

HMCS PROVIDER

1942-1946

Glen Parsneau

3/16/2021

This document chronicles the WW2 activities of HMCS Provider and its Signalman Douglas Parsneau from Moose Jaw Saskatchewan. The Provider was launched at Sorel Quebec on December 1, 1942 and paid-off in 1946. The Provider spent four years in the north Atlantic, Caribbean and Gulf of St. Lawrence. Stops included Halifax, Trinidad, Cuba, Key West, New York, and Gaspé Bay. Information is based on the actual Provider ships logs researched at Archives Canada, Articles by Provider Captain Heenan , and translated U-boat logs available on the internet. Hopefully this will be of interest to the descendants of HMCS Provider crew.....READY, AYE READY !



White Ensign from HMCS Provider

Douglas Maurice Parsneau enlisted in the Royal Canadian Volunteer Navy Reserve on March 9, 1942 at the age of 17. Born in Moose Jaw Saskatchewan he answered the call to serve his country in the Royal Canadian Navy. He took training as a Signaller at the Canadian Navy Communications School in St. Hyacinthe Quebec just south of Montreal. The Signals School was instrumental in training thousands of wireless operators during WW2. If a student failed his exam after 6 weeks he would be assigned to either a stoker or seaman trade. Dad passed his exam in November 1942 and was assigned as a Signaller to the newly launched HMCS Provider.



Signalman Douglas Maurice Parsneau at signal lamp on HMCS Provider

N.V. 17
60M-11-40 (7836)
N.S. 815-11-17

Identification Card # 55346

ED-201
RD-140

Regina

CERTIFICATE of the SERVICE of
Douglas Maurice PARSNEAL
in the Royal Canadian Naval Volunteer Reserve

Training Headquarters <i>Esquimaux</i>	R.C.N.V.R. Division <i>REGINA</i>	Official Number <i>V-32813</i>
		"
		"

Date of Birth *29th September, 1924.*

Place of Birth *Moore Park, Sask.*

Place of Residence *1171 2nd Ave. Regina, Sask.*

Trade brought up to *Student*

Religion *United*

Can Swim:—P.P.T. Date.....19..... Signature..... Rank.....

P.S.T. Date.....19..... Signature..... Rank.....

Name and Address of Nearest Relative or Friend (in pencil)

(Mother)
Lucy Parsneal
1171 2nd Street
Regina, Sask.



PARTICULARS OF SERVICE				MEDALS, DECORATIONS, etc.		
Date of Actual Volunteering	Date of Enrolment or re-enrolment	Period Volunteered for	Rating on Enrolment or Re-enrolment	Date of		Nature of Decoration
				Award	Presentation	
<i>9 mch. '42</i>	<i>30 mch. '42</i>	<i>Duration Acad. Serv.</i>			<i>Nov. 1944</i>	<i>1939-43 Star</i>
					<i>Nov. 1944</i>	<i>Provisional Awards</i>
						<i>6 V.S. m's class.</i>
						<i>Provisional Awards.</i>
		<i>P.C. G. Paid</i>				
		<i>Has Served on The High Seas</i>				

	Height		Chest (mean)	Weight	Hair	Eyes	Complexion	MARKS, WOUNDS, SCARS
	Feet	Inches						
On Entry	<i>5</i>	<i>5 1/4</i>	<i>33 1/2</i>	<i>122</i>	<i>Light Brown</i>	<i>Hazel</i>	<i>med.</i>	<i>None.</i>
On re-enrolment—6 years' Service								
On re-enrolment—12 years' Service								
Further Description if necessary								

TRANSFER BETWEEN DIVISIONS			TRANSFER—LISTS A AND B		
From	To	Date	List	Date	Authority

NAVAL TRAINING and ACTIVE SERVICE

Year	SHIP OR ESTABLISHMENT	LEDGER		RATING	FROM	TO	CAUSE OF DISCHARGE
		List	No.				
1942	H.M.C.S. "QUEEN"			2nd Com.	30 Mar '42	14 May '42	ON ACTIVE SERVICE on 15 th May, 1942.
1942	"			2nd Com.	15 th May	13 July '42	
	St. Hyacinthe	-	-	"	13 July '42	27 Aug	
	Stadacona			Ord Sig	28 Aug '42	9 Dec	
	Haboya			"	10 Dec '42	13 Nov '43	
	Stadacona (Provider)			"	14 Nov '43	30 Nov '42	
1943	PROVIDER			SIG.	1 Dec '42	14 May '43	
	St. Hyacinthe			"	15 May '43	4 June '43	
	Zusow			"	5 June '43	23 Aug '43	
				"	24 Aug '43	19 Sep '43	Discharged
							19 Sep '43
							"Demobilized"
							Authority R.C.M.
							D.O. St. Hyacinthe
							A-49363
							23 Aug '43

