

CORRESPONDENCE REMOVED

DATE REMOVED	IDENTIFICATION	WHY REMOVED
12-30-1	Collins with tag "Glenda"	06661.
25-3	Collins, "Glenda"	07519.

43-6-1

S. 1320 D
10,000M-9-45 (2023)
N.S. 7570-S. 1320D
K.P. 44413.

NAVAL MESSAGE

To:

From: SCOTIAN

WALLACEBURG NEW LISKEARD

FORMS SNS 232 ARE TO BE SUBMITTED IN ACCORDANCE WITH KRON
ARTICLE 32.07 .
ATTENTION IS DRAWN TO SEC 106 I B .

WALLACEBURGS 071500Z REFERS

081822Z

(RE- REQUEST HULL SURVEY)

SEC
SC0
WALLACEBURG
NEW LISKEARD
SCOTIAN
SC0
GEN REC
DEP SUP
ASR
ASA
ARHM
NTCE

ORIG:#13

pack C
BF 19/13
Postcard 26/3
Postcard Bu. 2/4
Postcard Bu. 12/4
Postcard Bu. 19/4

P/L 9/3/46 VL/1111

43-6-1
NAVAL MESSAGE

To:

COAC (R) SCOTIAN NEW LISKEARD

From:

WALLACEB G

REQUEST HULL SURVEY OF DAMAGE BY NEW LISKEARD BERTHIN
ALONGSIDE 16380 MARCH 6TH

SEC

071500Z

STAD

COS

TEL TO NEW LISKEARD

SOC

SOA

SOI

MTCE

SOC

SCOTIAN

NEW LISKEARD

WALLACEBURG

AKHM

SOLC

OCHC

CEN REC

TEL P/L 071505

PH/MM

07/3/46

Paels
B.F. 15/3

Enter

43-6-1

STENCIL No. 110M

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 8600

SUBJECT: *Electrical Report*
HCS - Wallaceburg

DATE: 18-5

TO

INITIALS
& DATE

STAFF OFFICER'S REMARKS

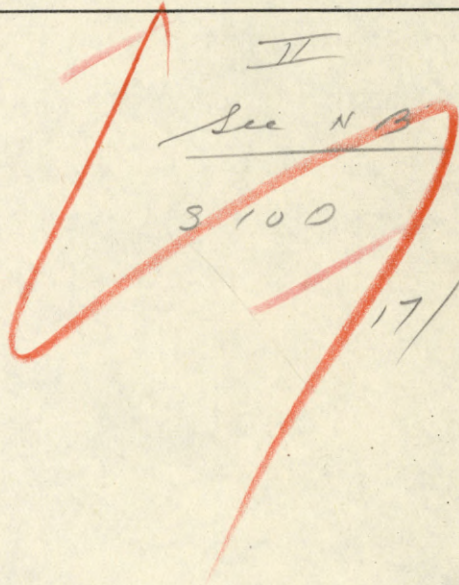
Propose

II

See N 3

3100

17/5 m'g



SO (T)

OP 18/5

yes

C-in-C
Sec'y

R 17/5

(NAVAL SERVICE)

SECRET

FROM: Captain (D) Halifax.

DATE: 14th May, 1945.

FILE: D. 19-23-4

TO: The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

COPY: Officer-in-Charge,
H.M.C. Torpedo School,
Halifax, N.S.

ELECTRICAL REPORT - H.M.C.S. "WALLACEBURG"

Enclosed electrical report in respect of H.M.C.S.
"WALLACEBURG" is submitted in accordance with C.C.N.O. 294.

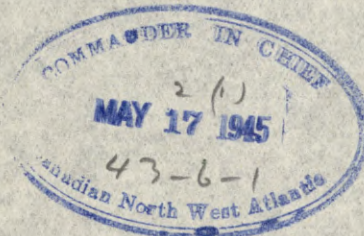
With reference to High Power:

- (a)
1. Proper care and maintenance should overcome this difficulty.
 2. Will be investigated and rectified if considered necessary.
 3. Considered within capabilities at ship's staff.
- (b)
3. Lead casing cracking due to working of ship. This has been reported from other algerines:

With reference to Low Power:

Phone plug-in should be kept meticulously clean to insure efficient operation.
D.C. setting indicators,- this complaint has not been received from any other ship to date.

Encl.
:MSW



(J.C. Hibbard)
ACTING CAPTAIN, R.C.N.
CAPTAIN (D) HALIFAX.

MINUTE II

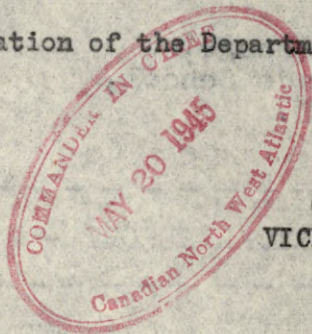
FILE: C.N.A. 43-6-1

The Secretary, Naval Board,
Department of National Defence,
Ottawa, Ontario.

Submitted for the information of the Department.

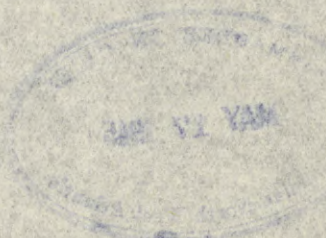
The Commander in Chief,
Canadian Northwest Atlantic.
19th May, 1945

H.L.



G.C. Jones

(G.C. JONES)
VICE ADMIRAL, R.C.N.

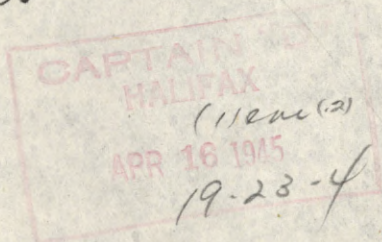


(NAVAL SERVICE)

FROM: THE COMMANDING OFFICER, H.M.C.S. "WALLACEBURG".
DATE: 8th April, 1945. FILE: WA 8 - 8 .
TO : CAPTAIN (D) HALIFAX, HMC DOCKYARD, HALIFAX, N.S.

ELECTRICAL REPORT

Submitted with reference A.C.T.M. 2440, enclosed herewith is H.M.C.S. "WALLACEBURG's" Semi-Annual Electrical Report in duplicate for period ending 31st March, 1945.



F. E. Burrows
(F.E. Burrows)
A/Lieut.-Cmdr., R.C.N.V.R.,
COMMANDING OFFICER.

-Encl-

43-6-1

SECRET

C.-IN-C. STAFF MINUTE SHEET

CIRC 'N FILE NO.

73-7-2

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

C-

09512.

SUBJECT:

In U.P. - "Wallenburg"

DATE:

9-4

To Initials & Date

STAFF OFFICERS' REMARKS

Propose

*The NB
5107 ma
8/4*

SO M/s *9/4*

SRO *10/4*

SSO *11/4*

SO (G) *12/4*

SO (T) *13/4*

SO E *14/4*

~~SO~~

CEO *15/4*

CO (S) *16/4*

CO (C) *17/4*

CO (M) *18/4*

SOAR *19/4*

SOAR E *20/4*

~~SO~~

Secy. *21/4*

SOA *22/4*

Yes with NR we will hear further from (D) if E.O. does not measure up.

Copy of Capt. "D"'s Letter dated 5 April, 1945 D.25-20-2 has been placed on Records File D.H. 73-7-2.

Report on Engine Room Department states "Engineer Officer tries hard to keep his Department efficient", but it doesn't state whether he succeeds. Unco-operativeness of E.O. with other heads of Departments noted. Damage Control is below required standard but should improve if practices are continued. Presume ship will take necessary action to obtain equipment at present lacking.

(NAVAL SERVICE)

SECRET

FROM: Captain (D) Halifax.

DATE: 5th April, 1945.

FILE: D. 25-20-2

TO: The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

Copy: Captain (D) Newfoundland,
Naval Offices,
St. John's, Newfoundland.

WORKING UP PROGRAMME -- H.M.C.S. "WALLACEBURG"

The enclosed copy of the Working Up Programme carried out by H.M.C.S. "WALLACEBURG" from 7th March, 1945 to 21st March, 1945.

2. As a result of the report on Lieutenant Morris he has been relieved and Lieutenant Bosworth who was borne additional for training has taken over the duties of A/S C.O.



W. L. PUXLEY

(W.L. Puxley)
ACTING CAPTAIN, R.N.
CAPTAIN (D) HALIFAX.

Encl.
:MSW

II...P.T.O.

II.

SECRET

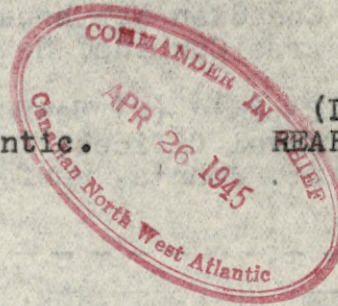
File....C.N.A. 43-6-1

The Secretary, Naval Board,
Department of National Defence,
OTTAWA.

Submitted for the information of the Department.

The Commander-in-Chief,
Canadian Northwest Atlantic.
21st April, 1945.
see

L. W. MURRAY
(L. W. Murray)
REAR ADMIRAL, R.C.N.



FROM: Commanding Officer,
H.M.C.S. "SOMERS ISLES".

DATE: 21st March, 1945.

FILE: SI-19/299

TO: Senior British Naval Officer Western Atlantic.
Captain "D" Halifax (7 copies for distribution to Authorities listed)
Commander-in-Chief, Canadian Northwest Atlantic (2 copies)
Captain "D" Newfoundland,
Senior Officer of Group Concerned.
Commanding Officer, H.M.C.S. "CORNWALLIS" (2 copies)
(For Officer-in-Charge A/S School)
(For Officer-in-Charge Gunnery School)
Commanding Officer, H.M.C.S. "WALLACEBURG" (Section I only)

REPORT ON WORKING UP OF H.M.C.S. "WALLACEBURG" (Algerine)

Sea W.U.P.

Commenced: 7th March, 1945.

Completed: 21st March, 1945.

No. Days: 15

COMMANDING OFFICER

Name: A/Lt. Cdr. F.E. Burrows, R.C.N.V.R.(C.O.)

Ships served in: ALBERNI, BROCKVILLE, INGONISH, AGASSIZ.

Previous Commands: INGONISH, AGASSIZ.

Previous experience as Executive Officer: ALBERNI, BROCKVILLE.

Total Seetime during war: 4 years.

Has Tactical Course been taken: No.

DEFECTS WHICH AFFECTED SHIP'S WORK UP.

MDF 5 defective requiring all D/F exercises and Homing Runs to be carried by H/F D/F.

"SOMERS ISLES" 161359Z and CINC CNA's 171543Z refer.

GUNNERY:

Remarks on:

- (1) Control: L.A.: Very well handled by G.C.O. who takes charge well, spotting orders given correctly.
A.A.: Satisfactory. All guns crews have improved and are keen.
- (2) Guns' Crews and Supply Parties: 4" guns crew have shown remarkable improvement and are now very good. All Supply Parties are above average.
- (3) Care and Maintenance: Fair, but should improve due to keenness of G.O.

COMMUNICATIONS: Very efficient Communications Officer who handles and co-ordinates his department well.

- (1) V/S Department: Yeomen capable and works hard. Inclined to get excited at times, but has his department under control and efficient.
- (2) W/T Department: P.O. Telegraphist new to ship is trying hard and is very keen. W/T Department well handled and efficient.
- (3) Coding: Coding above average. Coders require more practice on R/T.
- (4) Internal Communications: Average. Arrangement poor, but ship makes best possible use of existing system.

TORPEDO:

Remarks on:

- (1) Armament (Maintenance): Fair. Should improve when new Torpedo Officer settles down.
- (2) Electrical (Maintenance): Good. E.A. very capable.
- (3) Drill: D/C, H/H or Squid: Satisfactory. Has improved greatly. Much practice is required to produce really efficient results.

A/S Team:

Control Drill: Fair. A/S Team has been changed around and should now do well. A/S C.O. poor.

Plotting: Very good plot kept throughout.

, Efficiency and Keeness Expressed in Marks /10, average 5/10

<u>Name.</u>	<u>Rate</u>	<u>Non-Sub Rating</u>	<u>Efficiency</u>	<u>Keeness</u>
Keegan	P.O.	H.S.D.	6	6
Potts	A.B.	S.D.	6	6
Walsh	O/Sea.	S.D.	6	6
Seguin	L/Sea.	S.D.	5	6
McNight	O/Sea.	S.D.	5	6
Taft	A.B.	S.D.	5	6
Snyder	O/Sea.	S.D.	5	6

Care and Maintenance:

Many breakdowns experienced due to negligence and lack of supervision by A/S C.O.

RADAR.

Remarks on:

- (1) Control Drill: Well handled by Commanding Officer, First Lieutenant and Radar Officer. Fair by O.O.W.'s.
- (2) Maintenance: Fair. No R.A. carried.

