victoria.
- Markham, Gerald Arthur, Sublt., R.C.N.V.R., Westmount, Que.
- Skettle, Alfred Smedley, Chief Petty Officer, Mandaumin, Ont.

Canada

7090

Losses

Spikehard H.M.C.S

New Information

Spikenard

**WELL-KNOWN IN SPORT
LOST ON SPIKENARD**

**Stoker Russell H. Wilcox Was
19—Joined Navy in
May of 1940**

Special to The Star

Fort William, Feb. 20 — Russell Harold Wilcox, stoker first class, R.C.N.V.R., among the Spikenard missing, is the 19-year-old son of Mrs. D. L. Bole of Fort William. Born and educated here, young Wilcox was taking a course at vocational school prior to enlistment in the navy. He was a well known football and hockey player. He joined the navy in May, 1940, and in December the same year went on convoy duty.

Acting Leading Seaman William D. Stephens, numbered among the corvette missing, also is well known in Fort William. He was an employee of the Bank of Montreal. His kin live in Saskatoon, Sask.

Fifth War Casualty

Special to The Star

Collingwood, Feb. 20 — Norman Ring, 28, reported lost with the Spikenard, is Collingwood's fifth war casualty. He enlisted with the navy in January, 1941. He was a son of Mr. and Mrs. Robert Ring. Besides his parents are three brothers and two sisters. One brother is with the R.C.A.F.

Was Sea Cadet Graduate

Special to The Star

Oshawa, Feb. 20—William Allan Rennie, 21, a sick berth attendant on the Spikenard and who is reported lost at sea, was a graduate of the Oshawa Sea Cadet Corps. He enlisted in May last year. He was born in Toronto and resided there until 1927 when he came to Oshawa with his parents. Besides his mother he is survived by four sisters.

Three Said Missing

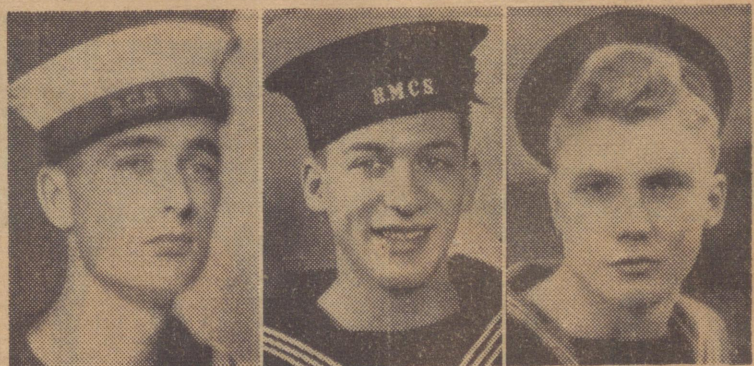
Special to The Star

Windsor, Ont., Feb. 20 — Three Windsor men reported as missing and presumed lost in action with the corvette Spikenard are: Arthur F. Gilboe, 20, leading seaman, son of Mr. and Mrs. Arthur J. Gilboe; John P. Sennett, 22, stoker, son of Mr. and Mrs. Peter Sennett, and Don Jordan, 21, a leading torpedoman, son of Mr. and Mrs. Richard Jordan.

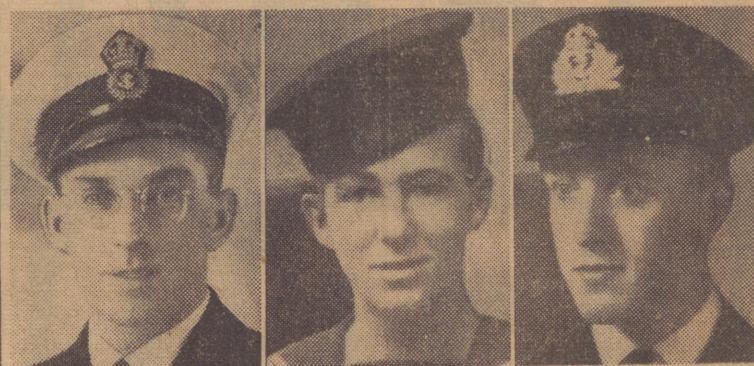
Gilboe's last letter ended: "This may be the last you will hear from me for some time."



WILLIAM MEACOE KENNETH DEARLOVE ROMEO LAMOUREUX



PATRICK GRIFFIN MOSES GREENBLATT STANLEY CURR



ALEXANDER DAY CHARLES REGALBUTO GERALD MARKHAM

Eight of the nine men pictured here were casualties when the corvette Spikenard was sunk by enemy action in the Atlantic with 57 casualties. Only one of this group, Alexander Day of Verdun, Que., was among the survivors. Of the others, Meacoe is from Outremont, Dearlove from Montreal, Lamoureux from Hamilton, Griffin from Verdun, Greenblatt and Curr from Montreal, Regalbuto from Ottawa and Sub-Lieut. Markham from Westmount.

Canada
7090
Losses
Spikenard HMCS

10
11
12
13
14
15
16
17
18
19
20

Naval Information

February 21st, 1942

STAR

Lost on Spikenard



Lieut. Charles C. Fawcett

Resident of Montreal for 12 years before entering naval service in 1940, Lieutenant Fawcett is among officers listed as lost in the sinking of H.M.C.S. Spikenard while on convoy patrol in the North Atlantic. He was employed by Canadian Vickers, Limited, for several years. Lieutenant Fawcett was attached to the Mountain Street depot of the R.C.N.V.R. for a year and later was stationed at Saint John, N.B., where his wife, formerly Miss Ella Grant, is residing. The officer is a native of Sackville, N.B., son of C. W. Fawcett and the late Mrs. Fawcett. He was a graduate of Rothesay Collegiate School and Mount Allison University.

