

H.M.C.S. VICTORIAVILLE



Légion Royale Canadienne

LÉGION CANADIENNE

Section Arthabaska (Québec No 86)

34, Ste-Marie

Victoriaville (Québec) G6P 1E1

Victoriaville, August 18/93,

Dear Friend,

It is with great pleasure that we send you a summary of all the information received regarding the H.M.C.S. Victoriaville.

We hope that these pictures and litterature will bring back good memories and make it possible for you to get in touch with old friends.

Please find enclosed names and addresses of all the people that have sent us information along with a pin of the town of Victoriaville.

Again thank you for your time and effort for answering our request and to bring together old comrades.

Sincerely,

Yvan La Haye,

LEGION ROYALE CANADIENNE.

BRIEF HISTORY OF HMCS VICTORIAVILLE

The great Canadian ship building programme of 1943 to 1944 called for the completion of twenty-seven new "River" Class frigates before the end of 1944, and one of the last of these ships to be commissioned was HMCS VICTORIAVILLE. CN-573, as she was designated during building, was successfully launched on 23 June, 1944, at the "little Davie" yards of George T. Davie and Sons, Ltd, Lauzon, P.Q. For a time all went well, but in the autumn, the current shortages of technical equipment began to cause delays. These shortages were so acute that on 24 October, 1944, authorization was given to remove, for use in CN-573, equipment from HMCS MAGOG which had been torpedoed and badly damaged in the St. Lawrence only ten days before. By 29 October, the ship was complete enough to pass preliminary acceptance trials, and plans were made for her commissioning.

At 1715 on 11 November, 1944, Skipper Lieutenant Lester A. Hickey, RCNR,¹ paraded his company and read the commission which brought CN-573 into the Royal Canadian Navy as HMCS VICTORIAVILLE. The new ship was a "River" Class frigate of conventional design and specifications:

Displacement:	1445 tons
Length:	301' 6"
Breadth, extreme:	36' 7"
Draught forward:	11' 6"
Draught aft:	14' 4"
Designed speed:	20 knots
Endurance, cruising:	7200 miles
Endurance, full speed:	4500 miles.

¹. Later Lieutenant-Commander L.A. Hickey, MBE, RCN(R).

Her two triple expansion engines, driven by steam from Yarrow type, oil-fired boilers, produced an indicated horsepower of 2750 each. Her main anti-submarine armament consisted of a hedgehog, which is a multiple-spigot projector capable of discharging a pattern of twenty-four bombs ahead of the ship, and in addition, she possessed the usual two rails for dropping depth-charges over the stern, and the four throwers aft which projected them at right angles to the ship. For surface and anti-aircraft work, she had a twin four-inch gun mounted on the forward gun deck and a twelve-pounder aft, as well as four twin Oerlikons and two Bren machine-guns.

The name she bears--Victoriaville--is that of a small town of about 7000 people situated in Arthabaska County, P.Q., in the Eastern Townships. Consequently, when the ship's badge was designed, the town, its history, and location provided the inspiration. On the red saltire of the town's civic arms is placed a green oak tree bearing a super-imposed royal coronet. The oak tree was adopted because the town of Victoriaville is located in the region of the "bois francs", the hardwoods, while the royal coronet is an obvious reference to the queen in whose honour the town was named. The motto appearing on the town's civic arms--Domine dirige nos--though appropriate enough, was not adopted, and to this day the ship does not have an official motto.

After the commissioning there still remained the final acceptance trials. These were held on 13 November, but, due to certain deficiencies in equipment, they were not

November 1944.

satisfactory, and it was not until 18 November that VICTORIAVILLE was officially accepted from the builders. The ship's company had in the meantime been taking on stores and ammunition and readying her for sea, and when, on 29 November, she was allocated to the Canadian North Atlantic Command, she was ready to sail.

Although by December 1944, the war was almost won, there was still a shortage of escort vessels in the North Atlantic. The U-boats had by no means been defeated; there were indications, in fact, of a renewed offensive in the Canadian area late in the year.¹ Even without this added threat, Canada's escort commitments were high enough. She was already operating eight mid-ocean C-groups, eight western escort W-groups, and six frigate support groups, and now there were plans for shortening the ONS-SC convoy cycle from fifteen days to ten days. This would necessitate the formation of two additional escort groups and one more support group. Even with all the new ships coming into commission, such expansion could not be accomplished except by postponing refits and repairs.

