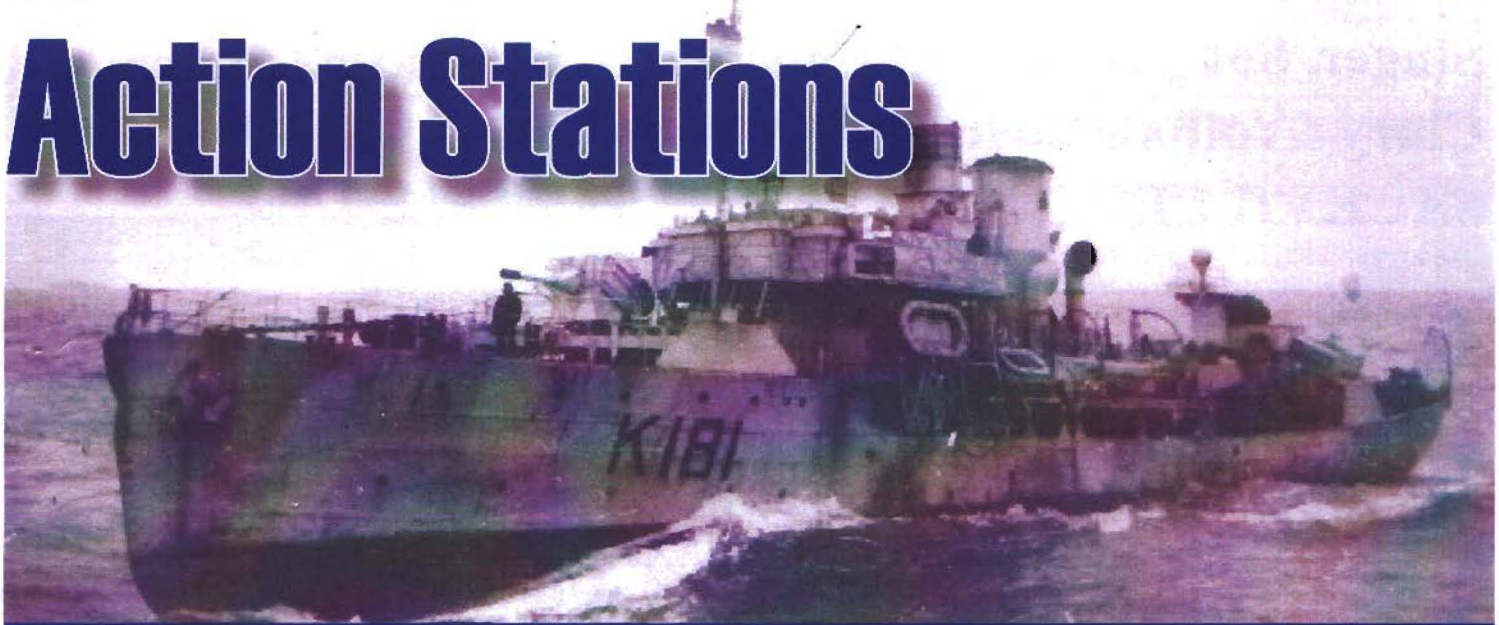


# Action Stations



CANADA'S NAVAL MEMORIAL

HMCS SACKVILLE

March / April 2008

## Saga of the Surgeon Lieutenants

H R. Roy Forsey MD

Surgeon Lieutenant Commander (Ret.)



Surgeon Lt Cdr. Roy Forsey, 1942

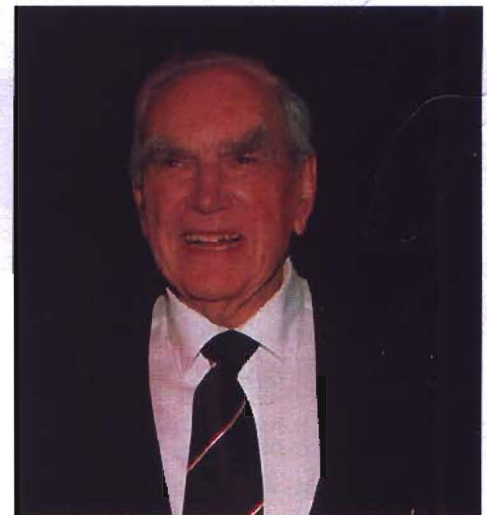
I first met Lemuel Prowse as a medical student when I joined a medical fraternity in Toronto. At the time we were not particular friends as we had different life styles. After he graduated in 1940, he joined the Royal Canadian Navy as a surgeon lieutenant and went to Halifax to serve. In the spring of 1942, word filtered through that 'Lem' had been in some sort of action and had been burnt to such severity that he was hospitalized. In our eye, he was some sort of hero... "who would of thought that of Prowse?"

It was not until a year later, when I was serving as a surgeon lieutenant in Halifax that I heard the full story. Lem Prowse had a boyhood pal, Daniel Dodds, in Charlottetown, P.E.I.

They went through school together and were frequently in trouble. Their parents had quite a time of it and when the boys chose medical school, the parents got together and decided to send Dodds to McGill University and Prowse to the University of Toronto. This worked well except when the rigger teams played home games.

After graduation, they both joined the RCNVR and went to Halifax. The first week they were out on the town every night and took the senior medical officer, accompanied by Surgeon Lieutenant Commander Johnstone. After one week, Johnstone had had enough so he sent both off to sea. However he erred in that he sent them to sister ships, HMCS SAGUENAY and SKEENA. Both surgeons performed well at sea but in port it was fun time again. After one particular episode, Dodds arrived on board and Prowse was dead to the world, sleeping it off. Dodds saw a pail of water and threw it over Prowse. He did not know that it was boiling water that a deck hand had placed there to scrub the deck. Prowse went to hospital and all hell broke loose. There was talk of a court martial. Johnstone arrived true to form and saved the day. He reminded the authorities that there was a shortage of medical officers and he guaranteed that if charges were dropped, the two would never be in the same port together for the duration, and they never were.

