

# Starshell

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

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Magazine nationale de L'Association Navale du Canada

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# Starshell

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National Magazine of The Naval Association of Canada  
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## ON OUR COVER ...

The lead vessel of the RCN's Orca-class training tender and patrol vessels – *Orca* – is seen as she was sailing in the Gulf Islands in support of naval officer training on August 4<sup>th</sup>, 2007. The class of eight including *Orca* (PCT 55), *Raven* (PCT 56), *Caribou* (PCT 57), *Renard* (PCT 58), *Wolf* (PCT 59), *Grizzly* (PCT 60), *Cougar* (PCT 61) and *Moose* (PCT 62), are all based on the West Coast. The vessels were purchased as a replacement for the 1950s-era wooden-hulled YAG 300 class training tenders. They are based on the Royal Australia Navy's training vessel *Seahorse Mercator*, itself a derivative of the Australian-designed Pacific-class patrol boat. They have a displacement of 210 tonnes, are 33 m (108 ft) in length and a beam of 8.34 m (27.4 ft) with a draft of 2.6 m (8.5 ft). They are capable of 20 knots and have an endurance of 660 nm. Propulsion is provided by two Caterpillar 3516B marine engines. They can accommodate a maximum of 24 crew members. (Photo: Wikipedia)

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# Plan now to attend the 2013 NAC AGM in Beautiful Victoria, BC!

Thursday, June 6<sup>th</sup> to Sunday, June 9<sup>th</sup>, 2013  
At the Inn at Laurel Point

ON TRACK FOR NAC AGM IN VICTORIA – If you haven't already done so, we recommend you mark your calendar for the NAC AGM which will be held in Victoria, BC, June 6<sup>th</sup> to 9<sup>th</sup>, 2013.

The Naval Officers Association of Vancouver Island (NOAVI) looks forward to welcoming you to Victoria – the City of Gardens. Building on the successful format from the 2012 AGM in Ottawa, a full day conference will be held on Friday, June 7<sup>th</sup> entitled "ASIA PACIFIC: IT'S IMPACT ON THE RCN."

All of the usual events and activities associated with NAC AGMs will be featured in Victoria next June. And there is much more. We are building a very exciting partners program featuring a local winery tour with tasting and lunch and, as well, a tour of Victoria's historic Chinatown.

You might wish to consider planning a holiday around the AGM. There are many options whether it is a trip to Seattle via the high speed catamaran VICTORIA CLIPPER, or a cruise aboard the GOLDEN PRINCESS from Seattle to Alaska following the AGM.

To make vacation planning easier, the conference rates we have arranged at the Laurel Point Inn located in Victoria's Inner Harbour will be available three days before and three days following the conference dates. For those contemplating the Alaska Cruise, we have arranged the conference rate at the hotel on their return to Victoria.

Please watch our website for registration details before the end of the year. We look forward to seeing you next summer!

♦ More Information at: <http://www.noavi.ca> or email [NACconf2013@gmail.com](mailto:NACconf2013@gmail.com) ♦



## Naval Affairs ~ a NAC Responsibility

Last issue I wrote about NAC's responsibility to protect and promote our naval heritage. Thanks to our increasingly robust Endowment Fund and thanks to your support, we have been accelerating our promotion of our naval heritage through the allocation of \$24,000 to heritage projects across Canada. Looking forward to promoting our heritage we are providing \$5,000 (matched by the RCN Benevolent Fund) in scholarships to Sea Cadets for their education. And, we have embarked on a program to enlighten Canadians on the value and necessity of a capable navy through annual naval conferences. Last year's conference in Ottawa was a major success and set the course for subsequent annual conferences. Bringing together politicians, bureaucrats, industry, the RCN and our membership to discuss current naval issues is a most worthwhile undertaking.

This issue I wish to highlight our second conference to be held in Victoria, BC on Friday, June 7<sup>th</sup>, 2013, in conjunction with our annual NAC and AGM meetings. This year's conference is germane to the future of our country, both from economic and naval perspectives. Its theme: **Asia Pacific – Its Impact on Canada and the RCN**, is timely and forward looking. There is no question that the future economic health of Canadians is tied to the Asia Pacific economies, particularly China, Korea, Japan and India. One has only to look at the steadily increasing container traffic flowing through the Straits of Juan de Fuca and into Prince Rupert to judge the significance it holds for Canada. But what of our responsibility to foster and protect these vital maritime links? This is what the Conference will address through a number of speakers and panels.

We hope to again have politicians and Ministers speak to us on their perspectives and have been making arrangements to have them present to provide this important aspect of dialogue. I am optimistic that the appropriate government presence will be there to provide the opening keynote address as well as the luncheon guest speaker on the subject of: **The Economy – Canada and Asia**. Following the keynote address and to set the conference theme, there will be a panel moderated by Dr. Jim Boutillier that will include Ambassador Joseph Caron, a former Ambassador to Japan and China, and High Commissioner to India, as well as Prof. Brian Job of UBC and Mr. Jonathan Manthorpe of the *Vancouver Sun*, both of whom are widely acknowledged

experts on the Asia Pacific. This would then be followed by a very special presentation on the Chinese Navy by Prof. Andrew Erickson from the US Naval War College. His expertise will enlighten all on why the Chinese carriers, why so many Chinese submarines, and why China is building a navy in a way reminiscent of the manner in which they built the Chinese Army, the PLA. The afternoon sessions will explore how Canada and the RCN should and could respond appropriately. A key panel will discuss **A Three Ocean Navy – Challenges and Opportunities**. The likely panelists will be Dr. Richard Gimblett, Prof. Rob Huebert of the University of Calgary, and Dr. Eric Lehre, Dalhousie University. This should be the most interesting discussion and question session as these three knowledgeable panelists present their thoughts and respond to questions, as there is no question in anyone's mind that an RCN in three oceans presents both significant challenges and nationally important opportunities. Planning has this followed by the important presentation by the Commander RCN on his perspective of the theme. The challenges the RCN faces on all three coasts and on Dow's Lake are daunting to say the least and the thoughts of the Commander will be a highlight. To complement the Commander RCN's presentation we are also planning on getting the perspectives of our Allies with three or four Naval Attachés presenting their national thoughts on the evolving Asia Pacific dimension. Finally, the intent is to wrap up the conference with an overview of the day's proceedings on whether navies are prepared for the Asia Pacific challenges led by Dr. Jim Boutillier and RAdm (Ret'd) Roger Girouard, U of Royal Roads. This should provide plenty of discussion for the reception that follows.

NAC has a national responsibility to educate and foster discussion on current naval issues. The efforts of our Naval Affairs Committee led by Richard Archer and our annual naval conferences, are the centerpieces of our strategy. In promoting discussion we can educate Canadians and engage decision makers. Like promoting our heritage, engaging in naval affairs is also our responsibility.

In Conclusion, to say I am looking forward to the discussion during and outside the conference would be an understatement. I trust as many of our members will be present not only for the conference, but also for the NAC meetings and of course, the AGM the following day. NOAVI is putting together an outstanding program for members and spouses. All they need is you ... note the dates and see y'all there!





The 2012 Endowment Fund annual campaign for contributions is now underway. This issue contains a contribution from the Chairman of the Endowment Fund about this year's campaign and some good news about a very generous donation from the late Rear Admiral Fred Crickard (*see below*). In addition to your consideration in making your own personal contribution, I would request that you also consider looking within your community for deserving causes that the Endowment Fund could support. In early January I will be issuing a call for Endowment Fund grants for 2013.

As you are no doubt aware, requests for 2012 significantly exceeded the funds available and the Endowment Fund Allocation Committee had a very challenging task determining what funding would be recommended for the submissions. I would emphasize that allocation is made on the strength of the sub-

mission and is not given without adequate substantiation. Last year some of the allocations that in past years were almost automatic, were not allocated funding. Some applications, well deserving and well substantiated, were only partially funded because of fund limitations. Although your generous donations last year allowed for a significant increase in funds available, that was still not enough to meet all the needs.

The challenge is to now continue the momentum and, with that thought in mind, I encourage you all not only to contribute generously, but to think of those organizations within your community that you believe we should be helping, and to submit through your Branch, applications for them.

I would be remiss if I didn't mention the 2013 Conference and AGM in Victoria, June 6<sup>th</sup> to 9<sup>th</sup>. The Naval Officers Association of Vancouver Island will host a conference entitled: **Asia-Pacific: Its Impact on Canada and the RCN**, as well as all the normal events of the AGM.

This is shaping up to be a superb event and I encourage all to mark your calendars and to get involved early.

## Third major gift received by NOAC Endowment Fund

BROOKE CAMPBELL, CHAIRMAN NOAC ENDOWMENT FUND | [brooke3@shaw.ca](mailto:brooke3@shaw.ca)

The Estate of Rear Admiral Fred Crickard, OMM, CD, recently made a most generous \$20,000 donation to your Endowment Fund. Admiral Crickard began his career by attending Royal Roads Service College in 1948. Subsequently he became a gunnery officer and commanded HMC Ships *Sussexvale*, *Fraser* and *Provider*. His final naval appointment was in 1983 as Deputy Commander Maritime Command, retiring in 1985. (*See "Tribute" on p.26.*)

Thereafter, Admiral Crickard was active with NSNOA and joined the National Board of NOAC in 1988, becoming President in 1995. He was also a member of the Canadian Naval Memorial Trust (HMCS *Sackville*), as well as a Senior Research Fellow at Dalhousie Centre for Foreign Policy where for many years, he commented on national and international maritime

security issues.

