

Starshell

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

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Starshell

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OUR COVER

HMCS *Victoria* transits in the vicinity of Esquimalt on February 20, 2012, during which she conducted sea training trials, exercises and diving operations in local waters near Victoria. The dive was witnessed by General Walt Natynczyk, Chief of the Defence Staff and Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. She is currently conducting equipment trials and crew training such that she can be declared fully operational in 2012.

Photo: Jacek Szymanski, Navy Public Affairs © 2012 DND-MDN Canada

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Your NAC 2012 Annual General Meeting and Naval Conference

By Tom DeWolf, NAC Ottawa

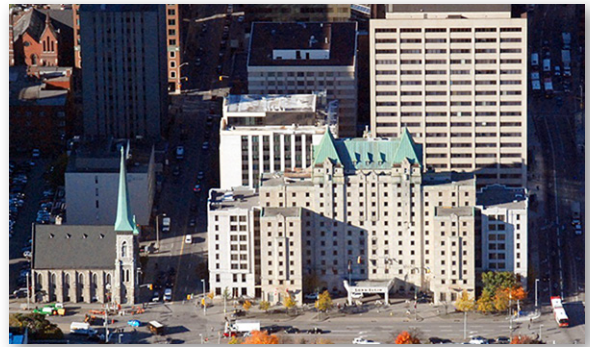
REGISTER NOW! For your participation in the crucial 2012 AGM and ground breaking Naval Conference; go on line to the NAC's new web-site at <http://www.navalassoc.ca> and follow the links to have a look at the plans for the AGM, Conference and Spousal / Partner programs. To see a document full-size, single click on the document's reduced image. Some fine-tuning may still be required, but the programs are very close to finalization. I believe you'll agree the NAC Ottawa organizers are doing everything possible to make your and your partner's participation in the AGM and Conference, and the visit to your national capital a great event!

Most importantly, on the website you have access to the on-line registration form. We have arranged with Edmonton's online event registration company, "ePLY," for you to sign up and pay hassle free! But if you prefer to send us a cheque we can go that route as well.

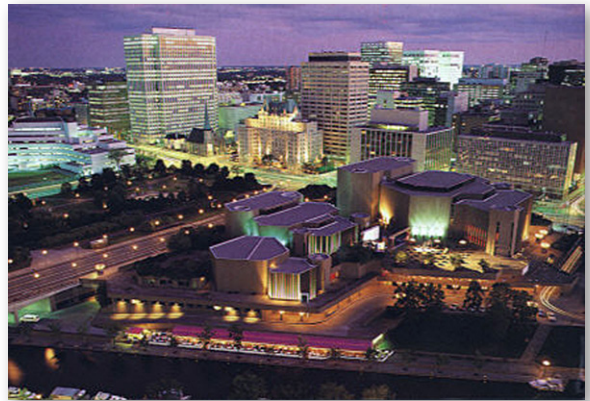
And while you're on line, have a look at the Lord Elgin Hotel, our AGM home base. To get the special rate of \$ 169, it is best to call the hotel at 1-613-235-3333 or 1-800-267-4298. Mention the Naval Association of Canada. You may also wish to consider taking advantage of the reduced fares to and from Ottawa for NAC members offered by Via Rail.

The NAC has arrived at a crossroads, and the 2012 AGM should prove to be a threshold event for the way ahead. So it is urgent that the views of both yourself and your Branch be heard. NAC Ottawa is therefore hoping that all Branches are well represented. Talk it up now with your Branch colleagues and we will look forward to strong contingents from across the country. The future of NAC depends on it!

If you need assistance with the registration or have any other questions, please contact me at tdewolf@sympatico.ca or by calling 613-821-6262.



The Lord Elgin Hotel.



The National Arts Centre with the Rideau Canal in the foreground and the Lord Elgin 'kitty-corner' to the left.



The Governor General's Foot Guards parading on Elgin Street in front of the hotel.



"Maman" in the forecourt of the National Gallery.



NAC Naval Affairs

Why it is important for us to get involved

One of the key aspects of the Naval Association of Canada's renewal/revitalization is our renewed emphasis on being an active voice in naval and maritime issues. Canadians do not yet understand, but need to realize, there is a direct correlation between Canada's future economic prosperity and our ability to ensure the maritime interests of our nation are met. Eighty percent of commerce travels by sea and one only has to look at the ports of Vancouver, Prince Rupert, Montréal and Halifax and see the vast container shipping to realize this represents a major economic lifeline of this country. Quite simply, Canada is, and always has been, a maritime nation with resources and economic interests on all three coasts. The world today is a global trading market and Canada has those key natural resources and manufacturing output that major world economies like China, Japan and India, covet and trade for to ensure their own future interests can be realized. It follows then that to protect our future economic interests, Canada needs a strong national maritime policy and capability — a large portion of which is a modern and capable Royal Canadian Navy. But as Vice Admiral McFadden said throughout our naval centennial year, Canada suffers from "maritime blindness." This then represents our NAC challenge ... to educate and enlighten Canadians on naval and maritime issues through an active and engaged program to make the Canadian public, politicians and decision-makers aware of 'why' a capable RCN is a necessity.