Wounds Received in Action, Hurt Certificates, Meritorious Service, Special Recommendations, Prizes or other Grants

Date	Details	Captain's Signature
13 Aug '43	Wounded SGT W 20 B 50694	

Name Douglas Maurice PARSONEALL Conduct

CLASS FOR CONDUCT (Inclusive Dates) CHARACTER, ABILITY IN RATING ON COMPLETION OF TRAINING, DISCHARGE FROM THE SERVICE, AND ANNUALLY, 31st DECEMBER, WHILE MOBILIZED

To	Character	Efficiency in Rating Noting Substantive Rating in Brackets	Date	Captain's Signature
	V.G.	SAT. (O.SIG)	31 Dec. 42.	J. A. Herman.
	V.G.	Sat (Sig)	31 Dec 43.	J. Gilmore.
	V.G.	Sat (Sig)	31 Dec 44	J. Gilmore.
	—	(Sig)	19 Sep. 45	Norman [Signature]

R.C.N.V.R.



The Provider was commissioned on December 2, 1942 at Sorel Quebec. The Provider was designed as a base supply ship and tanker to provide support to a fleet of depth charge equipped Fairmile motor launches. Overall length was 268 feet, breadth of 43 feet and draft of 18 feet. Propelled by twin-screw Fairbanks-Morse diesel engines of 550 horse-power each, they achieved a full speed of 9 knots. At 2367 gross tons the Provider and sister ship Preserver were then the largest vessels built in Canada flying the White Ensign. They had capacity for 681,000 gallons of gasoline. A deep hold fitted with two five-ton derricks held stores, Fairmile spare engines and parts, and 500 depth charges. There was sufficient refrigeration space for food stuffs to keep the ships independent of the shore for six months. Armament consisted of a 4-inch gun mounted aft, sten guns and rifles. Accommodation included a small well equipped hospital. Ships complement included 19 officers and a crew of 94.

The first Captain was Joseph H. Heenan who was born in Newcastle England and commenced his sea career at the age of 15. He fought in both World Wars and circumnavigated the globe seven times. Throughout the First World War he served with the Royal Navy where he was engaged in naval operations in the Red Sea co-operating with Colonel T.E. Lawrence (Lawrence of Arabia) in the capture of sea ports bordering on the coast of Africa. Captain Heenan wrote a series of three articles in the Royal Canadian Navy's Magazine "Crow'snest" in February 1962. These articles entitled "The Little Ships" focused on the role of the 67 Fairmiles that worked with the support ships Provider and Preserver.



Captain Heenan HMCS Provider



HMCS Provider White Ensign

HMCS Provider Ships Logs December 1 1942 – October 7, 1945

The following chronology of events for HMCS Provider comes from a February 2018 review, by Glen Parsneau, of the actual ships logs stored at Archives Canada in Ottawa. This information has also been cross referenced with the information in the book “U-boats Against Canada” by Michael L. Hadley. This book contains detailed ships logs information from German U-boats operating in Canadian waters. Quotes from Captain Heenan’s articles in the Crowsnest magazine are also included.

HMCS PROVIDER

DEC. 1. 42

to

FEB. 26. 43

S. 322 (Revised—October, 1935)
3M Bks.—11-40 (7955)
N.S. 815-9-322

DECK LOG BOOK

For use at Sea and in Harbour

HMCS PROVIDER

DEC. 1. 42 to

FEB. 26 43

Cover of HMCS Provider Log Book

(Photo taken at Archives Canada Ottawa by Glen Parsneau)

December 1, 1942 - 1045hrs Troops come aboard at Sorel; 1100 hrs Ship Commissioned; 1200 hrs Quartermaster posted; 1220hrs Troops taken ashore for dinner.

December 3, 1942 – Sail for Quebec City from Sorel. 600 tons of diesel oil to be loaded at Quebec City.

December 9, 1942 – Corvette HMCS Gananoque departs Gaspé to rendezvous and escort Provider near Rimouski.

December 12, 1942 – Provider with Corvette escort Gananoque heads to Halifax from Quebec City.

December 15, 1942 – Provider arrives Halifax for the first time.

January 8, 1943 – Request for Provider to proceed from Halifax to Trinidad in NG and GDT convoys.