In spite of the urgent need for frigates. VICTORIAVILLE had still to undergo the usual pre-operational programme. Leaving Quebec on 1 December, she was at once taken in hand at Halifax for fitting-out prior to "working up". When this was completed, she sailed to St. Margaret's Bay

¹. NSHQ signal 251431Z/11/44 refers to a "growing concentration of U-boats in the Canadian area".

for HF/DF¹ calibration and thence, on 22 December, for Bermuda. There, at the Canadian training base, HMCS SOMERS ISLES, she performed a full "work-up" programme lasting almost a month.

On 22 January, 1945, VICTORIAVILLE set out for Halifax, but on the passage homeward she developed, besides various minor ailments, a serious defect which prevented the lowering and raising of the asdic dome. The ship was under orders for Halifax, but when she reported her defects her destination was at once changed to St. John's, Newfoundland. There she was to be immediately repaired in order to join EG-27. VICTORIAVILLE arrived at St. John's on 25 January, but her defects were more serious than had been thought, and she was forced to remain in port until 30 January.

When VICTORIAVILLE was again ready for sea, her place with EG-27 had already been taken by HMCS LEVIS. Her alternative assignment was not with a support group but with one of the close escort groups operating out of Newfoundland, W-4. On 30 January, VICTORIAVILLE sailed to join this group, consisting of HMC Ships ST. BONIFACE (Senior Officer), MATAPEDIA, HEPATICA and TRAIL, which was at the time escorting ON-279² to New York. It was to have been a temporary assignment, but on 3 February, VICTORIAVILLE was ordered to remain with the convoy all the way to New York.

¹ High frequency direction finding.

² ON convoys were those sailing from the U.k. to North America.

W-4 arrived with the convoy at New York on 5 February, spent one full day in port, and was out again on the 7th escorting sixty-three ships of HX-337¹ to the Halifax Ocean Meeting Point.² Like ON-279, this was an uneventful convoy, and W-4 was duly relieved by W-1³ at HOMP.

On the day her group was relieved, 9 February, 1945, VICTORIAVILLE was allocated to C-9, a group of the Mid-Ocean Escort Force, which was then being formed. The formation of this new group was necessitated not only by the closing of the ONS-SC cycle from fifteen to ten days, but also by the growing possibility of a new U-boat offensive. There was every indication that submarine activity was due to increase in the mid-Atlantic, which for the past few months had been very quiet. The Admiralty forecast visualized sixty U-boats on patrol by mid-February and eighty by spring, and to make matters worse, a good many of these were expected to be the new MK XXI type equipped with the schnorkel and capable of operating submerged for long periods of time.⁴ So far the main concentration had been in United Kingdom coastal waters, but in February attacks were made off Gibraltar and the Russian convoys were again meeting stiff opposition,⁵ so there was reason to suppose that U-boats might also begin to return to the mid-Atlantic.

1. Convoys from North America (at this period originating in New York) to the United Kingdom.

2. Better known as HOMP.

3. HMC Ships KAPUSKASING, BUCTOUCHE, SHERBROOKE, VANCOUVER and BARRIE.

4. CANMO signal 311720A/1/45.

5. Stratrep #39 for February, 1945.

C-9 was not due to assemble until 20 February, and another week was to elapse after that date before the group began operations. VICTORIAVILLE, therefore, had two weeks in which to carry out the necessary repairs and fitting out she required before tackling the long cross-Atlantic voyages made by ships of the Mid-Ocean Escort Force. Most of the other units of C-9, PENETANG (Senior Officer), a "River" Class frigate, and FERGUS and THORLOCK, corvettes, were also new construction ships; only the corvettes FREDERICTON and HALIFAX, commissioned late in 1941 and joining C-9 from the Halifax force, were old campaigners.

Two weeks were not enough for VICTORIAVILLE to repair all her defects, however, and when C-9 sailed on 26 February she had to remain. On the following day, she finally left Halifax to overtake C-9, which was steaming east to take over the escort of convoy SC-168 from W-6 at the Western Ocean Meeting Point.¹ Forging ahead through heavy weather, VICTORIAVILLE finally took her place in the escort screen on 1 March.

