

Starshell

'A little light on what's going on!'

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Starshell

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OUR COVER

HMCS *Vancouver* marked the end of her Operation ACTIVE ENDEAVOUR mission with Standing NATO Maritime Group 2 on 10 January 2012, by flying the ship's battle ensign during her transit through the Strait of Gibraltar, thus leaving the operation area of the Mediterranean Sea. She is to conduct a five-week long transit back to Esquimalt, BC, and is expected home 15 February.

Corporal Brandon O'Connell, MARPAC Imaging Services, Esquimalt, NS – ET2011-6066-03

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Canada's Sovereignty Over our Northernmost Region

By Mitchell Green

Grade XII Vincent Massey High School, Brandon, Manitoba

The following essay was judged the winning entry in the NOAC National Naval Centennial Essay Contest for the Province of Manitoba. Ed.

The Arctic Circle, a vast area at the 'top of the world,' designated by a thin border running 60° north of the equator. In this area the summers are short, with a never ending daytime during the month of July. During the seemingly eternal winter, it remains pitch black, devoid of sunlight. The Arctic is home to many plants and animals, containing 1,700 different species of shallow-rooted plants and all manner of caribou, lemmings and wolves. The climate is harsh; temperatures during the winter average a frigid, forbidding -35°C. While the Inuit have made the Arctic their ancestral home for ten millennia; for the rest of civilization it remains a desolate, uninhabited place. Why is it, then, that the Arctic has been heating up as a topic of interest in the news more recently?

The answer doesn't necessarily concern just what lies above the Arctic, but also what lies below. The Arctic may hold a "potentially vast resource of 400 billion barrels," as much as 25% of the world's oil reserves. Experts believe that in as few as fifteen years, the earth will have warmed up to the point that the majority of the ice flows of the northern Arctic will be melted during the summer. As a result of this melt, transportation through the Arctic by ship would not only be highly feasible, but it could make shipment of resources from continent to continent far faster; comparing the distance required to traverse the Arctic



Ocean shows it to be a much shorter trip than crossing the Atlantic. Shipping routes from Europe to Asia lose 5,000 miles by this method, forgoing a long trek that takes ships through the Panama Canal in Central America — halfway around the world.

The rich oil supplies of the Arctic have tempted more than just Canada. Several countries, among them Russia, the United States, Norway and Denmark all have land within the Arctic Circle, and all have expressed interest in controlling the untapped petroleum there. Russia in particular has begun early aggression in regard to Arctic domination: in late 2007, Russian submarines planted a flag at the very base of the North Pole, challenging Canada's sovereignty of the Great White North.

At the present, the Arctic Circle is considered an international zone; no one nation can control it in its entirety. However, a simple rule could change the level of a nation's influence on the waters of the Arctic; a nation controls not just the resources on its landmass,

but any and all resources located in the waters approximately 200 nautical miles from land associated with the country. This rule not only extends to landmasses above the water, but masses of rock under the water. If a country like Canada can prove that the ridges and rock in the Arctic Ocean are connected to their respective continental shelf, the amount of territory under their dominion could be increased greatly, perhaps up to and including the North Pole itself.

If Canada is to declare and maintain sovereignty over the Arctic, the Canadian Navy must play a large part. Critics of Canada's claim to the Arctic make the point that Canada does little to patrol the waters of the northern Arctic. Canada will have to beef up its security of the north Arctic in order to protect its territorial claim to that region. While the Arctic might be almost frozen during the winter months, submarines can traverse the depths all year round, as such, a maintained submarine patrol will be essential to maintain dominance over the Arctic.

Unfortunately, this is not the case. Canada currently [the essay contest was held in 2010, Ed] has a single submarine in active duty, the HMCS *Corner Brook*. Meanwhile, not only do the United States and Russia have far more submarines, they have been patrolling the waters near Baffin Island for years, greatly threatening Canada's territorial rights. Reports indicate that countries like the United States and Russia have not only been sending submarines on missions, but they have been doing so secretly. Canada's current lack of northern naval strength is a fact with unfortunate implications; as the ice floes thaw, we are increasingly

vulnerable to attack from our 'northern neighbour,' if ever it should decide to invade.

The Harper government is not unaware of our lacking northern naval forces. In recent years it has implemented a series of projects in the Arctic designed to improve Canada's protective strength. Among other projects the government is procuring the largest ice-breaker in Canada's history — the CCGS *John G. Diefenbaker*, named for Canada's 13th Prime Minister — to secure the northern Arctic. Canada is collaborating with its greatest trading partner, the United States, to use the CCGS *Louis S. St. Laurent* in conjunction with US Coast Guard vessels to examine closely just how far the continental shelf of North America extends into the Arctic Ocean.

A training facility at Resolute Bay far up in the Arctic provides specialized training for Canadian Forces in weather operations, search and rescue, and sovereignty enforcement. Another military facility, Canada's first

deep-water port in Nanivisik, Nunavut, will be used with the training facility at Resolute to reinforce Canada's claim to the Arctic, particularly the highly disputed Northwest Passage.

"Use it or Lose it" is a term bandied about often in the media, in particular by the Harper government to describe Canada's relation with the northern Arctic. With its rich oil resources, and potential to be a valuable trade route for the world in the next few years as a result of global warming, hungry eyes are aimed at the Arctic from states all over the world, particularly the United States and Canada's northern neighbour, Russia.

While Canada has begun beefing up security in the Great White North, it must build



upon what it has already started. If we as a country are not vigilant, and do not protect our interests, we may find that we 'lose it' indeed.

REMEMBERING THE 1ST 'AHTA B' | BY TOM DYKES

Liverpool, England ceremony commemorates *Athabaskan*



William Stewart..., the name of this Hamilton son was spoken by an eight year old pupil of The Trinity Catholic Primary School. Distinct Liverpool accents carried his name and those of another 127 young Canadians who perished that night of April 29th, 1944 when HMCS *Athabaskan* was hit by torpedoes and sunk off the coast of Brittany. The Tribal class destroyer was in action with her sister ship, HMCS *Haida*, as part of ongoing suppression of German naval presence in the lead up to D-Day. The names of those *Athabaskan* men were



Cdr Mike Davie, CO of HMCS *Athabaskan* (3rd) speaking with one of the Trinity School pupils who read the names of those who were lost with HMCS *Athabaskan* when she was torpedoed April 29th, 1944.

spoken by a group of six youngsters. Dressed in their school uniforms, the children approached the microphone and performed a flawless close to the special Ceremony of Remembrance for those lost in the wee hours of that April morning so long ago. The memorial was held on the maple tree lined Canada Boulevard in front of The Three Graces at Liverpool's famous Pier Head. The laying of wreaths had a very special significance this day as it was conducted by Reverend Steven Brookes, Rector of Liverpool and Rev. Major Harry Crawford, Chaplain of the visiting HMCS *Athabaskan* (3rd). The ship was visiting Liverpool after having participated in exercises in the North Atlantic with the Royal Navy and other NATO naval forces.

The ceremony on Canada Boulevard was conducted with the participation of a contingent of the *Athabaskan* (3rd) crew, veterans of the Royal Navy and Merchant Navy, as well as civic leaders

from Liverpool and other Merseyside communities. His Excellency the High Commissioner for Canada, James Wright, read a message from the Queen. Cdr Mike Davie, CO of *Athabaskan*, read from the Acts of the Apostles and the ceremony was a reminder of the links between Canada and Britain.

Underscoring that link is the special relationship Liverpool enjoys with Canada. The event took place in front of the Cunard Building, registration office of the *Titanic* and *Lusitania* and many other famous, but less tragic 'Cunarders.' The founder of this historic shipping line, Samuel Cunard, was a Canadian maritime entrepreneur out of Nova Scotia. The sight of the 'maple leaf' flags flying from The Three Graces, Liverpool Town Hall and other civic buildings, was testament to the sense of gratitude, respect and friendship the city has for its Canadian visitors.

The *Athabaskan* visit was also a very special event for me on many fronts. I am a son of Liverpool, a Canadian, and I was 'home' to present a special educational resource on the Battle of the Atlantic to a group of history teachers and students from St. Edward's College, Liverpool, and a teacher from St. Cuthbert's High School, Newcastle-on-the-Tyne. Both schools had contributed to the ABC's of the Battle of the Atlantic, a multidiscipline resource I wrote with the support of a team of teachers at Thomas A. Blakelock School, Oakville, Ontario. The Naval Officers Association of Canada made it one of their Canadian Navy Centennial initiatives. The presentation was made with Cdr Davie and High Commissioner Wright on the Liverpool Pier Head adjacent to HMCS *Athabaskan*.

The project was started in the spring of 2009 when I arranged for an interview between Grade 10 Blakelock students and *Athabaskan* survivor Bill Connolly. The interview was conducted aboard HMCS *Haida* in Hamilton harbour and it triggered an idea to expand the Battle of the Atlantic history resource I had just started. With the enthusiastic support of Blakelock principal Kevin Caughlin, English head Joanna Anderson and history teacher James Stainton — my own 'Three Graces,' we got underway.

NOAC's Andy Irwin [Toronto Branch] a veteran of the Battle of the Atlantic, became the project guide and with naval veterans from across Canada, Britain and Germany; naval historians and HMCS *Athabaskan* family mem-

Cdr Mike Davie, CO of HMCS *Athabaskan* (3rd), the Canadian High Commissioner, James Wright and the author Tom Dykes (far right) present the NOAC Battle of the Atlantic Teacher Resource to Ms. Catherine Purcell, Head of the History Department, St. Edward's College, Liverpool, at the Pier Head in that city.



bers — the brother of Bill Stewart lost in the 1944 action and Vi Connolly, and the wife of *Athabaskan* survivor Bill Connolly who passed away a few months after our interview — the project got underway.

To give a sense of the importance and scope of the project, I was able to secure support from four other high schools — one each in Halifax, St. John's, Liverpool and Newcastle-on-the-Tyne. Their contribution was to a unit, *Cities in Conflict*, which invited student teams to write about their city's role in the Battle of the Atlantic and, in the case of Newcastle-on-the-Tyne, the construction of HMC Ships *Athabaskan* and *Haida*. Finally, I dedicated the project to 'The Two Hamilton Bills' — Bill Stewart and Bill Connolly. It is also important to note that Bill Stewart designed the *Athabaskan* ship's crest and Bill Connolly 'posed' for it. After two and a half years the project was ready and NOAC members made presentations to St. John's and Halifax schools. The challenge was the UK. The saviour was in the form of a former captain of *Athabaskan* (3rd) Capt(N) Harry Harsch. NOAC contacted Canada House in London and sought help. Capt(N) Harsch is the Naval Advisor and he informed us *Athabaskan* was going to be in Liverpool for the Remembrance Day ceremony and that the presentation to the Liverpool and Newcastle representatives could be made during the visit.

NOAC's Andy Irwin, knowing it was my hometown, suggested that I be part of the ceremony. My principal felt the same and so, on Friday, April 15, 2011, I was aboard *Athabaskan*

at the Pier Head in Liverpool in the company of Cdr Mike Davie, Capt(N) Harry Harsch, Canadian High Commissioner James Wright, with students and history teachers from St. Edward's College and St. Cuthbert's High School. What had started with an interview of an *Athabaskan* survivor from Hamilton, ended with the presentation of a project dedicated to two of that ship's crewmen aboard the 21st century Royal Canadian Navy flagship of the Commodore of the Canadian Fleet Atlantic, HMCS *Athabaskan* in my hometown of Liverpool.

In a final 'twist' to my journey, I left Liverpool from the same berth on April 15th 1965 aboard *SS Carinthia*, a Cunard liner. This experience was overwhelming for me as it closed a chapter in my life and provided me with an opportunity to reflect on the importance of love of family, friends and community. I shed a great number of tears during my visit. In February of last year I lost my wife of forty-six years to breast cancer. She was a Liverpool lady and I included the story of her grandfather's experiences in the Battle of the Atlantic. She was very proud of my commitment to this naval project. Cdr Davie, Capt(N) Harsch and High Commissioner Wright were aware of my loss and treated me with so much compassion.

I am proud to have been part of an exercise that linked our communities and naval heritage. I had the opportunity to work with wonderful teachers, students, veterans, authors, families of *Athabaskan's* fallen and serving officers, men and women. I am also proud of my city's role in the

closing of this chapter. My great regret is that my 'Liverpool Lass' was not there to share in its conclusion. But perhaps she played a greater role.

