



# Scuttlebutt

*Crow's Nest Officers' Club*

---

October 2011

## Restoration Fundraising Campaign is Underway

by Tony Dearness

Each year the Crow's Nest undertakes projects to maintain our clubroom facilities and to improve the surroundings. The replacement of the fireplace and the affixing of noise-reducing baffles to the dining room walls are examples of recent improvements.

This year brings a more substantial demand. The compelling report of a Preservation Consultant/Conservator, Miki Lee, for the Artefacts Association convinced the Board that much needs to be done to make the surroundings more conducive to preservation and security of the artefacts. The walls in the bar

need to be replaced so that artefacts (the gunshield art and ships' badges) can be firmly fastened to the walls. The removal of a panel from the inside of an external wall revealed no insulation; and we recognized the need to replace electrical wiring and improve lighting and humidity control. Other needs for member comfort and safety emerged. Many enhancements are needed, but any changes must enhance the historic character of the club.

Given this impetus, the Board decided to initiate the Restoration Fund as a focused, one-time fundraising project, with a goal of \$100,000 in the coming year. We have identified

potential governmental heritage funds, naval and historic organizations, members, guests, visitors and the public as important sources of support. Planning for events is underway. Already some members have started the ball rolling with contributions. Individual donations are eligible for a charitable tax receipt from the Crow's Nest Military Artefacts Association.

The Board looks forward to the participation of members in fundraising activities, and invites you to provide ideas for securing and using restoration funds.

## Club's Oldest Member Turns 100

by Gary Green

Tony Griffin, a young RCNVR lieutenant, arrived in St. John's in *HMCS Pictou* in 1941. Within a short while he found himself before Commodore Murray, Flag Officer Newfoundland Force, asking for command of the ship. Murray granted the request and the rest is history. His memoirs published in *Starshell*, the Naval Officers' Association of Canada's periodic publication, tell of adventures ashore and afloat. His memoirs are available on NOAC's website and make great reading. He was demobilized at the end of the war

with the rank of Commander.

A charter member of the Seagoing Officers' Club (Crow's Nest), he is one of only two Commanding Officers to be represented on his ship's gun shield. *Pictou's* gun shield, located on the Club's south wall, displays a heraldic griffin clawing a U-boat apart. During the summer Cdr. Griffin (Ret) celebrated his 100th birthday and, as best we can figure, that makes him our oldest member. As a charter member he is also one of, if not the longest, serving members. We wish him well as he enters his second century!



# Report from the President by Tony Dearness

At each meeting, the Crow's Nest Board reviews applications for membership. Margaret Morris, the Treasurer, reads the details of each. The most interesting bit of each application is the reason why a person wishes to become a member. Almost invariably, the reason is either that the person - or a relative - is or was associated with a navy, or that the club is an important remembrance of maritime service, military and otherwise.

But the Crow's Nest is not a typical memorial. Many of the cenotaphs and remembrance services that commemorate history are broad in their scope, of activity and time (think World War II). Such structures and activities describe an era or sequence of events; they become the focus in themselves. The Nest, however, is a moment caught in time, a place where the rich stories of the past intersect with our present busy lives.

## This Month in Naval History

In a series of wolf-pack attacks on lightly-defended Canada/UK convoys, U-boats sank more than 30 ships from convoys SC7 and HX79 between Oct. 17-20, 1941. As a result, measures were taken to ease the dire situation and provide some of the foundations from which Britain and her Allies could go on to hold the U-boat threat in check.

### Correction

In the last issue, the website of reciprocal club Royal Canadian Horse Artillery Brigade Association should have read [www.rcha.ca](http://www.rcha.ca).

In an article in a recent issue of Walrus, David Macfarlane (author of the Danger Tree) wrote of watching the modern façade of a neighbourhood store being removed; he wondered about what conditions existed when the now-exposed original surface was new. Many of us probably have had the same thoughts when we renovated old houses. The details of history become more meaningful when they tie memories to real people doing real things.

And so it is with the Crow's Nest. Most of the gunshields, ships' badges, and other memorabilia were brought to the club by serving officers

at the time when the club was in its naval heyday. Each of these artifacts represents an individual story. Many of these stories continue to be told today, by our members and staff to people visiting for the first time, or by military veterans who return to the club after a gap of many years.

The artefacts and traditional character of the surroundings are its essence and what draws members to the Crow's Nest. Preserving the place and its artefacts in our time and for future generations is the reason the Board has initiated the Renovations Fund this year.