ENGINE ROOM DEPT.

Remarks on Efficiency: E.O. tries hard to keep his department efficient. Should be more co-operative with other departments.

Damage Control: Damage Control suffered from lack of knowledge but has improved through drills.


Drill: Drills slow at first, but have improved.

Equipment: Well kept up. Full complement of Smoke Masks and Salvus gear not on board.

GENERAL IMPRESSION OF SHIP AS A FIGHTING UNIT (All Departments)

Good. Ship is keen and tries hard. The Junior Officers must realize that the keenness of the ship depends upon the keenness of the officers.

The ship is well handled and organized, and as a SKK Senior Officer's ship should set a good example to the group. And if she continues to improve as she has done during her rather short Work Up period should equit herself very well in action.



.....
Training Captain.

OFFICERS BORNE.

Name	Rank	Duties	Remarks on Officers' Ability
I.C. Main	Lieut. RCNVR	X.O.	Keen and energetic, of considerable ability. Takes charge well with good power of command.
D.L. Irvine	Lieut.(E) RCNVR	E.O.	Tried hard during work-up. Inclined to be unco-operative with other depts.
N.M. McMillan	Lieut.(N) RCNVR	N.O.	Capable but has not yet acquired a sense of responsibility.
J.R. Morris	Lieut. RCNVR	A/S C.O.	Very poor A/S C.O. Lacks keenness and interest in ship. Has shown some improvement under pressure during work-up.
F.G. Mitchell	Lieut. RCNVR	Communications & Radar	Very efficient officer who handles his department well. Keen and hardworking. Should do well.
J.A. Bergstrom	S/Lieut. RCNVR	G.O.	Very good G.C.O. Keen & conscientious. Handles his dept. well. A very good young officer.
J.A. Seed	S/Lieut. RCNVR	T.O.	New to job of T.O. Lacked keenness at first, but is conscientious and has improved. Inclined to be slow.
Bosworth	S/Lieut. RCNVR	For Training	Inclined to be slow, but has ability to take charge. Tries hard, should improve with experience.
J.A. Ketola	S/Lieut.(E) RCNVR	For Training	Very conscientious officer of considerable ability. Should do well.
Mitchell	Surg. Lt. RCNVR	M.O.	Keen and interested in ship's work. Has department well organized.

REMARKS ON CAPABILITY OF COMMANDING OFFICER

Keen and efficient officer of considerable experience. Handles own ship and ships in company well. Will insist on an efficient group.

.....
Training Captain.

REMARKS BY C. IN C. C.N.A.

43-6-1

A7248.

DEPARTMENT OF NATIONAL DEFENCE
Naval Service

FROM: Senior Equipment and Trials Officer (T),
East Coast Area.

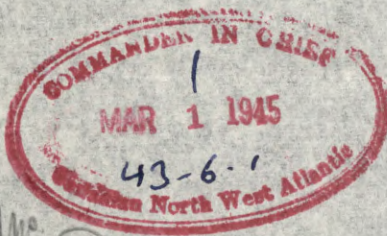
DATE: 27th February, 1945. FILE: TS 4-11-2

TO: Commodore Superintendent,
H.M.C. Dockyard,
Halifax, N.S.

COPIES TO: Naval Service Headquarters, Ottawa.
C-in-C., C.N.A., Halifax.
Captain (D), Halifax.
S.N.A.D., Dartmouth.
Torpedo School, Halifax.
Commanding Officer, H.M.C.S. "WALLACEBURG"

Hedgehog Firing and Fall of Shot.
Depth Charge Equipment Trial.
H.M.C.S. "WALLACEBURG"

Submitted for consideration are the attached reports of Hedgehog Firing and Fall of Shot and Depth Charge Equipment Trial carried out aboard the above-named ship on 24th and 26th February, 1945, at Halifax, N.S.



W.R. Cannon

(W.R. CANNON)
A/Lt.-Cdr. (t), R.C.N.V.R.

*Propose
RA
SO(T) DWS*

FROM: EQUIPMENT AND TRIALS OFFICER (T)...~~East Coast~~.....AREA

DATE: 27th February, 1945.

SHIP: H.M.C.S. "WALLACEBURG" Algerine

1. Authority B.R. 633 Part.....~~III~~.....Section....(4).....

2. Trial Depth Charge Equipment Trial.

3. Date & Place 24th February, 1945. Halifax, N.S.

4. Attended by Ship's Staff; A/Lt.-Cdr. (t), W.R. Cannon, R.C.N.V.R.
S.E.T.O.(T)

5. Equipment

4 - Mk. IV Modified throwers.
4 - Loading racks with "Skeena" type loading gear.
2 - 12 charge D/C rails fitted with Mk. IX traps.
Mk. II Firing clock and six firing lights.
D/C Depth Setting transmitter and six receivers.
Captain's Bearing Indicator A/S 331, A.P. 2030, #1232.
Captain's Control Switch Patt. # A.P. 13034A.

6. Outstanding Items necessary to bring equipment up to Specification

Nil.

7. Minor modifications required to increase efficiency of equipment as fitted.

Nil.

8. Deficiencies in stores Nil.

9. Result of Trials Satisfactory.

10. Remarks

Reason for Trial: Unsatisfactory report of 27th January, 1945; defects having been made good at refit port.

W.R. Cannon

(W.R. CANNON)
A/Lt.-Cdr. (t), R.C.N.V.R.
S.E.T.O.(T)
East Coast Area.

FROM: EQUIPMENT AND TRIALS OFFICER (T).....East Coast.....AREA

DATE: 27th February, 1945.

SHIP: H.M.C.S. "WALLACEBURG" Algerine

1. Authority B.R. 633 Part...III.....Section...(A).....

2. Trial Hedgehog Firing and Fall of Shot.

3. Date & Place 26th February, 1945. Halifax, N.S.

4. Attended by Ship's Officers and Mr. Pasley Gunner T, R.C.N.

5. Equipment

1	in	No.	Hedgehog mounting, Mk. 2, No. 294.
1	"	"	Gyro Stabilizer Q, Mk. II, No. 26231.
1	"	"	Switch and Junction Box, Admiralty Patt.
1	"	"	Captain's Change over switch.
1	"	"	Ripple firing switch.
1	"	"	Safe and ready switch.

Communications

Bell and push, bridge to mounting, mounting to bridge.
Voice pipe, bridge to mounting.
Emergency push in A/S hut.

6. Outstanding Items necessary to bring equipment up to Specification

Nil.

7. Minor modifications required to increase efficiency of equipment as fitted.

Nil.

8. Deficiencies in stores Stores for Stabilizer.

9. Result of Trials Satisfactory.

10. Remarks

Defects shown on trial report of 27th January, 1945 have been taken in hand in Halifax and all items have been made good.

P. Pasley
(R.S. PASLEY)
Gunner (T), R.C.N.
E.T.O.(T)
East Coast Area.

STENCIL No. 110M

43-6-1

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 3916

SUBJECT: Report of Final Refit Trials
HMS "Wallaceburg"

DATE: 11-2

TO	INITIALS & DATE	STAFF OFFICER'S REMARKS
SO (T)	[Signature]	Propose <u>P. 9.</u> 11/2 mch
C-in-C Sec'y	13/2 mch	

Propose P. 9.

11/2 mch

SO (T)

[Signature]

C-in-C
Sec'y

13/2
mch

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

FROM: THE COMMODORE SUPERINTENDENT, H.M.C. DOCKYARD, HALIFAX, N.S.

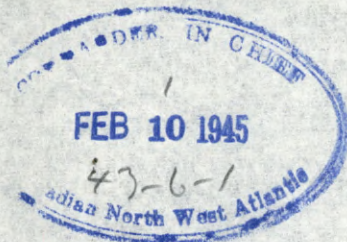
DATE: FEBRUARY 9TH, 1945.

FILE: D.H. 73-7-4

TO : THE SECRETARY, NAVAL BOARD, NAVAL SERVICE HEADQUARTERS,
OTTAWA, ONT.

SUBJECT: REPORT OF FINAL REFIT TRIALS - H.M.C.S. "WALLACEBURG"

Submitted for the information of the Department with reference to the above subject, and in compliance with Naval Monthly Order 3772 dated July 8th, 1944, the attached report of electrical trials carried out on this vessel.



(G.M. Hibbard)
Commodore, H.C.N.

Encl.
cc: Torpedo School,
H.M.C.S. "STADACONA", Halifax.

Commander-in-Chief,
Canadian Northwest Atlantic,
Halifax, N. S.

Captain "D",
H.M.C. Dockyard, Halifax.

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

MAPH/IF

Completion Trial
of
Electrical Equipment

Type of Ship: Algerine C.Y. 1332 H.M.C.S. "WALLACEBURG"

Refitting Yard: H.M.C. Dockyard, Point Edward, N.S.

Trial at: Halifax, N. S. Date: February 5th, 1945

Items to be Completed:

1. Deck tube guards to be installed at the following positions:
 - (a) On quarterdeck at D.C. rails and Haystack stowage racks.
 - (b) On bridge.
 - (c) In A/S hut and at H.H. mounting; kick guards are also to be installed on bridge.
2. Low power junction boxes to have wiring completed and L.P. system to be tested throughout.
3. All low power junction boxes to have numbering strips and diagrams brought up to date.
4. Hedgehog mounting to be properly bonded to ships frame.
5. Defect L.5 - Generator repairs to be completed and generators to be tested and paralleled.
6. A. & A. 104: Bulls eyes to be angled on Haystack racks.
7. A. & A. 182: Aft loud hail speaker - not taken in hand.

Items Not Raised on Current Lists:

- A. Low power batteries to be cleaned, refilled and capacity tested.
- B. All pushes, buzzers and annunciators to be overhauled and renewed where necessary.
- C. Joints in cables inside L.P. junction boxes to be made by approved pressure connections.

NOTE: It is recommended that A. & A. 165 be carried out on this ship - i.e., install lights at telephone in Engine Room and Diesel generator compartment.

The trial was satisfactory and upon completion of items 2, 3 and 5, the ship will be in seagoing condition.

G.B. Scott,
Lieut. (t) (ETC(T)) R.C.N.V.R.

R.A. Baker

R.A. Baker,
Elec. Lieut. R.C.N.V.R.

FOR: MANAGER, ELECTRICAL ENGINEERING,
H.M.C. DOCKYARD, HALIFAX, N.S.

43-6-1 A6802.

CONFIDENTIAL

DEPARTMENT OF NATIONAL DEFENCE
Naval Service

FROM: Equipment and Trials Officer (G),
Halifax, N.S.

DATE: 29th January, 1945. FILE: ETO(G) 327-2

TO: Commodore Superintendent,
H.M.C. Dockyard, Halifax (2).

COPIES TO: Naval Service Headquarters (2).
Commander-in-Chief, C.N.A. (2).
Captain (D), Halifax (3).
Superintendent, Naval Armament Depot, Dartmouth (2).
Commanding Officer, H.M.C.S. "SOMERS ISLES"
Officer-in-Charge, H.M.C. Gunnery School, Cornwallis.
Flotilla Gunnery Officer, Halifax.
Commanding Officer, H.M.C.S. "WALLACEBURG"
Captain Superintendent, Sydney.
O. i/c Naval Armament Depot, Sydney.
Inspector of Naval Ordnance, East Coast.

Gun Trials - H.M.C.S. "WALLACEBURG"

Submitted, report of gun trials carried out 25th January, 1945, at Sydney, N.S., aboard H.M.C.S. "WALLACEBURG" on completion of annual refit by H.M.C. Dockyard, Sydney, N.S.

2. Following trials, rough written reports were rendered to the local authorities concerned.

Four-inch Gun

3. ~~Q.Q.F.~~ 4-inch, Mark Vc, Reg. No. S-9199, and H.A. mounting, Mark III^{MA}, Reg. No. CAN. 9, functioned correctly. Particulars:

Round	Bearing	Elev'n.	Firing	Recoil	Run-out	Deck Def'n	Remarks
1	0°	0°	G.L.	12 ¹ / ₂ "	Sat.	N.K.	
2	G90°	-5°	Lanyard	14"	"	"	Packed back.
3	R125°	40°	G.L.	13 ¹ / ₂ "	"	"	Spare lock.
4	R45°	80°	G.L.	13 ¹ / ₂ "	"	"	" "
5	G100°	17°	G.L.	10"	"	"	S/S, red. chge.

4. Five rounds were fired in quick time in semi-automatic. Extraction was normal.

5. (a) Ready-use arrangements were satisfactory.
(b) Memorandum of Inspection was up to date.

Twin Oerlikons

6.	Mark Vc Mtgs.	Position	Mark IV Guns	No. Rds. Fired	Function
	CAN.330	Stbd. Fwd.	74249 (R)	60	O.K.
			64185 (L)	60	O.K.
	CAN.429	Port Fwd.	64101 (R)	60	O.K.
			72243 (L)	60	O.K.
	CAN.433	Stbd. Aft	64217 (R)	60	O.K.
			43694 (L)	60	O.K.
	CAN. 402	Port Aft	74104 (R)	60	O.K.
			72248 (L)	60	O.K.