Tom Dykes is a retired teacher of history and

geography now acting as an Educational Assistant at T. A. Blakelock High School in Oakville, Ontario. Born in Liverpool, England, he emigrated to Canada in 1965 and taught in Calgary and Sooke

BC. He now writes educational resource books and was one of the driving forces behind the NOAC's National Essay Contest in 2010 to celebrate the RCN's 100th anniversary.

Naval Association of Canada

National AGM and Conference 2012

"All Hands to Ottawa May 31 to June 3"

We are starting the New Year off with a bang! In the fall we advised you to mark your calendars. It is now time to start looking at booking your flights, trains and automobiles and the Lord Elgin Hotel for this year's exciting Naval Association of Canada (NAC) AGM and Conference. Here is an update of what groundwork has been laid so far for the events to be held from Thursday May 31st to Sunday, June 3rd.

A block of rooms have been set aside at the Lord Elgin Hotel at a preferred rate of \$168. When you call 1-800-267-4298 to book, please advise them that you are looking for the Naval Association of Canada rate for these days. Our goal, of course, is to get these rooms filled with many out-of-town and some 'in Ottawa' members. This year's event will combine the annual AGM with a stimulating Naval Conference focused on the state of the navy, and specifically on the issues related to fitting out our new ships. Well worth considering as the Navy is looking to the future with an ambitious shipbuilding program to 'make it so.'

There will be an excellent Social and Spousal program so we really do encourage a good number of existing members and many potential new members to participate. Every NAC Ottawa member is being encouraged to invite at least one out-of-town member. This will stimulate tremendous comradeship which is also an important goal.

Ottawa is usually beautiful and accommodating 'weather wise' at this time of the year, so there are also some natural attractions to take in for a few days. VIA Rail is offering a 25% discount, so we are encouraging as many of our members as possible to come from the areas in and around Montréal and Toronto. Since CANSEC, the biggest defence exhibition in Canada, is being held over May 30th and 31st, you might consider coming in early to participate in that event too.

The AGM and Conference is being offered at a very reasonable

rate (expected to be \$100 – \$125 for NAC members once costings are finalized), so please consider coming to town.

When you arrive on Thursday, May 31st, there will be a Welcoming Table in the lobby and Hospitality Room to greet you and to start the event off on the right foot. A meeting room has also been reserved for official pre-AGM National Executive discussions that evening. All incoming members will receive their registration packets for the Friday Conference upon check-in.

The Naval Conference will be held during the day on Friday, June 1st, just up from the hotel at the National Arts Centre. A robust and exciting program of speakers and panelists is now being finalized. It will be a great day of enthusiastic discussion and

networking, ending with a formal Reception. A Spousal Program is being finalized for the Friday to take advantage of what Ottawa has to offer at this time of the year. On

Saturday, the Board Meeting and formal elements of the AGM will be held. We are also arranging a guided tour of the Canadian War Museum that afternoon and a very special Ottawa River Boat Cruise in the evening, complete with dinner. The Cruise will be a wonderful way to end the day and it provides for a good tour of the river showing off the Parliament and its surroundings. The Hospitality Room will be open once again that evening after our return to the

hotel for those keen to continue old friendships and discussions. On Sunday we will convene at the Bytown Naval Mess for a Non-Denominational Service of Remembrance and Up-Spirits.

Registration details will soon be up on the new NAC website — www.navalassoc.ca — but now is the time to confirm these dates in your calendars and to think about making arrangements to participate. If anyone has any questions whatsoever, please do not hesitate to call me, Tom DeWolf at 1-613-821-6262 or send an email to tdewolf@sympatico.ca for assistance and support.

We look forward to seeing you all in Ottawa on May 31st!





NAC in 2012

First of all, let me wish everyone the very best of health and happiness in 2012 — the Year of the Dragon. That old Chinese proverb: “May you always live in interesting times,” will certainly be true for NAC as we embark on a course that moves our organization forward. This will occur as a result of two important undertakings, the first of which is a beefed up Naval Affairs program designed to educate Canadians and advocate on important naval issues. Secondly, and significantly, our national naval profile will be raised considerably by our annual AGM in Ottawa this year that will feature a 1st Class Naval Conference focusing on the recently announced National Shipbuilding Programs. As a result of these two initiatives, I believe we will all look back on 2012 as the Year of the Naval Dragon for NAC as we revitalize and become a credible and powerful voice on naval and maritime affairs.

Let me first say a few words on this year’s meeting in Ottawa. June 1 to 3 (Friday to Sunday). Ottawa Branch has been working very hard since last summer to put in place a remarkable and sure to be memorable AGM and Naval Conference. The Naval Conference sponsored by NAC will be on Friday, June 1st, the day after the annual CANSEC gathering in Ottawa. Details on the Conference Program are still being worked out and some participants are yet to confirm but we anticipate the involvement of Ministers, Senators, Commander RCN and senior Naval Officers (serving and retired) as well as governmental and industry leaders. The focus of the Conference will be on the capabilities inherent in our future ships and how and to what extent Canadian industry can and will be involved. This will make this event the most important and significant Canadian naval conference this year bar none. The conference venue will be the National Arts Centre in downtown Ottawa across from the Lord Elgin Hotel, and a special and very reasonable rate for NAC has been arranged for our stay at this hotel. Significant sponsorship monies have also been garnered that will assist us in putting on all NAC events and make this a 1st Class, well attended gathering. The normal Board of Directors meetings and the AGM will follow on Saturday the 2nd and we will conclude on Sunday the 3rd following Up Spirits to be held in HMCS Bytown Wardroom. The program also includes a Reception following the conference on Friday and a Dinner Cruise on the Ottawa River, but I ask you now to mark your calendars and plan on attending ... this will be one you will not want

to miss!

The second important initiative this year is our Way Ahead for Naval Affairs. As you know, Richard Archer has been appointed Director of Naval Affairs for NAC and his mandate is to set up and coordinate NAC efforts in educating and engaging Canadians on the naval issues. The National Shipbuilding announcement was just that ... an announcement, and now the hard work will commence to get approval for the various ship programs and ensure the necessary capability is provided to meet the needs of Canada in an increasingly unpredictable and complex world on all three coasts. The Director Naval Affairs intends to get our message out in publications such as the *Canadian Naval Review* as well as in letters to editors and decision makers across the country. But it is fundamental to get Branch involvement! Branch Presidents have been asked to provide our Executive Director and Director Naval Affairs with contact points in each Branch. Together they will then act collegially on issues such that we can have involvement by all Branches and benefit from the perspectives of our membership across this country in determining our national position on naval and maritime issues, and be an effective and sought after voice in influencing the debates. Not all Branches have been forthcoming with their points of contact to Richard. Please do so if you haven’t done so already. If not, I am assuming the Branch President is the point of contact. Richard is anxious to get this process going and has completed much of the preliminary work. I have asked him to get this underway and making way as a priority.

The strength of our organization is our people. In every Branch of NAC we have exceptional and dedicated members who have done much for their Branch and for the organization overall, and all too often without proper acknowledgement. The Executive Director recently called for Branches to initiate our annual process for awards. This is something that needs to be a priority for us all, and I would hope that consideration for recognition of our deserving members is now, or will be shortly underway. We ask much, and we are all volunteers. Let’s make a serious effort to acknowledge those deserving of recognition for their efforts. Ensure however, that the criteria for the various levels of awards are reviewed and equally important, that sufficient justification is provided in the forwarded documentation.

My last point concerns requests for Endowment Fund funding. It is highly likely that we will be able to accept proposals to the same level as last year, around \$20K. Again, there is a process to be followed and allocations are made to the most worthy following the guidelines extant. I cannot emphasize how difficult it is to make the right allocations if the proposals are poorly justified. Please take the time to submit proposals on time and with suitable substantiation.

Again, let me wish all the very best for 2012 and the future looks bright for NAC as an organization in the Year of the Dragon.

See you in Ottawa in June!



As I noted in the Autumn issue of *Starshell*, there is still much to be done at the National level to complete our name change to the Naval Association of Canada (NAC). One item that needs to be addressed is our Regalia. Currently, the NOAC Blazer Badge [see page 6 for a larger rendering of the badge] has lettering on the Tudor Crown spelling out NOAC. I believe that, with a simple change

to the order of gems and letters, we can change this to NAC, while all else remains the same. I have also received comment that perhaps we need to include the French letters as well as the English, so that NOAC is replaced by NAC/AMC with the proper placement of gems. Another suggestion is to eliminate the lettering altogether, returning to a plain Tudor Crown. I note that such changes would not make an easily noticeable difference to the appearance of the badge and so those who have purchased the NOAC Blazer Badge previously, could still have ready recognition as allied to our organization without having to make a new purchase.

I have also heard from some who would like to return to the old Silver Maple Leaf of the RCN Blazer Badge.

With the change in membership composition that has resulted from the changes approved at the 2011 AGM, I feel it is important to ensure that our new Badge is truly representative of the new organization while maintaining a clear relationship to our past.

As I am now in very short supply of the NOAC Blazer Badges and must reorder, I am looking for member input on the way ahead. (And while you are at it, the tie and cravat are also now in short supply, but as they were based on the RCN tie, I do not propose a change to them.) However, I would like to hear from the membership on these issues before I re-order any Regalia. Your input is sought by mid-March so that recommendations can be made to the National Board of Directors on a way ahead on these issues.

Speaking of change, recent calls from the National Coordinator for Member Support and the Director of Naval Affairs have not yielded much response with respect to the filling of Branch Representatives. I would ask that members reconsider their availability to participate in these two important areas of our Mission, and if possible, become a volunteer for your Branch.

I encourage all members with internet access to visit our revised website at www.navalassoc.ca. It is a new look for us and will be fleshed out as

we determine what information we need and want on the site. Here again I would encourage your participation in ensuring that the site is meeting your needs and expectations by sending me your recommendations and suggestions for future additions.

Finally, I would call your attention to the piece on page six of this issue by Tom DeWolfe on the upcoming Conference and AGM, May 31st to June 3rd in Ottawa. NAC Ottawa is working hard to make the speakers and program relevant to our future Navy and it looks like an exciting program will be offered. As Tom says, registration forms and the program will be posted on the website as soon as possible. For those without access to the internet, I recommend you contact a buddy in your Branch with access to get downloads of the forms and program when they are available. An alternative to that is to give me a call at 613-841-4358 and I will mail copies out as soon as they are available.

See you
in Ottawa!

May 31st to June 3rd



NOAC REGALIA

ALL PRICES INCLUDE TAXES AND SHIPPING. SEND ORDERS TO THE EXECUTIVE DIRECTOR. CHEQUES PAYABLE TO "NOAC NATIONAL"

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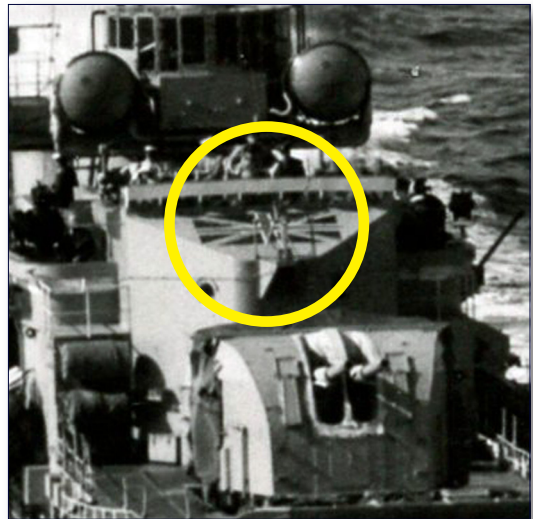
Cover photo on Vol. XII, No. 56, Autumn 2011 "Starshell"

The cover picture of *Athabaskan* [2nd] is striking. But what intrigues me is the Union Jack painted forward of the bridge. Why is she masquerading as British? This is something I had never seen on any of our ships in Korea — or anywhere else.

Moreover, this photo allegedly was taken during her third Korean tour, during which my ship (*Huron*) frequently worked with *Athabaskan*, and, to the best of my recollection, there was *no* Union Jack.

Therefore, it seems that 'Cocky' Reed, who was driving her at the time, had it painted on the way home. Why?