## Welcome Aboard to New Members

### In Town

Terri Thomson-Rosenberg, Donald H. Belyea, Daryl Pullman, Patrick O'Callaghan, Mary Sexton, David Anderson, Dr. Elliott Leyton, Jack Moriarity, David Curtis, Michael de Verteuil, Thomas Halliday

### Out of Town

Ian Smith, Halifax, NS  
Gerry Shortall, Eastport, NL  
Roger Hawkes, Staffordshire, UK  
LCdr Brian J. Donahue, *USCGS Willow*  
Mark Benoit, Merrit Island, Florida  
Bruce Campbell, Wellington, NS  
Joseph Konst, Ottawa, ON  
Thomas Pam, Toronto, ON  
Michael Dohonick, Ottawa, ON  
Clarice Dale, Toronto, ON  
Edward Badovinac, Mississauga, ON  
Alyssa Armstrong, Toronto, ON  
Maj. Chirstopher Wykurz, Toronto, ON

### Reciprocal Clubs

The Hamilton Club, Hamilton, ON



### Crow's Nest Officers' Club

P. O. Box 23161  
Churchill Square  
St. John's, NL  
Canada A1B 4J9

Telephone (709) 753-6927  
E-mail: [crowsnoc@nf.aibn.com](mailto:crowsnoc@nf.aibn.com)  
Website: [www.crowstestnf.ca](http://www.crowstestnf.ca)

Editor: Derek Yetman  
Club Secretary

**Please support the  
Crow's Nest  
Building Restoration  
Fund**

# Treasurer's Report

by LCdr Margaret Morris

I am happy to report that over half of our members paid their membership dues promptly on receipt of their 2011/12 invoice. Another large group paid up sometime over the summer. For those of you who have overlooked or misplaced your invoice, reminders will be sent out this month. This will be your only reminder.

Members still in arrears within 30 days of the invoice date will be dropped from the books.

As always, if there is any doubt about your status, don't hesitate to contact me. All of the Club's contact information is on the reverse of your membership card. Emailing the Club is the best way to reach me but I

will happily take phone calls too if you can catch me near a phone. I am one of the few people left who doesn't carry a cell phone but I do check emails regularly.

I hope everyone had a good summer. I look forward to seeing you at upcoming Club events.

## Recently Crossed the Bar ...

### Charles Bernstein

"Chuck" Bernstein passed away on August 24 at the age of 63. A veteran of the US Navy, he lived in Portland, CT, and was buried with full military honours.

### Gladys Templeton

Crossed the bar on August 16 at the age of 91, Gladys was the wife of the late James Templeton. She leaves to mourn four children, nine grandchildren and 10 great-grandchildren.

### Bruce Willis

Bruce passed away in New Glasgow on Feb. 21 and is survived by Anne, his wife of 49 years, He was a CMA and a retiree from Pictou Industries Shipyard.

### Reginald Good

A veteran of WWII, Reg was instrumental in setting up Medicare in Newfoundland after Confederation. He passed away on July 31 and is survived by wife Ellen Dawe and children.

### John Laudon

The last issue of *Scuttlebutt* featured a lengthy article on John's eventful naval service during WWII. He died in London, UK, and is survived by wife Margaret.

### Keith Shadforth

Keith crossed the bar on June 25 in Nanaimo, BC, after a lengthy illness. He is survived by wife Edith, with whom he shared a life-long commitment to community theatre in BC.

### Robert Stobart

Bob passed away recently at Balkham Hills, Australia. He was a veteran of *HMS Tweed* and the Battle of the Atlantic. The last *Scuttlebutt* featured a letter from him written on Anzac Day.

## If These Walls Could Talk!



Past President Gary Green confirms the lack of insulation in the Club walls.

# Veteran Records Eventful Trip to and from St. John's on Convoy Escort Duty, 1943 - Part I

By Robbie Robinson

The *Northern Spray* left Belfast on Wednesday, 21st April, sailing North around the Antrim coast to enter Lough Foyle where we anchored off Moville for the night. Leaving mid-morning next day, we proceeded to the convoy rendezvous point at Oversay off the North coast of Ireland. By this time the crew had been informed that we were joining an Atlantic convoy, information already suggested by dockyard workers back in Belfast! Escort Group B7 was to accompany the convoy comprising the destroyers *Duncan* (Senior Officer) and *Vidette*, the frigate *Tay*, corvettes *Loosestrife*, *Snowflake*, *Sunflower* and *Pink*, together with anti-submarine trawlers *Northern Spray* and *Northern Gem*.