In recent years, your Endowment Fund has received major gifts from the late Alan Wyatt of NOAVI and Waldron Fox-Decent of NOAC Winnipeg Branch. Together with funds raised from the annual campaigns, your Endowment Fund now stands at over \$500,000. In the current year we granted \$24,000 to support various naval projects and scholarships across Canada. The Crickard gift in itself will allow us to increase such grants in future years.

Your Endowment Fund is well managed and we encourage all NAC members not only to support the annual fund raising campaigns, but also to make a provision in your will specifying a gift, whether large or small, to the NOAC Endowment Fund.



RAAdm Fred Crickard,  
OMM, CD, RCN



## Join us in supporting your Endowment Fund!

In the past ten years your donations have doubled the size of your Endowment Fund which now stands at \$520,000. This past year \$24,000 was granted to various projects including five Sea Cadet scholarships across Canada. Please complete and mail in the handy form with your donation today. Your continued support is sincerely appreciated.

Brooke Campbell, Larry Fournier, Reg Kowalchuk, Doug Plumsteel  
Trustees, NOAC Endowment Fund



### **Yes, I want to support our naval heritage!**

Here is my cheque payable to the NOAC Endowment Fund\* for \$\_\_\_\_\_ which is my enduring property gift.

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\*Please note that the formal changing of the name of the NOAC Endowment Fund to that of the NAC Endowment Fund is awaiting approval from Ottawa. Thus cheques should still be made payable to the "NOAC Endowment Fund" as indicated above.

Please complete the above form, clip, attach your cheque and mail to: NOAC Endowment Fund,  
PO Box 2402, Vancouver Main Postal Outlet, 349 West Georgia, Vancouver BC V6B 3W7.



# CHINA RESURGENT

By Richard Archer  
Chair, NAC Naval Affairs Committee

After reading that China spends as much as \$800 million a year on sports in preparations for the Olympics and other events, I've been wondering where the money comes from. Corporate taxes and (in the case of state-owned enterprises) profit on all it sells to the West are of course, major contributors. But another source is the interest on all the foreign sovereign debt it holds. In this regard, China holds about \$1.16 Trillion in United States Treasury debt, out of a total of \$5.3 Trillion spread by the US around the world.

In 2011 the US federal government's rating by Standard and Poor was downgraded from AAA to AA+, thereby increasing the interest levels. A Congressional Research paper titled "China's Holding of US Securities: Implications for the US Economy" looks at the risk to the US. (See the CRS paper at <http://www.fas.Org/sgp/crs/row/RL34314.pdf>.)

One gem is that the US pays in interest to China about \$36 Billion a year, or about \$100 Million a day.

Besides things like the Olympics, there is the issue of China's military expansion. Foreign think tank estimates for Chinese spending on the military are all over the map (see the Wikipedia take on the subject), but the official Chinese military budget for 2011 was \$106.4 Billion.

The sovereign debt interest payments are real money and come out of taxes. So is it too far a leap to conclude that about a third of the Chinese military budget and perhaps most of its expansion are being financed by the individual and business taxpayer?

Of course it can also be argued that if it weren't for the Chinese lending the Americans money, the US certainly wouldn't have had the deficit-funding and wherewithal to fund two wars and the military capability they now enjoy.

It's a two-way street. So is it true that by means of loaned cash, the Chinese are helping to fund the United States Navy?

Personally, I can't see much change occurring in the US-China relationship, since both sides are holding the other hostage and the US seems politically incapable of sorting out its debt crisis. The bottom line is that there doesn't appear to be any financial brake on China's target of strategic hegemony — if not world-wide then at least locally. And this means that any braking at all must be applied and led by the USN. And thus, in my view, the RCN as an allied Navy is going to become involved in southeast Asian politics and posturing whether it wants to or not.

So to all those potential writers out there, it's never too early to think about establishing the parameters of our Navy's involvement. I look forward to NAC-produced papers on the subject.

## A couple of good on line RCN sources, past and present

All copies of the pre-Unification RCN magazine **Crowsnest** are available at:

<http://www.noabc.com/the-canadian-navy/the-crowsnest>

This is an excellent archive reflecting the RCN in those formative years following WWII, the build-up of the RCN in response to the Korean War and the Cold War, and the modernization of naval training.

The new **Crowsnest** and archives of the past six years are available on the RCN web site at:

[http://www.navy.forces.gc.ca/cms/3/3-a\\_eng.asp?id=856](http://www.navy.forces.gc.ca/cms/3/3-a_eng.asp?id=856)

It is a quarterly publication of the Royal Canadian Navy Public Affairs in NDHQ, and is published in a bilingual format.





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# LETTERS TO THE EDITOR

Can anyone help?



Enclosed please find a copy of a snapshot taken in Halifax the summer of 1942. The centre fellow of the three on the ground is my brother Bill who was stationed at a signal station on the 'arm.' It would be wonderful if your readers could come forward with a photo of that area today. As you can see, it was a popular spot at the time ... crowded!

Bill is with a couple of signalmen who appear with three gals, all appear in swimsuits. The boys are shown here performing for the girls one of whom took this shot. Bill was to depart Halifax in January 1943 by troopship, later to join *Athabaskan* at her commissioning in February 1943. He was lost when that ship was sunk on April 29<sup>th</sup>, 1944. He was 23.

Ed Stewart, Toronto Branch

## THE BRIEFING ROOM

### Regina Br. embarks on ambitious project

Since 1910, an extensive number of men and women from Saskatchewan have served with distinction in Canada's Navy. Many did not return. Over the same period, nineteen Canadian warships have borne Saskatchewan names, including two *Qu'Appelle's*, two *Regina's*, two *Saskatoon's* and two *Sask-*



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<http://www.veteranvoice.info/bulletinboard.htm>

*atchewan's*. Two of those ships, HMCS *Weyburn* and the first *Regina*, were lost at sea during WWII. If we include the province's two Naval Reserve Divisions, *Queen* in Regina and *Unicorn* in Saskatoon, there have been a total of 21 Canadian warships named for cities and towns in this province. There are memorials all across our province dedicated to specific army regiments as well as the air force, but there is currently no memorial dedicated specifically to the service of the Royal Canadian Navy. We hope to correct this situation with the erection of a monument in Regina during 2013. It will be located in Wascana Park by HMCS *Queen*.

"The Friends of the Navy" works to nurture the relationship between the people of Regina and the RCN, in particular, HMC Ships *Queen* and *Regina*. You can find additional information about the project on

our website at <http://www.friendsofthenavy.ca>. While we are currently applying for grants from various levels of government, it is clear that individual donations will be required to cover something more than half the cost. We have set a fund raising goal of \$15,000. You can make a secure on-line donation by visiting our website, or you can mail a cheque payable to "Friends of the Navy" to:



Friends of the Navy Memorial  
c/o 247 Litzenberger Crescent  
Regina, SK S4R 7A2

Because of the limited timeline and scope of the memorial project, we have not applied to become a registered non-profit. We regret therefore there will be no tax receipts available.

Steve Smedley, Regina Branch



## Canada ship-shopping abroad?

The CBC has reported that Canada's navy may be looking at purchasing naval ship designs from Germany. The Royal Canadian Navy's program to replace the old replenishment ships may be based on the German Berlin-class. The ships would be constructed in Canada. Speculation is that Germany is offering Canada designs for their F125-class frigates (slightly smaller than Canada's current City-class patrol frigates) and their Type 212 submarines.

Cecil Woods, Editor, World Ship Society, Vancouver Br., "Ship's Log"

## Bermuda Dockyard to lose historic emblems

**THE BERMUDA SUN - AUGUST 29, 2012** – For decades navy crews proudly painted their ships' crests on the concrete walls surrounding the South Yard in Dockyard. Between 1951 and 1995, scores of vessels from across the world passed through Bermuda and left their mark in the West End. But over the years the crests have faded away and many of the emblems have been repaired by volunteers. Now it seems time is finally running out for the naval crests in South Yard.

WEDCO Chairman Walter Lister confirmed that the paintings on the concrete structures surrounding the South Yard would be removed as part of the Albert Row development. "Time has taken its toll on this area and the old concrete structures with the Royal Navy emblems on them around the South



Yard will be got rid of. But having said that, an archive has already been made of the emblems and that is kept in the National Museum. So people will always be able to see what they looked like and they will not be lost to the community."

Scores of naval ships left their mark in the South Yard between 1951 and 1995, including well known vessels such as HM Ships *Brilliant* and *Londonderry* that have since been decommissioned."


Simon Jones, *The Bermuda Sun*

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## Schober's Quiz #59

By George S. Schober, NOAVI

Q

uestion ~ Who was the twentieth century Vice Admiral whose 37 year-old son was kidnapped at gunpoint, trussed up in a Persian rug?

Answer on page 18

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## New memorial to Arctic convoys unveiled

A new memorial to the veterans of the Arctic Convoys has been unveiled at the National Memorial Arboretum in Staffordshire, England. The memorial was commissioned and paid for privately by Phyllis Coyle, the widow of a convoy veteran and her family. Phyllis largely used the savings she and Mick had built up to fund the project. An appeal to raise funds for the upkeep of the memorial over the next 20 years was backed by the Royal Naval Association and National Chairman, S. M. Chris Dovey, delivered an address at the ceremony.

More than 300 people including veterans of the dangerous shuttle between North Russia and Western Europe—both Royal Navy and Merchant Navy—attended the event.

The Arctic Convoys lasted for nearly four years, cost 3,000 lives, 104 merchant and 22 naval ships, with the crews having to survive almost incessant enemy attacks in the Arctic waters and most arduous of weather conditions.

S/M Mick Coyle, who died in 2010, made two trips to Russia with other Arctic convoy veterans, and these veterans were very close to his heart. It was his dream to see an Arctic Convoy Memorial unveiled as well as a medal awarded for those who suffered great hardships on the convoys.