George S. Schober, NOAVI



THE BRIEFING ROOM | SNIPPETS OF INTEREST FROM FAR AND WIDE

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Jim Carruthers, Ottawa Branch

Endowment Fund donation to Vancouver Museum



Larry Fournier (left) is seen presenting the 2011 Endowment Fund Grant of \$2,000 to Jocelyn Lapointe, Sec'y. Treasurer of the Vancouver Naval Museum and Heritage Society. Rod McCloy, President of the

Society looks on at right. The presentation was made on November 22nd during the NOABC Surrender Day luncheon.

Larry Fournier, NOABC

Endowment Fund donation to MARCOM Museum



From left to right, John Stuart, Past President NSNOA, Doug Thomas, President NSNOA; Rick Sanderson; Acting Director Maritime Command Museum; Christine Walker, Assistant Curator and Capt(N) Brian Santarpia, Base Commander, CFB Halifax.

The presentation of the NOAC Endowment Fund cheque for \$1,000 was made recently by NSNOA to the Maritime Command Museum to be used for the development of future exhibitions and displays. This is the second time the NOAC has made a donation to the Museum. Rick Sanderson, Acting Director of the museum stated that "Donations from friends of the museum go a long way in assisting us provide quality exhibitions. We are grateful for NOAC's care and compassion for our naval heritage."

Doug Thomas, President, NSNOA

Endowment Fund donation for Prairie Sailor Statue



Bob Watkins (Left) is seen receiving an NOAC Endowment Fund cheque for \$1,000 from Ron Skelton, President of NOAC Winnipeg Branch. Bob is the driving force behind **The Prairie Sailor Statue** in that city.

Ron Skelton, President, Winnipeg Branch

Endowment donation to "Canadian Naval Review"



Doug Thomas (right) President NSNOA, presents a cheque for \$2,000 — a grant from the NOAC Endowment Fund — to Dr. David Black, Director of Dalhousie University's Centre of Foreign Policy Studies which publishes the Canadian Naval Review.

Doug Thomas, President, NSNOA

Call for Admirals' Medal nominations!

The Admirals' Medal Foundation exists to provide public recognition to the significant personal contributions of individuals to Canadian maritime affairs. A rich maritime heritage representing the contributions and achievements of many pioneers over the years reflects the geographical fact that Canada has the longest coastline of any nation in the world and vast areas of maritime interest.

We Canadians are increasingly aware that a large portion of our prosperity stems from our ability to use the oceans to engage in inter-

national trade and to harvest our resources from the sea. For these reasons, Canadians have been prepared to protect national maritime interests both in times of peace and times of war.

Our maritime heritage now benefits from the contributions of a new generation of Canadians who display initiative and skill in advancing maritime affairs, operations and research. Their outstanding achievements whether through science, technology, academic studies or the application of practical maritime skills, are worthy of special recognition.

The Admirals' Medal (established in 1985 in conjunction with the 75th anniversary of the Naval Service of Canada) provides a means by which outstanding achievements in Canadian maritime activities can be publicly recognized. The name of the medal is associated with the diverse achievements of three distinguished men, now all deceased. Their outstanding personal performance illustrates how individuals can make a permanent and significant impact on the development of maritime affairs in Canada.

A group of prominent Canadians with backgrounds in various maritime fields serve on the Awards Committee and make the award annually, except when no qualified recipient is nominated.

The Foundation invites nominations for the award of the Admirals' Medal. Individuals and organizations who are in a position to identify outstanding achievement in the wide range of maritime affairs are urged to submit nominations. Nominees need not be members of any organization or a member of the nominating organization.

Nominations close on 31st of March annually, and should be made by letter with the attached nomination fully completed. Please include relevant biographical information, a brief description of the work, achievement or display of practical skill that it is proposed to recognize, along with the name of the individual or organization submitting the recommendations. All nominations should be forwarded to:

Executive Secretary

The Admirals' Medal Foundation

PO Box 505, Ottawa ON K1P 5P6

Email: Richard.Gimblett@forces.gc.ca

Telephone (613) 971-7696

Facsimile (613) 971-7677





VETERAN VOICE.INFO

Go to the following for the latest VVi periodical
http://veteranvoice.info/archive/periodical_12_Jan.htm

NOAC/RMC tour of India



Left to right, Bill Paull NOABC, Ed Murray of Ottawa Branch, Mike Morres NOAVI and Ed Williams NOANL, take a short respite on November 26th, 2011, while touring Mumbai during a combined NOAC/RMC tour of India. Mumbai is the home of the Indian Navy's Western Fleet and Navy Week was being held at the time of their visit.



Schober's Quiz #56

By George S. Schober, NOAVI

Several previous quizzes dwelt on 'friendly fire' incidents at sea. There was the sinking of a British submarine — commanded by a Canadian — by a French airship during the First World War (Quiz #22); the rocket attack by RAF aircraft on a British minesweeping flotilla shortly after D-Day (Quiz #27); and the torpedo attack on the cruiser HMS *Sheffield* by Fleet Air Arm aircraft from HMS *Ark Royal* (Quiz #24).

But the most disastrous incident of 'friendly fire' at sea during the Second World War could well be one involving a lone aircraft, which was directly and indirectly responsible for the loss of two large destroyers along with 579 of their crew members.

QUESTION:

- (a) What were the names of the two destroyers sunk?
- (b) What was the type of aircraft concerned?

Answer on page 18

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The annual NOAC Christmas hoist
in HMCS *Chippawa*, Winnipeg.

"The law of flotation was not discovered by contemplation of things sinking."

Thomas Troward 1847-1916, judge in India and mental science advocate.



Days of endeavour

Selected excerpts from the memoirs of Captain Godfrey H. 'Skinny' Hayes, OMM, DSC, CD**, RCN (1919-2006)

Conclusion: Integration and retirement!

Episode 16 ended with Skinny coming to the conclusion of his posting in London, England as the Chief Staff Officer to CANAVBRIT, Executive Officer Niobe and as the Canadian Naval Member to NATO Military Agency for Standardization. Meanwhile, back home unification had reared its ugly head and Skinny was informed there would be no more promotions for him due to a reduction in the total force.

I was to complete my appointment to CDLS London in the summer of 1967. The timing from the family point of view was good since Steven would be one year away from university and could benefit from a year back in the Canadian educational system. Similarly, David would get a couple of years in high school before he would have to consider higher education. Liz's education was not at any crunch point. With all these educational considerations uppermost in our minds, I was somewhat concerned when in January 1967, I was asked by Personnel in Ottawa whether I would like to stay over in the UK an extra six months (e.g., until December 1967) to take the year-long Imperial Defence College Course starting immediately, and at the same time continue to fill the job of Senior Advisor. Upon being assured that it did not mean that a promotion would result if I did the course, I declined the offer on the grounds that the education of our children would be better served if I returned to Canada during the summer as planned and not wait until the middle of the

school year. That was a hard decision, bearing in mind that theoretically there was always a chance that, having added another qualification by completing the IDC, I would be reconsidered for promotion. As it was, I for once put the interests of my family ahead of career and stuck to my original call. I'm glad I did because the fellow who came over at very short notice to do the course relieved me as the Naval Advisor later in the summer and didn't get promoted past Captain either!

All in all we had a good three years in London. It was the first and only 'foreign' appointment I ever had and a distinct break from anything I had done before. One of the greatest highlights was the opportunity for Pam and I to attend one of the Diplomatic Receptions in Buckingham Palace and to be presented to Her Majesty, Queen Elizabeth II.

We returned to Canada in the summer of 1967 (Centennial Year) and managed to visit Expo in Montréal for a week or so before I had to take up my next appointment in Halifax. I was going in command of the Naval Base, HMCS *Stadacona*, then in the process of being changed to 'Canadian Forces Base Halifax' by being integrated with the Army and Air Force establishments in the area.

It was a difficult time to be in the services for most of us. Everything familiar was being changed to something new and unproven. The most difficult part of it, I think, was that it appeared to be 'change for change's sake' with no rationale given except that "this is how it's

going to be," or much evidence of a clear vision of where we were heading. Uniforms of all three services were being changed to a single green one; ranks were being recast which was very difficult for the Navy particularly. Most seriously, the base structure and organisation in use by the Air Force was being imposed across the country. From a naval point of view this did not meet the requirements for the support of ships. Rightly or wrongly, it was seen by those of us in field that the Air Force had taken over the direction of the reorganisation and integration of the Forces and we didn't like what we saw.

As 'integration' progressed in Halifax, the very real differences between an Air Force concept of a support base and organisation in the Navy became significant. HMCS *Stadacona*, the Navy Base in Halifax (always referred to as the barracks) was the principal support of most naval activities involving personnel on the East Coast. All the training schools were housed in *Stadacona*. The base looked after the administration of all personnel based ashore. On the other hand, all ships based in Halifax were independent commands under the operational control of the local Flag Officer, and they used the facilities of the base as required. The ships also used the support facilities supplied by HMC Dockyard, a separate command. The Commodore of the Dockyard was responsible for keeping the fleet repaired and supplied. There was a clear demarcation between 'people' (*Stadacona* the Barracks) and

materiel (the Dockyard). This organization had been built up and refined over many years and worked most efficiently. The Air Force concept, on the other hand, established the Base as having ultimate control of all activities in the area. All the operational squadrons were under the operational control of the Base, training units were controlled by the Base Commander, repair facilities, supply functions, security and personnel administration were all the responsibility of the Base.

Another stumbling block in the way of change was the 200 year history of Halifax as a British military base. 'Integration' and amalgamation cut across many many historical traditions and customs long observed and cherished by civilians and military alike. For instance, the residence of the 'Garrison Commander,' at the base of historic Citadel Hill had been occupied by a senior soldier for over 200 years. Now they were proposing to put an admiral in it! Similarly, the senior Chief Petty Officer in *Stadacona*, who held a most prestigious position of great power, had been replaced by an Army Chief Warrant Officer whose only contact with the Navy up until now had been the crew of the Landing Craft which had landed him in France on D-Day!

My whole two years in *Stadacona* was spent trying to find a way to further this (unnecessary, as far as I was concerned) integration and, at the same time, retain some of the naval identity. Halifax had been the largest naval base in the country, with 90% of its people figuratively in Navy blue. The changes were a great blow to what little was left of morale. For instance, with the adoption and imposition of the new green uniform in January 1968, the Naval Band would lose its identity unless something was done. We seized on the fact that 'Regimental Bands' were to be allowed to retain their 'Dress Uniforms' for wear on special occasions and invented a 'Dress Uniform' for Naval bandsmen overnight. It turned out to be navy blue with brass buttons! At the same time the observance of Battle of the Atlantic Sunday was rejuvenated and took on a new life right across the country. Throughout all these upheavals, ships still went to sea on operations; men and women were trained and everybody got fed and paid — largely due to the willingness and best efforts put forward by

the rank and file.

My sojourn in Halifax came to a crashing crescendo on the 1st of January 1969 when, without warning, HMCS *Stadacona* was combined with HMC Dockyard as a single unit! The Commodore of the Dockyard became the Base Commander and I was reappointed as the Base Administration Officer. In practical terms not much changed immediately. The new 'Base Commander' Cmdre Bill Christie and I, were good friends and remained so. His position in this great shake-up was: "leave me alone to do my job fixing ships, and you, Hayes, do the job you've been doing all along." However, as a matter of principle, I complained to the Admiral about being required to remain in the same 'ship' as a department head after commanding said 'ship,' — something never done in the Navy! I wanted an early move but timing was of [the] essence. I had another five years to serve to retirement age and wanted to retire on the West Coast. I did not want to get out to the West Coast too early in case I might be moved again, immediately before retirement. However, in the event I was reappointed to the Pacific Command to take effect in the early summer of 1969 to fit with the school year.

It is noted here that this combined Dockyard/Barracks organisation did not work in practice and within three years, both functions were separated. I had the great pleasure of 'undoing' this unhappy marriage when serving in my last appointment on the West Coast!