Forty-three merchant ships were to make up the convoy and I seem to recall that the afternoon passed whilst the convoy assembled into the required formation. Although each ship's captain was aware of their designated station in the convoy, difficulties were still experienced in taking them up. The ships varied widely in size and tonnage, they were from several different countries, and for some English was not their native language. High winds and a heavy swell only added to the general frustration. Eventually order prevailed and convoy ONS5 (Outward North Atlantic Slow) was ready to proceed - rate of progress laid down at 7 knots.

Even at that time I appreciated that the columns of ships in the convoy were spread over a wide expanse of the ocean. It was only years later that I discovered that the merchant ships in ONS5 were arranged in 12 columns spaced 1000 yards apart and with 800 yards between the ships in each column. The convoy was consequently spread over an area in excess of 8 1/2 square miles with a circumference of 15 nautical miles. Over this extensive area,

Escort Group B7, a collection of 7 Royal Navy and 2 Patrol Service ships, had to strive to provide protection. Finally under way in early evening the weather deteriorated throughout the night and the following day. Winds strengthened and with heavier seas running, many of the merchant ships found station keeping difficult and the escorts were kept busy shepherding stragglers back into position. The convoy rate of advance was consequently far below the hoped-for 7 knots.

The positioning of the escorts around the convoy usually found a destroyer ahead and astern with the frigate and corvettes split two and three abeam on the port and starboard sides. This of course varied and was amended from time to time as individual ships were ordered away to investigate U-boat sightings or possible asdic contacts. *Northern Gem* and *Northern Spray* were situated respectively on the port and starboard quarters. After three days in which conditions did not improve and some of the merchant ships still experienced problems the next four days provided a welcome respite. Both wind and seas moderated considerably and for some time the convoy was able to achieve the expected rate of advance.

During this period a signal to the convoy from the Admiralty informed us that indications suggested that 14 U-boats were in contact. Confirmation of this was provided next night by several isolated attacks during darkness, all fortunately repulsed without loss. Another message from the Admiralty the next day gave the encouraging news that three packs, totalling over 40 U-boats, were patrolling at different points along the convoy route. Should any of them locate the convoy they would then guide in the others to attack.

Soon after daylight in the early morning of Thursday, 29th April, after almost a week of eventful travel by the

convoy, the enemy achieved their first success. Evidently a U-boat had submerged ahead of the convoy, which had passed over her as she lay undetected. She had then surfaced between the merchant ships, fired two torpedoes which hit and seriously damaged the American ship *McKesport* before submerging and making her escape unnoticed. The *Northern Gem* subsequently closed with the sinking ship and took aboard all 68 members of the crew and gunners of the Naval Armed Guard.

Throughout Thursday and Friday it was evident that the U-boats had remained in contact, as escorts obtained sightings, asdic contact or HF/DT bearings of radio transmissions. As necessary individual ships investigated and attacked where possible with the only success seemingly being to discourage the enemy from making further attacks, at least for the present. The night passed without incident, although both wind and seas strengthened considerably. Strange as it may seem, many of the depth charge attacks made by the other escorts could be felt aboard the *Northern Spray*, particularly if you were on the mess deck below the water line, the shock waves resulting from the exploding depth charges being transmitted through the water to feel and sound like a light hammer blow on the outside of the ship's hull. They were noticeable from attacks made on the other side of the convoy at distances in excess of 2 or 3 miles.

Daylight on Saturday 1st May arrived, with a full gale blowing accompanied by mountainous seas, which again caused problems for many of the merchant ships. By this time the convoy had reached a position about 150 miles southeast of Cape Farewell, the southern tip of Greenland. To add to the troubles, numerous small icebergs and ice floes, growlers, were now clearly visible. With the convoy now virtually hove-to and the ships, all



**Robbie Robinson (L) pictured with Crow's Nest Board member John Moyes during a trip to St. John's in 2010. John has been busy recording and archiving the stories of naval veterans.**

of varying sizes, responding differently to the conditions, any necessary manoeuvring to avoid collisions was extremely difficult. This, helped by the storm, meant that by late afternoon the ships of the convoy had become separated and were scattered over an area of some 25 square miles. By that time the only merchant ship visible to the *Northern Spray* was the *SS North Britain*.