(The following detailed account of the first sailing of the Provider in the North Atlantic is taken from Captain Heenan's article in the Royal Canadian Navy Crowsnest magazine February 1962):

January 19, 1943 -

At 1100 the conference for Convoy HON-158, comprising 20 ships including the Provider, was held, I was assigned as commodore. Predictions of approaching bad weather were voiced, but time did not permit delay on that score. Escorts were in short supply and our convey was timed to leave Halifax to rendezvous with a well escorted ON convoy, 150 miles east of Halifax, bound from Britain to New York. At 1515 the Provider left her jetty, and commenced forming up the convey. Escorts were, I believe, the Canadian corvettes Barrie, and Cobalt, and minesweepers Drummondville and Kenora.

(Note : This voyage would have been signalman Douglas Parsneau's first experience with the north Atlantic.)

As darkness descended the dim outlines of ships to our right and left were barely visible; the predicted bad weather was upon us. By 2000 it was blowing a moderate gale from the east-southeast, accompanied by a falling barometer and a long heavy head swell which reduced our speed to four or five knots.

The natural anxiety of a captain taking a new, untried ship to sea with an inexperienced crew in enemy submarine infested waters was intensified by the vicious weather. The Provider, with water ballast, sat deep in the water, pitching and rolling heavily in the increasing sea and swell. With inadequate power to manoeuvre quickly, it was no

wonder that half the ship's company were violently sea-sick; there was little sleep for anybody that night. As Dawn broke, the wind reached full gale force 11. (Note: Gale force 11 means 60 knot winds and 50 foot waves. Force 12 is a hurricane.) At daylight only three merchant ships were in sight. The escorts, receiving serious superstructure damage, limped back to port. The SS City of Baroda was now the only vessel in sight but she too soon disappeared. To ease the heavy labouring of the ship, we ran before the gale but gave up all hope of reaching the rendezvous.

As the day wore on the gale continued with unabated fury. The temperature had dropped to 21 degrees F and heavy ice was rapidly forming on our superstructure making the ship extremely difficult to manage. Heavy seas had washed overboard scramble nets, wooden breakwaters and guard-rail stanchions. Ice had even frozen the engine room telegraph connections, and our wireless aerial, sagging with the weight of ice snapped.

The vessel, now yawing heavily gave us no alternative but to heave to. In the process the ship rolled almost to her beam ends, unseating the heavy galley stoves. Before our wireless aerial broke we broke radio silence and reported our position in Latitude 42 degrees 40 minutes North; Longitude 61 degrees 56 minutes West, ie about 136 miles southeast from Halifax. Surely no submarine could launch an attack in such a sea. But if it could from now on we were a sitting duck.



Photo of Provider during Gale Force 11 storm off Halifax January 20, 1943

By 0800 the next day, with added ice and weight to our superstructure, the ship became more clumsy and did not respond to helm orders as she should. The danger of losing our rudder was imminent and we resorted to steering by engines alone. Steel wedges were shaped and inserted to keep the rudder secure.



Photo of HMCS Provider showing ice accumulation after January 19 – 21, 1943 storm

The Gale was now at its height. An unusually heavy sea struck with terrific force, cascades of water descended upon us, shaking the ship from bow to stern and she quivered like a dying thing. A sense of pending disaster could be felt. Another venture into the trough of that turbulent sea would surely spell our doom.

What could I do? After almost continuous duty on the bridge my strength was failing, so I did what I think most sailors would have done, who by the very nature of their calling live close to God, I turned to Him and prayed hard for help and strength to carry on. All my experience and lessons learned throughout many years at sea came to the fore. The constant demand for prompt twin-engine movements, sometimes in reverse, was unremitting, but they never failed and saved the day.

H.M.S. PROVIDER WEDNES day 20 th of JANUARY 1943																		
Time	Log (stating type)	Distance Run		Mean Knts. per Minute	True Course	Error of Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature			
		Miles	Fathoms							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100				2.50	125°	S36E	S30E	1E	23W	SSW	6-7	0						
0200				"	"	"	"	"	"	SW	7	0						
0300				"	"	"	"	"	"	WSW	7-8	0						
0400		49	00	"	"	"	"	"	"	W	7	0	68	29.43				
0500				"	"	"	"	"	"									
0600				"	"	"	"	"	"									
0700				"	"	"	"	"	"									
0800	72.0	29	0	2.00	"	"	"	"	"	W	7-9	1/5	67	29.66				
0900				"	"	"	"	"	"									
1000	91	13	0	2.00	"	S40E	Easterly	"	"	W	8-9	3/4	66	29.75				
1100				"	"	"	"	"	"	W	8-9	3/4	66	29.80	21			
1200	104	13	0	2.00	"	S40E	"	"	"	W	8-9	3/4	66	29.80	21			
Leave Granted to Ship's Company										Anchor Bearings			Position		L			
Number on										Distance run			Zone Time		0800 43			

Log entry for January 20, 1943 indicated Gale Force 8-9 winds

At midnight the gale began to subside and at 0800 on January 23, we sighted Chebucto Head and close by HMCS Trail, which had been sent out to find us. With the “not under command” signal flying and a slight list caused by an estimated 150 tons of ice clinging to the decks, we were led by Trail into Halifax harbour (January 23, 1943 at 1124 am).