SC-168 was a convoy of twenty-two ships from Halifax, bound for various destinations in the United Kingdom. When C-9 took over escort duties on the 28th, the heavy weather of the past two days had scattered the convoy to some extent.

The passage of SC-168 was relatively uneventful. Three alterations of course were ordered by the C.-in-C., Western Approaches but, in the main, the convoy jogged along

¹. Usually referred to as Westomp. SC convoys at this time sailed from Halifax to the United Kingdom.

very calmly. Only two alarms disturbed the peaceful progress of SC-168. On 9 March, PENETANG obtained a suspicious radar contact dead ahead of the convoy and went at once to investigate, at the same time ordering an emergency turn to starboard. The target was lost at 12,000 yards and, though VICTORIAVILLE remained in the general area of the contact for an hour, she found nothing. Two days later, there was another scare, when an HF/DF fix was made on a transmission apparently originating near the convoy. Once again VICTORIAVILLE was called upon to conduct the search, but again she had no success.

Following this episode, there were no further alarms. The convoy was now operating under extensive air cover from shore bases in the United Kingdom. In addition it now enjoyed the support at various times of the British hunting groups EG-4, EG-30 and EG-31.

On the afternoon of 11 March, the convoy began to disperse, the Loch Ewe section escorted by FERGUS being the first to detach. Early on the 12th, VICTORIAVILLE left with the four ships of the Clyde section, returning to the main convoy a few hours later. Two contacts were attacked after the convoy entered United Kingdom waters. A contact made by PENETANG on the 13th was later classified as "non-sub". FERGUS attacked another promising contact on the 11th, but succeeded only in slaughtering a large school of fish. The various sections of the convoy detached one by one until only the Bristol ships remained, escorted by PENETANG, VICTORIAVILLE, FREDERICTON and HALIFAX.

March 1945.

Late on the 13th, the last ships of the convoy had been safely delivered, and all the escorts were on their way to their base in Londonderry.

After the safe arrival of SC-168, C-9 enjoyed a lay-over of eleven days at Londonderry which was utilized to effect repairs and to provide shore leave for the ships' companies. In some of the ships, repairs were essential: PENETANG and VICTORIAVILLE, for instance, had suffered break-downs of their Low Power Motor Generators which could not possibly be remedied at sea.

Their eleven days over all too soon, the ships of C-9, which included this time the Bangor minesweeper HMCS BLAIRMORE going home for refit, sailed from Londonderry on 22 March. It had been planned to have gunnery practice after the ships fuelled at Moville, but a reported schnorkel sighting disrupted this programme. PENETANG, FERGUS and THORLOCK were the only ships available to help EG-26 search for the U-boat, as VICTORIAVILLE had to go to Barry Roads and FREDERICTON to Toward Point to pick up ships for ON-292, while HALIFAX was delayed at Londonderry by defects. During the search, PENETANG attacked a contact with hedgehog, but it was only a school of fish, and eventually the ships had to break off the hunt because of their convoy commitments.

Early on the morning of the 23rd, ON-292 began to form up, when C-9 joined with the Clyde section and the ships brought out by FREDERICTON off Ailsa Craig. On the 23rd, the Liverpool section joined, and early on the 24th the Barry-Milford group escorted by VICTORIAVILLE arrived. That same day the ships of OS-118 and KMS-92, who had been

March 1945.

in company, were detached, and when the English Channel section arrived, on 25 March, ON-292 was complete.

The passage of the seventy ships of ON-292 through United Kingdom waters was not without incident. Early on the 23rd, just after the convoy began to assemble, PENETANG depth-charged a contact with two five-charge patterns. This contact turned out to be a wreck. On the following day, PENETANG attacked another "non-sub". A short while later, VICTORIAVILLE secured a very promising contact and attacked with hedgehog. The resulting explosions put her asdic out of order, and FREDERICTON was sent in to assist. A deliberate attack with depth-charges and two with hedgehog brought up large air bubbles and a small quantity of oil, but again the force of the explosions rendered useless the attacking ship's asdic. FREDERICTON, consequently, was forced to break off the attack. The supporting ships of EG-18 now took over, and after thorough investigation decided that VICTORIAVILLE's target had indeed been a U-boat--but a U-boat that had been sunk some time before. The excitement was not over, however, for next day, 25 March, HALIFAX made an attack on what was later discovered to be a submerged rock pinnacle, and on the 26th, FERGUS disrupted the activities of a school of fish. This was the last contact made during the passage of ON-292. All the ships of C-9 except THORLOCK had made at least one attack, and though the enemy had not suffered much, at least the officers and men of the attacking ships had gained valuable experience in carrying out offensive operations.

