

Berserker 27

Jan. 29, 1975

I was getting kind of bored with the old masthead weren't you? This tri-weekly journal is promagated by Doug Ronson who dwells at 864 Ingersoll Court, Mississauga, Ont. L5J 2S1. Subscriptions are 7 editions per dollar. No game openings at present.

I have managed to obtain some unofficial results of the IDA elections.. First of all, both of the candidates for editor were ineligible - Anderson for not being a publisher for long enough and Gil Neiger for not being a member for long enough. A bill has been proposed by Edi Birsan (who won the Presidential race, by the way) that eligibility requirements be waived and all candidates declared eligible. In which case Neiger wins by a substantial amount.

In the Canadian regoin, Robert Correll won over Harry Drews. Congratulations go to Robert and the best of luck at this new post..

Rod Walker defeated John Leeder in a close race for the position of Ombudsman; John Boyer won in the Atlantic, Lewis Pulsipher in the Central Region.

The second issue of Zeppelin has appeared. It is 13 pages long and all articles! Laurence has openings in a Prize Game at \$5.00 in which I will be playing, so if any of you want to cream the hell out of me in a game now is your chance! Write to Laurence Gillespie, 23 Robert Allen Dr. Halifax, N.S. B3M 3G9.

TALES FROM THE CANADIAN NAVY

The story you are about to read is true. It is the story of a young Lieutenant (pronounced 'Leftenant' by the inventors of the language), in The Royal Canadian Navy during World War Two. The names were changed for, well, darn good reasons.

Lieutenant Brown was one of the "120 day wonders" who graduated from King's Naval Academy. Upon graduation he was sent to H.M.C.S. York, a stone frigate situated in Toronto. After completing the usual jobs of a junior officer in the Navy he was appointed to H.M.C.S. Venetia. This ship was an elegant yacht, loaned to the Canadian Navy by a rich entrepreneur, beautifully fitted with mahogany decks and other embellishments fit for royalty, and reputedly worth more than one million dollars. The Venetia was used for the training of ratings and future officers who would man Canada's warships as they herded convoys across the North Atlantic (getting sick yet?).

One day in mid-summer they set sail on Lake Ontario under the direction of a straight striper, that is, a permanent navy officer. On the first day out this officer came to the Captain and told him that at a particular point he wanted him to let the starboard anchor go.

The Captain turned to Brown and said "No. 1" (as a First Lieutenant

was sometimes called) "I would like to have the starboard anchor let go at my command!"

When the command was given Brown gave the order "Let the starboard anchor go!" The anchor went over the side, the anchor chain also continued to go over the side until the end of the chain was in sight and then it too flopped into the cool water of Lake Ontario. There was no doubt that the anchor was on the bed of the lake, but unfortunately the cable was no longer attached to H.M.C.S. Venetia!

Later on Brown found out that there was a large ring in the fo'c'sle of the ship to which the anchor cable was supposed to be attached. The regulations said that a part of the First Lieutenant's job was to make sure that this was so. Unfortunately, his 120 days of instruction had not included this particular regulation.

All of this did not deter the Venetia from sailing gayly on towards Kingston harbour though only one anchor was at the ready. On approaching the harbour the Captain asked Sub-Lieutenant Brown (Sub Lieutenant was his official rank) to go down to the fo'c'sle and instruct them to veer six fathoms of cable (this meant that you let the anchor over the side until six fathoms of cable were out so that you would be ready to anchor quickly when you wanted to do so). In the meantime Brown had assured himself that the remaining anchor was securely attached to the ship. He went down and gave the orders of the Captain to the Sub Lieutenant on the fo'c'sle, who in turn passed them on to the Chief Petty Officer..

On entering the beautiful little harbour the Captain gave the order "Veer six fathoms!" Brown watched the anchor go into the water and the cable being payed out. To his dismay, however, more than six fathoms were going out. As a matter of fact the anchor reached the bottom of the harbour and began to be dragged along the sandy bed by the momentum of the ship. As the vessel was slowing down there was a small jerk which turned out to be the impact of the anchor on the water intake pipe of the City of Kingston! This lovely little city had to boil their water for the next three weeks. The First Lieutenant learned later that it cost the government \$15,000 to repair the damage..

These minor misadventures were reported to the regional commander, the Captain of H.M.C.S. York and in this capacity the ultimate man responsible for the Venetia.

Later on the Venetia set sail for Rochester, New York on a training cruise. The Captain put the First Lieutenant in charge of the watch and told him to sail toward Rochester until two lights were in line. At that time he was to alter course to starboard and proceed along the American Coast. This was the first time Brown had been on watch at night and the first time, also that he had been on watch alone.

Surprisingly enough the weather was excellent. It was not a dark and stormy night, nor did the rain lash out at Brown's face as he stood bravely on deck prepared to endure any weather to keep Canada free!

When the two lights came together he altered course and proceeded along the U.S. Coast. His watch lasted from midnight until four o'clock. As he was being relieved by the Sub Lieutenant he noted the closeness of the coast. Two instructions from his days at Kings were vivid: first of all you did not alter course unless you informed the Captain; secondly, you did not call the Captain unless it was a very important emergency.

He said to the Sub Lieutenant "I think we're getting close to the American coast, don't you?"

"I sure do" he replied. Just at that time there was a loud crunch and the ship was aground.

The Captain came running up the gangway pulling up his pants. "What happened, Brown?" he cried.

The First Lieutenant managed to mutter a reply "We're aground on the American coast, Sir."

The Captain looked around, "Well, I think we can kedge her off."
(Kedging means that you take the anchor, in this case the remaining anchor, and put it in one of your boats. It is then carried off a distance from the ship, lowered into the water and then the cable is passed around the capstan. The starting of the capstan pulls the anchor back toward the ship which in turn pulls the ship from the rock.)