Ninety-two hours and 45 minutes had elapsed since we last left harbour, hours packed with near tragedy but with many lessons well learned. At least for the “greenhorn” portion of my crew, near catastrophe had given birth to a new confidence and they had now some claim to be called sailors.

I was told that the gale that we had survived was the worst experienced along the Eastern Seaboard for many years. Some ships had been wrecked and many suffered serious damage. Also due to our long silence naval authorities were thinking in terms of a memorial service to commemorate our loss with all hands.

This unfortunate set-back caused great concern and we would now have to beat time if we were to join the Fairmiles in the Caribbean. Fortunately our damage was not extensive and all repairs were completed in five days.

On January 29, at 1555 we sailed for New York again, escorted by HMS Lincoln , arriving without incident on February 1, anchored beside the statue of Liberty in New York harbour.

February 2, 1943 - Provider departs New York for Guantanamo Bay Cuba in convoy NG 341.

February 4, 1943 – Catalina aircraft joins convoy to provide anti-sub air cover.

February 9, 1943 – Broke away from main convoy to lead 7 ships to Guantanamo Bay Cuba escorted by corvette HMCS Fredericton.



Souvenir maracas purchased by Doug Parsneau at Guantanamo Bay Cuba

February 16, 1943 – Provider departs Guantanamo Bay for Trinidad with Catalina air escort.

February 20, 1943 – After arriving in Port of Spain Trinidad @ 1120 the Articles of War were read to the ships company. Catalina and Kingfisher aircraft patrolling above. Admiral Oldendorf was expecting us but still awaiting as to the whereabouts of the Fairmile flotillas. In the meantime we loaded our tanks with 1508 tons of 87 octane gasoline, replenished stores and awaited orders.

DEPARTMENT OF NATIONAL DEFENCE
(NAVAL SERVICE)

1057-30

MAR 23 1944

SECRET.

N.S. CANADA
From: The Commanding Officer,
H.M.C.S. "Provider"

To: The Secretary, Naval Board,
Naval Service Headquarters,
Ottawa, Ont.

Date: 4th. March, 1943 File: C.O.Pdr. 172

Copies to:

The Commanding Officer, Atlantic Coast.

The Commanding Officer,
H.M.C.S. "Preserver"

Subject - General Performance, Machinery and
Recommendations.
29th. January to 20th February 1943

Submitted for information.

During the period from 29th January to 20th. February 1943 (22days) when on passage from Halifax, N.S. to Trinidad, B.W.I. via New York and Guantanamo, a total distance of 3056 miles was traversed during a total steaming time of 15 days 21 hrs. 11 mins.. It is therefore thought that a brief report on performance would now be appropriate.

- On departure from Halifax draft was For. 11ft. 4ins., Aft 14ft. 8ins., Ship trimmed 3ft. 4ins. by the stern with Fore Peak full of fresh water, Hold full of stores, provisions etc., No. 2 Tank full of water ballast, No. 4 Tank full of Diesel Oil, and Lubricating Oil tank full. Ship handled moderately well at this light draft and trim.

2. From	To	Dist.	Av. Speed	Steam. Time.		
				D.	Hr.	Min.
Halifax-New York		626mils	9.48knts.	2.	18.	02
New York-	Guantanamo	1359 "	7.96 "	7	00	00
Guantanamo-	Trinidad	1090 "	7.41 "	6	03	09

March 4, 1943 letter from Captain Heenan to Naval Secretary in Ottawa describing the voyage from Halifax to Trinidad via Guantanamo Bay Cuba

February 27, 1943 - Received news that the 73rd Flotilla had arrived at Miami and would operate from there and Key West Florida. Orders received to proceed to Key West via Guantanamo Bay Cuba. At this time enemy subs were reaping a grim harvest in the Caribbean area and escorts were scarce.

March 5, 1943 - Leave Trinidad for Guantanamo Bay Cuba.