Proposed PA
SO (G)
del 31
PA

7. Safety, supply and ready-use arrangements were satisfactory except as noted below.

Magazines

8. Stowage arrangements in both magazines were satisfactory except as noted below.

Small Arms and Miscellaneous

9. The following were satisfactory:

- (a) .303" Bren guns, 2 in no., and stowage.
- (b) .303" rifles, 14 in no., and rack.
- (c) .303" rifle, modified for line throwing, 1 in no., and stowage.
- (d) 9 mm. Sten guns, 4 in no., and stowages.
- (e) .455" pistols, 4 in no., and stowage.
- (f) Machines, rocket, signal, Mark IV, 2 in no.
- (g) P.A.C. projectors, 2 in no., and Snowflake lockers, 3 in no.
- (h) Fireworks tank.
- (i) Pistols, signal, .1", 4 in no., and stowages.
- (j) Night signal box.

SECTION B: ITEMS FOUND UNSATISFACTORY

Four-inch Gun

10. (a) Training limit stop should be shifted from Red 141 to Red 125 to clear line of fire of R.F.P.'s.

(b) Plug-in for sightsetter's phone should be shifted to position convenient to sightsetter. In its present position, phone lead will foul gunlayer's legs. Locker for headset should also be shifted accordingly, to permit phone to be left plugged in if desired.

(c) Sights should be modified by pinning the vertical deflection dial to zero, and by removing the fuze-setting index pointer from the range dial. 300-knot barrage sights should be fitted.

(d) Hooks should be fitted inside gunshield for stowage of flexible voicepipe.

(e) Gunnery communications on the bridge are far from satisfactory. For control of 4" gun, handset only and fire push are fitted in starboard forward corner of bridge. It is recommended that these be connected for R.F.P. control, and 4" phone and check fire push be provided on each side of bridge on panels now fitted with Oerlikon control instruments, to enable G.C.O. to work on either side of bridge at will. All bridge communications should be correctly labelled. Receiver and repeater should be tilted so they can be read easily.

(f) Ladder in Ward Room flat requires securing arrangement to prevent its fouling hoist from 4" magazine.

Rocket Flare Projectors

11. No 2" rocket flares were available for firing trials. No R.F.P. communications with bridge had been fitted. Ready-use lockers had been supplied but not yet secured in place.

Twin Oerlikons

12. (a) Starters require repair at hydraulic units of forward and after mountings on port side.

12. (Cont'd)

(b) Ready-use arrangements at after mountings should be revised to conform to Drawing A.M.H. 9693, Revision C. At present there is no loading position convenient to after mountings.

Magazines

13. (a) Tie-back for hatch cover at small arms magazine forward requires repair.

(b) Hook should be welded to flooding spout in small arms magazine forward to take drip bucket.

(c) Stowages for hand lamps, 2 in no., are required outside after magazine.

(d) Oerlikon stowages in small arms magazine forward have not been made adjustable for British and U.S. boxes.

(e) New type retaining clips should be fitted to bottle racks in 4" magazine in lieu of old type now fitted.

(f) Heavy wire mesh is required at bottoms of ventilating trunks to protect from damage the fine anti-flash gauze already fitted.

SECTION C: SHIP'S RESPONSIBILITY

Four-inch Gun

14. (a) N.O. 3765 should be complied with.

(b) Holding-down bolts found loose on trials should be tightened up.

(c) Demands should be raised for hand ramming pad, shot mat, drill ammunition, and back cover for shield.

Rocket Flares

15. Drill flares, 6 in no., should be demanded.

Magazines

16. (a) Labels on flooding cabinets are too small for easy legibility. Ship should paint large labels, also on bulkheads adjacent to secondary flooding couplings.

(b) Drip bucket should be demanded for S.A. magazine forward.

Twin Oerlikons

17. (a) A.F.O. 3677/44, Naval Orders 3871, 4056, and 4093 should be complied with.

(b) Phone lockers should be secured to mountings. Phones should be provided at mountings and made to work.

(c) Sides removed from gunners' compartments should be replaced on mountings.

(d) Magazine found defective on trials should be landed for repair, together with any others as necessary.

(e) Firing lever return springs should be shortened as necessary to provide tension.

(f) Check-fire bells, not working on day of trials, should be made to work.

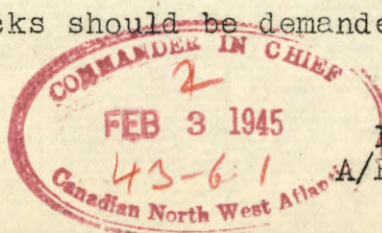
(g) Drain holes should be drilled in ammunition receptacle at forward starboard loading position.

Small Arms and Miscellaneous

18. (a) C.C.N.O. 374 should be complied with at first opportunity.

(b) Detonator locker in tiller flat should be painted red and labelled.

(c) Padlocks should be demanded as necessary to complete for gunnery purposes.



(J. McGibbon)
Lieut. (g), R.C.N.V.R.,
A/E.T.O.(G), East Coast Area.

43-6-1

A6754.

DEPARTMENT OF NATIONAL DEFENCE
NAVAL SERVICE
(SECRET)

FROM: Senior Equipment and Trials Officer (T),
East Coast Area.

DATE: 29th January, 1945.

FILE: TS 4-11-2.

TO : Commodore Superintendent,
H.M.C. Dockyard,
Halifax, N.S.

COPIES TO: Naval Service Headquarters, Ottawa,
C. in C., C.N.A., Halifax,
Captain (D), Halifax,
Torpedo School Halifax,
S.N.A.D., Dartmouth,
Commanding Officer H.M.C.S. "WALLACEBURG".

Hedgehog Firing and Fall of Shot Trial
Depth Charge Firing Trial
H.M.C.S. "WALLACEBURG"

Submitted for consideration are the attached reports of Hedgehog Firing and Fall of Shot Trials, and Depth Charge Firing Trial carried out aboard the above-named ship the 25th January, 1945, at Sydney, N.S.

2. Hedgehog and Depth Charge Equipment Trials will be carried out when this ship returns to Halifax and further reports rendered.

*Proposed
S.O.(T) [initials]*



W.R. Cannon

(W.R. Cannon)
A/Lt. Cdr. (t), R.C.N.V.R.

FROM: EQUIPMENT AND TRIALS OFFICER (T) East Coast AREA

DATE: 27th January, 1945.

SHIP: H.M.C.S. "WALLACEBURG" R.C.N. Algefine

1. Authority B.R. 633 Part..... (3) Section..... (F)

2. Trial Depth Charge Firing Trial

3. Date & Place 25th January, 1945, Sydney, N.S.

4. Attended by Ship's officers, Base representatives and
Lieut. C.E. Pacaud, RCNVR, ETO(T)

5. Equipment

- 4 - Mk IV Modified throwers.
- 4 - Loading racks with "Skeena" type loading davits.
- 2 - D/C 12 charge rails fitted with Mk I traps, and "F" pawls.
- Mk II Firing Clock and six firing lights.
- D/C Depth Setting Transmitter and six receivers.
- Captain's Bearing Indicator A/S 331, A.P. 2030, #1232.
- Captain's Control Switch Pat. #13034A.

6. Outstanding Items necessary to bring equipment up to Specification
See remarks

7. Minor modifications required to increase efficiency of equipment as fitted
"Grigg" type lifting bars.

8. Deficiencies in stores Nil

9. Result of Trial Unsatisfactory.

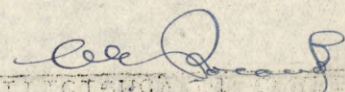
10. Remarks Rails and throwers discharged correctly
but the following defects should be made good before equipment can
be called satisfactory:-

- (1) Firing clock does not function electrically. (At present only by mechanical push).
- (2) Firing lights on loading racks should face throwers (same as D/C setting receivers) instead of inboard.
- (3) D/C setting receivers should be properly tallied and co-ordinated with bridge transmitter.
- (4) D/C warning light and buzzer installed in Engine Room.

- (5) Voice pipe call-up bridge does not function.
- (6) Phone Q/D to Bridge defective. Also it is located on the Port D/C rail aft instead of on the C.O.Q.'s instrument panel on the Minesweeping Deck.
- (7) D/C davits should be tested and tallied.

It is also suggested that the following minor items be corrected:-

- (a) Swivel shutter on firing light on port forward loading rack is missing.
- (b) Release handle on D/C trap Starboard D/C rail is not standard, and has no ratchet bar with spring grasp.



(C.E. Picaud)
Lieutenant, R.C.N.V.R.,
E.T.O.(T),
East Coast Area.

FROM: EQUIPMENT AND TRIALS OFFICER (T) East Coast AREA

DATE: 27th January, 1945

SHIP: H.M.C.S. "WALLACEBURG" R.C.N. Algerine

1. Authority B.R. 633 Part..... (3) Section..... (F).....
2. Trial Hedgehog Firing and Fall of Shot.
3. Date & Place 25th January, 1945, Sydney, N.S.
4. Attended by Ship's officers, Base Representatives and
Lieut. C.E. Pacaud, RCNVR, ETO(T)
5. Equipment

Mk II Hedgehog Mounting #294.
Stabilizer Receiver type "Q" Mk II* #26231.
Captain's Bearing Indicator A/S 33D, A.P. 2030, #1232.
Captain's Control Switch Pattern #13034A.

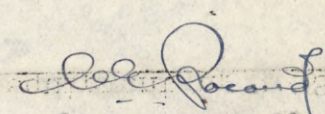
6. Outstanding Items necessary to bring equipment up to Specification
See remarks
7. Minor modifications required to increase efficiency of equipment as fitted
(1) Fit Safety pin rack.
(2) Fit Safe and Ready Switch Pat. #8175B with modified locking arrangement.
8. Deficiencies in stores Nil
9. Result of Trial Unsatisfactory.
10. Remarks Test shots, sighting shots and satisfactory pattern fired but the following defects should be made good before equipment can be called satisfactory:-
 - (1) Move stay from mast to Stbd. Bulkhead back so as not be interfere with pattern and remove safety stop on port side of mounting to permit Stbd. training of 32° instead of 16° as at present.
 - (2) Insert holding down bolts to inside flanges of mounting.
 - (3) Repair circuits to firing buzzer and voice pipe call-up bells.

P.T.O.

- (4) Captain's control switch improperly wired.
- (5) Yaw transmitter circuit to deflection dial in Stabilizer to be repaired.

It is also recommended that the following minor items be completed:-

- (a) Voice pipe at Mounting be ^{twisted} heisted in order to face firing number.
- (b) Mounting should be grounded to deck instead of to instrument panel.
- (c) ^{Dening} Firing up switch at bridge be tallied.
- (d) End covers be installed over after trunion bearings.
- (e) Canvas curtain be fitted over weather screen opening.
- (f) Holes in instrument panel be plugged.


(C.E. Pacaud)
Lieutenant, R.C.N.V.R.,
E.T.O.(T),
East Coast Area.

43-6-1

FILE: C.N.A. 43-6-1.

ELECTRICAL REPORT- H.M.C.S. "WALLACEBURG"
for quarter ending September 30, 1944.

SUBMITTED.

The Secretary, Naval Board,
Department of National Defence,
Ottawa, Ont.

1310



(NAVAL SERVICE)

FROM: Captain (D) Halifax.

DATE: 13th October, 1944.

FILE: D. 19-23-4

TO : The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

Copy to: The Officer-in-Charge,
H.M.C. Torpedo School,
Halifax, N.S.

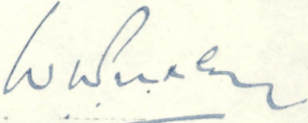
ELECTRICAL REPORT - H.M.C.S. "WALLACEBURG"

Enclosed electrical report in respect of H.M.C.S.

"WALLACEBURG" is submitted in accordance with C.C.N.O. 294.



Encl.


(W.L. Puxley)
ACTING CAPTAIN, R.N.
CAPTAIN (D) HALIFAX.

(NAVAL SERVICE)

FROM: THE COMMANDING OFFICER, H.M.C.S. "WALLACEBURG".
DATE: 30th September, 1944. FILE: WA 7 - 8 .
TO : CAPTAIN (D) HALIFAX, HMC DOCKYARD, HALIFAX, N.S.

ELECTRICAL REPORT

Reference Captain (D)'s D.19-23-4 of the 18th January, 1944, A.C.T.M. 2243 and Naval Order 3833, submitted
----- herewith is Form CNS 316, H.M.C.S. "WALLACEBURG's" Electrical Report for period ending 29th September, 1944.