Canada

7090

Losses

Spikenard, A. H. C. S.

Member for British
Columbia, P.O. Box 1111
Vancouver, B.C.

ation

Montrealers Among Navy Casualties

Five Officers And 52
Ratings "Considered
Lost" — Eight Saved
On Convoy Duty

(From Yesterday's Late Edition.)

OTTAWA, Feb. 19. — (CP) — Five officers of the Royal Canadian navy, and 52 ratings, "are missing and must be considered lost" with the Canadian corvette Spikenard, believed to have been torpedoed in the Atlantic, it was announced today.

Eight men, four of them wounded, were saved.

In the typically terse form common to all navy announcements, Navy Minister Macdonald made known the loss today.

The Spikenard's captain, Lt.-Cmdr. Hubert G. Shadforth of Vancouver, and all of his officers, went down with their ship.

H.M.C.S. Spikenard, third Canadian corvette to be lost since the Second Great War started, was believed to have been "torpedoed by a German submarine while she was on convoy escort work in the north Atlantic."

It was thought the vessel broke in two after being hit.

Loss of life on the Spikenard, including her commander who was particularly well-known in Canada's west coast peacetime mercantile marine operations, brought total Royal Canadian Navy dead and missing in this war to date to 522.

"Four of the survivors, reported to be slightly wounded, are in hospital in England," said the statement from naval service headquarters.

H.M.C.S. Spikenard had spent many weeks at sea throughout the winter in company with other ships of the Royal Canadian navy, guarding the life-line to the United Kingdom.

BELIEVED TORPEDOED

"The fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing," said the navy.

"They were rescued by a corvette of the Royal Navy and taken to a British port."

The navy gave no other details of the loss.

The navy announcement was headed simply:

"Hon. Angus Macdonald, Minister for Naval Services, regrets to announce that H.M.C.S. Spikenard, a corvette, has been sunk by enemy action. All five officers and 52 of the 60 ratings are missing and must be considered lost. The next of kin have been informed."

LISTED MISSING

Following is the list of Royal Canadian Navy men listed by naval service headquarters today as missing and believed lost in the sinking of H.M.C.S. Spikenard:

Shadforth, Hubert G., Lt.-Cmdr., R.C.N.R., Mrs. Georgina Shadforth (Wife) Vancouver.

Fawcett, Charles Cavour, Lieut., R.C.N.V.R., Mrs. Ella Isobel Fawcett (Wife) Grantville, N.S.

Hughes, Robert Alexander, Lieut., R.C.N.V.R., Mrs. Esther Hughes (Wife) Dundas, Ont.

Milthorp, Patrick, Reginald, Lieut., R.C.N.R., Mrs. Florence E. Milthorp (Wife) Oak Bay, Victoria.

Markham, Gerald Arthur, Sub-Lt., R.C.N.V.R., Gerald M. Markham (father), 641 Murray Hill, Westmount, Que.

Kettle, Alfred Smedley, Chief Petty Officer, A2382, R.C.N.R., Mrs. Edith May Kettle (mother) Manlaumin, Ont.

Blouin, Joseph Arthur Ivan, AB., V3582, R.C.N.V.R., Joseph Blouin (father), St. Jean, Isle d'Orleans, Que.

Boudreau, John Raymond, AB., A4557, R.C.N.R., Mrs. Remi R. Boudreau (mother), Boudreauville, Richmond County, N.S.

Boutin, Conrad William, AB., V23077, R.C.N.V.R., Mrs. Mary Martin (mother), Arichat, Cape Breton, N.S.

Campbell, Allan Dickson, AB., V22882, R.C.N.V.R., Mrs. Isobel Campbell (mother), Toronto.

Curr, Stanley Raymond, AB., V5972, R.C.N.V.R., Mark Curr (father), 2311 Montgomery St. Montreal.

Donnet, Daniel Heron, AB., V22305, AB., R.C.N.V.R., Thomas Donnet (father), Toronto.

Gilboe, Arthur Francis, AB., V19071, R.C.N.V.R., Arthur J. Gilboe (father), Windsor, Ont.

Hall, John Robert, AB., V18166, R.C.N.V.R., George Hall (father), Rockville, Ont.

Jordan, Donald, AB., V19161, R.C.N.V.R., Richard Jordan (father), Windsor, Ont.

Lamoureux, Romeo Joseph, B., A1705, R.C.N.R., Oliver Lamoureux (father) Niagara Falls, Ont.

Ring, Norman Eldon, AB., V22923, R.C.N.V.R., Mrs. Alice Ring (mother), Collingwood, Ont.

Smith, Harold Wesley, AB., V2780, R.C.N.R., Mrs. Myrtle (mother) Port Hood Island, Inverness County, Cape Breton, N.S.

Stewart, Albert Mathers, AB., V12454, R.C.N.V.R., George Stewart (father), Edmonton.

Hounsell, Lionel Raymond Edward, OS., V23734, R.C.N.V.R., Mrs. Nesta Lancaster (sister) 3451 Huber St. Montreal.

Pryor, Albert Lorne, OS., V24421, R.C.N.V.R., Mrs. Lillie Pryor (mother), Winnipeg.

Real, Clare Andrews, OS., V12453, R.C.N.V.R., Mrs. Florence Real (mother), Edmonton.

Stephens, William Dawson, AB., V16322, R.C.N.V.R., Percy S. Stephens (father) Saskatoon.