1962, the last time we'd moved to the West Coast from Ottawa, we had left daughter Jinny behind to pursue her nursing training in Kingston; when we left Victoria two years later we left Michael behind at the University of Victoria. This time we were going to leave Stephen behind as he had entered St. Mary's University in the fall of 1968. David had done very well academically since our return from Britain and had completed high school in Halifax. There seemed to be no reason why he



New Year's Eve, *Stadacona* 1968.

should not apply and be accepted at the University of Victoria that fall. Liz had attended 'the Convent' in Halifax largely because the district around *Stadacona*, where the Captain was required to live, was not a very good part of town. The standard of education at the Convent was high and she had done well.

We left Halifax as soon as school was over, towing our holiday trailer with the two-year old Dodge which had been purchased on our return from England. I don't remember too much about that trip across the country except that we took 'Sam,' Liz's budgie in the car. Liz wouldn't leave him and he travelled very well in the car. I remember that we pretended he'd been in the trailer the whole trip when we cleared customs coming back into Canada.

In spite of reasonably careful planning on my part, getting settled in a house was not a smooth operation on our arrival in Esquimalt. My official appointment was a Chief of Staff to the Flag Officer Pacific Coast. I had written to the retiring Base Commander (a contemporary and friend who, like me, had been relieved by the Commodore of the Dockyard), concerning the availability of service housing in *Naden* and asked him to confirm that I would be assigned the house he was vacating. He wrote back and said that as far as he knew it had not been allocated to anyone else and that he would inform everyone that I wanted

it.

It was a beautiful house called 'Journey's End,' in a superb location overlooking the Strait of Juan de Fuca, Esquimalt, and the Victoria waterfront. It had been built at the same time as Hatley Castle at *Royal Roads* as part of the same estate. When we arrived I drove to the house, parked the trailer in the driveway and we settled in to await the arrival of our furniture from Halifax.

Unfortunately, the West Coast organisation of Dockyard and Barracks had been badly disrupted like the East Coast one I had just left and no clear allocation of the house had been decided by the incoming administration. We finally were allocated the house but, because of the confusion and the need for the new Base Commander to 'be in charge,' he and I did not get off to a good start!

Soon after I joined the Admiral's staff, the current Admiral retired and a new one joined. Finally, when everything had settled down I found myself in the job of Chief of Staff (Logistics) instead of the one I felt I knew something about, namely Chief of Staff (Operations). I only had a very vague notion of what 'logistics' meant anyway, so I was not able to hinder the work of the support staff in any way! During my three years in that position I did a fair amount of travelling around the Pacific Command keeping in touch with the smaller establishments for which we were responsible. I was involved with the operational fleet, particularly in matters of training and administration.

It was early days in reorganisation and integration. The Maritime Commander, situated in Halifax, was learning about the allocation of funds, men and material for both the Atlantic and Pacific commands, at the same time he had operational control of three air stations, but little control of the training establishments supporting those ships and aircraft. It was a difficult and confusing period for us 'reactionaries.' In retrospect, I was simply filling in time to retirement and hoping I could continue doing a job I understood.

In the light of looming retirement, we decided to start looking for a house of our own. Such a project became serious one Monday in 1971 when I came home to 'Journey's End' at the end of a very normal day in the office



"Hauled kicking and screaming out the D'yard gate!"

and asked Pam what she was doing that day. She, rather curtly, said "It's Monday, I've been cleaning the 'heads.'" "What, all day?" said I. Whereupon I was rather bluntly informed there were five bathrooms in that house and all were in use; that they all needed cleaning and it took all day Monday — every Monday! We started looking for a new house immediately!

We found a nice house on Hockering Road in Colwood. Its main claim to fame, as far as I was concerned, was the view over the anchorage of *Royal Roads* and the City of Victoria. I was able to get a mortgage loan from Veterans Affairs at a low rate of interest and we were able to move in late in the summer of 1971.

In the meantime, Stephen's time at St. Mary's University was short lived. By early 1970 he had rejoined us in Victoria and, after a short spell at home, was working up-Island planting trees. David, at the same time was making 'heavy weather' of the University of Victoria. In the late spring of 1971, Pam's Mother came out to Canada to visit. Pam's Father had died in 1969 while we were still in Halifax and we had been asking her to visit since then. We enjoyed taking her around, introducing her to our friends and showing her what Canada was like. She loved the big trees and couldn't get over how many there were. She and my Mother got on very well.

Unfortunately, while she was here my Mother (Nana) suddenly became ill. She was diagnosed with leukemia and died quite

quickly. I was devastated, although at the age of 92, I should not have been surprised.

In the three years after our return to the West Coast in 1969 until 1972, I had three different Admirals to work for. When the third (Dick Leir) arrived, I asked him to tell me when he had indications that he would be moving on, because I planned to retire rather than 'train' yet another boss. I had completed over thirty years in the Navy by that time, and my pension would be adequate even if I did retire a year or so before I reached the magic age of 55. However, in the middle of 1972, when Admiral Leir informed me that he was moving, he also told me that the experiment of amalgamating the Barracks and the Dockyard was over and they were to be split again! I was asked if I would help manage the change by becoming the Base Commander in *Naden* instead of retiring. While this was essentially the same job I had carried out in *Stadacona* five years earlier, I agreed to one last appointment to complete my service to the maximum retirement age of 55.

I enjoyed that last appointment as Base Commander in Esquimalt as I enjoyed almost all of the jobs I had in the Royal Canadian Navy. As noted earlier, that position required yet another reorganisation of the Base and for that reason, it was interesting. I particularly enjoyed overseeing the separation of the Base back to material and maintenance on one hand and training on the other — not to mention restoring the physical split between the

Dockyard and what had been *Naden*. We continued living in the house on Hockering Road in Colwood, so we were well established there when the time came for me to be 'hailed, kicking and screaming out of the Dockyard gate' (e.g., retired). I officially retired on August 12th, 1974, my 55th birthday.

My 'Days of Endeavour' stretch from the summer of 1936 when I left Winnipeg as a 16 year old boy, until I retired as a Naval Captain in Victoria in 1974 at 55. The highlights of those thirty-eight years must be training in HMS *Conway* and winning the King's Gold Medal; the North Atlantic in corvettes during the Second World War; subsequent command of four of Her Majesty's Canadian Ships and the opportunity to know and serve with many fine people throughout my career.

The rewards for my endeavours are many. I have the immense satisfaction of contributing to the defence of Canada and to her Armed Forces. I also have a loving family who share my moral and family values and I have a host of very good friends all across Canada. What more could a man ask for!

EPILOGUE

The world didn't end, of course, when I reached 55 and was retired from the Navy. I had few problems of transition from going to work every day, generally in uniform, to staying at home in a state of 'retirement.' I had all those jobs to do around the house that I'd been saving up for years. They took up only the first few weeks! Six months after I'd retired, Pam and I left on a cruise to the Far East on board a cargo ship out of San Francisco, the *Ragna Bakke*, a Norwegian-owned ship, carried twelve passengers and was the modern equivalent of *Silverfir*, the ship in which I had served most of my apprenticeship over thirty years earlier. It seemed somehow a fitting way to end my seagoing existence! It was a 'fun' trip. We were lucky and had a great group of passengers who all got along with one another. We went as far as Singapore in the *Ragna Bakke* (via Hong Kong) then flew up to Kuala Lumpur and Bangkok where we boarded an American 'States Line' ship for our return to Seattle and Victoria.

When we got home, Pam told me that she

had discovered a lump in her breast and we hurried off to see Dr. Blair McLean on an emergency basis. A biopsy was done followed immediately by a mastectomy. The operation went well and Pam had no side effects nor did she require any follow-up treatment for the following seventeen years.

Soon after our return from our first *Ragna Bakke* cruise in May 1975, I was appointed as a Director of the Pacific Pilotage Authority, a Crown Corporation which controls and supervises the marine pilotage function for the whole of the West Coast of Canada. I enjoyed that part-time job which I held for eleven years. We travelled up and down the BC coast each year from Prince Rupert to Seattle by air and by car, visiting Pilotage stations and Harbour Boards to make sure that our clientele was being served efficiently. In addition to that job, I had a full time position for a few months as the Personnel Officer for the City of Victoria, filling in for a friend. The post-retirement job I enjoyed most was being involved in the design, construction and development of the Seabus harbour ferry system in Vancouver Harbour over a period of two years in 1976/77. Most of the time was spent in the company's offices in Esquimalt. Only the last few months involved 'fine tuning' the system in Vancouver harbour.

In the late fall of 1978 Pam and I did another voyage on board the *Ragna Bakke*. This time we went all the way to Western Australia by ship, and after touring Australia and New Zealand by plane, car and bus, we flew home via Fiji, Tahiti and Los Angeles, arriving just in time for Liz's marriage to Richard in March 1979.

Soon after retirement, I became involved in the affairs of the local branch of the Naval Officers Association of Canada and ended up, some years later, as the National President. Following that chore, and to some degree arising out of it, I became the Western Representative of the Board of Directors of the Canadian Naval Memorial Trust. This organisation has restored the world's last surviving wartime corvette, HMCS *Sackville* (which in fact had been built at the same time as *Trillium* and *Kenogami*) as memorial to all those who fought in the Battle of the Atlantic. I very much enjoyed that association with the past

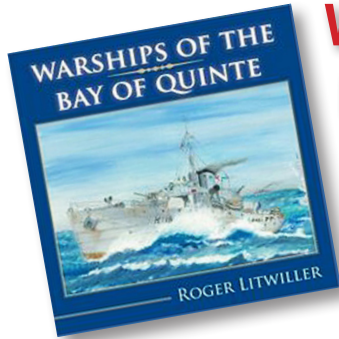
and finally resigned from that position in 1995.

Early in 1981 we moved to a townhouse complex in Sidney. I became an unwilling patient at the local Saanich Peninsula Hospital following a serious car accident in February 1983. I subsequently joined the Hospital Board to try and replay some of the debt I owed them for the dedicated care I received during my six week stay. I eventually served nine years on the Board before retiring as President of the Hospital Society and Chairman of the Board in 1996.

In 1992, Pam's lump reappeared virtually in the same place and was diagnosed as the original cancer which had been lying quiescent for the past seventeen years. After another biopsy, it was treated with radiation. The cancer then went into remission for varying periods over the next five years. By early 1997 she had developed tumors of various sizes attached to her spine and pelvis and was receiving radiation treatments at intervals as required. She slowly weakened as time went on and her life became a growing battle with pain. She never complained but the pattern of our lives slowly changed and became focused more and more on trips to the Cancer Clinic for another course of radiation and the search for new pain killers to keep her comfortable. We moved in July 1997 to a very nice townhouse in Brentwood with a lovely view of Saanich Inlet and no stairs to facilitate by wheelchair. Finally, on December 7th, with most of our family around her, she gave up the struggle and died. I can think of no more eloquent epitaph than to say that Pam was the sun that warmed us all.

In addition to the immeasurable gift of over fifty-six years with Pam, my children and grandchildren, I have the satisfaction of having been able to serve my country and to help improve the lot of many of those with whom I have come in contact. What more could a man ask?

Once again I want to thank Michael Hayes and the rest of the Hayes family for granting permission to reprint 'Skinny's' memoirs in 'Starshell.' The positive feedback I received from our readers was overwhelming. He was indeed a sailor's sailor! Ed.



WARSHIPS OF THE BAY OF QUINTE

By Roger Litwiller

Dundurn Press, Toronto (2011) www.dundurn.com, 240 pp, photos, charts, notes, bibliography, glossary, soft cover \$45.95, ISBN 978-1-55488-927-7, Epub: 9781554886303, \$13.99

A review by Fraser McKee (NOAC Toronto Branch)

With almost 400 named warships in the wartime Navy and another 105 since then, this type of book is surprisingly rare, valuable, and being written about forty years too late.

There are a few ships' stories, mostly of 'important' ships like *Haida*, *Athabaskan* and *Huron*, *Puncher* and *Bonaventure*. Others on whole classes like the many corvettes or the late-Tony Law's MTBs. My own on *Swansea* is a *rara avis* on just a work-a-day escort. There are a few others, but very hard to find and never widely obtainable. So this tale helps fill a real void in RCN history available to the general public — if it can be dropped in their hands.

This is a story of six ships, mostly written from carefully researched DND and National Archives records, with all too few first person or at-the-time memories and letters.

Litwiller, an ex-Sea Cadet and Naval Reserve officer, has selected ships named after towns around the Bay of Quinte on Lake Ontario, simply because of his connections with that area.