Two years later, I got to know Dodds and I mentioned that I knew Prowse. He told me that he understood that they would never be together during the war but what a party they would have once the war was over. I don't think that ever happened. Dodds fell in love with a nursing sister and married her. After the war, he did post graduate studies in obstetrics and gynecology and was appointed to staff at the Royal Victoria Hospital in Montreal and to McGill University, where he had a distinguished career. Prowse did post graduate training in anesthesiology and returned to Charlottetown where I visited him in his home. He went on to become the Lieutenant Governor of Prince Edward Island. I think Johnstone was proud of both of them.



Dr. Roy Forsey

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R. Roy Forsey MD

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# Singer, Songwriter, Clary Croft on Board SACKVILLE

Bill Gard



On Friday, 15 February 2008, singer, songwriter and author, Mr. Clary Croft of Halifax was on board to meet our veterans and perform his song *The Sackville*. Clary was born in Sherbrooke, NS. He has recorded five musical CDs and authored five books.

After meeting many of the Trustees, Clary explained how the song about HMCS Sackville came to be. In the mid '90's he was approached by DND to compose a song for the video "HMCS Sackville, Our Naval Heritage" which he agreed to do.

He first performed the song on board Sackville in early 1997 and he stated that he was quite nervous and apprehensive regarding the veterans' reaction and comments. Needless to say, everyone loved the song, its melody and lyrics and it met with unanimous approval.

Our chairman, Vice Admiral (ret'd) Duncan Miller accompanied Clary and all present joined in on an impromptu sing song of Farewell to Nova Scotia and a couple of other tunes.

The Sackville song can be heard on his CD entitled "Still the Song Lives On". This CD features traditional and contemporary songs from Maritime Canada. This CD can be purchased by contacting Clary through his email address [cs.croft@ns.sympatico.ca](mailto:cs.croft@ns.sympatico.ca) or via Canada Post by writing to him at 5959 Spring Garden Road, Suite 1008, Halifax, NS B3H 1Y5. The CD sells for \$20 plus the cost of shipping. He is having a new web site designed for him and it is not ready as yet.

It was a pleasure having Clary Croft on board and it is hoped that he will come back again soon to have lunch with us.

# Chair's Update Phase One of Capital Campaign Underway

Will winter never end? At least it gives us time to work behind the scenes on Canada's Naval Memorial issues. KCI and Kelly, our Director of Development, are working hard organizing interviews in the first phase of the Capital Campaign. 7 interviews have been conducted, 7 more scheduled and 16 in the process. The feedback is good. Everyone sees the need to save SACKVILLE for the long term and we are getting good suggestions on where the money can be found to do that and how to obtain contributions for a successful campaign. We need all of Canada to recognize Canada's Naval Memorial in the same way they view the Vimy Memorial. We need to work on public awareness across the country. We are asking our National Council members and all our Trustees to help us in this regard. To bring our cause to the public we have produced a first class video for televising and are presently devising a plan for its presentation to the nation.

Keep signing up your friends and family members as Trustees and think about contributing a monthly donation over the next few years to the Capital Campaign. Tell your friends and family that Canada has a Naval Memorial, HMCS SACKVILLE. Stand by for our new and improved Website!

Friday lunches are as popular as ever and the arrangement with the Sub Squadron galley is working out as a nice way to reduce the workload of Wendall and crew, and maintain a great Friday lunch tradition. Last week in February, songwriter and Nova Scotia folklorist Clary Croft joined us for lunch and sang his composition "The Sackville" for all of us. It was a poignant and moving tribute to the sailors from the Battle of the Atlantic and won a huge standing ovation from the crowd present. Many thanks Clary. Come aboard any time!

It appears that the ship will go to a docking in April and will therefore not be available for the 65th Anniversary of the Battle of The Atlantic by Veterans Affairs Canada- plans are being made though to hold our dinner ashore with the Naval Veterans from across Canada and to highlight the part they and Canada's naval memorial played in the Battle.

The family of Lieutenant Commander David Currie who passed away in February have contacted us to arrange for a "Glass to be raised in his Honour" as he desired an RPC for his friends after his passing. BZ Dave. It will be an honour to hoist the Gin pennant in Sackville and play host to your last RPC. The Fleet will be informed and we hope to have his family in attendance. Dave had such a good idea we all should think of doing it!!

We all mourn the passing of long time Trustee, Board of Director member, Curator and Archivist Fred McKee. Fred was the first sailor to hold the position of Canadian Armed Forces Chief Warrant Officer at National Defence Headquarters and went on to have a second career with the Sea Cadet organization. He was responsible for digitizing our artifacts and for presenting Sackville to the public during the years he served as our Curator. He tackled this job as he did his career, with enthusiasm, dedication and an uncanny gift to know what was required and how to make it happen. He was a real gentleman and he will be sorely missed by all of us in the Trust.

As we look to the summer we see great hope for Sackville and a renewed enthusiasm for saving Canada's Naval Memorial for the long term. Please do your part and publicize the cause as we head into the Naval Centennial year in 2009/2010.

Vice Admiral Duncan "Dusty" Miller (Ret'd)  
Chair of CNMT

## Smuggling Scotch Into Scotland

Lt. Donald Bowman (Ret'd)



Donald Bowman on deck of SACKVILLE June 2007

About the third or fourth time I arrived in Londonderry, Northern Ireland in HMCS EDMUNSTON, I wangled four days leave to go to London. My pitch to the first lieutenant was that I had a brother-in-law in the Army close to London.