Webb, William Lawrence Albert, AB., V17387, R.C.N.V.R., John Webb (father) Goderich, Ont.

Dearlove, Kenneth Harold,

Sigmn., 4085, R.C.N., Mrs. Margaret Dearlove (mother) 5720 Waverley St., Montreal.

Griffin, Patrick Bernard, Sigmn., V5682, R.C.N.V.R., Mrs. Mary T. Griffin (mother), 4415 Bannantyne Ave., Verdun, Que.

Upton, Charles Michael Augustine, ordinary coder, V3475, R.C.N.V.R., W. F. Upton (father) Quebec City.

Bate, Leonard, acting leading telegraphist, V7646, R.C.N.V.R., Leonard Bate (father) Dundalk, Ont.

Greenblatt, Moses, telegraphist, V23388, R.C.N.V.R., Mrs. Eva Greenblatt (mother) 4009 DeBullion St., Montreal.

Walker, Samuel Charles, telegraphist, V22378, R.C.N.V.R., Mrs. Nellie Cartnell (mother), Toronto.

Cove, Gilbert Lloyd, acting engine room artificer, fourth class, V26057, R.C.N.V.R., Mrs. Muriel Cove (mother), Montcalm, N.B.

Gamble, John McIveen, acting engine room artificer, fourth class, V8328, R.C.N.V.R., Mrs. Elizabeth Gamble (wife), Galt, Ont.

Legendre, Jean Marie, stoker petty officer, A2115, R.C.N.R., Xavier Legendre (father), Rimouski Wharf, Que.

Cowan, Murray Allan, acting leading stoker, V1586, R.C.N., Mrs. Isobel Cowan (mother), Churchbridge, Sask.

Kennedy, Thomas Robert, acting leading stoker, V5831, R.C.N.V.R., Mrs. Elsie Violet Kennedy (mother), Brantford, Ont.

Kitchen, Cyril Frederick, acting leading stoker, A1571, R.C.N.V.R., Mrs. Vera M. Kitchen (wife), Dundas, Ont.

Connor, John Walter, stoker, first class, V2408, R.C.N.V.R., Mrs. Alice Helena Connor (wife), Saint John, N.B.

Edward, Norman Jack, stoker, first class, V6522, R.C.N.V.R., Mrs. Margaret Edwards (wife), Ottawa.

Galbraith, Stuart, stoker, first class, A2105, R.C.N.R., Mrs. Mary Galbraith (mother), Erieau, Ont.

Seaman, William John, stoker, first class, V2412, R.C.N.V.R., William J. Seaman (father), Saint John, N.B.

Sennett, John Peter, stoker, first class, V19061, R.C.N.V.R., Mrs. Lillian Sennett (mother), Windsor, Ont.

Dunn, Rupert Maxwell, cook, A2473, Mrs. Minnie Dunn (mother), Tuft's Cove, Dartmouth, N.S.

Whittemore, Edwin George, cook, V23517, R.C.N.V.R., Mrs. Louise Whittemore (wife), 299A Grosvenor Ave., Westmount, Que.

Anderson, John, probationary steward, V13860, R.C.N.V.R., Mrs. Conda Anderson (mother) Eckville, Alta.

Watts, D. James, probationary steward, V27265, R.C.N.V.R., Mrs. Julia Watts (mother) Berks, Eng.

Canavan, Lloyd Frederick, stoker first class, V25810, R.C.N.V.R., Mrs. Alberta Canavan (wife) c-o Mrs. Charles Canavan, Upper Newport, N.S.

Condie, James Ritchie, Sigmn., V9836, R.C.N.V.R., Mrs. Ruth A. Condie (mother) Winnipeg.

Fisher, Edmund Joseph, AB., V23034, R.C.N.V.R., Mrs. Richard Fisher (mother) Barrington, Que.

Jamieson, Robert David, acting leading seaman, 3838, R.C.N., Mrs. Rose Jamieson (mother) Westboro, Ont.

Morley, William, AB., V22326, R.C.N.V.R., Max Morley (father) Toronto.

Oxborough, George William, acting LS., 3009, R.C.N., Mrs. Margaret C. Oxborough (wife) Northumberland, Eng.

Regalbuto, Charles Cerino, OS., V6987, R.C.N.V.R., Mrs. Kathleen Regalbuto (mother) Ottawa.

Rennie, William Allan, sick berth attendant, V18336, R.C.N.V.R., Mrs. Alice Rennie (mother) 57 Queen St., Oshawa, Ont.

Richards, Donald P., victualling assistant, V2589, R.C.N.V.R., Mrs. Doris J. Richards (wife) R.R. No. 1 Rothesay, N. B.

Wilcox, Russell Harold, stoker

and Co. Vancouver and \$200,000 from Kelly Douglas and Mrs. Louise MacLean (wife) 5508 13th Ave., Rosemount, (Montreal), Que.

Meacoe, William Arthur, Coder, V5988, R.C.N.V.R., Mrs. Florence Meacoe (wife) Apt. 15, 1125 La-jole Ave., Outremont, Que.

SURVIVORS

Following is a list of survivors: Slightly wounded in action, now in Royal Naval auxiliary hospital, Seaford, Eng.:

Cowan, Denis Hugh, AB., V6481, R.C.N.V.R., Mrs. Annie Cowan (mother) Laurentian View, Ottawa.

Deans, Thomas Russell, acting LS., 3212, R.C.N., Mrs. Jane Deans (mother) Trail, B.C.

Mills, Wilfred Edward, telegraphist, V22962, R.C.N.V.R., Mrs. Norman Edna Mills (wife), Toronto.