The ships, by chance, are a nice mixture of those forming the bulk of the Navy for many years: one traditional early corvette, *Napanee*; two somewhat later Increased Endurance corvettes, *Belleville* and *Trentonian* (this latter the only one lost during the war); the steam Bangor-class minesweeper *Quinte*; the frigate *Hallowell*; and as a change of pace, the postwar Bay-class sweeper *Quinte II*. Three were built in Kingston, the frigate in Montreal, *Quinte I*

at Burrard's in Vancouver, and *Quinte II* in Port Arthur.

Litwiller gives a very brief introduction of only three pages to the Navy's war preparations and history, and thanks his many contributors. Then, individually, he uses from twelve to forty-three pages on the life and careers of his ships. Each history is profusely illustrated, largely due to his connections with Ken Macpherson and his huge photo collection now housed in the Naval Museum of Alberta in Calgary. This makes the volume a pleasure to just leaf through initially, before one reads each story in detail.

It is not an academic study, with assessments of the influence of these ships on the battle, on the lives of their crews, or even on the war's progress. 'They are but warriors for the working day,' vital, largely manned by 'VRs' and 'NRs', no one of great significance in itself. It is a simple series of stories, simply told, with *Napanee* getting a more detailed treatment due to her several harrowing convoy battles (particularly ONS.154 in late December, 1942, which he describes with clear charts), and *Trentonian* due to her Normandy involvement and loss off the south England coast in February 1945 to a U-boat torpedo.

Due to his background, there are very few errors, and he gives a few quotes from the, now over age 80, survivors or from their letters home at the time. Also some from ship's commanding officers to their sponsoring groups in the namesake towns, rarely mentioned in other histories.

His glossary and text continue the myth that 'asdic' stood for a 1930's 'Investigation Committee' which it did not, despite that being what Churchill said in the House. The term was in use before 1918 and refers to the Admiralty's Anti-Submarine Department (ASD) + 'ics' = pertaining to. He also comments that named ships in the RCN only started with World War II, however, there were ships with names back as far as World War I, albeit other than cities and towns, e.g., *Rainbow*, *Hochelaga*, *Grilse*, etc. No big deal.

There are snippets of interesting detail, such as the official decision to name one corvette *Trentonia* after Trenton, which could not be used as a name as it was already used in the Allied USN; but a clerk in submitting names to King George VI for approval, mis-typed it as *Trentonian* to follow *Prestonian*, HM approved, so there it stood.

It is hoped Litwiller's example will be followed by others, or more even from his pen on other ships largely unknown to Canadians. Not great intellectual history, but a very real addition to the naval bookshelf, and establishing each of these in readable history rather than just in DND files.

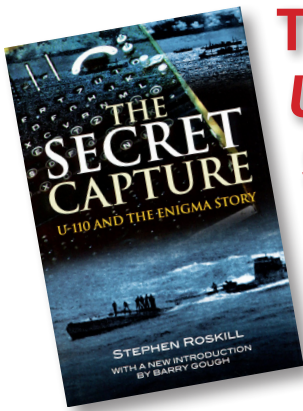
Fraser is a noted Canadian naval author and former editor of "Starshell."



See you
in Ottawa!

May 31st to June 3rd

(See page 8 for details!)



THE SECRET CAPTURE: U-110 and the Enigma Story

By Stephen Roskill

Naval Institute Press (Annapolis 2011) www.nip.org,
156 pp, illustrations, bibliography, index, hardcover,
US\$27.95, (USNI Members US\$18.17) ISBN 978-1-
59114-810-4.

A review by Colonel P. J. Williams (NDHQ Ottawa)

The great thing I've always found about history is that it's never static: years after the events, new evidence or documents will come to light which can often debunk various myths which have arisen since the events in question. It was with this intent in mind, to right an historical wrong, that Stephen Roskill (that's Captain Stephen Roskill, DSC, RN Ret.) wrote in his original account in 1959 of the boarding and capture of the German submarine *U-110* and its Enigma decoding machine in the North Atlantic in March 1941.

In 1957, Captain Daniel Gallery USN had written his account of the capture of *U-505*, claiming this had been the only capture of a U-boat on the high seas during the war. And so Roskill wrote this account of the *U-110*'s capture by then-Cdr A. J. (Joe) Baker-Cresswell, RN, Commanding Officer of HMS *Bulldog*. Gallery can perhaps be forgiven for making his claim, given the British had kept secret the *U-110* and its Enigma's capture, the true account being held in what Roskill referred to as "one small file" (Admiralty 1/11133 at the National Archives, formerly the Public Record Office in Kew, Surrey).

This 2011 edition of Roskill's book has been reprinted with a new foreword by Baker-Cresswell's son, and a new introduction. We learn that Cdr (later Captain) Baker-Cresswell had a wide-ranging wartime career, having fought against all the King's enemies: Vichy French, German, Italian and Japanese. He died in 1997 aged 96.

The account of the actual boarding and capture takes up a relatively small portion of the work. In order to set the events of 10 May

1941 in context, Roskill describes other wartime submarine captures (including British and Italian boats), the organization of the Allied convoy systems and the measures the Germans took to prevent the all-important 'safe and timely arrival of the convoy.'

We also learn much of Joe Baker-Cresswell himself. By 1941 he was a highly experienced officer, and one who had trained his 3rd Escort Group (EG3) to a high pitch, so that when it assumed responsibility for escorting Convoy OB 318 to North America in May 1941, it was ready for whatever the Germans could throw at it. Good thing to, as the first U-boat attacks began less than two hours after EG3 took over escort duty with OB 318 on 9 May.

Thereafter events moved very quickly: OB 318 was first attacked by *U-94*, which sank one ship, and the next day by *U-110* (under Katpitänleutenant Fritz-Julius Lemp) which quickly sank two more, and which shortly thereafter, surfaced in broad daylight. Whereupon the vessels of EG3 attacked, causing the crew to abandon the submarine.

This was then Baker-Cresswell's moment of glory: realizing the importance of capturing a U-boat and any intelligence material from her, and while also realizing the importance of maintaining operational security (OPSEC), he was quickly able to rescue some survivors of *U-110* and just as quickly secure them below decks.

This done, he was able to dispatch a boarding party under Sub-Lieutenant D. E. Balme, RN, to board the damaged sub, knowing it could sink at any time. Balme was able to bring back aboard *Bulldog* an Enigma and

other documents.

Although other Enigma materials had been captured earlier in the war from various vessels, the *U-110*'s Enigma now gave the Allies access to Germany's 'officer only' code as well as the 'shortened code.' *U-110* was then taken in tow with a view to exploiting her technological secrets, but she eventually sank before this could be achieved. Nevertheless, as Roskill writes, "...so skillfully was the seizure of *U-110* carried out, that to this day (1959) the German survivors have never discovered that their ship [*sic*] fell into our hands." Similarly, members of both Royal Navy and Merchant Navy ships' companies who witnessed the incident kept silent about what they had seen.

Balme was subsequently awarded a DSC, and Joe Baker-Cresswell received the DSO, the King remarking at his investiture that the *U-110*'s capture was "...perhaps the most important single event in the whole war at sea...".

Though written over half a century ago, I found the account of the boarding and searching the U-boat as stirring to read as it was no doubt to those who actually took part in it. I also found a floral theme somewhat coincidental and not unamusing: for OPSEC reasons the capture of *U-110* was known as 'Boarding Primrose.' HMS *Primrose* was also one of the ships in EG3. Finally, Group Captain W. H. Primrose RAF, was involved in the planning and aerial protection of OB 318. Within days of signaling of his success to the Admiralty, Baker-Cresswell received from the First Sea Lord a signal which read: "Hearty congratulations. The petals of your flower are of a rare beauty."

At the outset, I stated that history need not be frozen in time as it were. Though written of events of a different time, I found there were many useful lessons for the modern reader as regards boarding operations and OPSEC. Finally, for the scholar, they should take heart that despite the seeming unlimited access the Internet and other media give us to all the world's knowledge, there likely still remains that 'one small' file that will rewrite history.

Highly recommended.

Col Williams is Director Current Operations on the Strategic Joint Staff in Ottawa.

Answer to Schober's Quiz No. 56 on page 11...

(a) The German destroyers *Leberecht Maass* (LCdr F. Bassenge) and the *Max Schultz* (LCdr C. Trampedach). Both ships belonged to the 'Type 34' Class, displacing 2,232 tons (standard) and 3,156 Tons (full load). Their 70,000 SHP engines produced a speed of 36 knots. Main armament: 5 x 5-inch, 2 quadruple 21-inch torpedo tubes. Fitted for mine laying, capacity 60 mines. Normal complement: 283, but at the time of their loss additional personnel were embarked for use as prize crews.

(b) Heinkel He 111 medium bomber No. 1H+1M, a unit of X Fiegerkorps.¹ The aircraft was under the command of the pilot, Sgt. Jäger of the German Air Force.

In early 1940, both the Kriegsmarine (German Navy) [KM] and the Luftwaffe (German Air Force) [GAF] independently planned operations to take place on February 22nd. The aircraft would range all over the North Sea, attacking any British shipping encountered. In turn, KM Headquarters ordered the 1st Destroyer Flotilla² [1st DF] to carry out a raid during the night of 22/23 February, against a British fishing fleet on the Dogger Bank — suspected of cooperating with RN submarine operations. Any vessels encountered were to be sunk or boarded and sailed to Germany by prize crews. But — quite inexplicably — none of the various naval and air headquarters concerned thought to apprise the air and naval units involved in the operations of the vital information they could accidentally meet each other during their respective sorties.

At 1900 on February 22nd, the 1st DF formed into column to transit the swept channel leading through the defensive minefield guarding the German Bight, with *Eckholdt* leading and *Maass* bringing up the rear; distance between the ships 200 metres; course 300°, speed 26 knots.

At 1913 *Eckholdt* sighted a twin-engine aircraft flying down the length of the column of destroyers at a height of about 200 feet, evidently attempting to determine whether they were friend or foe. In turn, the ships were divided as to the nationality of the aircraft, some identifying it as German, others considering it enemy, but none opened fire. Speed was however reduced to 17 knots, so as to lessen the visibility of the ships' wakes in the bright moonlight. The unidentified aircraft nonetheless reappeared at 1921, and this time *Koellner* and *Beitzen* fired at it with their 20mm cannon, provoking return machine gun fire from the plane. There were no hits on either side, but the aircraft instantly flew out of sight, Sgt Jäger now convinced that the ships were British. He climbed to 5,000 feet and commenced a bombing run on *Maass*, the rear ship of the column. By now it was clear that the aircraft was attacking, and all ships opened A/A fire, albeit ineffectively. At 1945, four 50 kg bombs were dropped on *Maass*, one of which hit between the forward funnel and the bridge structure, causing the ship to slew to starboard and quickly lose way. The aircraft, climbing for another bombing run, disappeared from sight.

Maass reported being hit and requested assistance, which prompted all ships to reverse course to assist her, whereupon the Flotilla Commander designated *Eckholdt* to take the stricken ship in tow. But at 1958 the aircraft returned, dropping another four bombs probably on *Maass*, now dead in the water, obtaining two hits. The destroyer blew up, breaking in two. The aircraft disappeared from view, not

¹ X *Fliegerkorps* (Tenth Air Corps) was a unit specially trained for anti-shipping operations. Deployed in the Mediterranean Area from January 1941 until April 1944, it exacted a heavy toll on the British Mediterranean Fleet, sinking a sizeable number of cruisers, destroyers, sundry other warships and merchant shipping, and heavily damaging the battleship *Warspite* and aircraft carrier *Illustrious* among others.

² The German 1st Destroyer Flotilla consisted of the six 'Type 34' destroyers *Friedrich Eckholdt* (flagship of Flotilla Commander Cdr F. Berger), *Richard Beitzen*, *Theodore Riedel*, *Max Schultz*, *Leberecht Maass* and *Erich Koellner*. **Note:** Henceforth the destroyers will be referred to by only their last name (e.g. "*Eckholdt*").



TOP – Heinkel He 111; **CENTRE** – *Leberecht Maass*; **BOTTOM** – *Max Schultz*.

to reappear again.

The Flotilla Commander ordered all ships to lower boats and rescue survivors from *Maass*. But at 2004, another huge explosion lit up the night: it was the *Schultz*, which disappeared without a trace, taking all 308 of her crew with her. To this day it has not been ascertained how this unfortunate ship met her end: was she, too, a victim of Sgt Jäger's aircraft? Or did she strike a mine?