[Royal] "Navy News" via Andy Irwin, Toronto Branch

## HMCS Star change of command



Hamilton, ON, September 29<sup>th</sup>, 2012 – With HMCS Haida in the background, the outgoing Commanding Officer of HMCS Star is rowed 'ashore' in an eight or nine year old model of the longboat Capt Bligh and his 19 men used to row from off Tahiti to Timor in 1789. LCdr Glen Woolfrey (ex-York PO/CPO), was installed as the new CO of Star. Congratulations!

Fraser McKee, Toronto Branch

**ERRATUM** – Alec Douglas was gracious enough to submit an informative article entitled "The Sixty Ship Navy Idea" for the Summer edition of *Starshell* which appeared on page 10. The editor then proceeded to embarrass himself and, more importantly, Alec by misspelling Sir Wilfrid Laurier's name as "Sir Wilfred." Our NAC Director of History and Heritage deserved better ... mea culpa with apologies Alec! Ed.

## Test your knowledge of our Home and Native Land!

If you score 21 out of 21, it states you deserve the Order of Canada, so give it a try (you might have to copy and paste the url into your browser).

<http://v1.theglobeandmail.com/v5/content/features/quiz/remeberanceday07/>

## Editor's Note



In the summer edition of *Starshell*, photos were included of the Awards ceremonies at the NAC AGM in Ottawa for both National Medallions and Diamond Jubilee Medals. We are aware some branches have had their DJMs and NAC Awards presented to members who could not attend the Ottawa AGM and that there are more to be presented in the near future. We are prepared to include the photos of these presentations in *Starshell*, but request that you ensure all individuals in the images are properly identified. We also ask you include the name of the sponsor, i.e., NAC/NOAC, Legion, etc., as well as the date and location of the presentation(s). Send direct to [starshell@shaw.ca](mailto:starshell@shaw.ca).

## Diamond Jubilee Medal Presentations



Edgar Williams (left) past National President NOAC, receives the Diamond Jubilee Medal from the Hon. Dr. Maxwell House, former Lieutenant-Governor of NL and NOANL member at the Crow's Nest Officers Club in St. John's on June 8<sup>th</sup>, 2012.





Margaret Morris, Former Commanding Officer of HMCS Cabot, receives the Diamond Jubilee Medal from the Hon. Dr. Maxwell House, former Lieutenant-Governor of NL and NOANL member at the Crow's Nest Officers Club in St. John's on June 8<sup>th</sup>, 2012.



Robert Andrews (left) President NOANL, receives the Diamond Jubilee Medal from the Hon. Dr. Maxwell House, former Lieutenant-Governor of NL and NOANL member at the Crow's Nest Officers Club in St. John's on June 8<sup>th</sup>, 2012.



Tom Gossen of Ottawa Branch, receives the Diamond Jubilee Medal on August 19<sup>th</sup> from the Hon. Julia Munro, MPP (York-Simcoe) at the Sharon Temple in Sharon, Ontario. Tom was nominated for the award by the Shriner's. *(Apologies for the photo quality; Photoshop and your editor did their best to improve it without much success. Ed.)*



Frank Duffy (right) long time member of Montréal Branch, receives the Diamond Jubilee Medal from Montréal Branch President Bernie Cornell recently in that city.



Fred Abbott (right), Calgary Branch, receives the Diamond Jubilee Medal from His Honour, Col (Ret'd) the Honourable Donald S. Ethell, Lieutenant-Governor of Alberta aboard HMCS Tecumseh, Calgary, on October 27<sup>th</sup>, 2012.



George Moore (right) of Calgary Branch and Editor *Starshell* receives the Diamond Jubilee Medal from His Honour, Col (Ret'd) the Honourable Donald S. Ethell, Lieutenant-Governor of Alberta aboard HMCS Tecumseh, Calgary, on October 27<sup>th</sup>, 2012.





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# The Sinking of HMCS *Shawinigan* Sixty-eight Years Later

By Brooke Campbell

Editor's Note: *The following article was originally published in the August 2012 edition of NOABC's "Dog Watch." It is reprinted here with permission.*

**H**MCS *Shawinigan* was a Flower-class corvette which disappeared off the south coast of Newfoundland with the loss of all 91 of the ship's company on November 24<sup>th</sup>, 1944. My father's widow, Mrs. Grace Lungley, now a very active 95 years old, was married at that time to Lt. David Morrow, RCNVR, who was serving in HMCS *Shawinigan*.

*Shawinigan* was one of Canada's 123 corvettes, very similar to HMCS *Sackville*, now restored and on display in Halifax Harbour. She was 205 feet long, displaced 950 tons, armed with Asdic, two depth charge rails and four throwers, a 4-inch gun forward and a 2-pounder pom-pom aft. In November 1944, she had a complement of 91. In a recent refit she had acquired two radar sets, one of them a 120 cm type 271 with higher definition and increased range to 20 nautical miles.

Back in 1938, the initial idea of a cor-

vette as conceived by the British Admiralty was to be a close escort vessel. Plans were drawn up in 1939, with the hull being based upon that for a whaling ship. Everything was kept very simple so that small shipyards would be able to build them. The original cost for each vessel

and manned within two years. While many of these vessels were built on the Great Lakes, HMCS *Shawinigan*, commissioned September 19<sup>th</sup>, 1941, was built by the G. T. Davie Shipyard in Québec.

Lt. David Morrow was born in Vancouver in 1916, graduated from UBC with a BA, and played rugby for the "Meralomas." He first volunteered to join the navy in 1941 but was turned down for being near sighted. In 1942, he reapplied, was accepted, but after completing the New Entry Executive Officer Course, was appointed to the Special Branch with resulting shore appointments because of the results of his eye examinations. However, as he wanted to serve at sea, he made a formal written

request to Admiral Nelles, Chief of Naval Staff, asking to be transferred to the Executive Branch. His medical records were again reviewed and his request was approved following which he served in two corvettes, briefly in HMCS *Sherbrooke*, and from July 1<sup>st</sup>, 1944 onwards, in HMCS *Shawinigan*.

On November 25<sup>th</sup>, 1944, the *Shawinigan* was to have escorted the Newfoundland ferry, SS *Burgeo*, on its return trip and was only £90,000, or say \$300,000. After war was declared in September 1939, Canada made a proposal to build a number of these vessels since this class of ship would be ideal for the even smaller Canadian shipyards. Moreover, no Canadian shipyard had previously built a naval vessel larger than a small minesweeper. The first Canadian naval shipbuilding programme called for 64 corvettes and 10 Bangor-class minesweepers, all to be built

request to Admiral Nelles, Chief of Naval Staff, asking to be transferred to the Executive Branch. His medical records were again reviewed and his request was approved following which he served in two corvettes, briefly in HMCS *Sherbrooke*, and from July 1<sup>st</sup>, 1944 onwards, in HMCS *Shawinigan*.

On November 25<sup>th</sup>, 1944, the *Shawinigan* was to have escorted the Newfoundland ferry, SS *Burgeo*, on its return trip





HMCS *Shawinigan*. She is shown here as built with her original short fo'c'sle which was extended in June of 1944.

from Port aux Basques, Newfoundland, to Sydney, Nova Scotia. She never made the predetermined rendezvous scheduled for 1015 GMT, and because of difficult conditions and deteriorating weather conditions (and also against written instructions), SS *Burgeo* continued unescorted to Sydney. An escort for the ferry was required, as in October 1942, the ferry SS *Caribou* had been sunk by U69 not far away in the Cabot Strait with the loss of 136 passengers and crew.

SS *Burgeo* reached Sydney on November 25<sup>th</sup> and reported that she never met up with *Shawinigan*. Shortly afterwards, an aircraft reported seeing a large oil slick on the water near the predetermined rendezvous point, and over several days, several naval ships found six bodies wearing RCN lifebelts, two Carley floats, a fire extinguisher and a portion of *Shawinigan's* bridge.

The ship had gone down without even sending out a distress signal. Within a week, Mrs. Lungley received a telegram from naval headquarters in Ottawa informing her that her husband was missing at sea; little information was passed on thereafter. At that time she was expecting and my stepsister, Davida Wilson, was born early in 1945 without ever knowing her father.

In early December, a Naval Board of Enquiry was held which was unable to determine the cause of the disappearance of the *Shawinigan* but found, in part:

*It would have been possible for an enemy submarine to sight HMCS Shawinigan by the aid of*

*the moon in conditions in which HMCS Shawinigan did not get either an Asdic or a Radar contact. If so, the enemy submarine could have fired one or more torpedoes which struck HMCS Shawinigan in a vital part with little warning.*

At a NOABC function in 2004, I meet Jessica Swail, an Associate Member of NOABC, who shared with me that she had been a Wren during the war latterly stationed in Sydney, NS and that she had been at a party with a member of *Shawinigan's* ship's company who was from her home town of Banff, Alberta, the night before the ship left on her ill-fated mission.

In October 2006, my wife Janet and I attended a UNTD dinner organized by Bob Dunscombe and his committee and hosted by ex-UNTD Senator Bill Rompkey, in the Senate Chambers in Ottawa. Prior to that we spent several days touring Ottawa including a visit to the Canadian War Museum where I purchased two copies of the book: "The Naval Chronicle 1939-1945," written by Fraser McKee and Robert Darlington. Chapter 55, "HMCS *Shawinigan*: Lost with No Survivors," contains the following detail relating to the sinking of *Shawinigan*. Soon after Ger-



SS *Burgeo*.

many's surrender in 1945, the captain of U1228, Oberleutenant Frederick-Wilhelm Marienfeld had been interviewed and he explained how he sunk the *Shawinigan* with a T-5 GNAT acoustic torpedo from a range of 3,000 yards. Mrs. Lungley was finally able to read details relating to her former hus-



band's demise.