March 1945.

The Atlantic crossing was marked by a minor collision between two American vessels SS JOSEPH W. POLK and JAMES MOORE on 27 March. On the 30th, the weather deteriorated and made it somewhat difficult for the escorts to take on oil from the convoy tankers, but nothing untoward had occurred when W-3 arrived to take over at Westomp. On 3 April, PENETANG, VICTORIAVILLE, THORLOCK and FREDERICTON detached for St. John's, leaving FERGUS and HALIFAX to escort the SS GATINEAU PARK to Sydney. BLAIRMORE also remained, since her destination was Halifax. By midnight on the 4th, all the ships of C-9 had arrived at St. John's.

Following the safe arrival of QN-292 there was only time to take on fresh stores and make essential repairs before the ships were off again on the 9th to take over SC-172 from the local escort. PENETANG was four hours late in sailing, due to defects, but the whole group arrived at Westomp on schedule to relieve W-1. Due to the ice conditions prevailing and the threat of U-boats in the area, W-1 was not detached at once. The three ships of that group, KAPUSKASING, VANCOUVER and BARRIE, remained as additional escort until nearly midnight on 11 April.

The passage of SC-172 was rather uneventful. One merchant ship had returned to Halifax on the first day out because of engine trouble, and on the 12th, SS BRUNSWICK had to be detached to take the stragglers route to the Azores. There were no enemy contacts and only one alarm, which occurred on 17 April when HMC Ships THORLOCK and ST. PIERRE¹ attacked a pod of whales. By 22 April all

¹. This ship had joined as additional escort from the Azores on 15 April.

thirty ships had been safely conducted to their destinations, and the escorts were back in port at Londonderry.

SC-172 was the third convoy that C-9 had delivered safely, but it must not be thought that this was because the enemy had given up the struggle. In February, March and April 1945, some seventy merchant ships with a total tonnage of 270,242 were sunk in North Atlantic and United Kingdom waters.¹ The Admiralty estimated that there were twice as many U-boats operating at the end of March as at the beginning of February.² Indeed, one of the features of April was the resumption on a small scale of the "wolf pack" tactics of earlier days by two small packs, one operating north of the Azores and the other just south of Ireland.³ In view of these facts, it would not be unreasonable to suggest that the safe arrival of convoys escorted by C-9 was an indication not so much of the latter's good fortune as of its good judgement and efficiency.

C-9 spent only one week in Londonderry before returning with her next convoy. On 1 May, the group put out to sea for calibrations and sea exercises, after which VICTORIAVILLE was detached to pick up the Barry Roads-Milford Haven section and FREDERICTON to bring in the Clyde division. The convoy involved was ON-300, but it was being joined by OS-126 and KMS-100⁴ for the passage through the Irish Sea. On 2 May, the main body of C-9 joined with

¹ BR 1337.

² Stratrep #40 for March, 1945.

³ Stratrep #41 for April, 1945.

⁴ OS convoys were those between United Kingdom and Sierra Leone and M.S. those between the United Kingdom and the Mediterranean.

FREDERICTON who was escorting the Clyde section consisting of three ships for ON-300 and seven ships for the OS/KMS convoys. Early the following morning, the Liverpool section joined, followed by VICTORIAVILLE with nine ships of the Barry-Milford section. This day, 3 May 1945, was the most exciting one of the whole passage. C-9's close screen had been reinforced by HM Ships RUSHEN CASTLE, ABELIA and WALLFLOWER, and EG-31 was in support. At 0815, aircraft from the IAC ship SS EMPIRE MACKENDRICK,¹ sighted an underwater object believed to be a U-boat. The ships of EG-31 who conducted the search could find nothing. At 1130, HALIFAX sighted a floating mine which THORLOCK promptly sank by gun-fire. Less than two hours later, there was an underwater explosion on the starboard side of the convoy close astern of HMS BERKLEY CASTLE of EG-31, and, at 1646, another explosion, this time on the port side close astern of HMS WALLFLOWER. The fact that a small wolf pack was known to be operating in the area made all this activity the more alarming. It was decided, however, that the explosions were not due to "gnat" torpedoes but to acoustic mines detonated by the ships' PNM noise-makers.²

Despite all the excitement, no serious incident occurred, and at 2117 that night, OS-126 and KMS-100 detached and went on their way. Early next morning, 4 May, the English Channel section of forty-eight ships joined,

1. Named after Commander D. M. Mackendrick, RN, who went down with HMS AUDACITY, the first of the escort carriers, in December, 1941.