R.A.S. MacNeil

(R.A.S. MacNeil)
Lieutenant-Commander, R.C.N.R.
COMMANDING OFFICER

STENCIL No. 110M

43-6-1 ✓

C-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 6917

SUBJECT:

Magazine Log -
-Wallacumbg-

DATE: 28-8

TO

INITIALS & DATE

STAFF OFFICER'S REMARKS

Proposed ✓
28/8/44
910-20
200
28/8

SOG

28/8/44

Concur 510

C-in-C
Sec'y

29/8

(NAVAL SERVICE)

FROM: Captain (D) Halifax.

DATE: 23rd August, 1944. FILE: D. 25-20-6.

TO: The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

MAGAZINE LOG - H.M.C.S. "WALLACEBURG"

The enclosed Magazine Log, in respect of H.M.C.S.
"WALLACEBURG", is submitted for onward transmission to
Naval Service Headquarters.



R. F. HARRIS
Commander, R. C. N. R.
(W. L. Puxley)
ACTING CAPTAIN, R. N.,
CAPTAIN (D) HALIFAX.

Encl.

II...P.T.O.

II.

File....C.N.A. 43-6-1

The Secretary, Naval Board,
Department of National Defence,
OTTAWA.

Submitted for the information of the Department.

The Commander-in-Chief,
Canadian Northwest Atlantic.
29th August, 1944.



L. W. MURRAY

(L. W. Murray)
REAR ADMIRAL, R.C.N.

Commander R.C.N.

43-6-1



C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 6541

SUBJECT:

Quarterly Electrical Report
HMCS "Wallaceburg"

DATE: 16-8.

TO

INITIALS
& DATE

STAFF OFFICER'S REMARKS

Propose

~~II
Sec'y
5/10/8~~

16/8 K.M.C.P.

SOT

AM 16/8

Propose P.A.

Quarterly electrical reports for 30th June not required. NSHO 0919522 refers. AM

~~CO S/O~~

AM
19/8

✓

~~RA~~

C-in-C
Sec'y

2009
18/8

FROM: THE COMMODORE SUPERINTENDENT, HALIFAX, N. S.

DATE: 15TH AUGUST, 1944. FILE: D.H. 18-5-5

TO : THE COMMANDER IN CHIEF, CANADIAN NORTHWEST
ATLANTIC, AREA COMBINED HEADQUARTERS.

QUARTERLY ELECTRICAL REPORT - H.M.C.S. "WALLACEBURG"

Submitted herewith in accordance with C.N.A.
30-5-1 of 16th March, 1944, is electrical report for
H.M.C.S. "WALLACEBURG" for quarter ending 30th June,
1944.



(G. M. Hibbard)
COMMODORE, R.C.N.

C.R. 11-1-1



CAN. S. 316.- (Est'd. Dec. 1920)

IMP. S. 316

H.M.C.S. " WALLACEBURG"

ELECTRICAL REPORT

QUARTER ENDING 30th June, 1944,

Approved

W. Simpson
Torpedo Officer
Lieutenant, R.C.N.V.R.

Rhs MacNeil
Captain
Lieutenant-Commander, RCNR.

To be rendered quarterly by all ships in full commission, and by ships with reduced or special complements.

To be forwarded, through Senior Officer of Squadron or Flotilla, to the Department of the Naval Service.

150- Dec. 23 - 20 - Req. 7830.

FORM S. 316.

Ship.....HMCS "WALLACEBURG".....Date.....1st July, 1944.....

HIGH POWER SECTION.

Remarks on defects and proposals for improvement in Electrical gear in connection with:-

- (a) Supply and distribution (i.e., Dynamos, Ring Main, Switchgear, etc.)
- (b) Power motors and Lighting (Incandescent and Arc including Searchlight Lamps.)

- (a) Supply and distribution - satisfactory.
- (b) 2.6 H.P. fan motors replaced with modified type. Operating satisfactorily, but heating up considerably.
 7½" fan motors replaced with modified type. Operating satisfactorily.
 20" G.E. S/L lamp fitted June 27th. Tested but not actually used.

FORM S.316.

2.

Ship.....HMCS "WALLACEBURG".....Date.....1st July, 1944.....

LOW POWER SECTION.

Remarks on defects and failures with proposals for improvements in:-

- (a) Fire Control. Torpedo Control.
- (b) Communications.
- (c) Low Power Supply.
- (d) Batteries.
- (e) Instruments and Indicators.

-
- (a) Fire control satisfactory.
 - (b) Communications - sound powered telephones unsatisfactory - erratic.
 - (c) Low power supply - satisfactory.
 - (d) Batteries - satisfactory.
 - (e) Instruments and indicators - satisfactory.

FORM S. 316

Ship.....HMCS "WALLACEBURG".....Date.....1st July, 1944.....

SEARCHLIGHT SECTION

Remarks on defects and failures with proposals for improvement in:-

- (a) Searchlight mountings.
- (b) Searchlight Barrels.
- (c) Searchlight Control (Evershed)

(Searchlight recently installed . Has not yet been used.

FORM S. 316.

Ship.....HMCS "WALLACEBURG".....Date.....1st July, 1944.....

INSTRUCTIONAL SECTION.

(Practices)

Remarks on Instructional Practices, etc. (e.g. demolition),
other than those embodied in the White and Electrical Sections.

(Nil)

FORM S.316.

5.

Ship.....HMCS "WALLACEBURG".....Date.....1st July, 1944.....

INSTRUCTIONAL SECTION

(Training of Personnel)

Statement of numbers trained and under training, giving particulars of nature of classes.

Remarks on the suitability, or otherwise, of the instruction in the Torpedo Schools, with suggestions for improvement, where considered necessary.

(nil)

INSTRUCTIONAL SECTION

(Material)

Remarks on the sufficiency, or otherwise, of the apparatus supplied or available for instructional purposes.

Suggestions for the supply of additional articles, drawings or literature for instructional purposes.

"Except when a comparatively large number of spares for any article is carried, ordinary ship's stores should not be considered available for instructional purposes."

No instructional gear or books on board.

C.-in-C. STAFF MINUTE SHEET
PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CONFIDENTIAL 43-6-1

CIR'N FILE NO.
C.- A3189.

SUBJECT: *Gen Trib - "Wallenberg"*

DATE: 19.5

TO	INITIALS & DATE	STAFF OFFICERS' REMARKS
<i>SO (G)</i>	<i>JH 22/5/54</i>	<i>Propose P.G. 19/5 H in G.</i>
C-in-C Sec'y	<i>P.G.</i>	

CONFIDENTIAL

DEPARTMENT OF NATIONAL DEFENCE
Naval Service

FROM - Equipment and Trials Officer (G),
Halifax, N.S.

DATE - 17th May, 1944.

FILE: ETO(G) 327-1

TO - Director of Naval Ordnance, Torpedoes & Mines,
Ottawa, Ontario.

COPIES TO - Commander-in-Chief, C.N.A. (2).
Commodore Superintendent, Halifax (2).
Captain (D), Halifax (3).
Commander of the Port, Halifax.
Commanding Officer, H.M.S. "MALABAR", Bermuda.
Superintendent, Naval Armament Depot, Halifax (3).
O. i/c H.M.C. Gunnery School, Cornwallis, N.S.
Flotilla Gunnery Officer, Halifax.
Commanding Officer, H.M.C.S. "WALLACEBURG".

GUN TRIALS - - H.M.C.S. "WALLACEBURG"

Submitted, report of 4" gun re-trials carried out at
Halifax, N.S., on board H.M.C.S. "WALLACEBURG" on completion of
stiffening below 4" gun.

2. Verbal report was made to the Commanding Officer and the
Gunnery Officer of the ship and to the Flotilla Gunnery Officer,
Halifax, on completion of trials.

Four Inch Gun

3. Four inch Q.F. gun, Mark Vc, Reg. No. S/9199, and 4" H.A.
mounting, Mark III^{AK}, Reg. No. CAN. 9, mounted forward, functioned
correctly.

4. Particulars:

ROUND	BEARING	ELEV'N.	FIRING	RECOIL	RUN-OUT	DECK DEFL'N.	REMARKS
1	G 40°	30°	G.L.	13 $\frac{1}{2}$ "	Sat.	3/32"	
2	G 90°	0°	G.L.	13 $\frac{1}{2}$ "	"	0	
3	G110°	-5°	Lanyard	13 $\frac{1}{2}$ "	"	1/32"	Spare lock
4	R40°	0°	G.L.	13 $\frac{1}{2}$ "	"	3/32"	
5	R 90°	30°	Lanyard	13"	"	0	Spare lock packed back
6	R130°	50°	Lanyard	13 $\frac{1}{2}$ "	"	1/32	Spare lock
7	0°	5°	G.L.	N.K.	"	1/32	
8	0°	10°	G.L.	N.K.	"	1/32	

The first four rounds were fired in S.A., the 5th and 6th in Q.F.
and the last two in S.A. A ninth round was inserted into the
chamber, but was not fired as the breech would not close due to
the cartridge case being distorted. This round was removed and
lowered over the side.

5. The following also were satisfactory:

- (a) Safety arrangements (but see para. 6 below).
- (b) Supply arrangements (but see para. 7 below).
- (c) Ready-use arrangements.
- (d) Communications (but see para. 8 below).

SECTION B - ITEMS FOUND UNSATISFACTORY

6. Interrupter gear was inclined to stick due to heavy oil on
shaft. This was overcome by suspending a 6 lb. weight from the
vertical shaft.

7. No motor bollard at forward shelter has been fitted.
8. Check-fire bell at present fitted, is almost inaudible. This should be replaced by a louder type. Fire gong push on bridge to be repaired as it is not working now.
9. Spare lock, when shipped, failed to fire twice in Gun Layer's firing, but fired each time by lanyard. This may be due to the spare lock not having been properly matched when supplied.
10. One night sight on Star Shell Level to be re-positioned so that cable clears elevating gear. Ship told to do this.
11. All dogs and hinges of R/U lockers need to be drilled for lubrication.
12. Stowage for steel helmets should be provided inside the gun shield or the shelter.
13. Hand ramming pad to be made by ship.
14. No drill ammunition has been supplied.



TSW/ab
for (I.R. ATKINSON)
Lieutenant (g), R.C.N.R.
A/Flotilla Gunnery Officer

C-in-C STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

GIR'N FILE NO.

C. 01519

SUBJECT:

Decision of HSHQ on report of collision -
"Glenada" & "Wallenburg"

DATE:

27.3

TO

INITIALS
& DATE

STAFF OFFICER'S REMARKS

Propose.

II

Capt. D. K. ft.

Forwarded for information
and necessary action.

27/3

K m J.

CEO

[Handwritten initials and date]
28/3

lt. bdr. Haftel still c.o.

S/O

[Handwritten initials and date]
29/3

Copy of H.Q. Memorandum S.1057-467-6 of March 23rd, 1944
has been placed on Records File D.H. 73-7-4. Noted &
proposed action concurred in.

C/S(O)

[Handwritten initials and date]
29/3

Yes.

C-in-C

Sec'y

[Handwritten initials and date]
29/3



CANADA

C
O
P
Y

Department of National Defence

Naval Service

Ottawa, Canada.

.....23rd March,.....1944..

IN REPLY PLEASE QUOTE

SECRET

N.S. S. 1057-467-6
Vol. 1 (Staff)

MEMORANDUM:

With reference to your submission C.N.A. 43-6-1 of 27th December, 1943, and 17th February, 1944, enclosing Form S.232 concerning the collision between H.M.C. TUG "GLENADA" and H.M.C.S. "WALLACEBURG" on 8th December, 1943, you are informed that your remarks are concurred in.

2. The attention of the Commanding Officer is to be called to the lack of organization in the Engine room on this occasion.

3. The procedure to be followed in the event of absence of E.O. is defined in Engineering Manual, Article 8, and K.R. and A.I., Article 1327.

4. It is considered that statements should have been obtained from Chief E.R.A. H. Kyle and E.R.A. 3rd Class, M. Reid, who were in charge of the engines during manoeuvring, as to what actually happened in the engine room on this occasion.

BY ORDER,

SECRETARY, NAVAL BOARD.

The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters,
Halifax, N. S.

II...P.T.O.

II.

File....C.N.A. 43-6-1

Captain (D) Halifax,
H.M.C. Dockyard,
Halifax, N.S.

Forwarded for information and necessary
action.



[Handwritten Signature]
L. W. MURRAY

The Commander-in-Chief, (L. W. Murray)
Canadian Northwest Atlantic. REAR ADMIRAL, R.C.N.
31st March, 1944.

43-6-1

(NAVAL SERVICE)

FROM: THE COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC,
AREA COMBINED HEADQUARTERS, HALIFAX, N. S.

DATE: 17TH FEBRUARY, 1944. FILE: C.N.A. 43-6-1

TO : THE SECRETARY, NAVAL BOARD, DEPARTMENT OF NATIONAL
DEFENCE, OTTAWA, ONTARIO.