Whitworth, John Lindley, Sigmn., V8411, R.C.N.V.R., Mrs. Winnifred Whitworth (mother), Hamilton, Ont.

UNINJURED

Day, Alexander Albert, acting chief engine room artificer, V5825, R.C.N.V.R., Mrs. Violet Frances Day (Wife) 881 Rielle Ave Verdun, Que.

Laabs, Harold John, stoker petty officer, V16182, R.C.N.V.R., no next of kin.

MacMillan, Reginald, stoker 1st class, V1328, R.C.N.V.R., Mrs. Joseph MacMillan (Mother) Mt. Stewart, P.E.I.

Morrison, George Anderson, stoker first class, V25797, R.C.N.V.R., Mrs. Mary Morrison (Mother) Pictou, N.S.

NAVAL MESSAGE

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To:

N.E.F.
(R) CAPT D WELD
C IN C W A
CTF 24
C O A C
N.S.H.Q. OTTAWA

From:

1048-48-1

RESTRICTED
DISTRIBUTION
KEY LOCKED UP
CANCELLED

DECLASSIFIED
Authority: DHD 3-3

F O N F
1048-48-25

by ACU for DHist NDHQ
Date: FEB - 6 1990

CNS
DCNS
DNI
SOI
DOD
FIS
DPD
SW/TO
SECNB
DSD

THE FOLLOWING INFORMATION HAS COME TO LIGHT RELATIVE
TO MISUSE OF R/T AND W/T IN CONNECTION WITH LOSS OF
"SPIKENARD".

- (2) "SPIKENARD" IS KNOWN TO HAVE USED R/T UNNECESSARILY ON PREVIOUS OCCASIONS AND THIS APPEARS TO HAVE BEEN EMPLOYED BY THE ENEMY.
- (3) ON FIVE OCCASIONS DURING PASSAGE OF SC 67 A STATION USING "SPIKENARD'S" R/T CALL SIGN ASKED OTHER SHIPS TO LISTEN OUT FOR SIGNAL ON 425 KG/S AND TRANSMIT BEARING ON R/T.
- (4) IT CANNOT BE BELIEVED THAT "SPIKENARD" WAS GUILTY OF SUCH CRIMINAL NEGLIGENCE AS TO TRANSMIT ON 425 KG/S WHILST WITH A CONVOY AND IT IS PRESUMED THAT A U-BOAT, NOTICING

JUN -1 1942

NAVAL MESSAGE

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To:

From:

--2--

"SPIKENARD'S" FREQUENT USE OF R/T, USED IT TO ADVANTAGE TO
OBTAIN BEARINGS OF THE CONVOY.

- (5) THIS RUSE WAS ATTEMPTED BY A U-BOAT USING "GLADIOLUS'S" CALL
SIGN TO "WETASKIWIN" ON THE NIGHT AFTER THE "GLADIOLUS" WAS LOST.
- (6) UNDER NO CIRCUMSTANCES ARE SHIPS OF THE N.E.F. TO ASK FOR OR GIVE
Such BEARING IN FUTURE.
- (7) ATTENTION IS AGAIN CALLED TO WAGO 071 AND WAGM 194 OF 17TH
SEPTEMBER 1941.

15212/7

L/T CYPHER TOR 1340Z/10/3/42 W.T. 6408

JUN -1 1942

5 OFFICERS, 52 RATINGS CASUALTIES

Four Toronto and 18 Ontario Men Lost as Spikenard, RCN Corvette, Torpedoed

Ottawa, Feb. 19—Five officers of the Royal Canadian Navy, and 52 ratings, "are missing and must be considered lost" with the Canadian corvette Spikenard, believed to have been torpedoed in the Atlantic, it was announced to-day.

Eight men, four of them wounded, were saved.

One Toronto man, Wilfred E. Mills, of 11 Humberview road, was among the eight survivors. He was, however, reported injured in the torpedoing. Of the 57 men reported missing and presumed lost, four were from Toronto. They are: Able Seaman Allen Campbell, 28 Oriole Gardens; Able Seaman Daniel H. Donnet, 107 Eaton ave.; Telegraphist Samuel Charles Walker, 117 Lappin ave., and Able Seaman William Morley, 78 Willow ave.

Eighteen other men from Ontario were listed among the casualties.

"Four of the survivors, reported to be slightly wounded, are in hospital in England," said the statement from Naval Service headquarters.

"The fact that only eight men survived suggests the corvette broke up and sank within minutes after the believed torpedoing," said the Navy.

"They were rescued by a corvette of the Royal Navy and taken to a British port."

The Spikenard's captain, Lt.-Cmdr. Hubert G. Shadforth, of Vancouver, and all of his officers, went down with their ship.

In the typically terse form common to all navy announcements, Navy Minister Macdonald made known the loss.

HMCS Spikenard, third Canadian corvette to be lost since the second Great War started, was believed to have been "torpedoed by a German submarine while she was on convoy escort work in the North Atlantic."

Loss of life on the Spikenard, including her commander, who was particularly well-known in Canada's west coast peacetime mercantile marine operations, brought total Royal Canadian Navy dead and missing in this war to date to 522.

HMCS Spikenard had spent many weeks at sea throughout the winter in company with other ships of the Royal Canadian Navy, guarding the lifeline to the United Kingdom.

The Navy gave no other details of the loss.

But of the ship's captain, the Naval statement added:

"As a naval officer he was one of the most popular in the ships identified with East Coast ports."

The Navy quoted him as saying on several occasions:

"It gives me a great satisfaction to be able to help in the protection of the ships in which are serving the great men who were my colleagues in peacetime."