I gleefully packed my bag, which included a bottle of Scotch purchased from the Wardroom. I caught a ferry and in a short while arrived at Stranraer, Scotland. Walking briskly through the dock I suddenly saw a sign ahead "CUSTOMS--ALL REPORT". In the few seconds it took to reach the inspector I reasoned it couldn't be wrong to take a legally purchased bottle of Scotch into Scotland. To the inevitable "anything to declare" I replied "No". In the blink of an eye the inspector had the bottle under his arm and had issued a curt order "Come with me". We walked down a dark corridor and stopped at a door adorned with a shiny brass plate "Commodore of the Western Approachs". My head spun and my knees turned to jelly.

My unwanted companion knocked. Gruff voice from within, "Come in." We entered and lined up at a desk. I was blinded by the gold braid from wrist to elbow on the uniform behind the desk. My single stripe became pitifully insignificant. Gruff voice says, "What's this all about?"

The inspector placed the bottle on the desk and with a few "well chosen words" described my sin. A vision flashed through my head of being delivered back to the ship by the shore patrol. GV (gruff voice): "What have you got to say for yourself?" After a brief bit of stammering GV banged his fist on the desk: "Balls!" Forefinger pointed to the bottle: "Confiscated" "Forefinger pointed to me: "Dismissed".

I was soon settled on the train for London, and my mind began to function normally. Something strange about that encounter I thought. The customs man didn't fill out a form and they didn't ask for my ID. Old Gruff Voice has a little racket going. Sober second thought told me that Old Gruff voice had kept me out of the hands of Customs for the modest fee of a bottle of Scotch.

## Captain's Cabin: Preparations Underway for Docking

As spring approaches, and in spite of some nasty March weather, preparations are in full swing to prepare HMCS SACKVILLE for docking.

On a sad note, CPO Fred McKee (Ret'd) passed away on 1 March. Fred had a distinguished career in the Navy and following retirement had an enormous influence in the community through his work with MARLANT's Sea Cadet organization (where he served as a LCdr (CIL), his church, the Masonic Order and HMCS SACKVILLE. He actively contributed as curator in SACKVILLE almost to the time of his death and devoted many hours cataloguing, conserving, interpreting and displaying naval artifacts donated to the Canadian Naval Memorial Trust. We will greatly miss his presence, initiative, sound advice and dedication. Our deepest sympathy is extended to Fred's wife Bertha and sons Scott and Michael.

The brunch on Jan 27 was well attended and provided an enjoyable afternoon of fellowship. The Friday lunches have been well patronized all winter, and we have hosted several private functions for Navy associated groups. The ability to visit and belong to the ship, facilitated by these events, has been important in recruiting trustees.

SACKVILLE'S docking on the synchrolift in HMC Dockyard is expected to begin about the first of April. The submarine HMCS CHICOUTIMI, currently on the lift, must be refloated and the blocks repositioned to take SACKVILLE. Any delay in the submarine's schedule will influence the timing of SACKVILLE'S refit.

Various volunteers are busy preparing for the refit. SACKVILLE'S artifacts must be catalogued, packed, and removed from the ship. Internal surveys in accessible areas are being conducted to determine the health of the hull. The original plate thickness was 3/8 inch. Sonic testing detected pits in the ship's side in the waterline area to a maximum depth of 3/16 inch, or half thickness, when the internal ship's side was taken to bare metal (2004) in the All Ranks Mess (original wardroom port-cabins starboard). Much of the interior below the waterline hull is inaccessible. External sonic testing will be required once the ship is out of the water on the synchrolift and six years of marine growth removed. Results of the hull survey on the synchrolift will determine the essential work to be done prior to preservation and painting, and the scope of additional work that can be completed within the affordable funding envelope.

SACKVILLE'S refit will impact the ship's participation in the Battle of the Atlantic Memorial weekend May 2-4. The Battle of the Atlantic dinner will not be held onboard this year; an alternate location is currently being negotiated. MARLANT will provide a Maritime Coastal Defense Vessel (MCDV) on Battle of the Atlantic Sunday to replace SACKVILLE for the memorial and committal services in the approaches to Halifax Harbour off Sailor's Memorial in Point Pleasant Park. The Trust will conduct the services. The substitution of the MCDV may limit the number of trustees that can be embarked.

Hugh MacPherson has taken on the task of refurbishing the 271 radar. If you have any information on the installation, operation or maintenance of the radar or any associated salty dips, particularly photographs, Hugh would be pleased to hear from you.

The Hedgehog mounting has been removed for refurbishment by the Fleet Maintenance Facility Gun Shop. SACKVILLE has been well served by the Gun Shop as they have already overhauled the 4 inch gun and the 2 pounder. The refurbishment of these guns, without original drawings, required the Gun Shop to design and manufacture parts based on their analysis of the required function and appearance of the part. The refurbishment of the Hedgehog will make it more presentable to the many visitors that tour the ship.

I recently gave a presentation to a church men's dinner club on the significance of HMCS SACKVILLE based on my observations, reading, and talks with visitors from all walks of life and many regions of Canada and other nations. I would appreciate your views of the significance of the ship that would enhance future presentations.

Cdr (Ret'd) Wendall Brown  
Commanding Officer

# History Comes Alive for Brownies

Clare Lane



*Trustee Dennis May pictured with 8 year old Brownie, Alix Lane during her visit to HMCS SACKVILLE*

"One of the best visits ever..." was how members of the 2nd Jollimore Brownies described the evening they were welcomed aboard HMCS SACKVILLE. On the Monday before Remembrance Day 2007, 20 members of the group from Armdale and Jollimore in Halifax were treated to a tour of the ship conducted by Canadian Naval Memorial Trust Trustees Dennis May and Graham McBride. Also assisting were SACKVILLE Curator John Hault and Chief Bosun's Mate Mike Muldoon.

The Brownies (aged seven to nine) were dropped off at Rainbow Gate, HMC Dockyard for an evening visit during their usual meeting time.

The girls were split into two groups for their tour of SACKVILLE above and below decks. They also watched the ship's history video and asked lots of questions about life on board.