2. "Gnat" torpedoes were acoustic torpedoes attracted by propeller noise, and various devices, streamed astern, were used by ships to lead them astray.

and ON-300, now complete, sailed westward. The next three days were uneventful, but on 8 May the ending of the war in Europe began to upset convoy routine. On that day, VICTORIAVILLE was detached to escort two ammunition ships from HX-353 to ON-300. With the ending of hostilities, there was not much point in shipping to Europe ammunition that was needed in the Pacific. On the 10th, FREDERICTON and HALIFAX were sent to pick up the east-bound HX-354, and relieve that convoy of its ammunition ships. Due to a missed signal, the escorts did not succeed in carrying out their mission, and the six ammunition vessels were brought to ON-300 by ships from their own convoy.

If it was pointless, now that the war with Germany had ended, to sail ammunition ships to Europe, it was equally pointless to send German prisoners of war to America, so on the 10th, HMCS CAPE BRETON joined ON-300 to pick up three P.O.W. ships which were being re-routed with HX-354. Nor were all the exchanges effected without incident. Two of the ammunition ships from HX-354¹ collided during the night of 10/11 May, but fortunately both were able to proceed to St. John's under their own power.

It was on the 11th that VICTORIAVILLE was assigned the mission which was to bring her name into newspaper headlines across the country. Three days before, Grand

1. The United States ships SS J.S. FASSETT and JOHN CROPPER. CROPPER was the more seriously damaged and was escorted to St. John's by HMCS AMHERST.

May 1945.

Admiral Dönitz had ordered all U-boats at sea to surface, broadcast their positions, and make for certain designated surrender ports. One of these U-boats, U-190, happened to be within a few hours sailing of ON-300 when its radio messages were picked up, and VICTORIAVILLE and THORLOCK were ordered to intercept and escort it to port.

The two ships, steaming at fifteen knots, detached from the convoy at 1430Z. Incorrect information about the position and course of the U-boat put them off the track at first, and it was not until they themselves picked up its radio transmissions that they were able to find it. At 2305Z, THORLOCK sighted the riding light of U-190, and by midnight her boarding party had taken over. At 0040Z on 12 May, VICTORIAVILLE's boarding party, under her Executive Officer Lieutenant Burbidge, came on board. All the U-boat's company except the Engineer Officer and twelve men required to run the boat were taken off, and in the VICTORIAVILLE, Ober Leutnant Hans Reith signed a deed of unconditional surrender--the first official surrender of a U-boat to the RCN.¹ A course was immediately set for Bay Bulls, Newfoundland, and after an uneventful passage, VICTORIAVILLE handed over the U-boat and its fifty-four officers and men to an RCN party under Lieutenant Wood, RNVR, at 0600Z on 14 May, 1945.

When U-190 received the surrender order on 11 May, it was on homeward passage. The boat had left Kristiansund, Norway, about 21 February and reached its operational area

¹. U-889, although taken under escort by W-6 on 10 May, did not officially surrender until 13 May.

off Nova Scotia about the middle of March. The Commanding Officer claimed to have hit a tanker with one torpedo on 12 April and a steamer with three torpedoes, but the records do not bear him out. Unfortunately, they support his claim that on 16 April he sank a naval vessel, for on that date the Bangor minesweeper HMCS ESQUIMALT was torpedoed in the Halifax approaches and went down with heavy loss of life. At the surrender, U-190 was fully operational save that the ammunition had been jettisoned according to orders and the Confidential Books destroyed. A few days after reaching Newfoundland, U-190 was commissioned in the RCN, serving as a training and experimental vessel until she was paid off on 24 July, 1947. Three months later, on 21 October, 1947, U-190 was deliberately sunk by RCN ships and aircraft.