March 10, 1943 - Arrive Guantanamo Bay in the early hours of the 10th. When approaching Guantanamo Bay at 0400 hours the air suddenly shook with the force of a terrific explosion followed by a rumbling boom that shook the ship. This explosion was U-boat 185 sinking the SS James Sprunt a Liberty ship loaded with 10,000 tons of

ammunition and explosives just southeast of Guantanamo Bay. The SS James Sprunt was being escorted by three Fairmiles Q-081, Q-079, and Q-072 at the time. The Fairmiles were quick to recover and moved in to the attack, dropping several depth charges without success on U-boat 185. This sub was commanded by U-boat Ace August Maus, awarded the Knights Cross for sinking 9 ships with a total tonnage of 67,000 tons during the war. U-185 was sunk later that year on August 24, 1943 in the north Atlantic by a U.S Avenger aircraft dropping depth charges.

March 11 -12, 1943 - The maintenance staff of the Provider working round the clock completed all repairs on the Fairmiles damaged in the SS James Sprunt explosion and placed them in fighting trim again.

March 12, 1943 – Provider leaves Guantanamo Bay for Key West Florida in convoy under aircraft and Fairmile escort.

March 13, 1943 – Fairmile Q-072 astern of the convoy investigates a sonar contact and drops 2 depth charges. A convoy passing southbound also drops 2 depth charges.

March 15, 1943 – Arrive in Key West

March 15 – 30, 1943 - Working out of the Key West U.S. Naval base Provider keeps the 73rd Fairmile Flotilla as well as many small units of the U.S. Navy in fighting condition.

This work was noted in a communication of appreciation from Rear Admiral W.R. Monroe United States Navy Commander Gulf Sea Frontier to HMCS Provider and the 73 Fairmile Flotilla :

“ May I express our appreciation for the excellent services and fine spirit of co-operation of HMCS Provider and the 73rd Flotilla while attached to the Gulf Sea Frontier. To Provider for the care she took of her own Flotilla and for the assistance and technical knowledge she rendered the Key West Naval Station in looking after Canadian and British craft. To the 73rd Flotilla for their untiring efforts in our convoy service. Well done and many thanks.” (Signed) Rear-Admiral W.R. Munroe (USN)

March 30, 1943 – Leave Key West and proceed to New York stopping at Charleston South Carolina and Norfolk Virginia for fuel.

April 10, 1943 – Arrive New York

April 17, 1943 – Leave New York for Boston

April, 18, 1943 - Arrive Boston

April 22-23, 1943 – Boston to Halifax

May 15 , 1943 – Leave Halifax for Sydney Nova Scotia in dense fog with 3 Fairmile escorts.

May 16, 1943 – Provider and the 78th Fairmile Flotilla attached to the Gaspé Force in view of recent sub sightings in the Gulf of St. Lawrence.

May 21, 1943 - Provider from Sydney to Gaspé Quebec escorted by Fairmiles Q-051, Q-064 and Q-102.

May 22, 1943 - Catalina provides air escort for Provider and Fairmiles.



Artist depiction of Catalina aircraft on patrol

May 23, 1943 – Arrive Gaspé Quebec

May 23 – June 29 – Based in Gaspé Quebec providing support for Fairmile Flotilla doing convoy and sub chasing duties in the Gulf of St. Lawrence.

June 29, 1943 – Leave Gaspé for Sept. Illes Quebec escorted by Fairmile 78th Flotilla and a Catalina aircraft.

August 1, 1943 – Admiral Nelles inspects Provider and Fairmiles at Sept. Illes. Quebec