Toronto Evening Telegram 0 19 Feb 42

8000

HMCS SPIKENARD

Account of loss of SPIKENARD, Press dated 19.2.42.

Spikenard sinking

Corvette

Am. Spikerard

June 41

- 04/12/26 1 arrived Nfx
- 1537 P/4 1 A/S esc. BHX 137. Nfx - E. RN - Iceland
- 2/312/6 6 Departed Nfx

July 41

1303/25 CB OB 349

Aug 41

- 17542/3 1 Arrive Halifax
 - 18282/4 RR taken in hand fitting RDF.
 - 19012/11 1 available sail NX 145 16 Aug
 - 13272/12 6 NX 145
 - 17352/16 1 Departed Nfx
 - 15452/17 6A NX 145
 - 1003/27 1 Arrived Iceland
- SEP 41
- 2202/3 ON. Sailed Iceland ON 11
 - 10472/13 1 Arrived Nfx
 - 1032 P/15 1 With Rampura to arrive Sydney 1100 @ /17
 - 15152/16 6A Sailed Nfx
 - 21462/16 1 do
 - 19052/17 1 Arrived Sydney
 - 15252/18 6A 4645
 - 15352/18 1 departed Sydney

Oct 41

- 1743/2 1 Arr'd Iceland 1130/2
- 1214/4 1 sailed ~~for~~ with oiler Trisula at 0400/4
- 13122/12 1 ~~to sail from St John to Nfx Oct 15 with oiler~~ ~~Chilliwack~~
 deleted by 17192/13
- 17302/13 6A with ON 21.
- 23572/14 1 Leave convoy in 53°N for St. John with St. Laurent
- 15292/16 25 CCNF re fuel tank + rolling stays
- 17402/15 6A COAC due Nfx N.F. with St Laurent
- 23592/15 1 CCNF arr'd "
- 2357/16 1 CCNF departed St Johns N.F.
- 17452/16 6A C.O.A.C. sailed St Johns N.F. 13002/16 to Nfx.
- 17502/17 6A COAC Due Nfx AM 18 Oct.
- 19512/18 25 COAC to take in hand Liverpool N.S. Oct 20.
- 22492/18 1 (501 Nfx) arr'd Nfx.
- 00112/19 25 COAC request manual refit
- 17152/19 25 COAC taken in hand dock complete 4 to 5 wks

Oct 41 Corvette N.M.C.S. Spikewood

15052/20 6A Coac sailed Nbr. PM 20 for Liverpool N.S.

21352/20 25 (SDY Nbr) re points to be checked at refit.

04012/21 1 (SQI Nbr) sailed Nbr for Liverpool. N.S.

15352/22 25 (SDY Nbr) re As + A's.

1 Nov

15092/4 25 Coac - re Lewis guns

23042/21 1 S.O.S. Sp arrived Nbr for Liverpool

18262/22 26 C.C. N.F. see refit see Fennel

DEC 41

19472/1 75 BOMB RTG Dec 7

16182/7 1660 BOMB Will be available for 1660

New Files

16372/10 1 6.OMB Intend sailing Saturday 13 Dec to arrive St Johns pm 15 Dec

16352/13 10 Coac sailed Nbr 19002/13 to St Johns.

23152/13 1 S.O.S. Nbr

20372/13 1 6.OMB Sailed from Nbr pm 13 Dec per St Johns

22492/15 1 6.OMB arrived St Johns from Nbr

00232/19 1660 6.OMB departed St Johns for 1660

12192/27 5060 (Saguenay) still with Watahawi + 5060 under Caldwell's orders.

1628N/29 1 A.C.I.C. arrived Iceland from 5060

15582/30 30 Fong - probably go to Charleston for refit end of June 42.

1821/30 5060 C.T.F.A - arrived Iceland from 5060

Jan 42

15142/2 30 Fong - To follow Fennel + Negatica to Charleston on completion of Polythrus + Trillium

1020N/4 ON52 F.O.C. Iceland - sailed Iceland 0600N/4 for ON52

20002/10 ON52 (ship) - weather report + position

14522/10 5060 (Saguenay) may proceed assistance of Kiwi

07032/11 "Sag." (Saguenay) - in vicinity of Kiwi with three tankers

12002/11 1 (Spikewood) - 051° 18' N 038° 05' W heading for Kiwi bearing 340° 30' miles

19052/11 1 (ship) - at 20002/11 in 50° 33' N 39° 30' W hours, with Kiwi

1640/12 ON52 NSCHNO - on route N to W with part of convoy

00222/17 1 FONG arrived St Johns

02552/22 1 C.C.N.F. - proceeding Cape Race to search for survivors

0282/22 1 FONG sailed for A/S search Cape Race

19052/22 10 BOMB vicinity Cape Race

03072/23 1 FONG - departed St Johns to A/S search Cape Race

15552/23 10 Coac - patrol Cape Race

03492/24 1 Fong - arrived + departed St Johns Jan 23 for search off St Johns.

04282/25 1 Fong - arrived back St Johns Jan 24

Corvette

H. M. C. S. Spiker and

Jan 42

00202/26 1 Fond - arrived at Johns Jan 25 and departed for local A/S search.
16092/29 29 Capt D. R. L. Ke. R. D. aerial carried away at sea

206 47

00112 ✓ 1 FOND Departed Johns for 5667
03/42/3 2 6076 Pos Cse Speed - W.R.

13372/3 SC67. FOND. Has not met.