Schultz's unexplained demise badly rattled the remaining four ships of the 1st DF, causing great confusion and alarm: all of a sudden ships began detecting British submarines and seeing torpedo tracks everywhere. *Riedel* dropped a pattern of depth charges while still gathering way, suffering heavy shock damage. *Koellner* got underway, working up to full speed with her motorboat lowered in the water but still hooked on to the falls, capsizing it and killing all onboard. In view of the prevailing submarine scare, Flotilla Commander Berger called it quits at 2036, ordering his depleted flotilla to cease rescue work, hoist their boats and steer for home. Survivors from *Maass* still in the water were left to their fate, none surviving.

The Board of Inquiry, convened aboard the heavy cruiser *Hipper* on February 23rd, reached the obvious conclusion the disaster was largely due to the failure of both the relevant GAF and KM Staffs to inform their operational units of each others' presence in the same area. But surprisingly — considering the scope of the disaster and heavy loss of life — no-one was held accountable. Postwar analysis of the incident revealed there had been no British submarine activity in the area at the time. However, during the night of 9/10 February — ten days before the incident — HM Ships *Intrepid* and *Ivanhoe* had laid mines in the vicinity of *Schultz*'s loss. Moreover, due to a combination of weather and other factors, the swept channel through the German minefield had not actually been swept subsequent to the aforementioned mine-lay, giving rise to the possibility that during the confusion attending the bombing of *Maass*, the *Schultz* may have struck a British mine.



Cdr John Francis McGuire, CD** RCN (Ret.)

A short gardener's shovel with a plaque fastened to the handle was one of the many mementos on display at a weekend reception for the late Jack McGuire, 86, of Halifax, a legendary Canadian military band leader, composer and arranger.

Dozens of friends and colleagues joined Jack's family at the Bedford Branch of the Royal Canadian Legion to remember the life of a man who had touched hundreds through music and a naval career of sixty-three years. Commander John E. (Jack) McGuire, CD, LRAM, passed away November 26th, 2011 at Camp Hill Veterans Memorial Hospital following a three-year battle with cancer.

On either side of the small suburban Legion hall were tables lined with dozens of photos of Jack and his family, Jack as a young sailor, Jack as a petty officer, then chief petty officer, then commissioned officer and on and on. There were photos of Jack and his bands on parade, in concert, on board ship, on the jetty waiting to welcome a ship, or bid a ship farewell.

There was his commissioning scroll of 1963, signed by the Right Honorable George P. Vanier, the Governor General, and the Honorable Paul Hellyer, Minister of National Defence.

Nearby were other photos of Jack and his beloved Vi, who predeceased him in 2009, and daughters Linda and Debbie at Christmas, on summer holidays and other family events. Smiles abounded.

There were stacks of fading, black and white photos of him in his early days as a navy bandsman during the Second World War; of the ship's company of the cruiser HMCS *Ontario* in the Pacific in 1945; on leave in Malta or Panama; on the aircraft carriers *Warrior* and *Magnificent* and in the musty-looking band-rooms of *Stadacona*, *Shearwater* and *Cornwallis* in the 1940s, 1950s and 1960s.

Then there were the dozens of formal and informal photos of Jack and friends, and his grateful musicians of all ages, in the Nova Scotia tattoos from 1979 to 2007. There too, were small pieces of paper with his characteristic scrawl with everything

from program notes to cues, to ideas for music and handwritten musical passages, that were found typically in his back pocket 'filing cabinet.'

On the other side of the room were binders full of official commendations from Canadian and international military authorities for Jack's many years of outstanding contribution to band musicianship in Canada and around the world.

One was a heartfelt thank you from the late Admiral Andy Collier, DSC, CD, RCN (Ret), who thanked Jack and the National Band of the Naval Reserve for the outstanding music that was played for him at Victoria, BC, during the summer of 1985, the last show during the Canadian Navy's 75th anniversary cross country tour.

"Damn you Jack McGwire," Admiral Collier wrote, underlining the words to reinforce his praise to Jack and his huge band for their rendition of the naval Sunset Ceremony which had moved Admiral Collier and his wife Betty, to tears.

Still another set of binders filled with certificates of appreciation and letters of commendation as well as prominently displayed plaques and photos from the Royal Nova Scotia International Tattoo, an annual summer event in Halifax that attracts tens of thousands. Jack retired as principal director of music and composer/arranger for the Tattoo in 2007, concluding a twenty-eight year involvement with the production that began with the first Nova Scotia Tattoo in 1979, that was presided over by Queen Elizabeth, The Queen Mother.

There too, was the 1990 national award from the Canadian Band Association which 'The Boss' had received in recognition of his promotion, growth and development of the musical, educational values of bands throughout Canada.

Looking at the many assorted letters and certificates, the viewer was left with a mute sense of pride, achievement and humility that Jack must have felt on receiving them on behalf of the many musicians he led and inspired over so many years.

On another table, near the Legion's well worn dance band stage, were his medals and three admiral's commendations, his two officer's caps and even his well used baton. Occupying pride of place just below the baton was a little black framed box containing a thank you card and a hand-beaded poppy made specially for him by two talented Nova Scotia native women during Veterans Week 2011. The note said:

"Dear Jack: This poppy is for you this Remembrance Day 2011. Thank you."



LCdr Cliff Graydon Chaulk, CD*, RCN (Ret)

It is fitting that Cliff has asked that his family hold a reception at the *Bytown* Mess to his remembrance.

Although I first met Cliff when we were shipmates in 'Maggie,' it wasn't until my first posting to Ottawa in

1977 that our friendship grew. I remember that it was with some apprehension that I made my first visit to the mess in May of that year. I need not have worried as the first person I ran into at the top of the stairs was Cliff. His welcome was very genuine and he bought me my first beer.

Over the years Cliff took it on his own to ensure that anyone who came to the mess and appeared a bit lost would be made to feel welcome. He believed in the brotherhood engendered by the mess, and I for one, became one of his supporters.

Much of the warm affection felt by many of you towards Cliff stems from being made welcome there in the same manner as I was. For years he was a permanent fixture at the top of those stairs, so much so that many of us thought that a plaque in his honour should have been embedded in the floor on the spot where he stood as a welcoming committee of one for so many years.

When I retired in 1980, Cliff was already on his next brotherhood adventure. He was a firm believer in an active association of retired naval officers. I was soon to learn all about the NOAC and guess who was the Branch Membership Chairman at the time ... Cliff Chaulk. Well, it wasn't long before I was recruited along with many others while he was responsible for expanding the branch membership. Under him the membership grew by over a hundred. He went on to be President of the Branch where he was instrumental in raising the funds for the initial printing of Volume One of *Salty Dips*. Cliff later went on to be National President of the NOAC.

Cliff also spent many years on the Mess Committee. I know of at least three multi-year stints that he did and there may have been more. He was instrumental in setting up at least two mess subcommittees that I'm aware of: The History of *Bytown* Committee and the Elevator Committee. It is a fitting tribute to him that both committees achieved their objective. Cliff entered the realm of the 'Sea Gulls' very early in his mess life and once more continued in his recruiting ways which assured the growth and survival of that 'institution.'

In the last few days, Admiral Paul Maddison was waiting for a call for a convenient time to visit Cliff and present him with the Chief of Maritime Staff Commendation for his outstanding work in support of *Bytown* over the years. It will now have to be presented posthumously. I can't recall any other mess member ever recognized in such a special way.

We thank you Cliff and we will miss you.

Obituaries

Compiled by Pat D. C. Barnhouse
Obituary Editor

♦ Cdr(SB) John Claude BONNEAU, CD* RCN (Ret)

Ottawa Br., 86 in Merrickville, ON 19/12/11. Srv'd. RCNVR in WWII. Jn'd. RCN(R) as A/Lt(SB) 30/08/54, thence tsf'd. RCN and confirmed Lt(SB) 20/09/55. Prom. LCdr 01/01/65 and Cdr 01/07/69. Srv'd. as Information Officer in *Bytown* and *Stadacona* (staff FOAC). Ret. in '74. Civ. career in DOT as Sen. Info Officer. [Citizen, PDCB]

♦ LCdr Clifford Graydon CHAULK, CD*, RCN (Ret)

Ottawa Br., 79 in Ottawa 16/12/11. Jn'd. RCN(R) as Cdt in *Cabot* 21/03/50, tsf'd. RCN in *Cabot* as A/SLt 19/09/51, thence *Ontario* 09/51 and *Antigonish* 01/53. Prom. SLt 01/09/53, thence *Ontario* 12/53, fl'd. by RN for subs trg. 12/53. Prom. Lt 01/01/55, fl'd. by *Magnificent* 07/55, *Fundy* 11/56, *Gatineau* 02/59, *Cataraqui* (Staff0) 08/60 and *Kootenay* 10/62. Prom. LCdr 01/01/63,

All these were honoured in their generations,
and were the glory of their times.
There be of them, that have left a name behind them,
that their praises might be reported.

Apocrypha – Matthew 23:7-8

fl'd. by *Patriot* (COND) and NDHQ. Ret. in '76. Civ. career in DND with hydrographic services. President Ottawa Br. 1982-84, National 1991-93. Bronze Med. ('82), Silver ('92) and Gold ('94) Medallions. [AW, *Citizen*, PDCB] (See 'Tribute' on opposite page.)

◆ **LCdr the Rev. William Lovell HOWIE, CD*, RCN (Ret)**

NOAVI in Victoria 31/10/11. Jn'd. RCN(R) as Cdt in *Chippawa*, prom. SLT 01/09/52 and to Ret. List '53. Jn'd. RCN as CHAP CL II 24/01/59, thence *Cornwallis* 07/62, 7th Escort Sqn 03/65 and *Bonaventure* '67. Also srv'd. at RMC. Prom. LCdr 01/07/69 and ret. in '82. Returned to United Church ministry serving Vancouver Island region, including coastal aboriginal communities. [RT, *Times Colonist*, PDCB]

◆ **Capt(ND) Mark William MAYO, CD**, RCN (Ret)**

NSNOA, 88 in Halifax 02/11/11. Jn'd. RCN as Cdt 01/09/41, thence RN for trg. and prom. Mid 01/05/42 and Lt 01/08/44. Srv'd HM Ships *Nelson* and *Tumult*. Jn'd. *Iroquois* late '44, fl'd. by *Ontario* '45, *Naden* 05/46, then RN for 'ND' trg., *Stadacona* 01/49 and *Bytown* 11/51. Prom. LCdr(ND) 01/05/52, thence *Haida* (XO) (Korea) 10/53, *Bytown* 09/55 and *Bonaventure* 11/57. Prom. Cdr(ND) 01/01/59, fl'd. by Staff O Ops CANCOMFLT 10/59, *Stadacona* (OIC Ops Div) 03/60, *Saskatchewan* (i/c) 02/63 and *Bytown* 01/65. Prom. Capt(ND) 01/07/66. Also srv'd. as first CO Preserver and at NATO HQ. Ret. in '77. Post retirement srv'd. as Convoy Cmdr and as Master Attendant with QHM Hfx. [SR, *Chronicle Herald*, PDCB]

◆ **Cdr John Francis MCGUIRE, CD**, RCN (Ret)**

NSNOA, 86 in Halifax 26/11/11. WWII RCNVR, thence RCN Band Branch in '45. CFR'd as CMD O 17/04/63, thence *Cornwallis* 08/63. Prom. Lt 01/01/66 and LCdr 01/07/73. Srv'd. as Director of Music for several bands culminating with the *Stadacona* band. Ret. in '75 and jn'd. Naval Reserve as SO/Director of the Naval Reserve Band. Prom. Cdr in the Reserve. Ret. from Reserve '87 and thence Director and Arrange for Royal NS Tattoo. Bronze ('81) and Silver ('91) Medallions. [SR, *Chronicle Herald*, PDCB] (See 'Tribute' on page 25.)