For three days the storm continued unabated and much of the time was spent in shepherding the merchant ships into closer contact, any resultant forward progress being practically nil. Some days earlier, C in C Western Approaches had requested and been granted permission for the 3rd Support Group to rendezvous with ONS5 to provide additional defence. The group, comprising the destroyers *Offa* (S.O.), *Oribi*, *Impulse*, *Penn* and *Panther*, made contact with the convoy during Sunday evening. Their arrival, as well as providing a welcome increase in the escort strength, also enabled another most necessary requirement to be given attention. Due to the extreme conditions for the majority of the time since sailing on 22nd April, refuelling at sea from the accompanying tankers had been possible on only very rare occasions. As

a result of the increased steaming caused by the weather, the additional shepherding of the merchant ships, coupled with their efforts in driving off U-boat attacks, some of the ships of Escort Group B7 were reporting dangerously low fuel reserves. It was therefore essential within the next day or two for individual ships to be detached to proceed at best speed to either Newfoundland or Iceland to refuel and return.

Due possibly to the atrocious weather, we had three days without further enemy attacks, the U-boats seemingly having withdrawn from the convoy, if only temporarily. This came as a welcome respite for both the convoy and escorts. However, being aware that the U-boats were no doubt still in contact, the escorts of course maintained their usual defensive screen, but for the moment without the additional pressure of action stations whenever a contact was obtained. Some relief at least from the elements became apparent on Tuesday 4th May. Starting during the morning, the high winds and heavy seas began to ease and continued to moderate through the day. It was, however, still too rough to allow refuelling from the tankers in the convoy and two of the

escorts, one *HMS Duncan*, departed on their long journey to refuel. *HMT Northern Gem* was also ordered to detach and proceed independently to St. John's, Newfoundland, to land the survivors from the merchant ship sunk six days previously. The convoy had been reformed with thirty of the once scattered merchant ships, four others were in company with *HMS Pink* some distance away, and seven were still unaccounted for. Reasonable forward progress was also being made.

Numerous Admiralty signals during the afternoon informed us that up to 41 U-boats were now in contact or within attacking distance of ONS5. At 2220 one of the escorts obtained a definite radar contact and on investigation sighted a U-boat on the surface, which submerged quickly and was depth-charged. With darkness and a relatively calm sea we could only wonder what the night would bring. As with all convoys, wireless transmissions and RT (radio telegraph) communication between the escorts and/or ships of the convoy were restricted to the absolute minimum, to reduce the chances of the U-boats being able to obtain bearings which would enable them to home in on the convoy. Since the arrival of the 3rd Support Group, however, the use of RT had increased considerably. I suppose that, with the enemy already in contact, the need for radio silence was no longer as necessary or as applicable. This increased use served a most useful purpose during the hours that followed by enabling all escorts to be aware of happenings around and within the convoy, whilst other escorts endeavoured to repulse or respond to the U-boat attacks.

None of those aboard *Northern Spray* is likely to have forgotten the events of the night that followed. As darkness fell the *SS North Britain*, straggling a short distance astern and trying to catch up with the convoy, was the first ship to be torpedoed that night. The *Northern Spray* and one of the corvettes were ordered to investigate and assist, but neither was able to make any contact with the attacker.

**cont'd on p. 6**

# Veteran Records Convoy Experiences

cont'd from p. 5

Of the *North Britain's* crew, only eleven - about a quarter - survived to be taken aboard *Northern Spray* before we left to rejoin the convoy. With darkness now complete the "fireworks" began in earnest and were to continue for the next five hours. Throughout the night the attacks continued unabated, the U-boats striking both on the surface and submerged. All the escorts worked tirelessly to respond to the many radar and asdic contacts, both within and around the convoy, acting either independently or with the assistance of another escort. Star shells were fired to locate any enemy attacking on the surface, to be quickly followed by explosive shells, backed up by Oerlikon tracer fire. Once sighted, the U-boat would dive rapidly and endeavour to escape the depth charges that followed. Elsewhere, other escorts were fully engaged mounting depth charge attacks on the many confirmed asdic contacts of the enemy. Again the sound and shock waves of some of the explosions could be felt aboard *Northern Spray*.