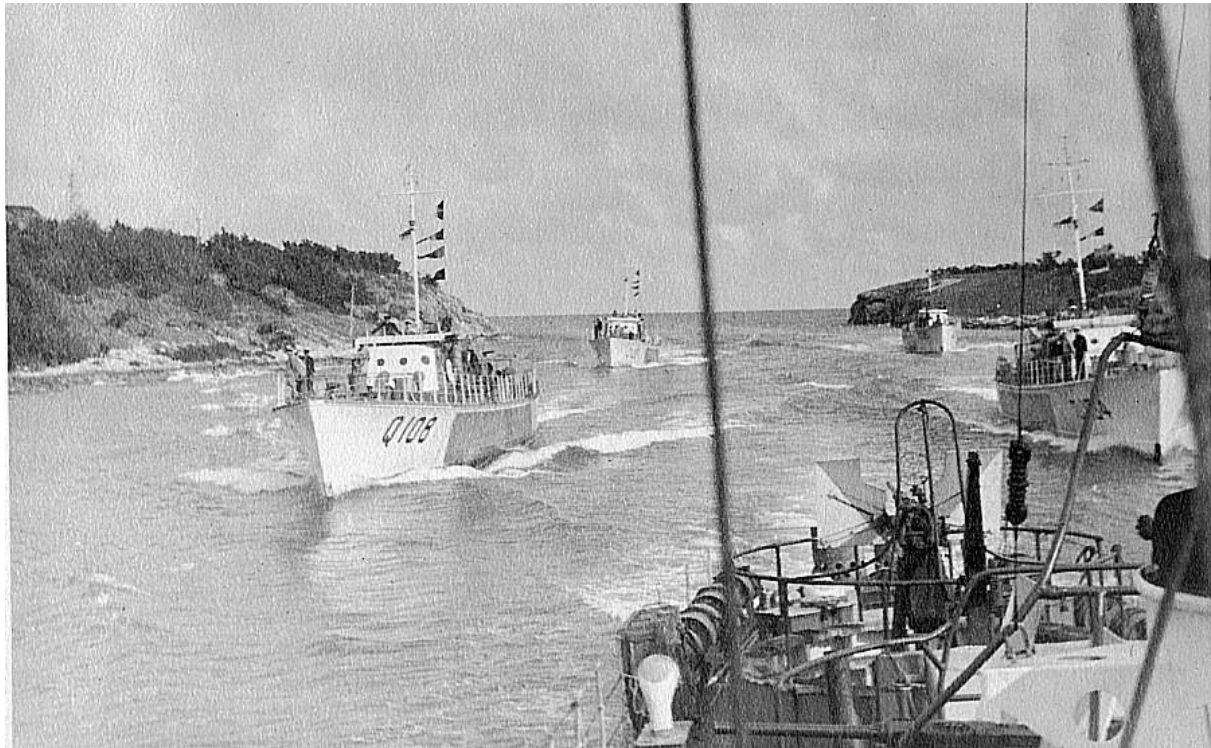
June 29 – October 20 1943- Based in Sept. Illes Quebec

October 20, 1943 – Sept. Illes Quebec to Charlottetown P.E.I. via Northumberland Strait, escorted by 78th Flotilla.

October 22, 1943 – Arrive Charlottetown P.E.I.

October 30, 1943 – Charlottetown to Halifax

December 3, 1943 – Provider escorted by HMS Shiel from Halifax to Bermuda along with two Fairmile Flotillas the 70th and 78th . Photo below showing 70th Fairmile Flotilla entering St. George harbour Bermuda.



Douglas Parsneau (bottom left) with crew mates on Provider



HMCS Provider crew in Bermuda (Doug Parsneau sitting far left)

December 7, 1943 – Arrive in Bermuda with 70th Fairmile Flotilla

December 7 – July 27, 1943 – Stationed in Bermuda, a focal shipping point which was a special hunting ground for U-boats. Provider supported the Fairmiles which carried out anti-submarine exercises with units of the Royal Navy.

July 31, 1944 - Provider and escort corvette HMCS Barrie arrive in Halifax from Bermuda

August 18, 1944 – Provider and escort HMCS Mahone to St. John New Brunswick from Halifax. Upon arrival Provider was “deammunitioned” then returned to Halifax for loading stores for Somers Isles (Bermuda).

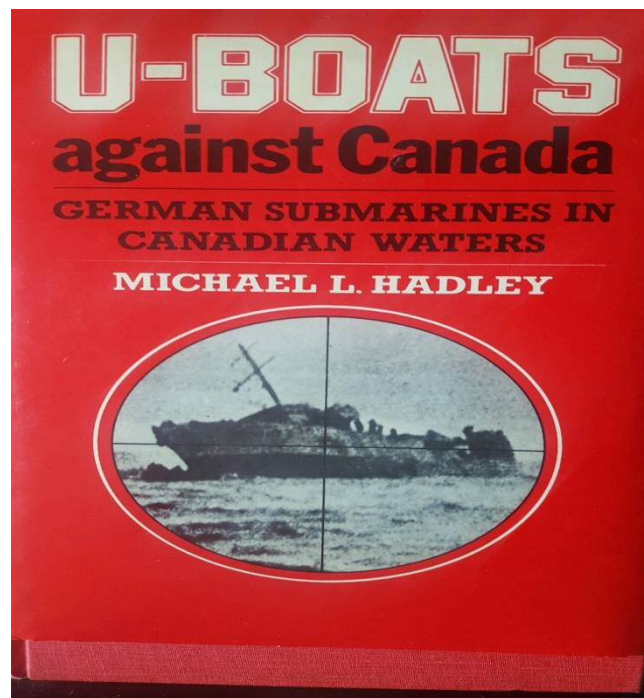
August 27, 1944 - Arrival of Provider and corvette escort HMCS Napanee in Halifax from St. John New Brunswick. U-boat U-802 arrives 175 miles off Sable Island

September 4, 1944 – Provider departs Halifax for Bermuda with escorts HMCS Coaticook and Kirkwood.