Brownie Leader Clare Lane said "The whole visit, from beginning to end was a complete success. We were very grateful to everybody who helped pull it off. The girls were captivated and the visit has passed into our own Brownie history as one of the best ever."

She explained, "Our aim was to have them learn about Sackville and life in the navy of days past, because this ship is part of their Halifax waterfront experience in the summer, and an important part of Canada's naval heritage. And with Remembrance Day coming we always take the Brownies to the Camp Hill service with the hospital veterans."

Security at the Dockyard was no problem since John Hault met the youngsters at the gate and there were also four Brownie leaders to satisfy Girl Guide chaperone requirements for a visit away from Brownie HQ. The whole tour and talk took around 90 minutes and 2nd Jollimore Brownies later gave a small donation to the CNMT as another way of saying thanks you.

"Dennis May and Graham McBride were superb at describing the ship and naval customs to the girls. They came up with great anecdotes and explained things in a really fun way. They were keenly listened to. The girls loved the tour and could hardly believe what life must have been like aboard SACKVILLE during World War II," said Ms. Lane.

"Lots of hands also shot up to ask questions, often to say: "My granddad was in the war, too"! And more than a few of the girls already knew the difference between port and starboard, though nobody knew why there were glass bottoms in the pewter beer tankards. They do now!"

All the Brownies were presented with a SACKVILLE cap tally and went home armed with NAVY stickers and pins. The Brownies brought along chocolate chip cookies to share around. A happy crew!

# Ray's Daily Orders Upcoming Events

Battle of the Atlantic:

Musical Gala:- This year the Gala will be held at Pier 21 on Fri 25 Apr commencing at 1900. Tickets will be available from Mess bar mid March.

NOTE NEW LOCATION: Fri 2 May 2008 - 1830 for 1900. Battle of the Atlantic Dinner. List will be posted in the Mess or for 'come-from-aways', contact Ray at 902-434-3222 or rasoucie@ns.sympatico.ca. Locals may contact the CBM at 427-2837. As the ship will be on the syncro-lift spanning the B of A weekend, dinner will be held in the Shearwater Aviation Museum. Further changes will be posted on the web. [www.hmcs-sackville-cnmt.ns.ca](http://www.hmcs-sackville-cnmt.ns.ca)

Owing to the limited space onboard, the dinner has in the past been restricted to Trustees only. The new venue this year will provide the opportunity for Trustees to bring a guest. The pre-dinner refreshments will be No Host. (Mess Chit)

Battle of the Atlantic sailing for Memorial Services and Scatterings: See the Captain's column.

CNMT Hosting for Camp Hill Veterans (Note change of date from Nov to May)

For the past 7 years CNMT has hosted an afternoon of music and song for the Camp Hill Veterans and any other Veteran who wished to attend.

The Metro Fiddlers provide the major portion of the "down home" toe tapping and dance music. The Sackville Branch of the Royal Canadian Legion has agreed to host this special event again this year, to be held Sat May 31, 2008 commencing at 14:00. Food for the Veterans will be served at 15:30.

CNMT Trustees, guests and Veterans all are welcome and encouraged to attend.

ADDRESS LABEL: The address label located on the back page of Action Stations or on the envelope used for general mailouts has the Trustee name preceded by the acronym LDR for Last Donation Received followed by the year/month/day - As a reminder, this is the approximate date (usually within a week) when your last donation was received by the Trust. (as per the example below). In the event you are a Life Trustee then the year will be shown as 2099.

e.g. LDR20070429

CANADA'S  
NAVAL MEMORIAL



MÉMORIAL NAVAL  
CANADIEN

## Will Planner

### Personal Information:

Do you have a Will? Yes  No

Date of current Will: \_\_\_\_\_

Legal Name: \_\_\_\_\_

Usual Residence: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Social Insurance Number: \_\_\_\_\_

Birth Place: \_\_\_\_\_

### Children:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Birth Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Birth Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Birth Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Birth Date: \_\_\_\_\_

Age: \_\_\_\_\_

Spouse's Legal Name: \_\_\_\_\_

Marital Status: Single  Divorced

Married  Widowed

Other: Specify: \_\_\_\_\_

### Mission Statement

The mission of the Canadian Naval Memorial Trust (the Trust) is to provide for the continued existence in perpetuity of the World's last remaining World War Two Corvette - HMCS SACKVILLE - as Canada's Naval Memorial.

### Vision

Our vision is of a nationally embraced Canadian Naval Memorial, a testament to those who served at sea in the past, and an inspiration to their successors. The memorial is embodied in HMCS SACKVILLE, a living symbol of the trials and triumphs of a decisive victory.

Courtesy of the Canadian Naval Memorial Trust  
HMCS SACKVILLE  
PO Box 99000  
Stn Forces  
Halifax NS B3K 5X5  
Phone (902) 721-1206

# Financial Institutions

I have accounts as listed below:

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

# Investments

I have the following Investments:

## Bonds

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

## Certificates

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

# Registered Savings Plan

Registered Retirement Savings Plans:

Name of Institution \_\_\_\_\_

Address \_\_\_\_\_

Plan Number \_\_\_\_\_ Value: \$ \_\_\_\_\_

Registered Retirement Income Funds:

Name of Institution \_\_\_\_\_

Address \_\_\_\_\_

Plan Number \_\_\_\_\_ Value: \$ \_\_\_\_\_

Registered Retirement Income Funds:

Name of Institution \_\_\_\_\_

Address \_\_\_\_\_

Plan Number \_\_\_\_\_ Value: \$ \_\_\_\_\_

# Assets

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

## Mutual Funds / Stock Portfolio

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

## Annuities

Ownership:  Sole  Joint

Name of Joint Owner \_\_\_\_\_ Relation \_\_\_\_\_

Address of Joint Owner \_\_\_\_\_

Name of Financial Institution \_\_\_\_\_

Branch Address \_\_\_\_\_

Account Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

This document is not to be used as a will. Professional Advice must be sought.