19002/10 S S Position Cse Speed

1200 A/11 S St Albans believed torpedoed in 5610-2107

1815 A/11 S HMS Gambia & survivors from S. in
5607-2044 1750 A/11

23102/14 capt P. Liverpool survivors landed by (H.M.S. Gambia)

1021 A/17 CirCawi.))

Copied from NSS 8280-SC-67

NAVY MESSAGE

microfilm

REVISIONS
FORM-1-41 (30)
H. 2. 12-2-1350

Report of proceedings and attack on
Convoy SC67 when M.V. HELWA and
HMS SPIKENARD were torpedoed

For use in
Signal
Department
only

From the Commanding Officer HMS GENTIAN

Date 14th February, 1942 No 0190/7

To Capt (D) Liverpool

Shortly after midnight on 10th
February, 1942, HMS GENTIAN in company
and under orders of HMS HONEYSUCKLE
was proceeding to join convoy SC-67 ...

2 When we had closed about 5
miles off the starboard bow of the
convoy, and before contact had been
made with the Canadian escort of the
convoy, an attack on the Convoy
was made by a U-boat or U-boats.
A considerable explosion was seen and
heard and the ship hit rapidly took
fire. Gun fire was heard immediately
afterwards and several underwater
explosions (some underwater explosions
had been heard about 10 minutes to
a quarter of an hour before).

9. 1320C
 REVISED—3-44
 100M-PADS OF 200-7-44 (903)
 N.S. 7570-S. 1320C.

NAVAL MESSAGE

For use in
 Signal
 Department
 only

Originators Instructions:
 Precedence, Etc.

Group Count

TO:

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System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

Date

For use in
Signal
Department
only

3. I increased to 14 knots and decided to sweep down the starboard side of the ~~convoy~~. I closed to about 3 miles and swept down the ~~convoy~~ zig-zagging. By this time the convoy had passed the torpedoed ship. The fire had gone out, and when I reached a position on the beam, or slightly astern, of the last ship in the starboard column, I saw a merchant ship apparently stationary with a column of smoke rising from it. I assumed this was the ship I had seen on fire, but it is clear from enquiries I made from survivors that the fire had been in HMS SPIKENARD which sank in 4 or 5 minutes, and that the ship I saw with the column of smoke above it was the M.V. HEINA which took some time to sink (this ship's name appeared incorrectly in ~~ST ALBAN~~ ST. ALBANS' cypher message). I think it probable that the same assumption was made by other escort vessels, which accounts for the fact that it was not known until next morning that HMS SPIKENARD had been attacked.

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P/L Code or Cypher

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NAVAL MESSAGE

For use in
 Signal
 Department
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Originators Instructions:
 Precedence, Etc.

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Time of
 Receipt | Despatch

Operator

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NAVAL MESSAGE

FORM 1250C
REVISED 1-4-44
N.S. 1250-B-1250C

For use in
Signal
Department

A

On dead reckoning from a position obtained at noon on 10th February the attack took place in approximately 56 degrees 10' N 21 degrees 08' W. After daylight next morning it was found that SPIKENARD was not present; the remainder of the Canadian escort was in company.

Group Count

Originator's Instructions

TO

W/ls

A

5 I was stationed by HONEY/SUCKLE on the port side of the convoy. H. No. M.S. ST ALBANS joined and became senior officer of the escort about 1000 A/11 and ordered me at 1140 A/11 to return and search for survivors from SPIKENARD. ST. ALBANS cypher message to Commander-in-Chief, Western Approaches at 1.20? A/11 stated MV HEIN# ... was torpedoed in position 56 degrees 08' N 20° 34' W, and SPIKENARD was believed to be torpedoed in position 56 degrees 10' N 21 degrees 07' W but it seems probable from my observations that both ships were sunk in the same attack in positions fairly near each other. The Commodore of the Convoy confirmed this when I asked him after the convoy had split.

Date

Operator

Time of

Receipt

Receipt

P/L Code or Cypher

System

NAVAL MESSAGE

For use in
 Signal
 Department
 only

Originators Instructions:
 Precedence, Etc.

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P/L Code or Cypher

Time of

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Despatch

Operator

Date

For use in
Signal
Department
only

6 GENTIAN returned at 15 knots towards position of the sinkings and about 1800A/11 I picked up 8 survivors on a raft and a Carley float which was secured alongside. The raft in approximate position 56 degrees 16' N 20 degrees 39' W. From what they told me it was immediately apparent that there was little likelihood of anyone else having survived, that they thought both boats had been destroyed by the explosion and that apart from the raft and float which they were on the ship had only one other Carley float. However, I searched the area for ~~two~~^{two} hours until dusk without seeing any float or any wreckage at all. At 2000 ~~hrs~~ I set course for the convoy

7 The survivors were landed at Gladstone Dock, Liverpool at 1600 on 14th February. The survivors were: -

Group Count

Originator's Instructions

Write Across

Date

Operator

Time of

Despatch

Receipt

P/L Code or Cipher

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NAVAL MESSAGE

REVISED 3-44
FORM-1-44 (207)
12-5273-128C

SIC - ~~ERA~~ later

Day, Alexander Albert	V. 5825	E.R.C.	RCNVR
Laabs, Harold James	V. 16182	Sto P.O.	RCNVR
Deans, Thomas R.	V. 3212	L/Seaman	RCN
Whitworth, John L.	V. 8411	Signalman	RCNVR
Mills, Wilfred E.	V. 22962	Telegraphist	RCNVR
Coman, Dinas R.	V. 6481	A B	RCNVR
McMillan, Reginald	V. 1328	Sto. 1st. Class	RCNVR
Morrison, George Anderson	V. 125797	Sto 1st class	RCNVR

Group Count

Original
Precedence, Etc.