The U-190 episode was VICTORIAVILLE's last operational assignment of any importance. When C-9 left Halifax on 16 May to escort SC-176, VICTORIAVILLE was not with her old group. It had been decided to use her in the Pacific, and on the 18th she left St. John's. After calling at Halifax, she reached Saint John, New Brunswick, on 22 May and was taken in hand for tropicalization and an extensive refit.

The refit could not be completed at Saint John, and on 3 July, VICTORIAVILLE sailed for Halifax for hull scraping and painting at Dartmouth. When this was completed, back she went to Saint John, on 19 July, for further alterations, which included the replacing of the after twin Oerlikons and the twelve-pounder by 40-mm. Bofors.

May to July 1945.

The ending of the war in the Pacific put a stop to further alterations to the ship on 20 August. By this time she was seaworthy, and to occupy her until her future had been decided by the authorities, she embarked on a goodwill cruise to various Maritime ports. Her first port of call, Charlottetown, PEI, proved to be her last, for she developed engine defects that kept her there while the ships she was to have accompanied completed the cruise.

After her return to Halifax on 5 September, VICTORIAVILLE, along with POUNDMAKER, was put to work dumping ammunition from Bedford Magazine, a rather onerous and dreary task which occupied her until 25 October. It was during this tour of duty that VICTORIAVILLE suffered her one and only collision, an inconsequential affair involving the Algerine minesweeper HMS NERISSA. The latter, while being moved by tugs from her berth alongside VICTORIAVILLE, struck the frigate on the port quarter causing only very minor damage.

By the time she had completed her ammunition dumping, VICTORIAVILLE's fate had been determined, and on 26 October she sailed to Sydney, Nova Scotia, for destoring. From there she was sent to Shelburne where, on 17 November, 1945, Acting Lieutenant-Commander L. A. Hickey, MBE, RCNR, the officer who had commissioned her and commanded her throughout her career, paid off HMCS VICTORIAVILLE into dockyard hands. At Shelburne she was stripped down, ready for disposal, and on 3 January, 1946, she was turned over to the War Assets Corporation to be sold.

August 1945 to January 1946.

Though declared surplus and offered for sale, VICTORIAVILLE had not outlived her usefulness. Consequently, instead of being disposed of for scrap or released to a foreign buyer, as so many of the frigates were, she was sold to Marine Industries, Ltd, of Sorel, P.Q. This firm bought a total of eighteen frigates and twenty-one Bangor minesweepers at a nominal fee, accepting a contract to maintain them in "strategic reserve" at a fixed annual rate. The ships were not to be disposed off except by permission of the Department, which reserved the right to buy them back at any time for a token payment of one dollar.

On 9 July 1951, the Department exercised this right, and VICTORIAVILLE again became the property of the "King in Right of Canada". This involved only a change of legal ownership, and the ship remained in the hands of Marine Industries, Ltd. Not until July, 1952, was VICTORIAVILLE docked at Sorel to begin the extensive programme of repairs and alterations required to convert her into a "Prestonian" Class frigate. Such a conversion involved radical structural changes as well as countless minor alterations. The quarter-deck had to be completely cleared and rebuilt to bring it flush with the original forecastle deck. The bridge had to be raised a deck higher than in the original ship, in fact, had to be completely rebuilt, as all the upper works were of aluminium alloy instead of steel. In the interior of the ship, the mess decks were altered, providing bunks with foam rubber mattresses and individual reading lamps, nor were the officers'

July 1951 to
July 1952.