The intensive activities of what could by now be called a battle continued over a wide area whilst closer to hand the occasional more sinister explosion was apparent and signified a U-boat success and a merchant ship in the convoy torpedoed. By midnight, three more merchant ships - *S.S. Harbury*, *West Maximus* and *Harperley* - had been torpedoed and sunk. All the merchant ships had instructions that, in the event of being torpedoed and immobilised, they were to fire rockets to indicate their position and request for assistance - another small increase in the general pyro-technics. Up to this point, from her position astern as part of the convoy screen, *Northern Spray* had been little more than a spectator of the events taking place around her.

Now, however, we were instructed to exchange our role as part of the convoy defence to that of rescue ship and to proceed to the assistance of the stricken merchant ships. Our new role, I believe, commenced about midnight.

Having closed with the convoy, it was soon apparent that we had arrived at a position where the provision of urgent assistance was essential. The scene before us was one that even today I readily recall, whenever thinking of convoy ONS5. In the darkness the sea all around us was dotted with seemingly countless tiny red lights. Each light was, in fact, attached to the life jacket of a survivor from the torpedoed ships. Closer examination revealed that the more fortunate of these were in ships' lifeboats and others on life rafts, but many more were in the sea itself. Some were blowing whistles, others shouting to attract attention. Many of those in the water were splashing about, coughing and retching in their efforts to relieve the effects of the diesel oil leaking from one of the torpedoed ships, which they had either swallowed on first being plunged into the cold water, or had ingested since their immersion.

Whilst closing with the convoy, preparations to assist in the rescue operations had been quickly put in place. Large scrambling nets made of stout hemp rope had been unrolled and lowered overside, down to the water line on both the port and starboard sides of the well deck. On arrival, therefore, everything was ready and we were all eager to get started. With a heavy swell running and a cold breeze, conditions were not ideal, although far better than the weather we had experienced during the majority of the twelve days since the convoy had sailed. Surrounded by the little red lights, we hove to and started our task. We later discovered

that some, at least, of the occupants of the lifeboats had at first thought we were a U-boat, which had stopped to pick up some prisoners for interrogation.

For those in the lifeboats, once alongside *Northern Spray* it was a relatively straightforward step from the boat onto the net, a short climb and they were helped aboard. For those on life rafts and in the water, however, far more effort and resolve was required. Soaked to the skin and weakened after their immersion in the cold water, they reached the scrambling nets still having much to do. With frozen limbs, and many of them liberally coated with diesel oil, they then had to haul themselves out of the water before climbing about six feet of yielding net, in itself a daunting prospect. Some of our crew went overside and down the nets to urge on and help to pull them up to where others on deck could drag them inboard.

With these non-stop activities keeping everyone fully occupied, the time passed quickly. The ship was edged forward from time to time to get closer to and pick up men still in the water. This continued as the sky began to lighten and until we could see no more survivors requiring assistance. One particular incident of the many witnessed during that eventful night I still remember today. A heaving line was thrown to a life raft containing two survivors as it floated nearby; the line fell across the raft and one of the occupants had his hand on it. He was so cold, however, that he was unable to close his fingers to grasp it and the raft quickly drifted away into the darkness. I do not know if they were subsequently rescued.

It was full daylight by 0400 by which time we had 143 survivors aboard. Once aboard *Northern Spray*, the priority needs for most of the survivors were dry clothes and warmth.

cont'd in the next issue

## Atlantic Charter Delegates Visit Crow's Nest

by Gary Green

During the summer we were busy on several fronts. Tours were conducted for naval personnel and other visiting groups. We were particularly pleased to welcome delegates to the 70th Anniversary Commemorative Celebration of the meeting between President Roosevelt and Sir Winston Churchill in Ship Harbour, Placentia Bay. The historic meeting led to the Atlantic Charter and ultimately the establishment of the United Nations. This year's international gathering brought together people with a keen interest not only in the Atlantic Charter and its impact on the world but in Churchill and his wartime visits to NL as well. The attendees were delighted to see the various Churchill-related artefacts in the Nest. The Atlantic Charter Foundation is working to commemorate the meeting between Roosevelt and Churchill as well as preserve and enhance the site at Ship Harbour.

The CNMAA executive met several times with the Crow's Nest Officers' Club executive and board to discuss our plans to raise money for the proposed renovations to the Crow's Nest which are needed to help protect and preserve the artefacts. We are the custodians of a collection which is recognised as being of provincial, national and international significance and we must ensure that it is maintained and preserved for future generations. Funding is critical for the project. Those wishing to contribute to this project may make cheques payable to the CNMAA. Tax receipts will be issued. A big thank you goes out to those who have already contributed to the fund.