## Real Property

I have the following REAL PROPERTY (land, building, automobile, boats):

Residence \_\_\_\_\_  
Location \_\_\_\_\_

Sole/Joint Owner \_\_\_\_\_  
Cottage \_\_\_\_\_ Value: \$ \_\_\_\_\_  
Location \_\_\_\_\_

Sole/Joint Owner \_\_\_\_\_  
Business \_\_\_\_\_ Value: \$ \_\_\_\_\_  
Location \_\_\_\_\_

Sole/Joint Owner \_\_\_\_\_  
Automobiles: \_\_\_\_\_ Value: \$ \_\_\_\_\_

Furniture: \_\_\_\_\_ Value: \$ \_\_\_\_\_

Jewelry: \_\_\_\_\_ Value: \$ \_\_\_\_\_

Other: \_\_\_\_\_ Value: \$ \_\_\_\_\_

## Collections

I am a collector. My collection should be re-evaluated by a proper appraiser:

I collect \_\_\_\_\_  
Value: \$ \_\_\_\_\_

Collection held at \_\_\_\_\_

Appraised by: \_\_\_\_\_ Date: \_\_\_\_\_ Year Month Day

## Life Insurance

I carry LIFE INSURANCE POLICIES as noted below:

Policy Held at \_\_\_\_\_

Name of Agent \_\_\_\_\_

Name of Company \_\_\_\_\_

Policy Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

I carry LIFE INSURANCE POLICIES as noted below:

Policy Held at \_\_\_\_\_

Name of Agent \_\_\_\_\_

Name of Company \_\_\_\_\_

Policy Number \_\_\_\_\_

Value: \$ \_\_\_\_\_

## Group Life Insurance

My GROUP LIFE INSURANCE POLICIES are carried out by my employer:

Name of Employer \_\_\_\_\_

Amount of Group Insurance: \$ \_\_\_\_\_ Name of Proper Contact: \_\_\_\_\_

## Pension Plans

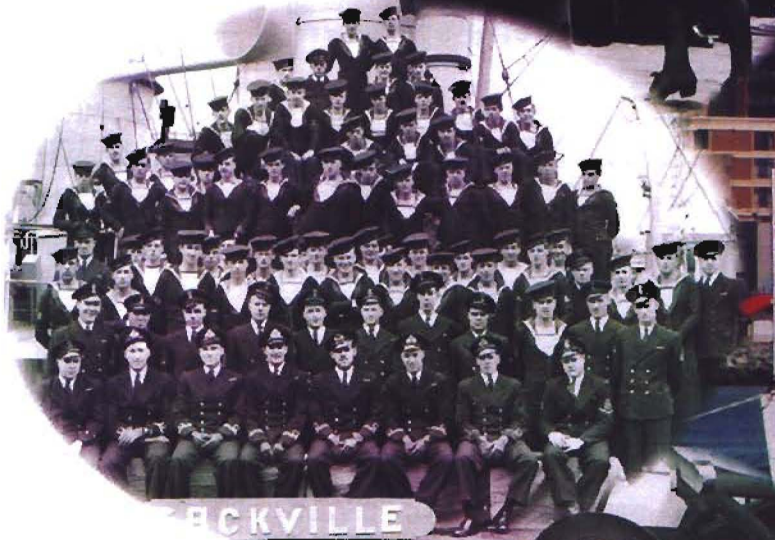
I participate in an Employee Pension Plan

I do not participate in any Company Pension Plan

Canada Pension: \_\_\_\_\_ Annual Amount: \$ \_\_\_\_\_

Old Age Security \_\_\_\_\_ Annual Amount: \$ \_\_\_\_\_

# HMCS SA



# Canada's Na

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# Liabilities

## Mortgages & Loans

I do not owe a Mortgage:

Mortgage is held by: \_\_\_\_\_

Method of payment: \_\_\_\_\_

Amount: \$ \_\_\_\_\_

Mortgage is Life Insured  Yes  No

I do not owe a Loan

My Loan is held by: \_\_\_\_\_

Method of payment: \_\_\_\_\_

Amount: \$ \_\_\_\_\_

Loan is Life Insured  Yes  No

## Charge Accounts

Name of Company: \_\_\_\_\_

Account Number \_\_\_\_\_

Credit \_\_\_\_\_

Amount Extended: \$ \_\_\_\_\_

Amount Used: \_\_\_\_\_

Name of Company: \_\_\_\_\_

Account Number \_\_\_\_\_

Credit \_\_\_\_\_

Amount Extended: \$ \_\_\_\_\_

Amount Used: \_\_\_\_\_

Name of Company: \_\_\_\_\_

Account Number \_\_\_\_\_

Credit \_\_\_\_\_

Amount Extended: \$ \_\_\_\_\_

Amount Used: \_\_\_\_\_

## Location of Important Documents

I have made duplicate copies of important documents (ie: Will, list of stocks and bonds, my last income tax return, funeral arrangements, mortgage agreements, etc.) These are held at:

In my desk:  At home  My place of employment  Safety Deposit box  Other, please Specify \_\_\_\_\_

My Personal Lawyer is: \_\_\_\_\_

Law Firm Name: \_\_\_\_\_

Address: \_\_\_\_\_

My Accountant/Financial Advisor is: \_\_\_\_\_

Firm's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Name of Executor: \_\_\_\_\_

Address of Executor: \_\_\_\_\_

My Executor has a copy of my Will:  Yes  No

## Safety Deposit Box

I have a SAFETY DEPOSIT BOX / Safekeeping Privileges at:

Name of Financial Institution: \_\_\_\_\_

Branch Address: \_\_\_\_\_

Box Number: \_\_\_\_\_ Key Location: \_\_\_\_\_

This document is not to be used as a will. Professional Advice must be sought.