In April 2012, I was in Hager's Books where I bought "War in the St. Lawrence" by Roger Sarty in which the sinking of HMCS *Shawinigan* was covered in greater detail.

Finally, May 2012, I read the Spring edition of *Starshell* and found the book review of "U-Boat Attack Logs: A Complete Record of Warship Sinkings from Original Sources 1939-1945," written by Daniel Morgan and Bruce Taylor and reviewed in *Starshell* by Colonel P. J. Williams (*Currently serving in Afghanistan. Ed.*). I emailed George Moore, the editor of *Starshell*, asking him to contact Colonel Williams to determine whether this book covered the sinking of HMCS *Shawinigan*.

To my delight, Col. Williams not only replied affirmatively, but he sent me three scanned pages relating to the sinking of *Shawinigan*. The following are excerpts lifted from *U1228's* War Diary relating to *Shawinigan* which are included in Chapter 108:

*"0150 – Hydrophone effect bearing 210 true. We go to periscope depth.*

*0200 – A destroyer\* at bearing 210 true, zig-zagging around northeast base course, range 3,000 m.*

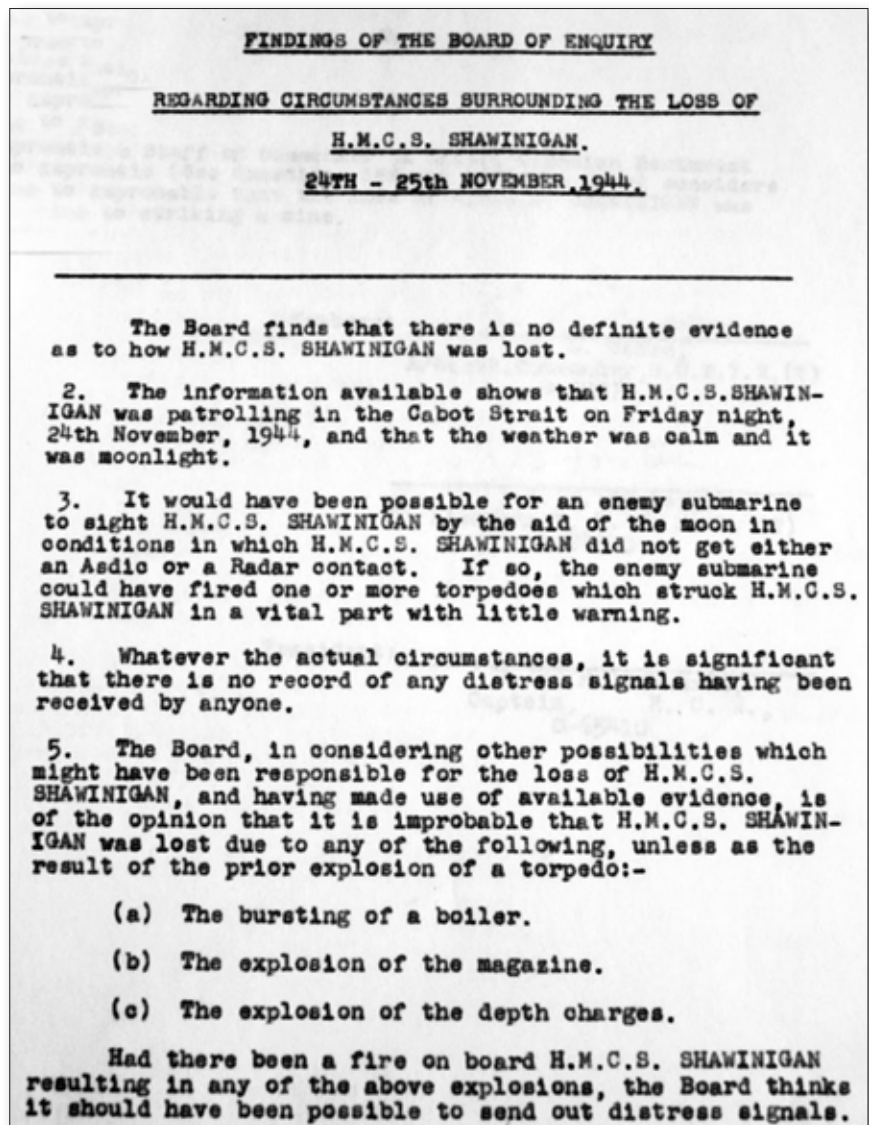
*0220 – We turn to make a stern approach, course altered to 140.*

*0230 – Turning shot fired from Tube VI, inclination 90, bows right, enemy speed 10 knots, depth 4 m, (watchkeeper's range of 1,000 m was left unaltered). Sound of torpedo running merges with that of the target's propellers.*

*0234 – A hit after 4 min. exactly. A 50 m high detonation column with a dramatic fountain of sparks. Once this subsides there remains a slender plume of smoke just 10 m high. Destroyer has disappeared. Noise of propellers disappeared from hydrophone as torpedo detonated, replaced by a great thundering rushing sound..."*

The *Shawinigan* was *U1228's* only pennant and her final cruise was to have brought her back to North American waters but the war in Europe ended. On May 11<sup>th</sup>, 1945, she was intercepted by

\* Marienfeld had mistaken the corvette for a British S-class destroyer of WWI vintage. However it is hard to find any visual point of comparison between those and the Flower-class corvettes which were many feet shorter and had just a single funnel.



US destroyers and escorted to Portsmouth, New Hampshire where she surrendered. *U1228* was scuttled off New England by the US Navy on February 5<sup>th</sup>, 1946; her former captain, Frederick-Wilhelm Marienfeld died in August 1973.

During WWII, Canada's navy lost nineteen warships as a result of enemy action of which fifteen were torpedoed, two of which, including *Shawinigan*, were torpedoed in the Gulf of St. Lawrence area. Lt. David Murrow's body was never recovered and his death is commemorated by Plaque No. 10 at the Sailor's Memorial in Halifax, Nova Scotia.

I have emailed Chapter 108 from "U-Boat Attack Logs" to my stepsister in Portland, Oregon, who will share it with her mother ... 68 years later.

**Note:** LCdr Cully Lancaster RCNVR (Ret'd) who served in corvettes and frigates in the North Atlantic during WWII, and is a former President of NOABC, tells me that his friend, Rolland Bradley, a former member of NOABC, had been a storesman

in HMCS *Shawinigan* in early November 1944, but had been home in Calgary on leave at the time of her sinking. His mother received one of the aforementioned telegrams telling her that her son had been lost at sea while in fact he was in his bedroom asleep upstairs. Moreover, Cully informed me he had been a passenger in the aforementioned Newfoundland ferry, SS *Caribou*, on his way to St. John's to join his first ship, the corvette HMCS *Moose Jaw*, just nine months before the *Caribou* was torpedoed.

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## Acknowledgements

Assistance in researching the preceding article was provided by: Robert White, Editor NOABC *Dog Watch*, Cullis Lancaster, Robert Nixon, Lachlan Morrison, George Moore, Editor *Starshell*, Col. P. J. Williams, Roger Sarty, Fraser McKee and Hagar's Books in Vancouver, BC.

Brooke Campbell is a member of NOABC and Chairman of the NOAC Endowment Fund.

## Answer to Schober's Quiz #59, p.10

**V**ice Admiral Miklós (= Nicholas) Horthy of Nagybánya, formerly of the Imperial and Royal Austro-Hungarian Navy (18 June 1868 – 9 February 1957).

Admiral Horthy was a rare bird: a Hungarian career naval officer with numerous seagoing commands. As a Rear Admiral he had successfully commanded the Austro-Hungarian fleet at the Battle of Otranto (14/15 May 1917), being severely wounded in the process. A year later, he had the dubious distinction of being appointed the last Commander-in-Chief of the Austro-Hungarian Navy.

Following the collapse of the Austro-Hungarian Empire, Hungary underwent bitter turmoil. First, the Communists seized power. This led to the formation of a "White" counter-revolutionary force, composed mainly of former army officers, who called themselves the "Hungarian National Army." They chose Admiral Horthy to be their leader. The Communists were eventually routed by the Rumanian army of occupation, who turned over the capital to Horthy on 14 November 1919.

Next, Horthy was appointed Regent of the Kingdom of Hungary on 1st March 1920. With some minor exceptions, his position was roughly analogous to a Head of State with near-dictatorial powers.

Horthy was not keen on Hungary joining the Axis and participating in WWII, but found it increasingly difficult to resist as Hitler magnanimously restored former Hungarian territory ceded to Czechoslovakia and Yugoslavia by the 1919 Treaty of Versailles. Inevitably, on 27 June 1941 Hungary joined the Axis Powers and declared war against Soviet Russia. By 1943, however, it had become readily apparent that this had been a big mistake, and in the following year, with the Red Army at the gates of Hungary, secret



**Clockwise from top left:**  
Admiral Nicholas Horthy;  
Nicholas Horthy, Jr., and SS  
Obersturmbannführer Otto  
Skorzeny.



peace talks were initiated with the Soviets. In effect, Horthy offered to switch sides if Stalin would agree to respect a Hungary reduced to its pre-war borders.