Four of them were suffering from burns, but not seriously, and one had been burnt several of them had slight cramp but recovered from this on board.

8 At the time of the attack two of the survivors were in the Petty Officers' Mess aft, one was in the port waist of the ship off duty. One stoker was in the boiler room on duty and the remainder were in the messdeck forward. By questioning them I obtained the following information, in assessing the value of which it must be remembered that none of the survivors was on the bridge, and only one on deck.

Date	Operator	Time of Dispatch	Receipt	P/I Code or Cipher	System
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NAVAL MESSAGE

For use in
 Signal
 Department
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Originators Instructions:
 Precedence, Etc.

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TO: *RCMV* FROM: *Comdr. Dines R. V. 4481 A 8*

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P/L Code or Cypher

Time of

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Despatch

Operator

Date

NAVAL MESSAGE

U.S. NAVAL MESSAGE
FORM-PAGE 2 OF 2-7-18 (201)
REVISED-3-14
R. 1230C

9. The attack occurred between 2130 and 2135 ship's time on the tenth (0030, 0035A). The ship was zig-zagging ahead of the convoy at the time. The sound of under water explosions, assumed to be depth charges had been heard for 10 minutes, or a quarter of an hour before the attack - SPIKEWARD herself did not drop any charges. The ship was steaming at 80 revolutions until a few minutes before the attack when speed was increased to 120 revolutions. The action stations bell rang just as the ship was hit (the men fwd. did not hear it). They all agree that the torpedo hit about the ward room or the stokers' flat, but they cannot agree on which side the torpedo hit. Most of the damage occurred on the port side, and part ~~most~~ of the ship's side and the deck at the break of the fore-castle was blown away. Fire broke out immediately and they say the ship was quickly on fire from the break of the fore-castle to the funnel. The whistle blew continuously until the ship sank. She sank in time estimated between 3 and 5 minutes. They say that both boats were destroyed and only the men surviving were on

For use in
Signal
Department
(only)
Operators Instructions:
TO
Write
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Date Operator Time of Receipt Dispatch P.L. Code or Cipher System

NAVAL MESSAGE

For use in
 Signal
 Department
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Originators Instructions:
 Precedence, Etc.

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System

P/L Code or Cypher

Time of
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The raft or Carley Float when the ship sank. She went down head first and just before sinking finally, an explosion occurred attributed either to a boiler or a depth charge. As one of the men says the depth charges were always kept set "safe", it was probably a boiler. A number of other men were heard shouting in the water, but could not be found. Two were picked up badly injured and died subsequently and were put over the side. The men who escaped from the mess deck had to run through flames after coming out of the door, and then fell into the water where the deck had been blown away. Some clambered back onto the ship, others swam round to the after part of the ship to the Carley float which was then in the water.

10. None of the men who survived was in the water at the time when the explosion mentioned above occurred.

It appeared that the ship did not have an escape hatch on to the forecabin head. The senior rating survivor - E.R.A. Dany told me that with his approval it was decided on the raft that that Stoker Petty Officer

Date

Operator

Time of

P. Code or Cipher

System

Dispatch

Receipt

S. 1320C
 REVISED—3-44
 100M-PADS OF 200-7-44 (903)
 N.S. 7570-S. 1320C.

NAVAL MESSAGE

For use in
 Signal
 Department
 only

Originators Instructions:
 Precedence, Etc.

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P/L Code or Cypher

Time of

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Laabs should take charge, that he did so, and did valuable work in keeping up the men's spirits, E.P.A. Day asked me to mention this fact.

For use in Signal Department only

Group Count 11

Whilst questioning heading Seaman Deans, I ascertained that although one of the first at the door he remained until the last to see all the men out of the mess deck, except for one man who was slow getting out of his bunk and did not survive. Deans did not volunteer this information, but I did not seek any confirmation of it from the other men.

Originals Instructions: Procedures, Etc.

TO:

Words Across

OSBORNE

F.V. OROORKE ?

Lieutenant, RANVR in Command.

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Time of Receipt Dispatch

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System

Spikenard

MS 1000-R
(N/Hist)

ROYAL CANADIAN NAVY

18 August, 1958.

Dear Sir:

Reference is made to your letter of 4 August in which you request that a photograph of the SPIKENARD spike be sent to Mrs. H. Shadforth, the widow of the Commanding Officer who was lost with his ship, HMCS SPIKENARD, in 1942.

The driving of the SPIKENARD spike is one of the better known incidents that occurred in the Crownsnest Club, and when the club was closed at the end of the war the plank in the floor that held this trophy was cut out and moved with most of the other fittings to the Naval Officers' Club which is still located at 1530 McGregor Street, Montreal. An article concerning this club and containing considerable information about the SPIKENARD spike was published by the Montreal Gazette on 21 February, 1953.

The Royal Canadian Navy takes pleasure in enclosing a photograph of the SPIKENARD spike trophy as well as a photographic reproduction of a painting that portrays the interior of the old Seagoing Officers' Club known as the "Crownsnest" in St. John's, Newfoundland.

It is requested that these be forwarded to Mrs. Shadforth.

Yours truly,

NAVAL SECRETARY.

Mr. Arthur D. Ritchie,
Estate Service Division,
The Canada Life Assurance Company,
640 West Hastings Street,
Vancouver 2, B.C.

CHEBOGUE
CLAYOQUOT
NABOB
LEVIS
MAGOG
OTTAWA
ST. CROIX
SPIKENARD
TEME
TRENTONIAN
VALLEYFIELD

*U-Boats (1939-45)
Casualties -- Ships
Disposal of Ships*

COPY

Toronto, Ontario
March 17, 1960

Mr. E. C. Russell,
Naval Historian,
Department of National Defence,
316 Dalhousie Street,
Ottawa, Ontario.