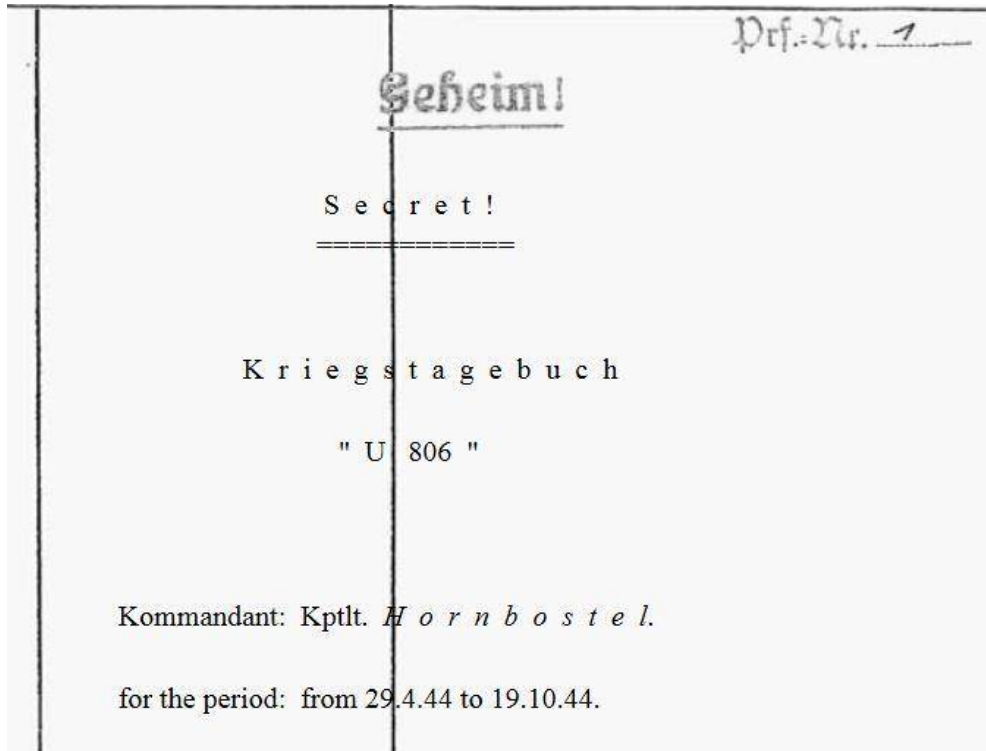
December 17, 1944 – Provider escorted by corvettes HMCS Rosthern and Vancouver depart Bermuda.

December 21, 1944 – Provider and escorts arrive in Halifax without knowing how close they came to being sunk by U-boat 806 as they entered Halifax harbour. The English merchant ship Samtucky was not as lucky as it was hit by a U-806 torpedo but was not sunk on the same day.

By cross referencing the Provider log book with references from Michael L. Hadley's book "U-Boats Against Canada" pg. 259 , and the actual U-806 translated log books, I was able to determine the Provider arrived at Halifax on December 21 the same day U-806 hit the Samtucky with a torpedo near the Sambro lightship. The actual translated U-boat 806 log is copied below for December 21, 1944 off Halifax, the same day Provider was entering the harbour with corvette HMCS Rosthern as escort.



Michael Hadley's book showing HMCS Clayoquot just after it was torpedoed on December 24, 1944 outside of Halifax harbour by U-boat 806. The Provider arrived in Halifax 3 days earlier and was lucky to avoid being targeted the same U-boat 806.