Not surprisingly, Hitler got wind of the planned volte-face and ordered his Chief of Special Operations, SS Obersturmbannführer (= LT COL) Otto Skorzeny,<sup>1</sup> to remove Admiral Horthy from office. The mission, code-named Panzerfaust<sup>2</sup> was to be a very delicate one, so as not to turn the Hungarians against the German forces in Hungary.<sup>3</sup>

Skorzeny decided to use the admiral's remaining son, Nicholas Jr.,<sup>4</sup> as a pawn to force his father to abdicate. The plan was to invite Horthy Jr. to a suburban villa on the night of 14 October 1944, ostensibly for talks with envoys from Marshall Tito. Here Skorzeny's men, disguised in civilian clothes, would be waiting to seize him. But the intended victim had a premonition and didn't go, so a second meeting was arranged for the following morning at a different venue, a downtown office building. This time Horthy Jr. took the bait and showed up, accompanied by bodyguards and a truckload of soldiers. The Germans had hidden Special Forces inside the building and a sharp skirmish ensued both inside and outside the building, whereupon Skorzeny, lounging outside the building disguised in plain clothes, summoned an SS troop lurking just out of sight. That tipped the scales in favour of the Germans and they overpowered the Hungarians. Skorzeny then entered the building, where an enraged Horthy Jr. was being held by SS-men, who quickly rolled him up in a Persian carpet, carried him out to a waiting car and drove him to the airport, where a waiting German aircraft forthwith flew him to Vienna. Thence he was taken to Mauthausen concentration camp, where he was incarcerated for the duration of the war.

Admiral Horthy was blissfully unaware of all this when, at 1400 on the same day, he sent orders to all Hungarian forces to cease hostilities against the Soviets, then broadcast the news to the nation. He then returned to his residence in the heavily defended Royal Castle, situated on top of a hill overlooking the city of Budapest.

At 0630 the next day, 16 October 1944, Skorzeny—this time in full uniform—led a German motorized column of Waffen SS and regular troops, followed by four Panther tanks. Boldly they drove up to the castle, bluffing their way past the bewildered Hungarian guards. Some of the defenders did resist the Germans, but they were overpowered in a brief fire-fight, and soon Skorzeny confronted a shaken Admiral Horthy in his apartment, whence he was taken to German SS headquarters. It was there that he learned of his son's kidnapping, and was told that if he refused to abdicate, his son would be put to death.

The rest is history. Horthy promptly abdicated, and for the rest of the war remained under house-arrest in Hirschberg Castle, Bavaria. In his place, the Germans immediately installed trusted pro-Nazi Arrow Cross Party Leader Ferenc Szálasi. The Hungarian Army, which had apparently never received Horthy's 'cease-fire' order, continued to fight the Soviets alongside the Germans. On 13 February

1945, after a bitter siege lasting 101 days, Budapest fell to the Red Army; the once-beautiful city largely reduced to rubble.

## Epilogue

Admiral Horthy, his son and Skorzeny all survived the war. The admiral was called to testify at Nuremberg and then released together with his son. They went to live quietly at Estoril, Portugal, where the admiral died in 1957. His last wish, to be re-interred in Hungarian soil—"but not until the last Russian soldier had left [Hungary]"—was fulfilled in 1989. Son Nicholas died in 1993, also at Estoril.

Skorzeny gave himself up to the Americans shortly after VE Day. After lengthy periods in captivity, he was charged with a number of war-crimes—some serious, some laughable—and acquitted of all of them. He eventually made his way to Spain, where he set up an engineering firm. He died in Madrid, of cancer, in 1975, aged 68.

<sup>1</sup> Austrian-born Skorzeny was already famous for a considerable number of successful operations he had masterminded and, in some instances, personally led. He is best known for his daring rescue of Mussolini from Gran Sasso, and for the confusion and near-panic his small, English-speaking unit caused the Americans during the Ardennes Offensive.

<sup>2</sup> Panzerfaust was a German infantry antitank projectile launcher, the equivalent of the British PIAT and US Bazooka.

<sup>3</sup> On 15 March 1944, Hitler presented Horthy with a lightning-fast fait-accompli: a German Army Group virtually occupied Hungary in all but name, ostensibly to help defend against the Red Army.

<sup>4</sup> The other son, István, a fighter-pilot, crashed and died in Russia in 1942.

## In retrospect...



This photo, taken on November 16<sup>th</sup>, 1944 at Harland & Wolfe, Belfast, shows two ships under construction, both of which served in the RCN. At top is *Magnificent*, below is *Powerful* (later renamed *Bonaventure*).

Harland & Wolfe Photo

With thanks to George Schober, NOAVI



# 'Hosaqami' rises again!

By Bill Shead, Winnipeg Branch

**Editor's Note** – Many of our readers will remember Bill Shead's article entitled "Hosaqami: The RCN Gunnery Branch's Gift to the Royal Navy" which appeared in the Spring 2001, No. 14, issue of "Starshell" and covered the carving of the original totem pole in 1959 by Chief Mungo Martin on the West Coast and 'gifted' to HMS Excellent, the RN's gunnery school on Whale Island. "Hosaqami" was returned to Canada (Esquimalt) in about 1993 and as is the custom, the totem was allowed to "...return to his natural state (rot) behind the memorial wall in front of the Chief & Petty Officer's Mess at CFB Esquimalt." Bill has kindly submitted the following brief account of the recent launching of Hosaqami II.

A few months ago, I received an email with a CFB Esquimalt Lookout story about the launching of a new Hosaqami. I sent an email to Government House and the Private Secretary to the Lieutenant Governor, Jamie Hammond, got in touch shortly thereafter. A formal invitation from the Lieutenant Governor's office followed.

Three of us were able to attend on Saturday, September 8<sup>th</sup>, 2012 (at our own expense) but three others were unable. Don Clouston of Sooke was in Northern BC visiting family. Russell Bomberry of Six Nations was home with his wife celebrating their 50<sup>th</sup> wedding anniversary (also on September 8<sup>th</sup>). Although I had spoken with Eric Jamieson of Onieda, we were unable to contact him to determine if he could contact us. Sadly, John McHugh, Charlie Rabbit and Eric's two brothers Fred and Peter, had passed away. We have lost contact with Jacques Fisher, Dennis Timothy, William Kenoshemeq, Gus Bisson and Wilfred Beaver (*all shipmates of Bill's and pictured in the 2001 "Starshell" article at the commemoration of the original Hosaqami aboard HMS Excellent in July 1960. Ed.*)

I arrived Thursday and went to Government House to find a crew hard at work finishing the new Hosaqami. There were carvers and painters working all over the three main figures that comprise Hosaqami—all directed and overseen by Chief Tony Hunt, the master carver of Hosaqami. Tony Jr. was one of the principal carvers assisting him. The elder Tony assisted his grandfather, Chief Mungo Martin and his father Henry in carving the original Hosaqami. One of Chief Tony's grandsons also

danced at the raising ceremony — five generations of Tony's family have been involved in the Hosaqami projects over 52 years! On arrival I too was drafted to assist in painting the pole, doing so on Thursday afternoon and all day Friday.

We worked right up to the last second (about 5:30 pm) before the pole was lifted over a shed by crane to a flatbed to be moved to the front of Government House to be positioned for the traditional Totem Pole Raising Ceremony the Saturday morning.

The Lieutenant-Governor, His Honour Stephen Point, also spent Thursday afternoon painting as did his Private Secretary, other staff members of Government House, some of their families and members of the public. It was a most friendly and fun community project led serenely by Tony and His Honour with grace, humility and humour. Apparently the only suitable log that was readily available for the project was from a 400 year old tree. It took Tony one month to trim it down to size before he could begin carving. This probably accounts for what appeared to be last minute work. Tony was asked by so many observers if it would be ready on time that he wrote "YES! The Chief" on a sign. It was, and all had fun making it happen.

His Honour Stephen Point is an aboriginal person, an Hon-

LEFT – The original 'Hosaqami' at HMS Excellent in 1977.

BELOW – 'Hosaqami II' in position at Government House, Victoria, 2012.





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orary Captain RCN, and former judge. He wore his Honorary Captain's uniform to underline the naval connection of Hosaqami. At the brief blessing ceremony we presented the Lieutenant Governor, Rear Admiral Bill Truelove, Commander MARPAC and Tony with a book of photos and stories of the original Hosaqami. I also gave Admiral Truelove the 'lance' I carved from the mop handle we got out of HMCS *St. Croix's* ship's stores. The three of us from the original escort (Hal Lecoy, Gord McBryan and I) had a fantastic time. It was just as much fun and more as the original Hosaqami presentation. The Lieutenant Governor's invitation was really the only formal

recognition the 'escort' members ever received for their role in the presentation of the original Hosaqami. The Pole Raising Ceremony was a wonderful event and we all thoroughly enjoyed it very much indeed.

The Lieutenant Governor's Private Secretary sent along the following links to media coverage of the pole raising (*Note: you may have to copy and paste the url into your browser*):

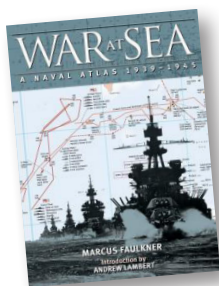
Globe and Mail

<http://www.theglobeandmail.com/news/british-columbia/as-totem-pole-rises-so-does-talk-of-reconciliation-and-ritual/article4531246/>

Times-Colonist

<http://www.timescolonist.com/news/Government+House+totem+pole+raises+awareness+history+culture/7213816/story.html>

## THE READING ROOM | BOOK REVIEWS



### THE WAR AT SEA A Naval Atlas 1939-1945

By Markus Faulkner

Naval Institute Press, Annapolis (2012), xii + 275 pp, coloured maps with symbols, scales, bibliography, index. Hardcover (9-1/2 x 13") US\$89.95 (discount for USNI members), 1-800-233-8764, or Seaforth Publishing, UK. ISBN 978-1-5911-4-560-8

A review by Fraser M. McKee (NOAC Toronto)

When many books are reviewed in these pages they are frequently qualified with a comment that the maps were of not very useful quality, or "a map of the action would have helped." This spectacular volume makes up for any missing battle or operational maps in one fell swoop. While the cost may seem a bit much, if one considers it provides details of some 266 naval actions—British, American, German, Italian, etc.—sometimes two or three illustrating a developing time period—it would be cheap at twice the price.