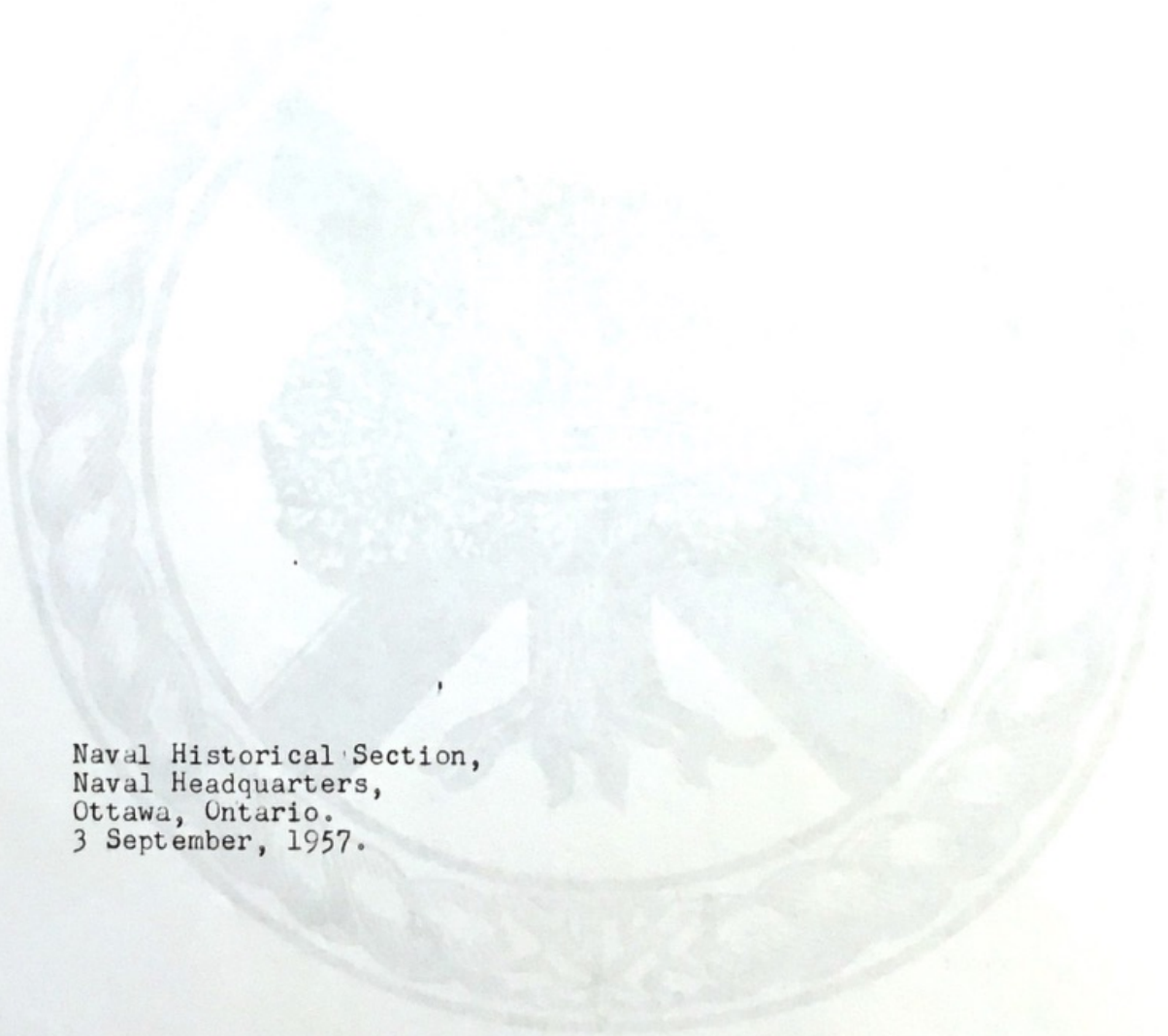
cabins neglected in the general improvements. The galley and the new cafeteria with their array of stainless steel and plastics became almost things of beauty. When the modernization was completed it would have been hard to recognize the VICTORIAVILLE as the ship that sailed down the St. Lawrence from Quebec in December, 1944.

Perhaps more important than any change in the conversion from "River" Class to Prestonian frigate is in the armament. Instead of the hedgehog and the depth-charges, a twin squid mounted in the after well provides the fire power to combat the submerged submarine. For surface work the twin four-inch still occupies the forward gun deck, but the Oerlikons and after twelve-pounder are replaced by Bofors.¹ The very newest in sonar, radar, and radio equipment provide the ship with the means of locating the enemy that her squid will destroy.

VICTORIAVILLE's modernization programme proceeded slowly, as it was not intended to commission her at once, and it was not until December, 1954, that she was turned over to the naval authorities. On 3 December, 1954, she was again accepted by the Principal Naval Officer, Sorel, into the Royal Canadian Navy. Two days later she was taken in tow by the tug RIVERTON and brought to Sydney. There, as a unit of the Reserve Fleet, she has remained ever since, but one day, perhaps in the near future, she will again sail out to join the Fleet, proudly displaying the

¹. In the VICTORIAVILLE this change had already been made when she was being fitted out for the Pacific in 1945.

battle honour--Atlantic 1945--that she earned over twelve years ago.