U-806 - 1st War Patrol

Translation by Jerry Mason

<u>Departed</u>	<u>Date</u>	<u>Arrived</u>	<u>Date</u>	<u>Days at Sea</u>
Kristiansand	30 October 1944	Kristiansand	21 February 1945	115



Click the icon to download a KMZ file displaying the U-boat track, significant events and locations for this patrol. You must have Google Earth loaded on your computer to view this file. Download Google Earth [here](#)

Ships Attacked

<u>Date</u>	<u>KTB Time</u>	<u>Position</u>	<u>Ship</u>	<u>Tons</u>	<u>Nationality</u>	<u>Convoy</u>
21 Dec 44	20.04	44°21'N, 63°25'W	SAMTUCKY (damaged)	7,219	British	HX-327
24 Dec 44	14.37	44°27'N, 63°25'W	HMCS CLAYOQUOT (J 174)	672	Canadian	XB-139

Total = 7,891



Sun and Moon Data 21.12.44

Datum und Uhrzeit	Angabe des Ortes, Wind, Wetter, Seegang, Beleuchtung, Sichtigkeit der Luft, Mondschein usw.	Vorkommnisse
continued 21.12.44 20.42	Off Halifax	Single shot from tube VI on the already hit steamer. Shooting data: Bow right, target angle 99° Speed 7 knots (because deep in the water) Range = 3500 meters Loops right long, Initial run 4000 meters Depth 8 meters MX "on" Detonation after 8 minutes, 53 seconds Hit possible, no observation.
20.44 21.00	Because we are close off Halifax and must expect speedy defenses, moved off to the southeast. Intention: Proceed on the coastal route east of Halifax, after a few days again be at Sambro lightship.	Depth 50 meters.
22.29		End of twilight.
22.12.44 00.00	BB 7552	
01.05	WSW 5, Sea 4, cloudy, Vis. good	Snorkeled.
02.43		Propeller sounds of a patrol vessel bearing 25°T, up to Volume 3, disappeared at 03.13 hours in 125°T, because

These actual U-boat logs for U-806 were found on the internet at:

<http://uboatarchive.net/U-806/KTB806-1.htm>

This log entry is from the same day the Provider was entering Halifax harbour under corvette escort HMCS Rosthern. The log describes U-806 firing on and hitting the English steamer Santucky on December 21, 1944. Luckily the Provider was not fired on as she entered Halifax harbour that day.



***U-Boat 806 and Crew October 30,1944 before leaving Kristiansand
Norway for Halifax***



U-Boat 806 Commander Klaus Hornbostel

Other ships coming into Halifax that Christmas week were not so lucky. The 7219-ton freighter SS Samtucky and Bangor class minesweeper HMCS Clayoquot were both sunk by U-806 off Halifax that week. The SS Samtucky was hit on December 21, 1944 the same day Provider arrived, and HMCS Clayoquot December 24, 1944 three days after Provider arrived.

January 1 -2, 1945 - The December encounter was not the only close call the Provider was to have with a U-boat off Halifax. During the first two days of January 1945 U-boat 1232 observed ship traffic patterns while lurking some 4 miles off Sambro lightship a floating lighthouse off Halifax harbour.

January 3, 1945 – Provider escorted by corvette HMCS St. Boniface leaves Halifax for Bermuda. At this time the Provider and Boniface would have had to pass by U-Boat 1232 which was sitting in wait for outbound targets off Halifax for the first 2 weeks of January. Luckily U-1232 decided to let them pass without an attack.

January 4, 1945 - The day after Provider left Halifax U-1232 sinks the 1591-ton tanker Nipiwan Park and the 1591-ton tanker Polarland inbound to Halifax from Sydney in convoy SH-194.

The cursory observations of U-1232 while lurking off the Sambro lightship concurred with those of U-806. Allied convoys held stubbornly to the unwavering routes via the two lightships to Halifax harbour. Here lay the choice location for a U-boat attack, for at this point outbound and inbound ships would steam in a single column.

January 8, 1945 – Arrive Bermuda

May 6, 1945 – Victory over Europe Day

May 13, 1945 – U-889 surrenders to Fairmile Q-117 and is escorted into Halifax Harbour.





U-190 Surrenders at St. John's Newfoundland

German submarines penetrated Canadian waters during the Second World War to within 172 miles of Quebec City. They sank ships, landed spies, laid mines, built an automatic weather station, undertook forays to rescue escaped German POW's, and forced the closure of the St. Lawrence River and Gulf to Allied Shipping.

May 26, 1945 - Provider leaves Bermuda for Halifax escorted by Fairmiles Q-108 and Q-109, HMCS Trois Riviere, and HMCS Westmount.

June 1945 – Provider leaves Halifax for Bermuda escorted by HMCS Kapuskasing.

October 6, 1945 – Provider returns to Halifax

October 14, 1947 – HMCS Provider is declared surplus

March 28, 1949 – HMCS Provider sold to Peruvian owners as a tanker and renamed Maruba. Subsequently acquired by the Peruvian Navy renamed Orgenos.

1961 – Sold for scrap by the Peru Navy.

September 28, 1963 – The second HMCS Provider was commissioned and at 22,700 tons was again the largest ship in the Canadian Navy.