COPY: CAPTAIN (D), H.M.C. DOCKYARD, HALIFAX, N. S.

COLLISION - H.M.C.S. "WALLACEBURG" - H.M.C. TUG "GLENDA"

Submitted for the information of the Department with reference to paragraph 2 of C.N.A.'s 43-6-1 of 27th December, 1943, and S.1057-467-6 Volume 1, (Staff) of 1st February, 1944, copies of the Commanding Officer, H.M.C.S. "WALLACEBURG'S" WA.O-5-10 of 16th January, 1944, C.N.A. 43-6-1 of 27th December and the Commodore Superintendent's DH.73-7-4 of 19th December, with enclosures are attached.

2. It would appear that there is something lacking in the organization of the Engineerroom Department, which in this instance did not provide for the Chief Engineerroom Artificer to take over the responsibility of the department during the time that the Engineer Officer was on the sick list, thus making it necessary for that officer to get ^{OUT} of bed in the Sick Bay and go to his place of duty when he was physically incapacitated. Further, it would appear that the Medical Officer should have given instructions to the contrary, recommending the appointment of a deputy to the Commanding Officer.

3. Had the correct procedure been followed the Chief Engineerroom Artificer would have been in the Engineerroom in charge as a representative of the Engineer Officer and in addition there would have been an Engineerroom Artificer on duty for manoeuvring each engine.

*Corrected
before
despatch*

COMMANDER IN CHIEF
FEB 21 1944
Canadian North West Atlantic

MURRAY

(L.W. MURRAY)
REAR ADMIRAL, R.C.N.

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 06061.

SUBJECT:

Report of CO "Wallacburg" re collision with tug "Glenda"

DATE: 4. 2

TO INITIALS & DATE

STAFF OFFICER'S REMARKS

CEO
SPO
COS (C)

4/1/2
4/1/2

Report

See N.B. para 2 (copy to Capt D)

SIOD WRT CNO 43-6-1 of 27th Dec 1943 + S. 1057-467-6 Vol I (staff) of 1st Feb 1944

Copies of
60. WAC Wallacburg's WA 0-5-10 of 16th Jan 1944, CNA 43-6-1 of 27th Dec and Capt's DH 73-7-4 of 19th Dec, with enclosures, are attached.

Copy of Capt. D. Minute II, D. 25-20-3 of January 26th. has been placed on Records File D. H. 73-7-4.

Regarding C.O. "WALLACEBURG's" Submission WA. 0-5-10 of the 16th of January, 1944 it would appear that there is something lacking in the organization of the E.R. Dept., which in this instance did not provide for the C.E.R.A. to take over the responsibility of the Department during the time that the Engineer Officer was on the sick list, thus making it necessary for that officer to get out of bed in the Sick Bay and go to his place of duty when he was physically incapacitated. Further, it would appear that the Medical Officer should have given instructions to the contrary, recommending the appointment of a deputy to the Commanding Officer.

Had the correct procedure been followed the C.E.R.A. would have been in the E.R. in charge as a representative of the E.R., and in addition there would have been an E.R.A. on duty for manoeuvring each engine.

I think that these circumstances should be pointed out to Captain (D), and referred to in the (P.T.O.)

C-in-C
Sec'y

19/2

remarks to Sec.N.B.

Sf.

Suggest 2/1"

(Copy to Capt D) AU

(NAVAL SERVICE)

REFERENCE: C.O. "WALLACEBURG's" letter to "D" Halifax,
dated 16th January, 1944. File: WA-0-5-10.

SUBJECT : Collision - H.M.C.S. "WALLACEBURG" with
H.M.C. Tug "GLENADA".

MINUTE II

File: D. 25-20-3.

The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

Submitted with reference to your letter

C.N.A. 43-6-1 dated the 27th December, 1943.



W. L. PUXLEY
A/COMMANDER R. N.

(J.D. Prentice),
A/CAPTAIN, R.C.N. (TEMP),
CAPTAIN (D) HALIFAX.

26th January, 1944.
Encls.
T/OH

REFERENCE: C.O. "WALLACEBURG's" letter to "D" Halifax,
dated 16th January, 1944. File: WA-0-5-10.

SUBJECT : Collision - H.M.C.S. "WALLACEBURG" with
H.M.C. Tug "GLENADA".

MINUTE II

File: D. 25-20-3.

The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

Submitted with reference to your letter
C.N.A. 43-6-1 dated the 27th December, 1943.



26th January, 1944.
Encls.

W. Prentice
for (J.D. Prentice),
A/CAPTAIN, R.C.N. (TEMP),
CAPTAIN (D) HALIFAX.



CANADA

Department of National Defence

Naval Service

IN REPLY PLEASE QUOTE

No. S.1057-467-6 Vol. 1
(Staff)

1st February, 1944.

MEMORANDUM:

With reference to your submission C.N.A. 43-6-1 dated 27th December, 1943, concerning collision between H.M.C.S. "WALLACEBURG" and H.M.C. Tug "GLENADA" on the 8th December, 1943, it is desired that the further report mentioned therein be hastened.



BY ORDER,

Janaefacton
SECRETARY, NAVAL BOARD.

The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters,
Halifax, N.S.

DEPARTMENT OF NATIONAL DEFENCE
NAVAL SERVICE.

FROM: THE COMMANDING OFFICER, H.M.C.S. "WALLACEBURG".

DATE 16TH JANUARY, 1944. FILE: WA -0-5-10

TO : CAPTAIN (D) H.M.C. DOCKYARD, HALIFAX, N. S.

COLLISION - H.M.C.S. "WALLACEBURG" WITH H.M.C. TUG "GLENDA"

SUBMITTED:

With reference attached Minute 1, Paragraph 3, the Engineer Officer had been in Sick Bay with influenza, running high temperatures. As the ship was moving he had got out of bed, although weak and still with a slight temperature, and was in the engineroom flat to be close to the engineroom. He did not go down to the engine room owing to the difference in temperatures and his weakened condition.

2. The ratings on watch in the engineroom, rating, official number and duties, were:

<u>NAME</u>	<u>RATING</u>	<u>O.N.</u>	<u>DUTIES</u>
KYLE, H.	C/E.R.A.	A-3056	In charge of engineroom personnel under Engineer Officer. Duty E.R.A. operating Starboard Engine.
REID, M.	E.R.A. 3/c	V-22984	Duty E.R.A. operating Port Engine.
BROWN, A.	Ldg.Sto.	V-27508	On Telegraphs in Engineroom.
WHITMAN, H.	Sto.1/c	V-54021	On Telegraphs in Engineroom.
WRIGHT, R.	Sto.1/c	V-55052	Engineer's Writer and Dayman - Noting Telegraph movements.

SGD. (F.R.K. NAFTEL)
A/LIEUT.-Cdr., R.C.N.V.R.
COMMANDING OFFICER.

(NAVAL SERVICE)

FROM: THE COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC;
AREA COMBINED HEADQUARTERS, HALIFAX, N. S.

DATE: 27TH DECEMBER, 1943. FILE: C.N.A. 43-6-1

TO : THE NAVAL OFFICER IN CHARGE, QUEBEC, P.Q.

COLLISION - H.M.C.S. "WALLACEBURG" WITH H.M.C. TUG "GLENDA"

With reference to your letter of 10th December, forwarding report of collision between H.M.C.S. "WALLACEBURG" and H.M.C. Tug "GLENDA", it is considered that putting the engines "AHEAD" instead of "ASTERN" was a serious error.

2. The remark of the Commanding Officer, H.M.C.S. "WALLACEBURG" in paragraph 5 of his WA.O-5-10 of 8th December, stating that this error was a natural one, is not concurred in.
3. The Commanding Officer, H.M.C.S. "WALLACEBURG" is to render a report stating why the Engineer Officer was absent from his place of duty (E.M. 1932, Article 13) when ship was entering harbour, and giving also a list of ratings on watch in the engine room, stating name, rating and official number of each, and indicating their duties.

(sgd) R.E.S. BIDWELL)
for

(L.W. MURRAY)
REAR ADMIRAL, R.C.N.

..... P.T.O.

II

FILE: Q.28-4-1

Captain (D),
H.M.C. DOCKYARD,
Halifax, N. S.

Forwarded for necessary action, observing this new
construction vessel has sailed from Quebec.

H.M.C.S. "CHALEUR II"
Quebec, P.O.
4th January, 1944.

SGD(L.J.M. GAUVREAU)
A/CAPTAIN, R.C.N.
NAVAL OFFICER IN CHARGE.

IIII

FILE: D. 25-20-3
The Commanding Officer,
H.M.C.S. "WALLACEBURG"

Forwarded for necessary action required in paragraph 3
of Minute 1.

8th January, 1944.

(sgd) W.R. STACEY)
for (J.D. PRENTICE)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

(Received on board H.M.C.S. "WALLACEBURG" 15th January, 1944)

IN C ONA (R) NSHQ OTNA NAVAL MESSAGE

NOIC QUEBEC

To:

From:

FOLLOWING RECEIVED FROM WALLACEBURG BEGINS:

REPORT COLLISION WITH HMCS GLENADA. DAMAGE NOT
SERIOUS. ENDS.

FORM 232 IS BEING SUBMITTED BY WALLACEBURG BUT
GLENADA WHICH WAS MORRED ALONGSIDE AT TIME OF
COLLISION SAILED BEFORE FORMS COULD BE FORWARDED
TO HER.

CEO 3
SEC

SOI (3)
D HFX (6)
C SUP
DEP SUP
ASR (4)
COP
PDO
SOLC
CENT REC (2)
MCO

102010Z

(PASSED T/P TO ACHQ)

T/P Oq 18 102121Z DEC 43 EMM/PM

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 05084

SUBJECT:

S232 - "Glenady" v "Wallaceburg" collision.

DATE: 30.12

TO	INITIALS & DATE	STAFF OFFICER'S REMARKS
<p>CEO</p> <p>500</p> <p>cos/o</p> <p>C-in-C Sec'y</p>	<p><i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i></p>	<p><u>Propose</u> <i>II</i> Sec N.B.</p> <p>210D WRT CNA 43-6-1 of 27th Dec</p> <p>2) Form S232 & narrative report of C.O. HMC3 Glenady are enclosed.</p> <p style="text-align: right;">P.F. 29/12</p> <p>Copy of C. Sup. Letter of Dec. 19/43, File No. D. H. 73-7-4, F. D. 305, has already been placed on Records File D. H. 73-7-4. Proposed action concurred in on the assumption that a copy of C-in-C's Memo. C.N.A. 43-6-1 of the 27th of Dec. 43 to N.O.I.C. Quebec will accompany Form S-232 & narrative report of C.O.</p> <p>CNA 43-6-1 should have been addressed to Capt D, copy to NOIC Quebec. Wallaceburg arrived in Hfx. on Dec 13th</p> <p>Suggest this be held until reply of C.O. Wallaceburg is received. <i>DM</i></p> <p><i>[Handwritten checkmark]</i></p> <p>Assume NOIC Quebec will immediately minute CNA 43-6-1 of 27/12/43 to Don to the ship. S/P, - D's Secy says letter received - action B.U. 15/1/44 <i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i> B.U. 27/1/44 <i>[Handwritten initials]</i></p> <p><i>[Handwritten initials]</i> B.U. 27/1/44 <i>[Handwritten initials]</i></p>

Propose *II* Sec N.B.

210D WRT ~~CNA 43-6-1~~ of 27th Dec

2) Form S232 & narrative report of C.O. HMC3
Glenady are enclosed.

P.F.
29/12

Copy of C. Sup. Letter of Dec. 19/43, File No. D. H. 73-7-4, F. D. 305, has already been placed on Records File D. H. 73-7-4. Proposed action concurred in on the assumption that a copy of C-in-C's Memo. C.N.A. 43-6-1 of the 27th of Dec. 43 to N.O.I.C. Quebec will accompany Form S-232 & narrative report of C.O.

CNA 43-6-1 should have been addressed to Capt D, copy to NOIC Quebec. Wallaceburg arrived in Hfx. on Dec 13th

Suggest this be held until reply of C.O. Wallaceburg is received. *DM*

[Handwritten checkmark]

Assume NOIC Quebec will immediately minute CNA 43-6-1 of 27/12/43 to Don to the ship. S/P, - D's Secy says letter received - action B.U. 15/1/44 *[Handwritten initials]*

[Handwritten initials] B.U. 27/1/44 *[Handwritten initials]*

[Handwritten initials] B.U. 27/1/44 *[Handwritten initials]*

FROM: THE COMMODORE SUPERINTENDENT, HALIFAX, N. S.

DATE: 19TH DECEMBER, 1943.

FILE: D.H. 73-7-4.
F.D. 305.

TO : THE COMMANDER IN CHIEF, CANADIAN NORTHWEST
ATLANTIC, AREA COMBINED HEADQUARTERS.