Dr. Faulkner, a Teaching Fellow at King's College, London, covers the war at sea more or less chronologically, in seven year time periods, with some overlapping periods when widespread events happened simultaneously around the world. All in carefully crafted colours, with opposing forces, dates and times on track charts, and frequently inset small detailed charts of specific actions. Almost every battle or enterprise includes on its page a brief paragraph of explanation to give context. There is little attempt to provide analysis—this volume presumes readers have other texts for that. For instance, in the Japanese attack on Wake Island (21-24 December 1941) he simply notes: "The initial Japa-

nese attempt to take Wake Island in the first days of the war ended in failure .... The (later) landings took place early on December 23<sup>rd</sup> and within hours Japanese forces had overrun the exhausted defenders." There are already whole books on just that series of battles. The map for this one shows the movements of the three Japanese invasion and support forces, and RAdm Fletcher's abortive defence task force—abortive because, as Faulkner notes, he only had one tanker for refueling, so couldn't make a high speed run to interdict the Japanese. This is typical of the adequate detail in support of the charts.

Each year's section opens with a large, usually double page spread, map of the world, with notes at locations of sea battles, auxiliary cruiser operations, defensive actions and so on, to be covered in that year's section. This is usually followed by a subsection page, again showing events in the general area covered. An example is for "The War at Sea, 1941," (showing events as widely separated as Operation Halberd in the Mediterranean, German Auxiliary Cruiser operations in the South Atlantic, the attack on Pearl Harbor, the *Bismarck* hunt, etc., the year's page is next followed by a map of the Med., ranging from the loss of HMS *Barham* to the three convoy operations to support Malta, to the raid on Suda Bay by Italian small craft that sank HMS *York*. A simple listing of some of the section's contents for even April to June 1941, provides an idea of the completeness of this volume: Action off Sfax, 15-16 April; Royal Navy Home Fleet operations in Norwegian waters; evacuation of Greece and Crete; Unternehmen Rheinübung (the breakout of *Bismarck*, sinking of *Hood* and then *Bismarck*); German Auxiliary Cruisers; Battle of

Continued on page 25



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the Atlantic, April-December 1941; Japanese Navy, 1941 and so forth.

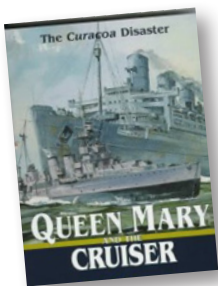
There are frequently supplementary and useful notes or tables: on a map showing the Arctic Convoy Routes, which includes not only the routes but the limits of German air operations and ice limitations, is a box listing the 1941 PQ and QP convoys, month of operation, number of ships sailed, losses and destination. It is sometimes a bit difficult to search out individual operations if one doesn't know the name and date. For instance, the raid by the two Commando forces on the Lofotens in March 1941, is only listed and described under Operation Claymore for that date. A reader must have a reasonable knowledge of the subject matter to search out the appropriate action chart. In this case, on page 61 covering the raid are also shown Operation Anklet (December 1941), Operation Archery at Vaagso, Operation Gauntlet at Spitsbergen and a carrier strike on German airfields in North Norway in July, Operation EF.

There are major maps for Neptune—the Normandy invasion of France—and Dragoon, the south of France invasion, with listings on the charts of all the ships involved, but only by name down to cruisers in most cases. Thus Canadian presence is not specifically covered, except for the notation: “+13 destroyers” at Normandy, and in the south of

France, no reference to the LSIs HMCS *Prince David* and *Henry*—or any other landing ships. The volume concludes with large area maps for US 3<sup>rd</sup> Fleet operations striking at Japanese forces in the East China Sea in April 1945, and against the home islands July-August 1945.

Altogether this makes for fascinating reading. Not all at once—that's not the purpose. But as a reference book, to be opened and looked at, event by event, or as a reference tool—for those text volumes that have provided inadequate illustrative maps. The maps are easy to interpret, even for highly complicated actions such as Operation Vigorous of RAdm Vian's force against the Italian battleships in June 1942, or more general long term operations, such as a chart for “German E-Boat Attacks 1940-1945” (in the Channel, p.141), the latter including a box of “Approximate Strength of S-Boat Force” by half-yearly periods. Apart from the operational maps themselves, these small added details make the volume a most valuable addition to any bookshelf—or coffee table.

*Fraser McKee is the author of six naval and merchant navy books and a frequent reviewer for “Starshell,” “Northern Mariner” and the RCNA’s “Yardarm.”*



## QUEEN MARY and the CRUISER The Curacao Disaster

By David A. Thomas & Patrick Holmes  
Leo Cooper (Pen & Sword Books), London (1997), xii  
+ 196 pp, illustrated, drawings, appendices, bibli-  
ography. £18.95 (in 1998). ISBN 0 85052-548-9

A ‘mini-review’ by Fraser M. McKee (NOAC Toronto)

While this is a book from quite a few years ago, having just read it in careful detail I was struck with the object lessons to be learned therefrom for anyone navigating or commanding ships. Briefly, on a clear afternoon of October 2<sup>nd</sup>, 1942 off Northern Ireland, the huge trooper RMS *Queen Mary*, bound for Liverpool with 11,000 aboard, hit her escorting AA cruiser, HMS *Curacao*, cutting her in half and resulting in the loss of 338 of the cruiser's crew. While the event was kept quiet for over three years, eventually the families of those killed sued Cunard White Star for damages, and Cunard counter-sued the Admiralty. The case was judged and heard in Admiralty Court, then on appeal, finally before the House of Lords in October 1948. The appeal was allowed, apportioning blame 2/3 to the cruiser and 1/3 to the liner.

The basic problem stemmed from the conflict between the Rules of the Road regulations, for at the time of the collision *Queen Mary* was overtaking the *Curacao*, and normal escort or convoy principals that escorts are obliged to keep clear of their escorted vessels. The whole debacle took place over about half an hour, with *Queen Mary* adhering to her No. 8 zigzag plan which, at the last couple of minutes, caused her to turn toward *Curacao*, some lack of due diligence on the part of the watch turnover on the *Queen's* bridge just then, and the cruiser's watch-

keepers not being really au fait with **what** the *Queen* was doing. Each CO commented moments before things got into extremis that the other “was well experienced and knew what they were doing.” This was indeed true, but the two were operating on disastrously different assumptions.

Being the overtaken ship, albeit escorted, the *Queen* could have abandoned her zigzag (no U-boats had been reported in the vicinity) and altered to port away when her staff **should** have appreciated that *Curacao* was far too close for seamanship safety and after all, she was the overtaking vessel. And *Curacao's* staff should have been aware of where the *Queen* was in her zigzag and **as soon** as she altered toward them, altered away herself despite the Rule of the Road making her the stand-on vessel. The liner didn't have the course freedom or manoeuvrability of the much nimbler cruiser and both were confused by the slight yawing of *Curacao* in the moderate seaway running.

Thomas and Holmes, the latter one of the few officer survivors of *Curacao*, go into considerable detail about all of the end-of-the-1<sup>st</sup>-war “C” class cruisers, and the whole last half of the book is taken up with the three court cases, with considerable direct quotations of witnesses, ‘experts’ and the judges’ decisions. The event of the collision and the backgrounds of the two COs and their bridge watchkeepers is well documented to open the tale. It should be required reading for anyone taking the long ‘N’ course, for the judges give interesting assessments as to which regulations (or customs) should have applied, what each ship **might** have done, and had cautionary comments on bridge inefficiencies.

A most interesting detective/legal examination, and well worth searching out a copy\* ... even if you don't agree with the decision.

\* A ‘Google’ search for the title brought many strikes, including the usual Amazon, etc. The book is still readily available. Ed.



## TRIBUTE



### RADM Frederick William Crickard, OMM, CD, RCN (Ret'd)

**R**ear Admiral Fred Crickard passed away at the Halifax Infirmary on July 21<sup>st</sup> at the age of 81. Born in Vancouver, BC in 1930, Fred was the only son of the late Frederick and Carrie (Robson) Crickard.

Growing up he attended St. George's School in Vancouver and then the Canadian Services College, Royal Roads, in Victoria from 1948-50.

In 1950, following in his father's footsteps, he joined the Navy. In 1955 he specialized as a gunnery officer in HMS *Excellent*, Portsmouth, England.

During his career he served ashore and at sea on both coasts and was given command of HMC Ships *Sussexvale* (1965-66), *Fraser* (1968-1969) and *Provider* (1972-1974). In 1974 Fred received his BA in Political Science from Dalhousie University. He was awarded the Order of Military Merit in 1979. His final naval appointment was in 1983 as Deputy Commander of Maritime

Command. He retired from the Navy in 1985.

Still very interested in naval matters, Fred joined the Supplementary Reserve and began to speak and write on defence policy issues. In 1988 he became a member of the National Board of the Naval Officers Association of Canada and was elected National President in 1995.

He received a Master's Degree in Political Science (International Relations) in 1993 from Dalhousie University and joined the Faculty as a Research Associate with the Centre for Foreign Policy Studies, speaking and publishing on Maritime Security and Oceans Policy issues from 1988 until his retirement in 1996.

Fred was an avid reader, a great listener of music, an outdoor enthusiast and a true gentleman. In the 1940s he began mountain climbing with his father and friends around Vancouver which led to climbing expeditions in the Yukon (St. Elias range) and in New Zealand (Mt. Cook), in the 1950s and 1960s.