◆ **LCdr(A/E) John Richard MOSS, CD**, RCN (Ret)**

Ottawa Br., 80 in Ottawa 27/11/11. Jn'd. RCN 12/48 and CFR'd as CMD O 01/05/62, thence *Cornwallis*, *Donnacona* and *Shearwater* (VU-32). Prom. Lt 01/01/65, fl'd. by *Shearwater* (NAMS) and exch'g. with "RN at RNAS Lee-on-Solent in '67 [now designated Capt(AERE)]. Prom. Maj(AERE) 01/01/69, thence NDHQ fl'd. by CFSC in '70, NDHQ in '71, CFB Toronto (Staff CFCSC then 307

TSD), RAF on exch'g. '77 and NDHQ (NATO AEW Project then Sea King Replacement Project) in '80. Ret. in '81. Civ. career in defence industry. [JW, *Citizen*, "Canada's Naval Aviators"]

◆ **Lt William Erskine OGDEN, RCN(R) (Ret)**

Toronto Br., in Picton, ON 23/11/11. Jn'd. RCN(R) as Cdt at York 01/10/48, prom. SLT 06/02/50 and Lt (15/03/52). To Ret. List in '53. [FM, *Globe & Mail*, PDCB]

◆ **LCdr Alan ROWLEY, CD*, RCN (Ret)**

NOAVI, 85 in Abbotsford 06/10/11. Srv'd. RN WWII. Jn'd RCN in '54, CFR'd as CMD O 15/04/65 and prom. Lt 15/04/67. Srv'd. in security positions. Ret. in '75. Post retirement worked with BC Ferries. [RT, *Times Colonist*, PDCB]

◆ **LCdr Anthony Herbert Murray SLATER, CD*, RCN (Ret)**

NOAVI in Victoria 15/08/11. Jn'd. RCNR as Mid 25/04/41, thence *Rayon d'Or* 06/42 and *St. Clair* 10/42. Prom. SLT 12/01/43, fl'd. by *Orkney* 07/44 and prom. Lt 12/01/44. Tsf'd. RCN '45, thence *Uganda* 09/45, *Naden* 11/46 and *Discovery* (Staff O) 09/48. Prom. LCdr 12/01/51, thence *Swansea* (XO) 01/52, *Fundy* (i/c) 03/54, *Cornwallis* 05/56, *Patriot* (COND) 03/58, *Naden* 09/61 and QHM Esquimalt 04/64. Ret. in '68. [TS, PDCB]

◆ **A/Lt(E) Donald William TREBLE, RCN(R) (Ret)**

Ottawa Br., 79 in Ottawa 30/10/11. Jn'd. as Cdt(E) 15/01/50 at *Chippawa*, prom. SLt(E) 01/07/52. Tsf'd. *Discovery* 10/55 and prom. A/Lt(E) 24/06/57. To Ret. List '59. Civ. career in industry and government. Bronze Medallion ('71 whilst member Montréal Branch). [PDCB]

◆ **LCdr Laurence Jack Colver WALKER, CD*, RCN (Ret)**

NOAVI, 88 in Victoria 16/10/11. Jn'd RCNVR in '43, commissioned SLT 26/03/44, srv'd. RN and prom. Lt 26/02/45. Tsf'd. to RCN in '45 and cont'd. with RN. Thence *Prevost* (Staff O) 08/48, *Stadacona* (JOLTC Cse.) and *Cornwallis* 07/52. Prom. LCdr 26/03/53, thence *Iroquois* (XO) 03/54, *Bytown* (Flag LCdr) 01/56, *Bytown* (DNOR) 08/60 and *SACLANT* 11/62. Ret. in '66. Civ. career in diplomatic service. [AW, *Citizen*, PDCB]

◆ **LCdr Edith Joan WILLIAMS, CD, RCN(R) (Ret)**

Winnipeg Br., in Winnipeg 25/11/11. Jn'd. WRCNS in '45. Prom. A/SLt(W) RCN(R) 25/06/56 at *Queen*, thence A/Lt 25/06/56. Tsf'd. *Chippawa* '57 and prom. LCdr 22/04/63. Admin Ass't. to Dean Dentistry School, University of Manitoba. [GCM, *Winnipeg Free Press*, PDCB]

In Memoriam (non members)

◆ **LCdr Ensle Leon ADERSON, CD**, RCN (Ret)**

93 in Mississauga, ON 04/12/11. Jn'd. RCN as Boy Seaman in '36 and srv'd. in WWII and Korea. CFR'd as CMD GNR 02/05/53, prom. Lt* 01/04/58, later Lt 01/04/56 with "star removal" and LCdr 01/01/65. Srv'd. Cayuga, *Cornwallis*, *Chaudière*, *Fort Erie* and *Crescent*. Ret. in '68. [DM, *Toronto Star*, PDCB]

◆ **Lt(P) Allen Russell BURGHAM, DSC, Mid, RCN(R) (Ret.)**

91 in Kingston, ON, 10/11/11. WWII service in RNZNVR as pilot. Jn'd. *Cataraqui* in '52 as Lt(P) (sen. 10/02/52) and srv'd. as CO VC-921 Sqn. Ret. in '60. [JC, *Whig Standard*, PDCB]

◆ **SLt Marion COGDEN (nee REDFERN), WRCNS (Ret.)**

90 in Toronto 17/12/11. SLT 12/08/44 and srv'd. *Captor*. Rls'd. in '45. (Widow of Nibs Cogden.) [AW, *Globe & Mail*, PDCB]

◆ **Lt Cecil Thomas DACRE, CD**, RCN (Ret)**

71 in Ottawa 03/12/11. Jn'd RCN in '57 and CFR'd as Lt 03/04/89. Srv'd. in SUPRAD and ret. in '94. [Citizen, PDCB]

◆ **Lt(L) Eldridge Arthur DILLON, RCNVR (Ret)**

96 in Liverpool, NS 30/09/11. Jn'd. in '43 and prom. Lt(L) 13/03/44. Srv'd. in *Bytown* and rls'd. in '45. [Chronicle Herald, PDCB]

◆ **SLt Stanley DODDS, RCNVR (Ret)**

Jn'd RCNVR in '43 and prom. SLt in '45. Srv'd. *Cornwallis* and rls'd. in '45. [SR, *Chronicle Herald*, PDCB]

◆ **LCdr (Ret) Charles Frederick Davis EDWARDS, CD* CF**

60 in Halifax 05/11/11. Jn'd. RCN in '67, attended RMC and prom SLt 05/75.

Lt 01/01/78 and LCdr 01/01/84. Diving specialist and ret. in '95 as CO Fleet Diving Unit Atlantic. [SR, *Chronicle Herald*, PDCB]

◆ **Inst LCdr Lorne Daniel HAMILTON, RCNVR (Ret)**

100 in Montreal 26/11/11. Jn'd. in '42 at Montréal Division as Prob. SLt(SB) and prom. Inst Lt 26/10/42. Srv'd. *Donnacona*, rls'd. in '45 and prom. Inst LCdr on Ret. List. [AW, *Globe & Mail*, PDCB]

◆ **Cdr(P) Hubert James HUNTER, CD*, RCN (Ret)**

91 in Ottawa 15/11/11. Jn'd. RCNVR in '39 and comm. SLT 01/05/41, thence Lt(P) 01/05/42 and A/LCdr(P) in '45. Tsf'd. RCN in '46 as Lt(P), prom. A/LCdr(P) 01/07/49 and confirmed LCdr(P) 01/05/51, thence prom. Cdr(P) 01/07/54. Srv'd. *St. Laurent*, *Royal Roads*, *Kings*, various RN, RCAF and RAF establishments and squadrons, *Bytown*, *Magnificent*, *Shearwater*, *Stadacona*, *Micmac* (XO), *Niagara* (USN Naval Air establishments), *Bonaventure* and *Resolute* (i/c and Cdr Minesweeping Sq.). Ret. in '63. [AW, *Citizen*, "Canada's Naval Aviators."]

◆ **LCdr(E)(A/E)(P) Joseph McMULLEN, CD*, RCN (Ret)**

94 in Port Hawkesbury, NS 27/11/11. WWII RCAF, tsf'd. RCN in '46. CFR'd as CMD ENG(A/E) 18/09/52, prom. Lt(E)* in '53 and designated Lt(E)(A/E)(P) in '58. Then LCdr(E)(A/E)(P) 01/01/64. Srv'd. *Shearwater*, *York* and *Bonaventure*. Ret. in '67. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]

◆ **LCdr(SB) Joseph McMULLEN, CD*, RCN (Ret)**

92 in Amhurstview, ON 22/11/11. SLT RCNVR 02/03/42, prom. Lt 03/43 and srv'd. *Bytown* and *Lethbridge*. Rls'd. in '45. Jn'd. RCN 10/48 as Lt(SB) and prom. LCdr(SB) 01/07/52. Srv'd. *Bytown*, *Churchill* (XO), *Coverdale* (i/c) and *York*. Ret.

in '64. [AW, Citizen, PDCB]

♦ **Lt(MT) Edith Frances MERKLEY, CD*, RCN (Ret)**

92 in Halifax 13/11/11. Jn'd. RCN as SLt(MT) 31/01/51 and prom. Lt(MT) 31/01/53. Srv'd. Stadacona and Niagara. Ret. in '73. [SR, Chronicle Herald, PDCB]

♦ **Cdr(P) Vincent John MURPHY, CD*, RCN (Ret)**

88 in Delta, BC 30/09/11. Jn'd. RCN as Cdt 01/09/41, prom. Mid 01/05/42, SLt 01/05/44, Lt(P) 01/07/44, LCdr(P) 01/07/52, Cdr(P) 01/01/59 and A/Capt(P) 01/02/66 (Attaché duties). Srv'd. RNC Dartmouth, HM Ships Nelson, Tumult and Glenarm, Qu'Appelle, various RCAF stations and RN air stations for pilot trg., Magnificent, Niagara, Shearwater, Crusader (XO), Sussexvale (XO and i/c), Bytown, Venture, Nootka (i/c), Crescent (i/c), RN Staff College and Attaché to Scandinavia. Ret. in '70. [AW, Globe & Mail, "Canada's Naval Aviators."]

♦ **Lt(CE) Harold Abbott NIGHTINGALE, RCN (Ret)**

77 in Ottawa 30/10/11. Jn'd. Bytown as A/SLt(CE) 01/06/57, prom. Lt(CE) 01/07/58 and rls'd. in '60. [AW, Citizen, PDCB]

♦ **LCdr(P) Robert Lionel ROGERS, CD*, RCN (Ret)**

81 in Toronto 24/11/11. Jn'd. RCN in '48, CFR'd as Mid 01/06/52, prom. A/

Stt 24/07/53, SLt(P) 01/07/54, Lt(P) 16/02/56 and LCdr(P) 01/01/69. Srv'd. Cornwallis, Quebec, RCAF and RN for pilot trg., York, Shearwater, Bonaventure and Bytown. Ret. in '73. [DM, Aurora Era Banner, "Canada's Naval Aviators."]

♦ **Lt John Stuart STEPHEN, RCNVR (Ret)**

94 in Toronto 23/11/11. Jn'd. as Prob SLt in '43 and prom. Lt 24/06/44. Srv'd. Kings and ML 109 (i/c in '45). Rls'd. in '45. [AW, Globe & Mail, PDCB]

♦ **Surg Capt Ian Douglas THOMPSON, CD**, RCN (Ret)**

65 in Halifax 24/09/11. Jn'd. RCN as Cdt 01/09/63 at Brunswick, prom. SLt 01/05/67 and Lt 01/05/70. Attended medical school and reclassified Surg Lt, prom. Surg LCdr 01/01/76, Surg Cdr 01/01/81 and Surg Capt 01/01/89. Ret. in '97. [SR, Chronicle Herald, PDCB]

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The Little Known Navy

'Some long forgotten stuff for your personal enjoyment and edification...'

By Fraser McKee

The first RCNVR Half-Companies

In 1969, some Reserves in HMCS *York* in Toronto arranged to have a commemorative plaque mounted by the city's Historical Board to mark the location and date of the first half-company of the RCNVR in April 1923. With buildings being replaced over the years and new property owners, by 1988 the original plaque had disappeared ... no one knew where. So, as a contribution to the Canadian Naval Centennial in 2010, I took on the very local task of finding and/or replacing the original plaque. The original was eventually found, after seven months, in a long-forgotten storage cupboard and, of considerable interest to the City, was its 'Historic Plaque No. 1,' as cast into the plaque.