COLLISION - H.M.C.S. "WALLACEBURG" and
H.M.C.S. "GLENADA".

Submitted with reference to your C.N.A. 43-6-1 of 14th December, 1943, in form S.232 in duplicate, from H.M.C.S. "Glenada" and memorandum dated 18th December, 1943, from the Commanding Officer, H.M.C.S. "Glenada" to Officer Commanding Harbour Craft.



(G. M. Hibbard)
COMMODORE, R.C.N.



(NAVAL SERVICE)

FROM....THE COMMANDING OFFICER, H.M.C.S. "GLENADA".

DATE....18TH DECEMBER, 1943.

TO.....THE OFFICER COMMANDING HARBOUR CRAFT, HALIFAX, N.S.

Re: Damage to "GLENADA" by "WALLACEBURG".

Submitted:

H.M.C.S. "GLENADA" berthed on Imperial Oil Pier port side too. At 1540 H.M.C.S. "WALLACEBURG", when coming alongside came between the Pier and H.M.C.S. "GLENADA" hitting glancing blow on port quarter.

2. The stern line was cast off from H.M.C.S. "GLENADA", WALLACEBURG then proceeding between Pier and GLENADA, breaking off port stanchion on boat deck and bending six (6) feet of railing.

3. The port deck light on C.O.'s Cabin was torn off housing, and port ventilator bent. Fifteen feet of boat deck railing bent, one stanchion broken and one bent. Wheelhouse Eyebrow torn away and woodwork damaged on Port Side. The forward spring line parted at 1541 and H.M.C.S. "GLENADA" backed out under WALLACEBURG's st'bd. bow. At 1550 "GLENADA" berthed astern of WALLACEBURG.

A. Backman
(A. Backman),
Ch/Skipper, R.C.N.R.,
C.O. H.M.C.S. "GLENADA".

MIN. II

To: Commander of Dockyard,
Halifax, N.S.

Submitted:

Forwarded for your information.

Dec. 18/43.

J.F. Ascah
(J.F. ASCAH),
O.C.H.C.

REPORT OF COLLISION OR GROUNDING

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

H.M.C.S. **"GLENADA"**

Date **DECEMBER 18TH** 194**3**.

ATTENTION IS CALLED TO THE NECESSITY FOR MAKING A FIRST REPORT BY TELEGRAM OF COLLISIONS OR SERIOUS GROUNDINGS.

If it is desirable to answer any question at greater length than the space provided in the form permits, the answer (numbered) should be written on a separate sheet and attached hereto.

If all the particulars required hereunder cannot be furnished promptly, the report should not be delayed, any information that has been omitted being sent in as soon as possible afterwards.

(Any question not applicable to the report should be crossed out.)

SECTION I (Collision or Grounding)

1. Date, time, and place/position of collision/grounding.
(Strike out words inapplicable.)
2. Direction and force of the wind
3. Direction and rate of tidal stream or current
4. State of weather and sea
5. Estimated visibility
6. Was H.M.C. Ship at anchor or under way?
7. What damage is H.M.C. Ship estimated to have received?
8. Were salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated.

Dec. 18th, 1943, (zone 1940...)

Lat **"GLENADA"** Long **Imperial Oil Pier** or bearing
 and distance **350 yards from W. end of pier**
at Quebec.

N.W. Winds Force 4.

2 Knots Westerly current.

B.C. - Smooth.

5'

GLENADA moored on Pier.

Rails bent & lights broken.

SECTION II—COLLISION (with another vessel, or, with a wharf, dock, jetty, or the like)

The report should be accompanied whenever possible by a plan or tracing from the chart (see page 3) to illustrate the courses and direction of advance, the movements of own ship (and where the collision has been with another vessel, of her also), and any other information likely to be of value in enabling a decision as to liability to be reached.

- 8A. State name of other vessel, approximate tonnage, and ownership and Port of Registry if known. (In collision with jetty, etc., state authorities in control of, or responsible for jetty.)
9. Course and speed (if under way) of H.M.C. Ship when the other ship was first sighted, or, in the case of a jetty, etc., when course was shaped to approach it.
10. Any subsequent alterations of course and speed by H.M.C. Ship.
11. *Was the other vessel at anchor or under way?
12. *Estimated course and speed of other vessel (if under way) when first sighted.
13. *Any subsequent alterations of course and/or speed by other vessel.
14. *(a) *What navigation lights, if any, were exhibited by H.M.C. Ship?
(b) *When were these first exhibited?
15. The time when the other vessel was first seen, or, in the case of a jetty, etc., when course was shaped to approach it.
16. The bearing and distance of the other vessel when first seen, or, in the case of a jetty, etc., when course was shaped to approach it.

"WALLACEBURG"

Underway

WALLACEBURG approaching Pier approx. 40° angle approx. 4 knots.

NIL

NIL

Approaching dock at 40° dist. 300 ft.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION II—COLLISION (Contd.)

17. *The lights, if any, of the other vessel which were first seen.

NIL

18. *Whether any navigation lights of the other vessel, other than those first seen, came into view before the collision.

NIL

19. *What sound signals (if any) were (i) sounded by H.M.C. Ship, and (ii) were observed to be sounded by the other vessel, and when?

NIL

20. What measures were taken aboard H.M.C. Ship to avert the collision, and when?

M.M. Nears was ordered to stand by engine, H.M.C.S. GLENADA stern line was cast off, attempt made to cast off forward spring line. WALLACEBURG then approaching in line with pier approx. 30' astern of H.M.C.S. "GLENADA".

21. The parts of each vessel (or of own vessel and jetty, etc.) which first came in contact.

22. Whether either ship was in tow or in charge of a pilot.

H.M.C.S. WALLACEBURG" had Pilot on-board.

23. What acts of negligence (if any) are alleged to have been committed by the other vessel (or, in collision with jetty, etc., by the shore authorities or berthing party)?

24. Whether blame is attributable to those on board H.M.C. Ship, and, if so, to whom, and in what respect.

H.M.C.S. "WALLACEBURG" in failing to go astern in sufficient time to avoid collision.

25. *If the collision occurred between sunset and sunrise, whether, by observation of witnesses, the position, brilliancy, etc., of the lights carried by each vessel complied with the Collision Regulations, and whether any of them were obscured by rigging or other obstructions in the direction from which the vessel under way approached.

Sunrise and sunset.

26. *If sound signals are involved, state here the observations of witnesses as to the efficiency of the apparatus on each vessel for making the proper signals.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION III—GROUNDING

27. The rate at which H.M.C. Ship was going over the ground at the time she was struck.

28. Height of tide at time of grounding.....

29. The exact time she remained on shore.....

30. The nature of the bottom.....

31. The means taken to get her off. (If assistance was rendered by any other vessels, give details and the names of the vessels.)

SECTION III—GROUNDING (Contd.)

32. (a) With what sounding equipment was the vessel provided?
 (b) What use was made of soundings, including hand lead, to check the ship's position prior to the grounding? Give details.

.....

33. The ship's draught (a) forward (b) aft.....

(a).....ft.....ins. (b).....ft.....ins,

34. The least depth of water under (a) the bows, (b) amidships, and (c) the stern, during the time she remained on shore.

(a).....ft.....ins.
 (b).....ft.....ins.
 (c).....ft.....ins.

35. Date, time, and position of last fix obtained prior to grounding and object(s) used to obtain it.

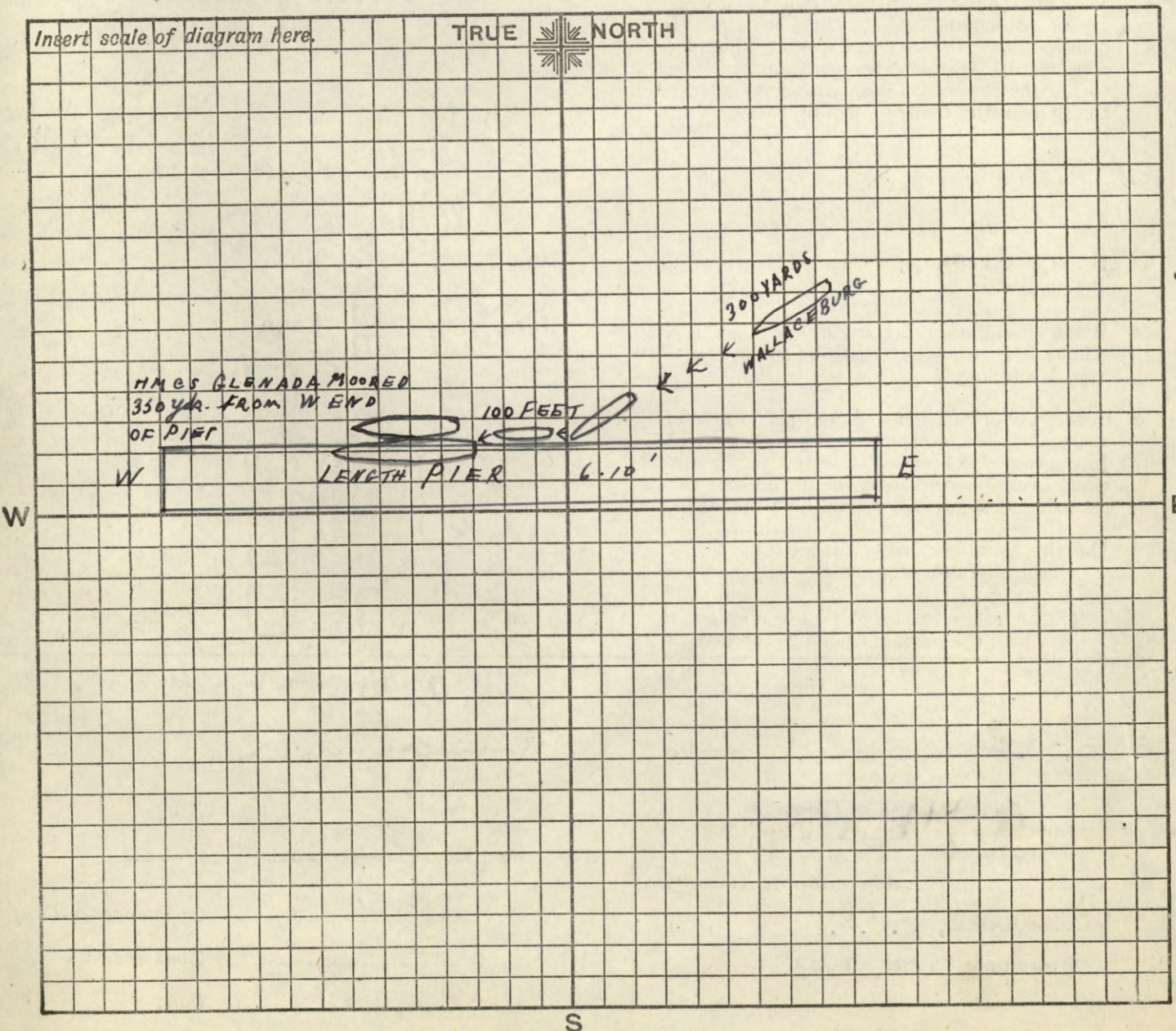
.....

36. Number and date of chart in use, and particulars of last large or small corrections.

.....

The statement of grounding is to be accompanied by a track chart, commencing from the date when the ship last left port, and, if possible, by a clear and comprehensive plan of the place where the incident occurred, and in any case angles between as many of such prominent objects as may be in sight as will suffice to fix accurately the position when aground. When possible at least five such angles should be forwarded. Bearings taken from the standard compass of the same objects should be also given, stating the deviation of the compass.

Diagram illustrating relative positions, and movements, of vessels prior to collision, to be completed, if possible, in all cases of collision.
 The diagram may also be used for the plan of the place where the ship grounded, but not for the track chart.



(NAVAL SERVICE)

FROM....THE COMMANDER-IN-CHIEF, CANADIAN NORTHWEST ATLANTIC,
AREA COMBINED HEADQUARTERS, HALIFAX, N. S.

DATE....27TH DECEMBER, 1943

FILE...C.N.A. 43-6-1

TO.....THE NAVAL OFFICER IN CHARGE, QUEBEC, P.Q.

COLLISION - H.M.C.S. "WALLACEBURG" WITH
H.M.C. TUG "GLENADA"

With reference to your letter of 10th December forwarding report of collision between H.M.C.S. WALLACEBURG and H.M.C. Tug GLENADA, it is considered that putting the engines "Ahead" instead of "Astern" was a serious error.

2. The remark of the Commanding Officer, H.M.C.S. WALLACEBURG in paragraph 5 of his WA-0-5-10 of 8th December, stating that this error was a natural one, is not concurred in.

3. The Commanding Officer, H.M.C.S. WALLACEBURG is to render a report stating why the Engineer Officer was absent from his place of duty (E.M. 1932, Article 13) when ship was entering harbour, and giving also a list of ratings on watch in the Engine Room, stating name, rating, and official number of each, and indicating their duties.