Dear Mr. Russell:

Thank you for your kind and informative letter
on war loss details of HMC Ships.

My sources of information for the identities
of the U-Boats involved are as follows:

ALBERNI

I showed a blank under "Agent" in my
letter of January 24th.

CHEBOGUE

U-1227 on October 4, 1944.

Reference Source - "WEYER'S FLOTTENTASCHENBUCH"-
1954/55 - Alexander Bredt (Year 1955)

No confirmation. This submarine was in
commission by this date (LT. ALMEYER)
and operating in North Atlantic.

CLAYOQUOT

U-806 on December 24, 1944.

Reference Source - "WEYER'S FLOTTENTASCHENBUCH"
1954/55

No confirmation. U-806 was operational at
time.

GUYSBOROUGH

I showed a blank under "Agent" in my
letter of January 24th.

NABOB

U-354 on August 22, 1944.

Reference source - "WEYER'S FLOTTENTASCHENBUCH"
1954/55

Confirmation - "The Atlantic Battle Won
1943/5" Samuel Eliot Morison

As far as my own records are concerned, I am not
satisfied on the loss date of the "U-354" and am waiting to
confirm it from Roskill's next volume.

Mr. E. C. Russell

March 21, 1960

Allied post-war histories show the date of August 22, 1944, presumably based on the Admiralty "White Paper" - Cdt. 6843, published in June 1946. However, German histories show her loss date as August 25, 1944, e. g., "Die Schiffe der Deutschen Kriegsmarine 1939/45 und ihr Verbleib" published in 1954.

LEVIS U-74 on September 19, 1941

This was a typing error in my letter. Obviously attacker was not U-47 sunk in March 1941.

No reference source.

MAGOG U-1223 on October 14, 1944.

Reference Source - "The Atlantic Battle Won 1943/5" Samuel Eliot Morison.

No confirmation. U-1223 was operational at this time.

OTTAWA U-91 on September 14, 1942.

Reference source - "Weyer's Flottentaschenbuch" 1954/55"

No confirmation - U-91 was one of the U-boats attacking Convoy ON-127.

REGINA I showed a blank under "Agent" in my letter of January 24th

ST. CROIX U-305 on September 20, 1943.

Reference source - "WEYER'S FLOTTENTASCHENBUCH" 1954-5

Confirmation (partial) "THE SEA WOLVES" - Wolfgang Frank (Page 250).

Independently of above sources, I determined that Convoys (combined) ON-202 and ONS-18 were attacked by 8 U-Boat of GRUPPE "LEUTHEN" consisting of -

U-229	U-270	U-377	U-666
U-238	U-305	U-584	U-952

One of my correspondents, Vernon J. Miller of Baltimore, Maryland, working on this data, stated that he confirmed U-305 from official German Navy files to which he had access.

Mr. E. C. Russell

March 21, 1960

SPIKENARD

U-136 on February 10, 1942.

Reference source "WEYER'S FLOTTENTASCHENBUCH" 1954/5

No confirmation. U-136 was operational at this time.

TEME

U-246 on March 29, 1945.

Reference source - "WEYER'S FLOTTENTASCHENBUCH" 1954-55.

Confirmation - I had a confirmation on U-246 but I cannot locate same.

TRENTONIAN

U-1004 on February 22, 1945

Reference source - "WEYER'S FLOTTENTASCHENBUCH, 1954-55"

No confirmation.

VALLEYFIELD

U-548 on May 7, 1944.

Reference source - "WEYER'S FLOTTENTASCHENBUCH, 1954-55".

No confirmation.

Through a typing omission I did not list "SHAWINIGAN" sunk by "U-1228" on November 25, 1944. This was also confirmed in my records by "WEYER'S FLOTTENTASCHENBUCH 1954-55" and "ATLANTIC BATTLE WON 1943-45".

I am endeavouring to find the launching date, completion date and the builder yards for the following ships built in Canadian yards on contracts awarded by the British Admiralty Technical Mission:

- 10 - "River" class Frigates
- 8 to R. N. (under U. S. Lend-Lease)
- 2 to U. S. N.

Mr. E. C. Russell

March 21, 1960

- 15 - Improved "Flower" class Corvettes
8 to R. N. (under U. S. Lend-Lease)
7 to U. S. N.
- 10 - "Flower" class Corvettes
10 to R. C. N. (on loan)
- 12 - "Bangor" class Sweepers
6 to R. C. N. (On loan)
6 to R. N.
- 16 - "Isles" Class Trawlers
8 to R. C. N. (on loan)
8 to R. N.
- 50 - "Algerine" Class Sweepers
25 to R. N. (Admiralty Contracts)
12 to R. N. (In exchange for 12 "Castle" Class
Corvettes for R. C. N.)
4 to R. N. (In exchange for 4 Revised "Flower"
Class Corvettes for R. C. N.)
9 to R. N. (Under U. S. Lend-Lease)

I am enclosing charts covering these vessels,
and would appreciate any further details you could provide
on the blanks indicated.

Yours sincerely,

Orig. Sgd: J. Burgess.

Mr. J. K. Burgess,
Texaco Canada Limited,
246 Bloor Street West,
Toronto 5, Ontario.

Spikenard (Lent to RCN)

Suspected by enemy submarine
in W. Atlantic 19 Feb. 1942.
~~off Falmouth Feb 22, 1945.~~

(Jane's 1944-45)

Altered to 11 Feb. 1942.