So, on September 3rd, 2010, a rededication ceremony was performed with the enthusiastic participation of Heritage Toronto, currently serving naval reservists from *York*, and the new building owners on the old site, the Bank of Nova Scotia (see: Vol. VII, No. 52, *Autumn 2010 "Starshell,"* p.14).

This in turn leads us to ask how many of the original cities and current Naval Reserve ships have arranged such a marker in their locations? And if not, why not, or why not now? It may take a year or more to accomplish, but the respective cities' historical boards tend to be strong supporters; current owners may take some convincing!

Meanwhile, from my first book in 1973 entitled "Volunteers for Sea Service," [Houston's Standard Publications, Toronto 1973] the following are the initial twelve 1/2 companies that started the whole affair in 1923, where Reserves still exist today:

Montréal	March 14th, 1923
Hamilton	March 15th
Winnipeg	March 19th
Ottawa	March 21st
Edmonton	March 27th
Calgary	April 1st
Toronto	April 10th
Québec	April 21st
Saskatoon	April 27th
Saint John, NB	June 20th
Regina	June 26th
Charlottetown	September 14th

The dates are those of the appointment of the first Commanding Officers, since the divisions were not at first commissioned. The location may take a bit of local research as there assuredly won't now be many survivors of those early days. As King George VI messaged to the D-Day invasion fleet ... **PRESS ON!**

'Pay Bob' Tales

Serving, if memory serves me correctly, as a Reserve lieutenant taking my sea phase of a long TAS course in HMCS *Nootka*, I encountered Lt or LCdr(S) Jean-Paul 'Johnny' Jordan as the ship's Supply Officer. He was quite a gourmet both in the cooking and even in writing about it, for I heard he'd had at least one book published. We were served most starting meals in the wardroom. One meal I recall

was some form of ground, carefully spiced or flavoured meat wrapped in cabbage leaves wrapped in newspaper and slowly cooked in an oven. It tasted quite fine, but we were a bit put off by the news of the day printed on the outside of the pale cabbage leaves to be eaten. Desserts were often restaurant style single serving treats, not the usual 'figgy duff'!

As a reservist, I also had to take on the wardroom wine store muster over a weekend. What a revelation! Not your usual "12 cases of rum, Lambs; 3 cases of sherry, Ontario; 5 cases brandy, Quebec" and so on. There were single and two-bottle, straw-wrapped wines from Madiera; half cases of the finest French burgundy; 3 bottles Châteauneuf-du-Pape; 2 bottles brandy (dusty), a name I'd never heard of, 1951; VSOP, 1 bottle brandy, Seven Star, Greek, Metaxa and so forth. It took us — a Supply Petty Officer and myself — the best part of a week to take inventory, about five pages of listed items. I once asked him, "what about some good and old Sandeman's Portugese brandy?" "Fisherman's brandy!" he responded with disgust. It was a revelation, the whole encounter!

And finally this issue, a story apocryphal ... I've tried to trace it and even got some leads back possibly into the US Navy with a Canadian serving there.

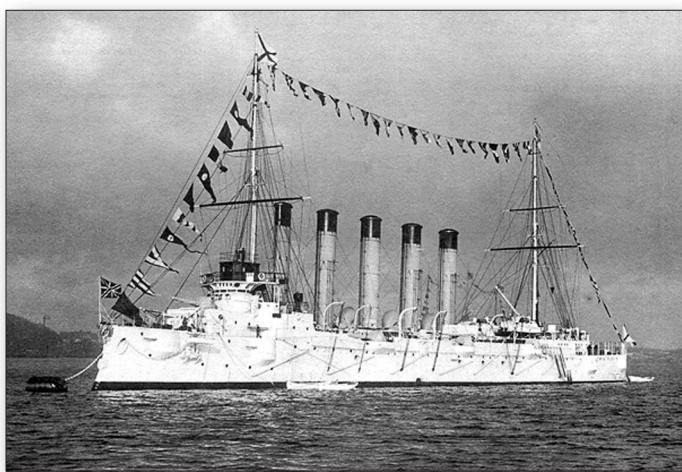
A certain Supply Officer's cabin backed onto that of another ship's lieutenant. Correctly, the SO's safe was bolted to the shared wall of the two cabins, and in which was a considerable sum of money. The other officer then noted that the nut had fallen off one of the securing bolts, allowing it to become loose, and so withdrawn into his cabin. So he took a pea-shooter and blew into the still well-locked safe opposite, a couple of peas.

Said Supply Officer found the peas, was puzzled, but just discarded them. The exercise was quietly repeated a few days later, only more peas this time, maybe a dozen. Now concerned, the SO removed everything from his safe finding nothing, and not noticing, under a shelf, the missing bolt and its hole, carefully blocked from the opposite side. He then returned all supplies and the money. Next day the culprit blew in about 100 peas, causing almost a nervous breakdown of the SO!

Obscure & Offbeat Naval Oddities

By J. M. Thornton

Askold ~ the 'Packet of Woodbines'



Built at Krupps' Germania yard from 1899 to 1901, the Russian protected cruiser *Askold* was one of a kind. Her most distinguishing feature was her five funnels, a peculiarity that caused her to be nicknamed the 'packet of woodbines' by British sailors (after the then-popular brand of cheap cigarettes). In an age when the number of a warship's funnels was considered tantamount to power, *Askold* provided a most formidable appearance! Of 6,500 tons displacement,

she was armed with twelve 6-inch guns and her three screws could afford her a top speed of 23 knots.

Askold had a very ubiquitous, and sometimes mysterious, career which began with her assignment to the Russian Far East Squadron at Port Arthur in 1903, before the outbreak of the Russo-Japanese War. As the flagship of a cruiser division of six ships, she wore the flag of Rear Admiral Reitzenstein.

In February 1904, after hostilities commenced, the Japanese fleet under Admiral Togo, arrived off Port Arthur to provoke the Russians into leaving harbour. A bombardment ensued and the Japanese armoured cruisers *Iwate* and *Tokiwa* fired upon the *Askold*. Two weeks later the *Askold*, accompanied by two other Russian cruisers, sortied from Port Arthur but were intercepted by the Japanese Third Division (Rear Admiral Dewa) and cut off. A 12-inch shell struck *Askold* and two of her guns were put out of action before she was able to return to the relative safety of Port Arthur. In March she figured in another skirmish when she emerged to support two Russian destroyers which had been accosted by Dewa's waiting cruisers. She returned unscathed but, in a subsequent Japanese bombardment, *Askold* suffered several casualties. In April she took part in yet another minor engagement with the Japanese forces which had laid a minefield outside Port Arthur sinking a Russian destroyer. Again, she and her consorts were confronted by the Japanese Third Division and retired to Port Arthur.

When Port Arthur was attacked by the main Japanese fleet in August 1904 (in what became known as the Battle of the Yellow Sea), the Russian Fleet reluctantly steamed out to meet them but, after some initial successes, was severely mauled, most of the Russian ships limping back to Port Arthur where they remained bottled up for the duration. *Askold*, however, after a skirmish with Japanese destroyers, managed to slip away to refuge at Shanghai, where she was interned. In 1905, at the termination of hostilities, she was returned to the Russians.

After her release, *Askold* was initially based at Vladivostok where she joined the 'Siberian Flotilla' but was later transferred to the Black

Sea where she remained until shortly before the outbreak of the Great War when she was one of the last ships to transit the Dardanelles, east to west, before Turkey declared war. She was next heard of in 1914 “escorting Allied transports and pursuing enemy raiders” in the Indian Ocean as part of the Allied pursuit group which was seeking Spee’s Pacific Squadron, and then she showed up in the Mediterranean theatre. In December, commanded by Capt Sergey Ivanov, the *Askold* shelled the Turkish coast on several occasions including Urla on the 7th and Beirut on the 16th when the German steam *Peter Rickmers* was sunk. The previous day she had captured the Turkish transport *Haifa*, and early the following spring the cruiser joined the newly formed British-French fleet at the Dardanelles and took part in the Gallipoli campaign where, in the course of her duties she steamed nearly 17,000 miles. She shelled the Turkish forts at Gallipoli and on April 26th anchored alongside the British flagship HMS *Queen Elizabeth* off Cape Helles. As the only Russian unit in the Mediterranean area, she was entirely dependent on the support of the Royal Navy. After further service she was ordered to Toulon, France, for repairs and thence transferred again — this time to the newly formed Russian Arctic Flotilla.

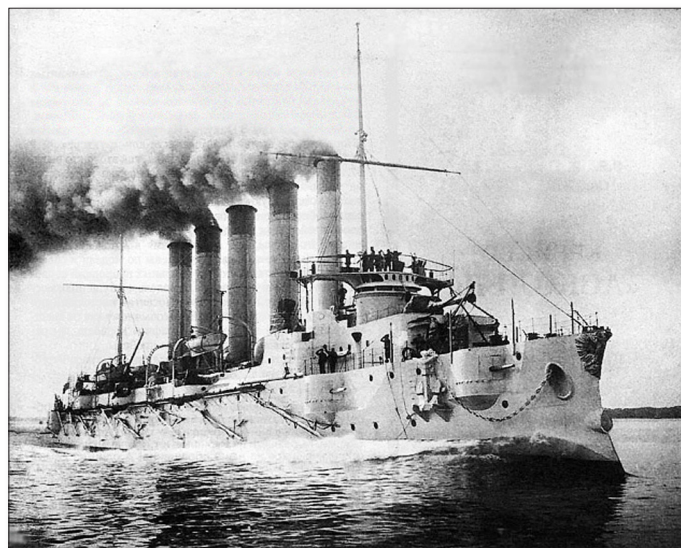
By late 1916 she was reported based at Murmansk as a major unit of the ‘scratch built’ Arctic Flotilla, but turned up in the spring of 1917 at Devonport, England, evidently for a much needed refit. A week after she arrived the Russian Czar was deposed and the cruiser hurriedly left the dockyard, the majority of the crew reputedly having declared themselves ‘royalists.’ She proceeded back to Murmansk where units of the Royal Navy were in control including the old battleship HMS *Glory*, acting as guard ship and ‘Senior Naval Officer.’ The destroyer HMS *Martin* had escorted her from Devonport as far as Greenock and the *Askold* arrived at her destination over a week later.

News of the Russian revolution reached the *Askold* while she was alongside at Murmansk and her captain took the precaution of casting off from her wooden jetty and anchoring close to the cruiser HMS *Iphigenia*. The British sailors witnessed several gatherings on her fore-castle deck where various individuals, standing on the capstan, harangued the Russian sailors and it was soon evident the revolutionaries were in control. Two officers were reported murdered and a ‘sailors’ council’ formed. The British were unable to intervene because of an agreement with the Kerensky government, and could only stand by and keep the Russian ship under observation.

The captain was sent to Petrograd under guard for trial by a Red tribunal and the ship weighed anchor and returned to the jetty where unloading stores took place under some sort of shore authority (according to the British*). It was learned that most of the officers had been murdered or removed but the ship remained at the jetty, ‘stagnant and rotting’ even though the revolution had not yet reached the impoverished people living ashore.

By August 1918, the Kerensky government had fallen and the Royal Navy thereby seized the

*Captain Augustus Agar, RN



A view of *Askold* underway, date unknown.

Askold in order to forestall her capture by the Bolsheviks. She was commissioned HMS *Glory II* (for postal reasons) and, after being made seaworthy, was employed transporting British soldiers to nearby ports and then to Arkhangelsk (with the Russian flag still oddly flying), and then back to Murmansk where the White Ensign was hoisted. Further repairs were made and it was noted by one of her British crew members that, “coffins were made onboard for American and a few British soldiers who had died during the flu epidemic which had broken out.” Christmas was spent at Murmansk. At Easter, she departed Murmansk and steamed to the Clyde where she was employed as an accommodation/depot ship. En route she stopped at a small Scottish port to take on coal before proceeding up the River Clyde to Dunbarton. She was subsequently laid up at Gareloch under the name *Glory IV* (from August 3rd 1918 to March 1919). In 1920 she was returned to the Russian government and scrapped (some sources say she was scrapped in Britain, others in Germany).

Askold had seen action in five oceans, had endured internment, served under two flags, suffered enemy gunfire, witnessed murder, and had been the scene of revolution and mutiny.

Thus ended the extraordinary career of the ‘Packet of Woodbines.’

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