Fred is survived by his devoted wife of 49 years, Margaret (Henderson) Crickard. His ashes will be buried at sea.



### LCdr(SB) William King Lowd LORE, RCNVR (Ret'd)

Minister MacKay salutes the first ethnic Chinese-Canadian to join the Royal Canadian Navy

**O**TTAWA – (Marketwire – October 5<sup>th</sup>, 2012) The Hon. Peter MacKay Minister of

National Defence, today expressed his condolences over the passing of Lieutenant-Commander (Ret'd) William Lore on September 22<sup>nd</sup> in Hong Kong at the age of 103. Mr. Lore was the first Canadian-born Chinese to join the Royal Canadian Navy and also the first person of Chinese descent to serve in any of the British Commonwealth navies.

"Mr. William Lore's drive and determination to serve his country and to achieve recognition of Chinese Canadians as full members of Canadian society, serve as wonderful example to all of us and show that we all can make a difference," said Mr. MacKay. "As a sailor, Lieutenant-Commander Lore made Canada proud." On hearing the news of his passing, Vice-Admiral Paul Maddison, Commander RCN and the Canadian Forces champion for diversity said: "Although it may not have been his intent, he was a hero to many others as he led the way in helping

make the CF a more diverse organization and Canada a more accepting society."

Mr. Lore was born in Victoria, BC in 1909. In 1943, at the personal request of Vice-Admiral Percy F. Nelles, Chief of Naval Staff, he joined the RCN along with many other young Chinese Canadians. In 1945, Mr. Lore was assigned as an intelligence staff officer for RAdm Sir Cecil Harcourt, the commander of the fleet that sailed into Hong Kong harbour upon Japan's surrender in August 1945. Then SLt Lore was the first officer ashore where he led a platoon of marines to take control of British Station His Majesty's Ship *Tamar*, the shore base. He subsequently led his troops to free the Canadian, British and Hong Kong prisoners from the Sham Shui Po Camp. SLt Lore was present during the official hand over of the colony and the surrender of the Japanese forces on September 16<sup>th</sup>, 1945 in Hong Kong. He subsequently rose to the rank of Lieutenant-Commander in the RCN. Following the war, he took a law degree at Oxford University, eventually setting up his practice in Hong Kong.

# Obituaries Compiled by Pat D. C. Barnhouse 'Starshell' Obituary Editor

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.

Aprocrypha – Matthew 4:7-8

## ◆ **David George Hadcock ANIDO**

Ottawa Br., 65 in Ottawa 31/08/11. [RG, Citizen]

## ◆ **Capt(E) George Miller BOLT, CD\*, RCN (Ret'd)**

NOAVI, 79 in Victoria 03/08/12. RMC (1950-52) as Cdt RCN(R) (sen. 01/51), thence Mid(E) 09/52 and RN for trg. Prom. SLt(E) 01/54, fl'd. by Ontario 06/55. Prom. Lt(E) 08/56 and RN trg., fl'd. by Bonaventure 06/57. Niobe (RNEC) in '60, Bytown (DSDC) 08/61 and Fraser (EO) 07/63. Prom. LCdr(E) 01/64, thence CDLS(L) (RN exchange at DG Ships) 09/65. Prom. Cdr 01/74 and Capt (01/80. Three years as CO SRU(A). Ret'd. in '85. Branch President '95; Bronze Medallion '97. [JC, Times Colonist, e-Veritas]

## ◆ **Lt Paul Joseph BRUNELLE, BEM, CD\*, RCN (Ret'd)**

NSNOA, 93 in Halifax 21/07/12. Jn'd. RCAF in '39, rls'd. in '45 and jn'd. RCN 11/48. CFR'd as CMD Airman (Air Ordnance) 09/55, thence in '55 Shearwater, Cornwallis and Niagara (USN Aviation Cse.), fl'd. by Bytown in '56. Prom. Lt(AO) 04/59 (sen. 06/57), thence Shearwater in '59 and CFHQ in '66. Ret'd. in '59. Civ. career as credit union manager, private school bursar and involvement with Shearwater Aviation Museum Foundation. [SR, Chronicle Herald, "Canada's Naval Aviators"]

## ◆ **RAdm Frederick William CRICKARD, OMM, CD\*, RCN (Ret'd)**

NSNOA, 81 in Halifax 21/07/12. RCN Cdt Royal Roads, thence Mid 09/50 and Beacon Hill. Prom. A/SLt 01/52, fl'd. by RN for trg. SLt. in '52 and sr'd. Ontario and Magnificent. Prom. Lt 09/53, thence HMS Excellent in '55 for Long 'G' cse., and qual. Lt(G), fl'd. by Stadacona in '56 and Naden (Flg Lt FOCP) in '57. Prom. LCdr(G) 09/61, thence Stadacona and Sussexvale (i/c) in '55. Prom. Cdr 07/66, fl'd. by Fraser (i/c) '68 and NDC '71. Prom. Capt 07/79 and NDHQ (DGPC). Prom. RAdm 07/83 as Deputy Commander MARCOM. Ret'd. in '86. Civ. career as Research Associate at Dalhousie Centre for Foreign Policy Studies. Admirals' Medal in '92, Bronze Medallion '89, Silver '92 and Gold '97. [JM, Chronicle Herald, "Canada's Admirals and Commodores"] (See "Tribute" on preceding page.)

## ◆ **Lt William Arthur DAVEY, CD\*, RCN (Ret'd)**

NSNOA, 79 in Halifax 02/08/12. Jn'd. Queen Charlotte as UNTD Cdt RCN(R) 01/51 and tsf'd. to RCN as Cdt 09/52. Prom. Mid 09/54, thence Quebec 09/54. Prom. A/SLt 01/56, fl'd. by RN for trg. Prom. SLt (sen. 01/56), fl'd. by Queen Charlotte 06/57 and Crusader 11/57. Prom. Lt 08/58, thence Shelburne 11/59, St. Croix 08/62, Swansea 11/63 and Shearwater 09/65. Ret'd. in '90. [SR, Chronicle Herald]

## ◆ **Florence DAWSON**

Ottawa Br., 92 in Ottawa 29/08/12. Long time supporter of Navy League youth programmes. Widow Cdr George Dawson, late of Ottawa Br. [Citizen]

## ◆ **LCdr Dan Turnbull DUNLOP, RCNVR (Ret'd)**

Toronto Br., 92 in Mulmar Township, ON 18/07/12. Jn'd. Royal Roads as SLt 01/41, prom. Lt 07/41 and qual. 'T.' Thence St. Croix 01/42, fl'd. by HMS Mendip 07/43 and Stadacona in '45. Rls'd. in '45 and prom. LCdr on Ret'd. List. Civ. career as architect. [AW, JC, Citizen]

## ◆ **Lt Kenneth ECCLES, CD\*, RCN (Ret'd)**

Ottawa Br., 79 in Perth, ON 08/07/12. Srv'd. British Army, thence RCN. CFR'd as CMD O 04/68 and prom. Lt 04/71. Srv'd. Halifax and NDHQ. Ret'd. in '87. Amateur thespian. [AW, JC, Citizen]

## ◆ **Lt(S) Lewis Miles LANGSTAFF, CD\*, RCN (Ret'd)**

Ottawa Br., 93 in Toronto 02/10/12. Jn'd. RCN in '37 and prom. Warrant Writer Officer (Wt. W.O.) 06/43, thence Niobe 07/44, Queen 08/45, Stadacona 01/46 and Naden 01/48. Prom. Lt(S)\* 09/49, fl'd. by Shearwater 06/52 and Magnificent 12/54. Star [\*] removed and Lt(S) 04/55, thence Niobe (standby Bonaventure) 06/57, Star (Sup O) 04/58, Sioux (Sup O) 01/61, Stadacona 02/62 and Bytown 09/64. Ret'd. in '69, fl'd. by 25 years as General Secretary RCNBF. Bronze Medallion '83 and Silver '86. [JC, Toronto Star]

## ◆ **LCdr George MANOLESCU, CD\*, RCN(R) (Ret'd)**

Calgary Br., 91 in Calgary 22/09/12. Jn'd. RCNVR in '39 and prom. SLt 12/44 at Cornwallis. Rls'd. in '45. Jn'd. RCN(R) 07/46 at Tecumseh as SLt (sen. 12/44). Prom. Lt 12/46 and LCdr 09/56. Civ. career in business and real estate. [MB, Calgary Herald]

## ◆ **Lt Reginald George PARISH, CD\*, RCN (Ret'd)**

Ottawa Br., 88 in Ottawa 25/06/12. CFR'd as CMD Radio O 04/63, thence Stadacona 07/64 and prom. Lt 01/66. Ret'd. in '74. [AW, Citizen]

## ◆ **Cdr(P) William Paul RIKELY, CD\*, RCN (Ret'd)**

Ottawa Br., 87 in Ottawa 25/07/12. Jn'd. RCAF in '44, tsf'd. RNVR as SLt(A) in '45, fl'd. by tsf. to RCNVR as Lt(P), thence tsf'd. to RCN as Lt(P) 02/46, all while under trg. and flying operationally with RN. Stadacona (JOLTC and Air Section Dartmouth) in '46. Prom. LCdr(P) 02/54, thence Niagara (USN Exchange) in '55, Bytown in '56, Niobe (RN Staff College) in '59, Inch Arran (XO) in '60 and Victoria-ville (i/c) in '61. Prom. Cdr 01/63, fl'd. by Stadacona in '63, Shearwater in '64, Kootenay in '66, CFSC (staff) in '67 and NDHQ in '73. Ret'd. in '74. Civ. career with Transport Canada. [AW, Citizen, "Canada's Naval Aviators"]