L. W. Murray
L. W. MURRAY

(L. W. Murray)
REAR ADMIRAL, R.C.N.



C.O.A.C. STAFF MINUTE SHEET

CIRC'N FILE NO.

PLEASE RETURN TO COAC. SECRETARY'S OFFICE

C- 04964

SUBJECT: COLLISION - HMCS WALLACEBURG, HMC TUG GLENADA

DATE: 23-12-43

To Initials & Date

STAFF OFFICERS' REMARKS

N.O.I.C. Quebec

With reference to your letter of 10th December forwarding report of collision or grounding in respect of a collision between H.M.C.S. WALLACEBURG and H.M.C. Tug GLENADA, it is considered that putting the engines "Ahead" instead of "Astern" was a serious error.

2. The remark of the Commanding Officer, H.M.C.S. WALLACEBURG in paragraph 5 of his WA-0-5-10 of 8th December stating that this error was a natural one, is not concurred in.

3. The Commanding Officer, H.M.C.S. WALLACEBURG is to render a report stating why the Engineer Officer was absent from his place of duty (E.M. 1932, Article 13) when ship was entering harbour and giving also a list of ratings on watch in the engine room stating name, rating and official number of each, and indicating their duties.

MINUTE II

on November 15th 1943

Sec. N.B:

Submitted for the consideration of the Department.

2 N.O.I.C. Quebec is being asked to furnish further particulars as to why the Engineer Officer was absent from his place of duty when H.M.C.S. WALLACEBURG was entering harbour and also a list of ratings on watch in the engine room, with a statement of their duties. A further report will be submitted when this information is received.

3. Form S.232, narrative report of C.O. HMCS WALLACEBURG, reports of survey of damage to WALLACEBURG and H.M.C. Tug GLENADA and copy of N.O.I.C. QUEBEC's 102010Z/December are enclosed.

A/S

S.O.O.

S.S.D.

NCSO

C OF S

A/S

COAC

SECY

Handwritten signature

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIR'N FILE NO.

C. 04964.

SUBJECT:

S 232 - collision H.M.C.S. "Wallaceburg"
+ tug "Glenada"

DATE: 17-12

TO	INITIALS & DATE	STAFF OFFICER'S REMARKS
<p>CEO</p> <p><i>[Signature]</i></p> <p>S 20/12</p> <p><i>[Signature]</i></p> <p>21/12</p> <p>COS</p> <p><i>[Signature]</i></p> <p>21/12</p> <p>C-in-C</p> <p>27/12</p> <p>Sec'y</p>	<p><i>[Signature]</i></p> <p>20/12</p> <p><i>[Signature]</i></p> <p>21/12</p> <p><i>[Signature]</i></p> <p>21/12</p> <p><i>[Signature]</i></p> <p>27/12</p>	<p>Propose</p> <p>See NB</p> <p>S.C.O.D.</p> <p>2. (Remarks?) Tell NSHQ what action we are taking, as per below.</p> <p>3. Form S 232, narrative report by the C.O. H.M.C.S. Wallaceburg, reports of survey of damage to H.M.C.S. Wallaceburg and H.M.C. tug Glenada and copy of NOIC Quebec's 102010Z are enclosed.</p> <p>Should attention of Engineer room personnel in Algeria be drawn to fact that reversing gear in Algeria is opposite to that in Comoros? 16/12</p> <p>Copy of NOIC, Quebec letter of Dec. 10/43 has been placed on Records File D.H. 73-7-4.</p> <p>As a Board of Inquiry was not held, the proposed submission to N.S.H.Q. appears to be incomplete.</p> <p>While the damage was not extensive, it is considered putting the engines ahead of astern is a very serious error.</p> <p>The remark of the Commanding Officer, H.M.C.S. "Wallaceburg", in para. 5 of his WA 0-5-10 of Dec. 8, stating the error is a natural one, is not concurred in.</p> <p>It is suggested that Commanding Officer of H.M.C.S. "Wallaceburg" be instructed to render a report as to why the Engineer Officer was absent from his place of duty (E.M. 1932, Art. 13), when ship was entering harbour at 1545 on December 8, 1943, and to forward a list of ratings on watch in the Engine Room, stating names, rating and official number of each and indicating their duties.</p> <p>Concur. Letter to Capt D to this effect, copy to NOIC Quebec. <i>[Signature]</i> Concur <i>[Signature]</i></p>

DEPARTMENT OF NATIONAL DEFENCE
NAVAL SERVICE

Quebec, P.Q., 10th December, 1943.

FROM: Naval Officer in Charge,
Quebec, P.Q.

TO : Commander in Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters,
Halifax, N.S.

SUBMITTED:

Enclosed herewith "Report of Collision
or Grounding" in respect of a collision between
H.M.C.S. "Wallaceburg" and H.M.S. Tug "Glenada"
which occurred at Quebec on 8th December.

My 102010/December, refers.



L. J. M. Gauvreau,
A/Captain, R.C.N.
Naval Officer in Charge.

II...P.T.O.

II.

File....C.N.A. 43-6-1.

The Secretary, Naval Board,
Department of National Defence,
OTTAWA.

Submitted for the consideration of the
Department.

2. N.O.I.C. Quebec is being asked to furnish further particulars as to why the Engineer Officer was absent from his place of duty when H.M.C.S. WALLACEBURG was entering harbour, and also a list of ratings on watch in the Engine Room, with a statement of their duties. A further report will be submitted when this information is received.

3. Form S.232, narrative report of the Commanding Officer, H.M.C.S. WALLACEBURG, reports of survey of damage to WALLACEBURG, and H.M.C. Tug GLENADA, and copy of N.O.I.C. Quebec's 102010Z/December are enclosed.



L.W. MURRAY

The Commander-in-Chief,
Canadian Northwest Atlantic
27th December, 1943.

(L. W. Murray)
REAR ADMIRAL, R.C.N.

REPORT OF COLLISION OR GROUNDING

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

H.M.S.K.C.S. "WALLACEBURG"

Date 8th December, 1943.

ATTENTION IS CALLED TO THE NECESSITY FOR MAKING A FIRST REPORT BY TELEGRAM OF COLLISIONS OR SERIOUS GROUNDINGS.

If it is desirable to answer any question at greater length than the space provided in the form permits, the answer (numbered) should be written on a separate sheet and attached hereto.

If all the particulars required hereunder cannot be furnished promptly, the report should not be delayed, any information that has been omitted being sent in as soon as possible afterwards.

(Any question not applicable to the report should be crossed out.)

SECTION I (Collision or Grounding)

1. Date, time, and place/position of collision/grounding.
(Strike out words inapplicable.)
2. Direction and force of the wind
3. Direction and rate of tidal stream or current
4. State of weather and sea
5. Estimated visibility
6. Was H.M. Ship at anchor or under way?
7. What damage is H.M. Ship estimated to have received?
8. Were Salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated.

8th December 1943, 1545 (zone + 4)
 Lat. ° ' Long. ° ', or bearing and distance.
 Nil
 Slack
 Calm
 Fair
 Under way
 See Engineer Officer's report
 Not necessary

SECTION II—COLLISION (with another vessel, or, with a wharf, dock, jetty, or the like)

The report should be accompanied whenever possible by a plan or tracing from the chart (see page 3) to illustrate the courses and direction of advance, the movements of own ship (and where the collision has been with another vessel, of her also), and any other information likely to be of value in enabling a decision as to liability to be reached.

- 8A. State name of other vessel, approximate tonnage, and ownership and Port of Registry if known. (In collision with jetty, etc., state authorities in control of, or responsible for jetty.)
9. Course and speed (if under way) of H.M. Ship when the other ship was first sighted, or, in the case of a jetty, etc., when course was shaped to approach it.
10. Any subsequent alterations of course and speed by H.M. Ship.
11. *Was the other vessel at anchor or under way?
12. *Estimated course and speed of other vessel (if under way) when first sighted.
13. *Any subsequent alterations of course and/or speed by other vessel.
14. *(a) *What navigation lights, if any, were exhibited by H.M. Ship?
(b) *When were these first exhibited?
15. The time when the other vessel was first seen, or, in the case of a jetty, etc., when course was shaped to approach it.
16. The bearing and distance of the other vessel when first seen, or, in the case of a jetty, etc., when course was shaped to approach it.

H.M.C. TUG "GLENADA".
 Engines Stopped - speed 2 knots.
 Course 240°
 Astern order executed as ahead.
 Moored to jetty.
 1540
 245° - 5 cables

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

DEPARTMENT OF NATIONAL DEFENCE
Naval Service

FROM: THE COMMANDING OFFICER,
H.M.C.S. "WALLACEBURG".

DATE: 8th December, 1943. FILE: WA-0-5-10.

TO : NAVAL OFFICER-IN-CHARGE,
QUEBEC, P.Q.

REPORT OF COLLISION WITH H.M.C.TUG "GLENADA".

SUBMITTED:

At 1545 while coming alongside the fueling jetty in St. Charles River that the H.M.C.S. "WALLACEBURG" came between H.M.C. Tug "GLENADA" and the wharf, parting all the "GLENADA's" lines and causing minor damage to her superstructure.

2. The "WALLACEBURG" was coming into the basin to the fueling jetty in accordance with orders. Naval Pilot Skipper Lieutenant L. BEDARD, R.C.N.R. was in charge. Commanding Officer and Navigating Officer were on the bridge. A cable astern of the "GLENADA" the order "slow astern starboard" was given, but as way was not stopped "half astern starboard" was given. Speed seemed to increase and order was changed to "full astern both"-"let go starboard anchor". Ship forged ahead parting "GLENADA's" lines.

3. The Engineer Officer was in the engine room alleyway and on hearing the bells dropped down to the engine room and reversed the engines in time to prevent any serious damage.

4. "WALLACEBURG" received a slight dint in the bow, eight feet above the water line. "GLENADA" lost a light, port rail bent, port bridge eyebrow damaged.

5. The error on the part of the E.R.A. in the engine room was a natural one. Being used to corvettes, and in the excitement of the moment when he got the full astern, he looked at his reversing gear and thought it was astern. (The reversing gear is opposite on corvettes.)

6. Attached is Form S.232 and a sketch of the position of both ships. Chart "Quebec Harbour" was in use at the time, man in the chains and sounding machine going.

F. R. K. Naftel
(F. R. K. Naftel)
Lieut.-Cdr., R.C.N.V.R.,
COMMANDING OFFICER.

-Encl-

COPY

December 8th, 1943

FROM: The Base Superintendent,
Quebec, P.Q.

TO: The Naval Officer in Charge,
Quebec, P. Q.

SUBMITTED: Re: H.M.C. Tug "GLENADA"

The following damage was surveyed on the above vessel after being in collision with H.M.C.S. "WALLACEBURG", St. Charles river approximately 1600 this day.

1. Rubbing strake in way of the sheer strake on the after port quarter slightly dented.
2. Port side of the brass sheet eye brow together with securing angle bracket in way of the forward end of wheel house, damaged and badly buckled, can be repaired and replaced.
3. One hand rail stanchion broken and one bent together with approximately five feet of hand rail bent, can be straightened and replaced all on port side of wheel house.
4. One electric light together with its fittings carried away from the port after corner on wheel house top.

The inside under water hull was examined and no damage or leaks were discernible. The main engines together with steering gear were tried out and vessel is in all respects seaworthy and proceeded from this Base to her destination this morning 0800/9/43.

The estimated cost of the above damage is \$45.00.

Sgd. "S. SEYMOUR
LT. COMDR. (E) S. SEYMOUR, RCNR
Base Superintendent

COPY

December 8th, 1943

FROM The Base Superintendent,
Quebec, P. Q.

TO The Naval Officer in Charge,
Quebec, P. Q.

SUBMITTED:

H.M.C.S. "WALLACEBURG"

This vessel's outer hull above water line was surveyed for damage shortly after colliding with H.M.C. Tug "GLENADA" in the St. Charles River at approximately 1600 this day and the following was noted.

1. Small dent on port side of prow in way of sheer strake. It is presumed that this dent was caused by vessel's prow striking the wooden upright in way of the wharf when vessel careened off the tug.

The above dent can be taken out at an estimated cost of \$30.00 but suggest that same be left as is.

This vessel is in all respects seaworthy.

Sgd.

LT. COMDR. (E) S. SEYMOUR, R.C.N.R.
Base Superintendent

SECTION III—GROUNDING (Contd.)

32. (a) With what sounding equipment was the vessel provided?

.....

(b) What use was made of soundings, including hand lead, to check the ship's position prior to the grounding? Give details.

33. The ship's draught (a) forward (b) aft.....

(a).....ft.....ins. (b).....ft.....ins.

34. The least depth of water under (a) the bows, (b) amidships, and (c) the stern, during the time she remained on shore.

(a).....ft.....ins.
 (b).....ft.....ins.
 (c).....ft.....ins.