# Beneficiaries

## Relatives and Friends

Beneficiary Legal name: \_\_\_\_\_

Relation to you: \_\_\_\_\_ Birth Date: \_\_\_\_\_ Year/Month/Day

Usual Residence: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

Beneficiary Legal name: \_\_\_\_\_

Relation to you: \_\_\_\_\_ Birth Date: \_\_\_\_\_ Year/Month/Day

Usual Residence: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

Beneficiary Legal name: \_\_\_\_\_

Relation to you: \_\_\_\_\_ Birth Date: \_\_\_\_\_ Year/Month/Day

Usual Residence: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

## Charities

Legal name: \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

Residue: \_\_\_\_\_

Legal name: \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

Residue: \_\_\_\_\_

Legal name: \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code \_\_\_\_\_

Distribution: % \_\_\_\_\_ Specific Amount: \$ \_\_\_\_\_

Residue: \_\_\_\_\_

This document is not to be used as a will. Professional Advice must be sought.

# Instructions for my Will

Executor Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Executor Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Guardian Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Guardian Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

# Special Instructions

Trusts: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Residue: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Funeral Arrangements: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Power of Attorney: \_\_\_\_\_  
\_\_\_\_\_

Signature

Date

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The big ship and the little ship: HMCS SACKVILLE with Queen Mary

## Remembering the Corvette

Our old man is a great sailor. He used to be a west coast pilot and he has the sixth sense of 'navigating by sound.' On the blackest night or in the fog, while herding convoys...he will cup his hands to his ear ( and order) "Ship 300 yards to port and another 400 yards to starboard"... he will say "We are okay for position..." I have seen him take this corvette where no other man would dare to navigate and I believe him now.

We live at close quarters with our men. There isn't much room for grand solitude aboard our ship. We share general messing with our men too, which means we eat exactly the same food they do. Sure, most of us would like to transfer to a bigger ship ---- at first. But I'll be hanged if these animated little fighters don't grow on a man with their exaggerated rolling habits, discomfort, and all ... There'll always be enough men willing to man them as they roam the ocean ranges, riding herd on the convoys.

Written by Lt. Robert Hughes, RCNVR, for the Toronto Daily Star in February, 1942. Lt. Hughes, along with his late commanding officer, LCdr H. G. Shadforth, RCNR and all but eight members of the crew of the corvette HMCS SPIKENARD, were lost when she was torpedoed south of Iceland by U 136 on February 10, 1942.



Happy 85th birthday to Peter Gamham

## Welcome Aboard

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## Crossed the Bar

*Twilight and evening bell,  
And after that the dark.*

*I hope to see my Pilot face to face  
When I have crossed the bar*

*Alfred Lord Tennyson, 1809-1892*



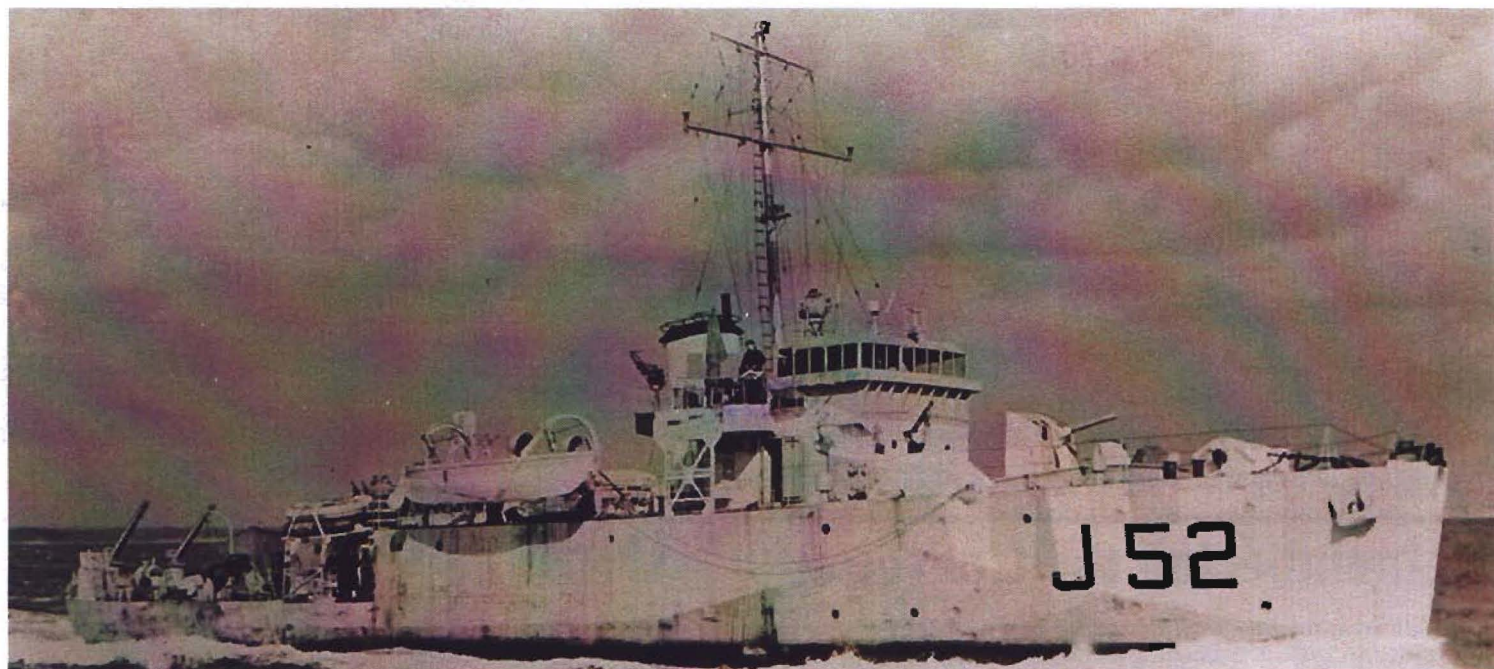
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# A Dramatic Sea Rescue

Marlene May



HMCS GUYSBOROUGH

HMCS GUYSBOROUGH was a Bangor Class Minesweeper, built in British Columbia and commissioned April 22, 1942. The Bangors were larger, faster, and had much more endurance and burned oil unlike their predecessors, the coal-burning Bassets.