## In Memoriam (non members)

## ◆ **Physio Ruth Mary ARMSTRONG (nee PUBLOW), RCN (Ret'd)**

94 in Ithaca, NY 25/07/12. Jn'd. as physiotherapist 03/44. Srv'd. Protector and York. Rls'd. in '45. [AW, Citizen]

## ◆ **LCdr(E) Harry Allison BELL, CD\* RCN (Ret'd)**

83 in Ottawa 31/07/12. Royal Roads Cdt 1947-49, prom. Mid(E) 08/49, SLt(E) 12/50, Lt(E) 04/53 and LCdr(E) 04/61. Srv'd. RN for trg., Magnificent, Stadacona, Niagara (PG trg.), Naden, CDLS(W) and Bytown. Ret'd. in '73. [AW, Citizen]

## ◆ **Cdr Geoffrey Nelson BOWLING, RD\*, CD, RCN(R) (Ret'd)**

82 in Ottawa 25/07/12. Srv'd. RANR as Lt(L) 08/54, RNR and RCN(R) in Carleton. [Citizen]

## ◆ **LCdr(E)(A/E) Alan Charles BROWN, CD\*, RCN(R) (Ret'd)**

89 in Saanich, BC 13/09/12. Jn'd. RCN as Cdt 09/41, prom. Mid(E) 05/42, A/SLt(E) 01/44 (sen. 08/43), Lt(E) 07/45 (qual. A/E 08/47) and LCdr(E)(A/E) 07/53. Srv'd. HMS Britannia, RNEC, HM Ships Ulser, Orwell, Drake, Nelson, Superb and Thunderer, Niobe, HMS Gannet, Magnificent, Stadacona, Shearwater, Ontario, Quebec, Margaree, Fraser, Mackenzie, Qu'Appelle, Saskatchewan and Naden. Ret'd. in '68. [JC, Times Colonist, "Canada's Naval Aviators"]

## ◆ **LCdr(P) Sean Desmond CARRIGAN, CD\*, RCN (Ret;d)**

71 in Victoria 20/08/12. Jn'd. Venture as Cdt 09/58, prom. SLt 09/61 and LCdr

(Maj PLT) 01/76. Srv'd. RCAF for trg., *Shearwater*, *Bonaventure*, *Naden* (VU33), CFBs Moose Jaw, Greenwood, Summerside, Comox and Toronto (CFCSC) and MARPAC HQ. Ret'd. in '86. [DS, *Times Colonist*, "Canada's Naval Aviators"]

♦ **Lt Harry CARTER, CD\*, RCN (Ret'd)**

89 in Ottawa 08/12. Srv'd. RN for WWII and jn'd. RCN in '47. CFR'd as CMD ARM O 02/56 and prom. Lt 01/64. Srv'd. *Shearwater*, *Bytown* and NSD Mtl. Ret'd. in '71. [AW, *Citizen*]

♦ **LCdr Edward Cartwright CAYLEY, RCNVR (Ret'd)**

90 in Toronto 17/08/12. Jn'd. as SLt 08/41 and prom. Lt 08/43. Srv'd. *Granby*, LST 429 (RN) and HMS/M *Trespasser*. Rls'd. in '45 and prom. LCdr on Ret'd. List. [DM, *Globe & Mail*]

♦ **LCdr Richard McQuat COLCOMB, RCNVR (Ret'd)**

In Surrey BC 04/09/12. Jn'd. *Discovery* as Prob. SLt '42, prom. SLt 07/42 and Lt 07/43. Srv'd. *Rimouski*, *Barrie*, *Rockcliffe* and *Iroquois*. Qual. 't.' Rls'd. in '46 and prom. LCdr on Ret'd. List. [DM, AW, *Globe & Mail*]

♦ **LCdr Robert Joseph COLLIN, CD\*, RCN (Ret'd)**

80 in Ottawa 30/07/12. Srv'd. in Sup. Rad., CFR'd as CMDO 04/63, prom. Lt 08/64 and LCdr 07/72. Srv'd. *Coverdale* and *Gloucester*. Ret'd. in '80. [AW, *Citizen*]

♦ **Lt Cyril George Stuart DAWSON, QC, RCNVR**

91 in London, ON 04/08/12. Jn'd. *Royal Roads* as SLt 05/41 and prom. Lt 05/42. Srv'd. *French*, *Napanee*, *Kings* and *Malpeque*. Qual. 'n.' Rls'd. in '45. [AW, *Globe & Mail*]

♦ **Doreen DAUPHINEE**

Former Assoc. Mbr. Winnipeg Br., 76 in Winnipeg 12/07/12. Srv'd. as Capt in CF Reserve (Air Force). [GM, *Winnipeg Free Press*]

♦ **Lt(MN) Madeline Dianne GRAHAM (nee FRASER), CD, RCN (Ret'd)**

73 in Renfrew, ON, 30/08/12. Jn'd. as SLt(MN) 06/61 and prom. Lt 01/67. Srv'd. in *Stadacona* (RCNH) and NDMC. Rls'd. in '74. [AW, *Citizen*]

♦ **Lt(L) Gerald Francis KELLY, RCNVR (Ret'd)**

94 in Halifax 31/05/12. Jn'd. '43 and prom. El Lt 05/44. Srv'd. *Bytown*, *Niobe* (Liaison Admiralty Dir EE Bath) and *Stadacona*. Rls'd. '46. [SR, *Chronicle Herald*]

♦ **LCdr (Ret'd) Richard Derek LIVINGSTONE, CD\*, CF**

64 in Ottawa 31/07/12. Orig. army LOGS officer; Lt 11/67, prom. Capt 09/72 and Maj 01/81. Tsf'd. to navy as LCdr. [AW, *Citizen*]

♦ **LCdr(SB) William King Lowd LORE, RCNVR (Ret'd)**

103 in Hong Kong 22/09/12. Jn'd. the RCNVR as a Prob SLt(SB) in '43 and prom. Lt(SB) 06/44. Srv'd. *Bytown*, various radio intelligence centres in Canada, US, Ceylon and Australia, HMS *Swiftsure* for relief of Hong Kong 08/45 and *Niobe*. Rls'd. in '47 and prom. LCdr(SB) on Ret'd. List. [KRW] (See "Tribute" on p.26.)

♦ **Cdt Robert Bruce Nicol McBURNEY, RCN**

83 in Naples, FL 08/09/12. *Royal Roads* RCN Cdt 1946-48. [AW, *Globe & Mail*]

♦ **LCdr Gavin Lindsay McCALLUM, CD, RCN**

51 in Ottawa 29/08/12. [Citizen]

♦ **Lt(L) Thomas John McCLELLAND, RCNVR (Ret'd)**

99 in Grey City, ON 08/08/12. Jn'd. *Cataragui* as Prob. El SLt in '43 and prom. EL Lt 04/44. Srv'd. *Quesnel* (ASDIC Officer) and rls'd. in '45. [DM, *Globe & Mail*]

♦ **SLt William Charles McTAGUE, QC, RCNVR (Ret'd)**

87 in Rosemount, ON 29/08/12. SLt 12/44 srv'd. *Quesnel* and rls'd. in '45. [AW, *Globe & Mail*]

♦ **Lt (Ret'd) Bruce Alan PELLEY, CF**

56 in Wainwright, AB 13/06/12. SLt 06/81, prom. Lt 01/83 and rls'd. in '85. [SR, *Chronicle Herald*]

♦ **Lt(L) Ronald Edward PHILLIPS, RCNVR (Ret'd)**

92 in Nanaimo, BC 20/03/12. El SLt in '43 and prom. El Lt 08/44. Srv'd. *Cornwallis*, *Bytown* and **Nonsuch**. [AW, *Globe & Mail*]

♦ **N/S Hazel Geraldine RYDER (nee GREEN), RCN (Ret'd)**

101 in Toronto, ON 08/07/12. N/S 03/43 and srv'd. *Stadacona*, *Cornwallis*, *Naden* and *St. Hyacinthe*. Rls'd.

in '46. [AW, *Globe & Mail*]

♦ **Capt Bernard Charles THILLAYE, MiD, CD\*, RCN (Ret'd)**

91 on 24/09/12. Jn'd. French Navy '39, thence RN for WWII. Jn'd. RCN as Lt 04/49 (sen. 06/46), prom. LCdr 06/54, Cdr 01/59 and Capt 01/70. Srv'd. *Donnacona*, *Stadacona*, *Ontario*, *Bytown*, *Saguenay* (XO), *York*, *Restigouche* (i/c) and RCAF Staff College. Ret'd. in '74, thence Director Strategic Policy & Planning NDHQ. [JC, AW, *Globe & Mail*]

♦ **Capt John (Jack) Milton THORNTON, OMM, CD\*, RCN(R), Ret'd)**

86 in Vancouver 07/12. RCNVR sailor WWII. Jn'd *Discovery* 06/55 as Lt(SB), prom. LCdr 06/63, Cdr and Capt 01/74. App't. CO of *Discovery* in '70 and ret'd. in '75. Originator of "Navy Lore Corner" in "Crowsnest." [DS, RW] (Jack was kind enough over the years to forward an extensive collection of "snippets" as he called them, for publication in "Starshell" under the heading "Obscure & Offbeat Naval Oddities." Many of these interesting and entertaining anecdotes remain to be published as space permits. Ed.)

♦ **LCdr Alvin Richard UNDERHILL, CD\*, RCN (Ret'd)**

Former NSNOA, 91 in Halifax 10/06/12. Jn'd. RCN in '41. CFR'd as CMD MAA 06/57, prom. Lt 05/58 and LCdr 07/66. Srv'd. *Stadacona* and MARCOM HQ. Ret'd. in '70. [SR, *Chronicle Herald*]

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