Naval Historical Section,
Naval Headquarters,
Ottawa, Ontario.
3 September, 1957.



Handwritten signature and date:
10/28-20/2
Haines

VE DAY
May 8, 1945



DELIVERED FIRST
GERMAN U BOAT
TO NEWFOUNDLAND

H.M.C.S. VICTORIAVILLE





SHIPS CREST.

3 ERNEST R.
WIRTH (C.D.C.)
(LEADING STOKER)

NORMAN
SCHEURWATER
(LEADING SEAMAN)

SOHN CLARKE
(PETTY OFFICER)





MAY 12/93

394-I CRAIG ST.,

PARNSVILLE, B.C.,

V9P 1L4

HELLO LEGION MEMBER

I AM SENDING THIS PICTURE OF
GERMAN PRISONERS OF U-190 LEAVING
H.M.C.S. VICTORIAVILLE AT BAY BUISS
NEWFOUNDLAND.

THE DUTY QUARTERMASTER IN THE CENTRE
OF THE PHOTO IS:-

A/B ROBERT BOYD, THE SAILOR TO
MY LEFT PEERING THRU THE BLACK
CURTAINS IS:- OFF DUTY QUARTERMASTER

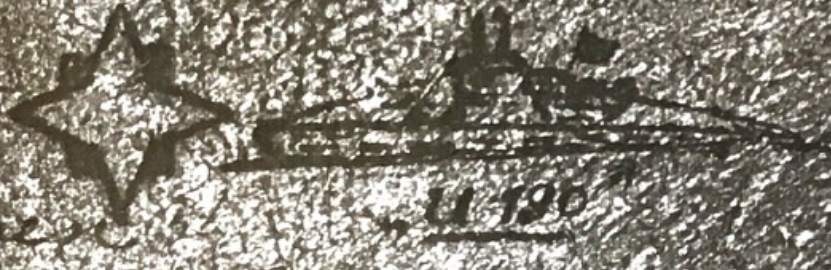
A/B BUD SWIM. THE SAILOR TO
RIGHT IS A/B BILL SPENCE. I

HOPE THIS PICTURE WILL HELP YOU
ON YOUR PROJECT

LEGION MEMBER OF
BR #49 PARNSVILLE B.

R. E. Boyd

Photograph
of U.S. Coast Guard
Deutsche Namen



11-196

Aaler
Sekula
Jütersonke
Kuckel
Kolmen
Hartmann (S)
Hartmann (T)
Hierl
Giesers
Willmann
Mierkes
Lessmann
Dinkel
Dewitt
Piechowskie
Müller

Peterleit
Trazdorf
Sutter
Reibelanz
Feldbauer
Thomas
Schmitz
Sommer
Sobania
Nunhofer
Känner
Engelke
Liermann
Knopke
Ott
Pökl

Deutsche Namen

DONATED

BY AIR SEAMAN

CHUCK SUNBERG

SEAMEN & OFFICER
THAT WENT ABOARD SUB U-190



4/15

Robert E. Boyd
394 - 1 Craig st
Parksville
B.C.
V9P 1L4

Robert P. Stone
3435 Benton Drive N.W.
Calgary
Alberta
T2L 1W7

John h. Clarke
218 - 1329 K1o rd
Kelowna
B.C.
V1W 3N9

Bert J. Wheeler
16 - 3115 Trafalgar st
Abbotsford
B.C.
V2S 4N3

William E. Conner
R.R. No 1
Gananoque
Ontario
K7G 2V3

Ernest R. Wirth C.D.C.
160 Wilkinson Pl.
R.R. No 1
Corunna
Ontario
NoN 1G0

Will Edmonds
347 Windermere Ave.
Toronto
Ontario
M6S 3L1

Charles A. Sunberg
116 M, Franzen Rd
Cambell River
B.C.
U9W 7L1
Tel. 604-287-3448

Bert Mc Fadden
6011 Redfern Cres.
Richmond
B.C.
V7C 2V6

Anthony Sakowski
8163 Aintree Drive
Niagara Falls
Ontario
L2H 1V4

Wm Showell
R.R. No 1
Harrow
Ontario
NOR 1G0