During WW11, the Germans did not lay the number of mines the allies expected and as result the Bangors were principally used as escort ships for the convoys.

In March 1944 GUYSBOROUGH, under command of Lt. Benjamin R. Russell, RCNR, was acting as a single escort for a merchant ship en route to an allied port. A fierce winter storm was raging in the North Atlantic when the signalman on lookout reported a distress rocket flare off the starboard bow. It was approximately 5 a.m. and the stormy weather conditions made it extremely difficult to ascertain the distance of the flare. No report of a ship in distress had been received on the wireless.

GUYSBOROUGH signaled the commanding officer of the merchant ship, reporting the flare and informing him that GUYSBOROUGH was going to investigate and advised them to continue on to port unescorted.

GUYSBOROUGH ploughed through the heavy seas toward the location of the flare, only to discover on arrival at the estimated position, that there was no ship or any sign of a ship. A sweep of the area was made and the naval ship was starting back toward her original position when another flare was reported about three miles off.

Lt. Russell was a little hesitant about responding to this flare, as sending up flares was a well-known German trick. When a third rocket made its appearance in the sky shortly afterwards he decided to move to its source.

The minesweeper took quite a beating bucking a heavy wind as it made its way through the rough seas toward the location of the flare. After covering about three quarters of the distance the crew noticed a series of lights that looked like a Christmas tree lit up in the middle of the ocean. The captain warned them to be prepared for anything as they drew near and signaled with their Aldis lamp. They received no reply. They signaled again and received a reply. They signaled again

and received a reply stating that the floundering ship was a U.S. navy craft requesting a tow.

Trying to get close enough to the American ship to pass a towing line was a hazardous job. One minute the minesweeper was on top of the American ship and the next it was yards away. The decks were ice-covered and the cold winter blasts and roughness of the waves made the task almost impossible.

Charles Barnett RCNVR, a crack gunner of GUYSBOROUGH, who fired the Coston gun line that carried the towing line to the distressed ship, said it was like trying to hit an attacking Spitfire with a BB gun. He said the fact he hit the deck of the American ship was more luck than good shooting.

Most of the seamen on the American ship, as were many of GUYSBOROUGH's crew, were suffering from seasickness, and staying on their feet on the slippery decks was a job in itself.

Once the towing line was in place, no more obstacles stood in the way and the rescue proceeded without a hitch.

It came to light that the US ship and her crew of 20 had been adrift in the tempestuous North Atlantic without communication, steering or mode of power for 23 hours. The American ship was on patrol duty at the time. She first ran into grief when a drifting log heavily driven by a giant wave smashed into her steering gear putting it out of commission. Minutes later, while trying to contact the nearest ship or shore establishment for assistance, the ship radio and communication system went out of order. While endeavouring to battle her way through heavy seas to the nearest port she ran out of fuel. She was left to the mercy of the sea when rescued by GUYSBOROUGH in one of the most dramatic sea rescue operations of the war.

The officers and men of the Canadian minesweeper were commended by both governments for the efficient manner in which they saved the US ship and her crew from a gale-swept North Atlantic.

After being towed to safety, and as a token of their appreciation, the American seamen showered the Canadian sailors with cartons of cigarettes and chocolate bars.

# The Last Voyage of HMCS GUYSBOROUGH

*As told by Engine Room Artificer 4th Class*

*Gordon Brumpton R.C.N.V.R.*

Having served as one of the crew on the minesweeper HMCS GUYSBOROUGH clearing the English Channel of mines for the D-Day invasion off the coast of France, we returned to Lunenburg, Nova Scotia, for a badly needed refit. After the work was completed it was time for sea trials. A couple of hours into the run the main condenser started heating up. We returned to the shipyard to determine the cause. After opening the end cover we discovered a school of tiny sardines had somehow come through the filters. When they entered the condenser the heat caused them to swell plugging the tubes. It took a whole day to clear the stinking mess. From Lunenburg we continued up the coast to Halifax to take on stores (navy talk for supplies). While we tied up there we were given shore leave. My brother Russell's ship was in port so we had a little time together. Russ was on the S.S. Winkley, fourth ship sunk after WW2 started. I mention this because he had a few words of wisdom for me that I remembered when they were most needed. "If your ship is sunk and you have time, put on all the warm clothes that you can and still wear your life jacket. Climb to the high side of the ship and jump over." His ship was torpedoed just one month after his 21st birthday, just as it happened to me exactly one month after my 21st birthday. We left Halifax and headed for St. John's, Newfoundland where you had to be a mountain goat when you went ashore. There we took on more stores and fuel. Next day we went to sea again. All night long we could hear the sheet ice crunching along the hull of the ship. This was something we didn't want to happen. A main bearing on the port engine was getting very hot. That caused us to have to run the starboard engine while we scraped and took leads on the bearing, no easy task when you are rolling and tossing at sea. Underway again and with both engines running well, we caught up with the convoy heading for England and the French coast. Next day there was a bad storm. We were traveling at 14 knots and getting nowhere. The waves were so large and high that when the big long freighters were lifted up on one wave under the bow and one under the stern you could see daylight under the keel. The fast destroyers seemed to go over one wave and under two. We were small enough that we just went up and down and back and forth and from side to side. Wow! What a day for a guy that wasn't used to being at sea! I managed to keep my food down but I was awfully green. Dawn saw the sea quite a bit calmer but we had used extra fuel and needed more. That meant we would have to fuel at sea. Coming up to a tanker, a line was shot across to be attached to a large hose that was sent across to us. The engine room throttle watch was busy turning valves making the engines go up to four revolutions or down to three continuously so that the hose would stay slack and not break. We left the convoy and headed for the Azores where we tied up to another tanker and took on more fuel. The tanks filled, we were told we would have to wait for over another 24 hours as a German submarine had fueled up on the other side of the tanker. Portugal was a neutral country and there were



*Gordon Brumpton pictured with his wife.*

rules of war to be followed. While waiting, we picked up a naval officer with a large shipment of codebooks. He was telling us how fortunate he was. The plane that he was to have taken had been shot down over the English Channel. From the Azores it was to be a straight run to Plymouth, England.

