

Sir:

I have the honour to submit the following Report of Proceedings of H.M.C.S. "ALGONQUIN" for the month of January, 1945. In accordance with Canadian Naval Order 3343, copies of this report are being forwarded direct to the Canadian Naval Mission Overseas, London, and to Naval Service Headquarters, Ottawa. It is therefore intended to include more details, for the information of the Canadian authorities, than are normally required.

2. With reference to my Report of Proceedings VI/7 dated 1st. January, 1945, on 31st. December, 1944, "ALGONQUIN" had sailed at noon that day as part of the destroyer escort for the Russian bound Convoy JW 63. The Convoy was met at noon on 1st. January.

3. On joining the Convoy "ALGONQUIN" was stationed on the close screen astern of the port wing columns. The successful passage of Convoy JW 63 was carried out in good weather and without contact or interference from the enemy. Ships arrived at Kola Inlet P.M. on 7th. January.

4. As "ALGONQUIN" entered the Inlet with the last merchant ships at 1900, an arctic fog of extreme density shut down the visibility to nil. It was necessary to navigate the ship up the Inlet to the oiler in Vaenga Bay entirely by radar. This could not have been done without unacceptable hazard but for the excellent performance of the P.P.I. The fog was still too dense the following forenoon for ships to enter Polyarnoe harbour. This movement had to be delayed until 9th. January, by which time the visibility had improved.

5. The stop-over in Polyarnoe was only of two days duration. Examinations for Leading Seaman and Petty Officer were held on 10th. January. "ALGONQUIN" had 13 candidates, of which 9 were successful, 3 will require re-examination in one subject, and 1 failed.

6. The climate in North Russia at this time of year is much the same as that of eastern Canada. There was snow to a depth of about two feet. The average temperature was about 25 degrees Fahrenheit, which is very mild considering the extreme northern latitude. The local skating rink was a tremendous attraction for all the Canadian officers and ratings. "ALGONQUIN" and "SIOUX" played a hockey match, to the amusement of all concerned. Skates were available, but ground hockey sticks had to be used, and a tennis ball instead of a puck. "ALGONQUIN" was the winner, 3 to nil. "ALGONQUIN" then took on the local Russian team. The Russian version of ice hockey is played with a ball, and a flat short stick with a broad curved head. In this "International" match the Russian players showed great skill both in skating and stick-handling. Our Canadian team was defeated 3 to 2 in a very sporting game.

7. The returning Convoy FA 63 sailed A.M. on 11th. January. The Convoy proceeded without incident until P.M. on 16th. January when an 85 knot northerly gale dispersed the ships widely. Many ships heave to, but the Commodore ran before the gale. "ALGONQUIN" remained with the Commodore. One freak wave from the following sea completely demolished the whaler, but there was no other weather damage. The next day all merchant ships and escorts were ordered to proceed to the Faroes to reform. This was done with considerable difficulty due to the severe weather and almost continuous snow squalls. The reformed Convoy sailed from the Faroes A.M. on 26th. January. "ALGONQUIN" was one of the escorts to remain with the Convoy until it reached the Minches in 58 N. On arrival at Scapa "ALGONQUIN" anchored in the Flot for the night and proceeded alongside the repair ship H.M.S. "VINDICTIVE" at 1500 on 27th. January.

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8. The ship proceeded to sea on 16th. January for day and night exercises with ships of the First Cruiser Squadron, returning to harbour the following day.

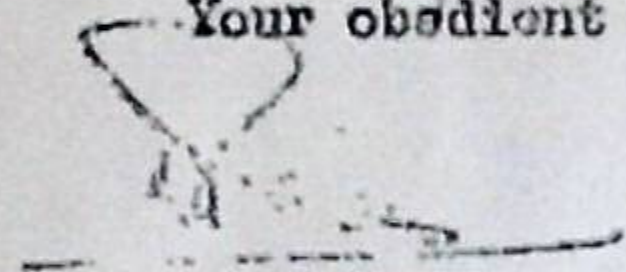
9. On 27th. January "ALBION" sailed at 1830 as part of the destroyer escort for U.S.S. "DEWICK" and the escort carriers U.S.S. "SANTA ANA", "FRIDMAN" and "CAMPANIA" on Operation "Winged", the object of which was to carry out an air strike against enemy shipping in the Norwegian leads by night. Conditions were perfect, light calm weather and a clear full moon. The strike was flown off at 2000 on 28th. January. Good targets were located and attacked, and all aircraft returned without loss. On the return to Scapa, "ALBION" obtained an asdic contact to the east of the Orkneys. U.S.S. "CAVENDISH" was detached to support. The two ships searched for several good echoes in the vicinity for two hours before it could be substantiated that the echoes were "non-sub". "ALBION" fixed the patterns of depth charges, and "CAVENDISH" one. The two ships arrived Scapa at 2200 on 29th. January.

10. During the month of January, 1945, "ALBION" steamed 5511.1 miles during 26 days under way.

I have the honour to be,

Sir,

Your obedient servant,



Lieutenant-Commander, D.S.C., R.C.N.  
COMMANDING OFFICER.

Captain (Destroyers),  
23rd. Destroyer Flotilla,  
H.M.S. "MYNOS".

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