Some of our members were able to take advantage of training sessions offered by various agencies. We look forward to applying the new knowledge to our collection management.

As part of our continuing

research on NL and the Battle of the Atlantic, some members visited Conche to see the wreckage of a Boston Douglas (BD-7) bomber which crashed there in November, 1942 while being ferried to the UK. The well preserved site is a designated municipal heritage site. The wreckage is in a remarkable state of preservation despite being exposed to almost 70 years of salty sea air and harsh winters.

As mentioned in the last edition, we are in the planning stage for a new book to record the history of the Crow's Nest, its artefacts and people. Volunteers are needed to assist

with all aspects of book production - research, writing, layout, editing, etc. If you are interested in helping out, e-mail me at [nmaassoc@ymail.com](mailto:nmaassoc@ymail.com).

CNMAA is always looking for new members. You can join one of our working groups or just support our efforts with your membership dues. Membership fees are tax deductible. Membership is \$15.00 for regular member, \$30.00 for sustaining member, and \$100.00 for patron. Patrons receive a complimentary print reproduced by kind permission from the Canadian War Museum. Cheques may be forwarded to the Crow's Nest Military Artefacts Association, PO Box 32161, St. John's, NL, A1B 4J9.

### *Celebrating 90 Years Young with a Gift to the Restoration Fund*



**Club stalwart Bob Innes celebrated his 90th birthday with a party at the Crow's Nest this summer. In a reversal of the gift-giving tradition, Bob presented the Club with a generous cheque for the Restoration Fund. Pictured with him at the party and presentation are President Tony Dearness and Treasurer Margaret Morris.**

# Club Dinner Schedule - Fall 2011

## Friday September 30, 2011

*Weepers*  
Complimentary hor's d'oeuvres

## Saturday October 1, 2011

Tiger Shrimp Cocktail  
Lamb Dinner  
Chocolate Parfait  
\$ 24.95

## Saturday October 15, 2011

*Ever Popular Curry Buffet*  
\$ 24.95

## Friday October 28, 2011

*Weepers*  
Complimentary hor's d'oeuvres

## Saturday November 5, 2011

*Remembrance Dinner*  
Spinach Salad  
Roasted Striploin (Chicken  
Alternate)  
Strawberries Sautéed in Grand  
Marnier

## Friday November 11, 2011

*Post Memorial Service*  
Complimentary Soup and Bread

## Friday November 18, 2011

*Weepers*  
Complimentary hor's d'oeuvres

## Saturday November 19, 2011

Potato Bacon Chowder  
Champagne Chicken (Salmon  
Alternate)  
Bavarian Cream with Berry  
Compote  
\$ 22.95

## Friday December 2, 2011

*Christmas Weepers*  
Complimentary hor's d'oeuvres

## Saturday December 17, 2011

*Christmas Dinner*  
Roma Tomato Soup  
Traditional Turkey Dinner (Salmon  
Alternate)  
Christmas Pudding with a Burnt  
Rum Sauce  
\$ 22.95

## Saturday December 31, 2011

*New year's Eve*  
Lobster Bisque  
Oven Roasted Prime Rib  
New York Cheesecake  
\$ 55.00

## A Last Word from the Editor

After a decade as editor of *Scuttlebutt*, I am handing off the wheel. Janet McNaughton will be in charge beginning with the next issue, and I urge you to support her efforts in keeping this vital communication link open.

*Scuttlebutt* is our primary means of keeping members in touch with the Club and with one another, particularly for those who live out of town. Janet may be reached through the Club's e-mail address and I am certain that she would like to hear from anyone with a story to tell or with news of our fellows.

Janet, as many of you will know, is a celebrated author of young

adult literature, and her latest book was recently released by HarperCollins Canada. *Dragon Seer's Gift* is available in fine bookstores everywhere.

As for myself, I intend to devote more time to my own writing. This fall Breakwater Books will release *The Beothuk Expedition*, a novel of the Royal Navy's 1768 expedition into the Newfoundland wilderness. Good advance reviews from Wayne Johnston and Bernice Morgan.

Thanks to everyone who supported my role as editor for the past 10+ years. I'll see you at the Club.

Derek