On March 17 1945 we were sailing northeast and everything in the engine room was running smoothly in a choppy sea. In the Chiefs' and Petty Officers' mess deck we had just finished dinner. The night shift was climbing into their hammocks for a short nap before going on watch. For some unknown reason the ship's writer was asking me about my "next of kin" when all of a sudden there was a loud noise, the ship lurched, and bells and sirens started to blare. We knew that we had been hit.

Remembering what my brother had told me in Halifax, I quickly put on my uniform and great coat. Slipping on my life jacket I hurried to my action station only to find it wasn't there any more. The stern and been blown up and twisted out of shape by an acoustic torpedo. As we were still afloat, work was done to shore up bulkheads to keep us from sinking. Everything was going well and those that had abandoned ship returned. The signalman sent our position to the Admiralty. Signal flares had been sent up and a star shell fired into the air. We were told we were 200 miles off the north coast of Spain in the Bay of Biscay. Then there was another explosion. A second torpedo had hit us in the bow. There was no question about it. This time we had to abandon ship.

Going to the high side I jumped over. How I reached the Carley float that was already pulling away from the ship, I don't know. It was only through the Grace of God as I was a non-swimmer. These floats

cont'd..... 7.

were a cork, oval shaped ring with a double bottom filled with containers of water and dehydrated food. They were fastened together with a net. As there were more on the float than it was designed for, we were waist deep in cold water. As near as I can remember there were four floats in our group. The second torpedo had sunk the lifeboat so that only left one lifeboat on the other side of the ship. About 50 ratings and officers were hanging on and around it. We floated around in the cold water for 19 1/2 hours.

At approximately 2:30 in the afternoon of the 18th a destroyer escort appeared on the horizon. Every crewmember who was able was shouting and waving. The ship went by one side of us and then turned and went down the other side. This kept up until it had gone all around the floats. We weren't passed by. They were just making certain the German U-boat still wasn't there. They put a Jacob's ladder over the side for us to climb up onto the ship. When it was my turn I started to pull myself up with my arms. They worked fine, but when it came time for me to use my legs they were so numb they wouldn't work. A line was thrown down and tied around me and I was hoisted aboard. Later they found the other float and of the 50 men that started out on it, only 10 survived. During the night, the cold and exposure had taken hold; the men just went to sleep, lost their grip and slipped away.

Sitting on the Carley float during the long cold night, watching many of the crew drop off to sleep, lose their grip and slip off the float and disappear, I wondered if I might be next. My thoughts were of home and the wife I left behind. Having been brought up in a Christian home, my thoughts turned to God and I asked Him to take care of my wife if I did not make it. Thankfully He saw fit to have me return home and care for her myself.

#### Editor's Note

HMCS GUYSBOROUGH was built at Vancouver, B.C. for the Royal navy, but transferred to the RCN for manning. She was commissioned on April 22, 1942 and assigned to Esquimalt Force. On March 17, 1943, she left for Halifax, arriving on April 30. After brief service with Western Local Escort Force (WLEF) she joined the Halifax Force. In mid-September, GUYSBOROUGH underwent six weeks refit at Baltimore, MD. On February 21, 1944, with CANSO, KENORA and WASAGA she left Halifax for the Azores enroute to Plymouth, England where she arrived on March 8. She was assigned to the 14th Minesweeping Flotilla and did loyal service on D-Day. That December she returned to Canada for refit at Lunenburg N.S., after which, bound again for Plymouth, she was torpedoed, and sunk on March 17, 1945 by U878 off Ushant in the channel. Fifty-one of her compliment lost their lives.

## Last Word

Dear Editors:

In your story on CHEBOGUE Jan/Feb, you mentioned her being towed part way by HMCS RIFFLE. This should read RIBBLE, one of ten British built frigates manned by Canadians. I was the navigator in RIBBLE. The CHEBOGUE salvage was our first operational task after completing work-ups in Tobermory, Scotland. Initially we were sent to Londonderry to await the arrival and joining of Escort Group C4. Our pay documents were sent from Niobe to St. Johns in anticipation.

A few days later we were reassigned to Escort Group 26. We sailed in company with NEW GLASGOW and JONQUIERE to escort CHEBOGUE back to Britain. When we met the wreck we were the junior ship so took over the tow. Later a tug took over the tow and we escorted them to Swansea, Wales.

A wild storm blew up as we neared the port and the tug attempted to take CHEBOGUE in to the harbour while the escorts headed back to Derry with all dispatch. The storm was so fierce that our Engineer Officer, Horace Denyer, of St. John, and our Doctor, Surg. Lieut. Dudley Dickie, of Digby, who were in the wardroom censoring mail, were hurled against the dining table, flattening it. They were not hurt.

I understand RIBBLE was the last River Class Frigate to be completed in Britain. She had the best of radar and A/S equipment but lacked the amenities many of the Canadian frigates had. She also had one more knot in the engine room than did the Canadian built ships in our group. RIBBLE was named after the northern ancestral boundary of the county of Lancashire. Ribble sailors got their pay problems cleared up about two or three months later.

Cullis Lancaster

West Vancouver, B. C.

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