35. Date, time, and position of last fix obtained prior to grounding and object(s) used to obtain it.

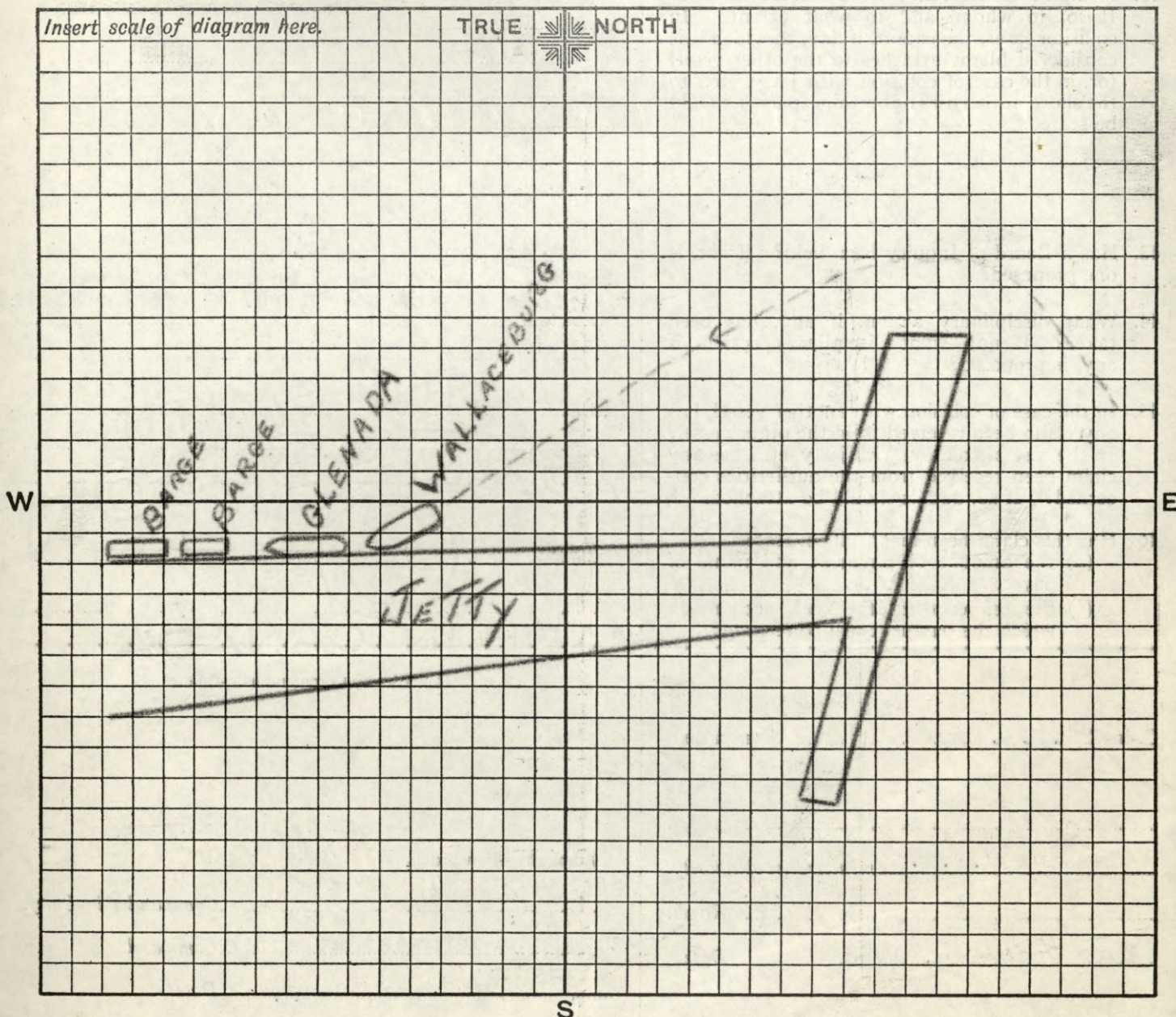
.....

36. Number and date of chart in use, and particulars of last large or small corrections.

.....

The statement of grounding is to be accompanied by a track chart, commencing from the date when the ship last left port, and, if possible, by a clear and comprehensive plan of the place where the incident occurred, and in any case angles between as many of such prominent objects as may be in sight as will suffice to fix accurately the position when aground. When possible at least five such angles should be forwarded. Bearings taken from the standard compass of the same objects should be also given, stating the deviation of the compass.

Diagram illustrating relative positions, and movements, of vessels prior to collision, to be completed, if possible, in all cases of collision. The diagram may also be used for the plan of the place where the ship grounded, but not for the track chart.



SECTION IV—REPAIRS (after Collision or Grounding)

- 37. Is H.M. Ship seaworthy? **Yes**
- 38. If not, have arrangements been made to repair her? (Give details.) **No repairs at Quebec**
- 39. What is estimated cost of making good the damage to H.M. Ship? **\$30.00**
- 40. What time is required for repairs? **Not known**
- 41. Has the damage been surveyed? **Yes. Engineer Officer's report attached.**

In the case of collision with another vessel, state here if possible the answers to questions similar to 37 and 41 above, in respect of *the other vessel*, and, in the case of collision with jetty, etc., the answer to question similar to 41 respecting it.

SECTION V—GENERAL (Collision or Grounding)

Copies of the Deck Log, and the Rough and Fair Engine Room Registers, accompany this statement.
All relative data have been inserted on this form, and are correct to the best of our belief.

Signature of Navigating Officer (grounding) *J. J. Main*
Officer of Watch (collision)
Rank *Chief* Date *9-12/1943* 1943

Signature of Commanding Officer *J. W. Murray*
Rank *Lieut.-Cdr.* Date *8th Dec.'* 1943.
R.C.N.V.R.

SECTION VI—REMARKS BY ADMINISTRATIVE AUTHORITY

- 42. Is blame considered attributable to anyone? If so, to whom, and to what extent? In collision cases, the extent, if any, to which it is considered blame attaches to the other vessel (or, in the case of collision with jetty, etc., to the shore authorities or berthing party) should be stated. **Yes. To E.R.A. on watch.**
- 43. Has a Board of Inquiry been held? If not, is one proposed? **No. No.**
- 44. What disciplinary action, if any, has been taken? If not, what disciplinary action, if any, is proposed? **(Small damage and ship must proceed before freeze up in St. Lawrence River).**
- 45. In the case of collision with another vessel, has any claim been received from the other vessel? In the case of collision with jetty, etc., has any claim been received from the authorities concerned? If so, details should be attached. **None.**
- 46. Has this claim been met? If so, state
(a) the amount of payment and name of payee.
(b) the reference to the cash account in which the payment will be recorded.

C-in-C. **C.N.A.** Forwarded.
J. J. Main
.....
A/Captain R.C.N. Administrative Authority.
..... Rank.
10th December, 1943 Date.

Remarks by Commander-in-Chief.
Remarks attached
Admiralty—Forwarded. *L. W. Murray*
..... Commander-in-Chief.
Canadian Northwest Atlantic Command.
27th December, 1943. Date.

NAVAL SERVICE

FROM...THE COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC,
AREA COMBINED HEADQUARTERS, HALIFAX, N.S.

DATE...14TH DECEMBER, 1943

FILE...CNA ⁴³⁻⁶⁻¹~~61-34~~

TO.....THE COMMODORE, SUPERINTENDENT, HMC DOCKYARD, HALIFAX

COLLISION - HMCS GLENADA - WALLACEBURG

With reference to Naval Officer in Charge,
Quebec's 102010Z, copy attached, form S 232 should be
obtained from H.M.C.S. Glenada on arrival.



B
L.W. MURRAY
(L.W. Murray)
REAL ADMIRAL, R.C.N.

C.-in-C. STAFF MINUTE SHEET
PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

SECRET

✓ 43-6-

CIR'N FILE NO.
C.- A1440.

SUBJECT: Re DIC Trials - Wallenberg

DATE: 19.1

TO	INITIALS & DATE	STAFF OFFICERS' REMARKS
SO (T)	OP 20/11	Propose P.A. R7 agree 17/11
SO (G)	Jm 21/11	yes P.A.
C-in-C Sec'y	22/11	<u>PA</u>

FROM: Captain (D) Halifax.

DATE: 10th January, 1944. FILE: D. 25-20-6.

TO : The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

Copies To: Director of Naval Ordnance,
Torpedoes and Mines,
Naval Service Headquarters,
Ottawa, Ontario.

Commodore Superintendent, Halifax, N.S.
Equipment and Trials Officer (T),
East Coast Area.
Superintendent, Naval Armament Depot, Dartmouth, N.S.
The Commanding Officer, H.M.C.S. "WALLACEBURG".

DEPTH CHARGE THROWER TRIALS - H.M.C.S. "WALLACEBURG"

With reference to Equipment and Trials Officer (T)'s letter, File TO 3-12-3, dated 5th January, 1944, regarding Depth Charge Thrower Trials in H.M.C.S. "WALLACEBURG", the following remarks are submitted for information.

2. With reference to paragraph 3: Modification not carried out by Superintendent Naval Armament Depot, due to lack of drawings N.C. 141, 151, and 178. These have been applied for. The defect as mentioned in C.A.F.O. 718/43 has become a common occurrence where Mk IV throwers are fitted. Drawings No. 141, 151 and 178 are being loaned to Superintendent Naval Armament Depot by Equipment and Trials Officer (T) to avoid further delay.



W. Prentice
for (J.D. Prentice),
A/CAPTAIN, R.C.N. (TEMP),
CAPTAIN (D) HALIFAX.

C.-in-C. STAFF MINUTE SHEET
PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

SECRET

43-6-1

CIR'N FILE NO.
C.- A1340.

SUBJECT: D/C Thava Trib - "Wallerburg"

DATE: 7-1

TO	INITIALS & DATE	STAFF OFFICERS' REMARKS
50 (T)	P. 8/1	Report PA rt // agree
50 (G)	Jan 13/1	P.A
C-in-C	-	
Sec'y	2-15/1	<u>P.A</u>

S E C R E T

DEPARTMENT OF NATIONAL DEFENCE

NAVAL SERVICE

FROM: Equipment and Trials Officer (T)
East Coast Area.

DATE: 5th. January, 1944.

FILE: TO 3-12-3.

TO: Director of Naval Ordnance,
Torpedoes and Mines,
Naval Service Headquarters,
Ottawa, Ontario.

COPIES TO: Commander in Chief,
Canadian Northwest Atlantic.

Commodore Superintendent,
Halifax, N.S.

Captain "D",
Halifax, N.S.

Superintendent, Naval Armament Depot,
Dartmouth, N.S.

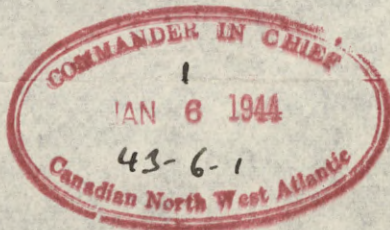
The Commanding Officer,
H.M.C.S. "WALLACEBURG".

DEPTH CHARGE THROWER TRIALS -H.M.C.S. "WALLACEBURG".

Submitted for the consideration of the Department,
the following report of Depth Charge Thrower Firing Trials
carried out aboard H.M.C.S. "WALLACEBURG" at Halifax, N.S. 4th.
January 1944.

2. Four Mark IV Throwers with jack attachments, Maker's
Mark C.L. Co. Kingston, had been fitted. These were fired and
functioned satisfactorily. The end plate stops, for MK VII
Heavy Depth Charges, on throwers number 243 and 272 were not a
true fit and were realigned by H.M.C. Dockyard.

3. It is suggested that these throwers be modified in
accordance with C.A.F.O. 718/43 as shown in Drawings N.C.141,
151, and 178.



CAG/MA.

C.A. Gray
C.A. GRAY.
Lieutenant

CONFIDENTIAL CODE NO. 1/E

NSHQ (R) C
MONTREAL

NAVAL MESSAGE

NOIC

CA 365 PORT
ARTHUR ONTARIO

To:

From:

Algerine

WALLACEBURG COMMISSIONED AT 181830Z LIEST. COMMANDER
P.R.K. NAFTEL HAS ASSUMED COMMAND.

181920Z

~~SEC(6 IN C)~~
SOI(3)
STAD(2)
SOAR(2)
HMS CANADA(2)
AO CANADA(2)
CEN REC(2)
D HFX(6)
MCO

T/P HAND FROM ACHQ

EJM/MM 19-11-43

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TITLE/TITRE : <i>[Commander in Chief, Canadian Northwest Atlantic] - Algerines - WALLACEBURG</i>
FILE/DOSSIER :
REFERENCE NUMBER / NUMÉRO DE RÉFÉRENCE: <i>RG24-D-10, Volume number: 11073, File number: 43-6-1</i>
PAGE(S) : 87
DATE : 17/01/2023