Brown asked the Captain whether he should report back to H.M.C.S. York. "No, Number One, why don't you go down for a cup of coffee?" replied the Captain.

While the First Lieutenant was drinking his coffee he turned on the CBC News. After the bombing of Coventry, the sinking of the Bismarck and 17 U-Boats the news covered the fact that a Canadian Warship was aground on the American coast.

Upon hearing this news Brown rushed up to the Captain and said "Sir, the CBC is reporting us aground on the American coast!"

"Well," said the Captain, "I guess we'd better report to H.M.C.S. York."

Brown was lowered into the second whaler and rowed ashore (The Venetia was not equipped with a ship-to-shore radio).

He was met there by two people, one of whom was a reporter and the other a photographer. Recognizing the uniqueness of a warship of the British Commonwealth landing on the American coast (the first time since the War of 1812) the reporter asked the First Lieutenant to get back into the whaler and land again while being photographed. Brown quickly explained that he was on a secret mission and refused to do so.

He asked where the nearest telephone was. On being told he walked along the beach and knocked at the door of one of the cottages. When he finally got through to Toronto he asked the operator of H.M.C.S. York if he could speak to the Commanding officer. He was put through immediately and said "Sir, this is First Lieutenant Brown on the Venetia."

The Commanding officer replied "My God, Brown, what now?!"

P.S: They did kedge the ship off.

P.P.S: Lieutenant Brown was not dishonourably discharged but he did "Incur the extreme displeasure of the Department of Naval Affairs!"

Press for 1974HF

Paris: No wonder they have ballons in Germany - so much hot air!

Brest: Admiralty sources here today vigourously denied that a French Balloon had been involved in the latest pile-up in Germany. They pointed to the sneak German attack as proof of France's lack of knowledge of German intentions. As for any attack by the Germans on Paris the Admiralty revealed its plan: Pins were to be shot into the air to destroy the German dirigibles. This would parry the German attack, pin down any advance and generally remove the air from the German's sails, or rather, balloons.

Berlin: The Air Ministry ((In charge of what? Counting oxygen molecules?)) announced today that the gigantic Franconian air complex has been placed on a 24 hour alert in view of a recent threat by a highly placed member of ~~§L*A*H*~~ to blow up the capital of southern Germany - Munich. The government has retaliated by blowing up the Zeppelins (filling them up with hot air, that is) and assembling the South German aircraft defence system. The Kaiser announced that the red alert situation would be extended to other branches of the armed forces if the situation failed to clear by Monday. He also stated that he would be sending a squadron of the famed "Zeppelin Cavaliers" over to Munich to view the situation firsthand. The might of the German Air Force has never been used against another country

in time of war and the Kaiser admitted that it was his hope that a major European conflagration could be avoided. However, the Kaiser also stated that German forces would show scant mercy to any country that supported the conniving efforts of that "insidious B*L*A*H* organization".

1974HF - I received thousands of letters of complaint over the fact that I asked for combined Winter/Spring orders, so we shall have Winter only. The house rules state that separate seasons are granted on request so you don't have to get mad at me!

WINTER 1901 - HINT OF COMING NAVAL BATTLES AS EVERYONE BUILDS FLEETS!
F-E PREPARE TO BATTLE FOR THE CHANNEL!

Austria (Ron Ford) Builds f tri, a bud; also has a gal, a ser, f gre;

England (David Truman) Builds f lon; also has f wal, f nth, a nwy

France (Jim Lawson) Builds f bre; also has f eng, a par, a spa

Germany (Laurence Gillespie) Builds f kie, f ber, a mun; also has a bel, f hol, a den

Italy (Sharon Currie) Builds f rom; also has a pie, a tus, f tun

Russia (Jelle Terpstra) Builds a war, f sev; also has f rum, a ukr, a mos, f swe

Turkey (Larry Doble) Builds f smy; also has a bul, a con, f bla

Two little corrections from the Fall adjustments: English f nth convoys not supports yor-~~now~~ and a tus-pie (Italian) failed.

1973GP - WILL IT BE A STALEMATE OR WILL WE HEAR "THUNK! AAHHHHhh...?"

Spring 1907 Austria (Richard Kukan) a boh-mun, a bud-vie, a vie-tyl, f ion-apul, a nap s a ven-rom, a ven-rom, a tyl-ven, f tri s tyl-ven

England (Laurence Gillespie) f liv-iri, f eng-mid, f bot-liv, a stp s bot-liv, f nwy s stp, f bal s French f ber, a swe-den

France (Brian Clogg) a pic-bel, a par-gas, a ruh s mun, a bur s mun, a mun holds (thumbs his nose at the Russians) a pie h, f ber h, f mar-lyo, f lyo-tyr, f wme s lyo-tyr, a tun h

Italy (Ron Kelly) f adr s French f tun-ion, (nso and no such French unit)

Russia (Larry Doble) a sil-ber, a pru s sil-ber, a gal-sil, a liv h, a war s liv, a mos s liv, f aeg-ion.

NO RETREATS!

DEADLINE for Fall in GP, Spring in HF is February 18, 1975.

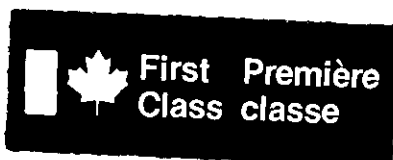
I might as well take this space to announce the birth of the Canadian Diplomacy Gamesmasters Association (CDGO). We will insure each others games by picking them up if a member is unable to continue. Sounds like fun, eh?

Best, Doug

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PLEASE FORWARD!