To meet this challenge, the NAC has formed a Naval Affairs Committee under the Directorship of Richard Archer, with a mandate to plan, promote and coordinate an effort to bring maritime and naval issues to the attention of Canadians through articles and letters to publications like the *Canadian Naval Review*, our own *Starshell*, as well as letters to the editors of newspapers across the country. As you would realize, this Committee needs horsepower and fortunately NAC has members in all Branches who are more than capable of working collegially to produce effective and timely articles on key issues. We must tap into that horsepower to meet the challenge. Branch Presidents have already been asked to forward to Richard the names of those per-

sons in the Branch who would act as Branch coordinators. Additionally, Richard and the NAC Executive will be contacting known individuals with knowledge and skills to assist in forming an effective committee. Working together, this group can and will make a difference. We have increased our liaison and activity with the *Canadian Naval Review* not only in providing articles to their editorial board, but also ensuring this distinctive Canadian naval publication reaches the influential decision makers in this country. And, one of the reasons why the national criteria for membership in NAC was modified to become more inclusive is to attract 'value added' persons from academia, business and industry to assist us in passing the message to Canadians at all levels.

This renewed and proactive approach to getting the 'naval' word out is critical to our future as an organization of influence, as to date we have been preaching to the choir ... our own membership, who already know from their at-sea experience the value of a capable navy. We need to engage the Canadian public to a far greater degree than in the past and make them aware of the need to protect our national economic future and the value of the RCN in doing so. The leadership of the Navy is also engaged, as a priority, in educating the public on our 'maritime blindness,' but they are rightfully constrained in the degree to which they can advocate. There is a fine line between educating and lobbying. NAC is not so constrained. While the Navy is focused on naval policies and the capabilities required to meet future maritime challenges, we must focus on 'why' Canada needs a Navy.

This then, is our challenge and focus in the years ahead. We cannot rest on our oars thinking that the announced National Shipbuilding Procurement Strategy provides for the future ships needed for the RCN. No contract has been signed, no steel has been bent, and no naval system has been procured. And as we all know, there are major fiscal constraints on the government to follow up intent with action. All the more reason for NAC to get actively engaged and work towards the RCN we know is needed for Canada and Canadians.

My final plea to you is to join us at our NAC Naval Confer-

ence and NAC AGM 1-3 June in Ottawa. This Conference embodies our NAC Naval Affairs mandate and brings together Ministers, bureaucrats, Canadian industry, the RCN leadership

and naval supporters in looking at 'Our Navy, Our Industry, Our Future.' Come and take part — it is important for you and NAC to get involved.

THE FRONT DESK | KEN LAIT | NATIONAL EXECUTIVE DIRECTOR | noacexdir@msn.com



Spring again. Here in Ottawa we are looking forward to the Conference and AGM to be held in the National Arts Centre and Lord Elgin Hotel, 1 to 3 June. The local Branch is planning a full and diverse program to welcome our members and to ensure they have a memorable and valued experience, both in and around the National Capital and especially during the three days of the events.

By now all should be aware of the program, and if not, I encourage you to visit the National website www.navalassoc.ca for the latest information and to register for this event. The Ottawa Branch has worked hard to secure sponsorships with the result that costs to our members are being kept to a minimum. The speakers for the Conference represent a very broad spectrum from military, government and industry and promise to provide an informative and thought provoking day. The Spousal program will offer some unique opportunities not normally available to visitors. All this should make for a memorable and valued experience for all those attending.

The AGM, unlike previous years, is being held immediately following the National Board of Directors meeting in a further attempt to reduce costs. Thus, by shortening the 'required' time committed to Naval Association of Canada business by a full day, accommodation costs for delegates from the Branches will be reduced. We are foregoing the formal President's Dinner in favour of a relaxed dinner cruise on the Ottawa River below the Parliament Buildings so that mess kit and formal attire is not required. We are also moving our medal presentations to Sunday after the non-denominational remembrance services being held in the Bytown Naval Officers Mess. For this event we are asking all members, whether receiving a medal or not, to attend in Blazer and tie or equivalent business attire, complete with your NOAC medals.

The first quarter of 2012 has been a busy one for Branch Presidents. They have had submissions for nominations for NAC Awards and Diamond Jubilee Medals as well as for Endowment Fund grants for the many worthy organizations and projects the NAC Endowment Fund must consider each year. As I write this, I can advise you that the NAC Awards are finalized, the Dia-

mond Jubilee medal nominations are submitted and awaiting approval from the Rideau Hall's Chancellery of Honours office, and the Endowment Fund Allocation Committee is working to allocate the funds available for this year against the almost double that figure of requests received.

One of the privileges of being Executive Director is that I compile the submissions for the above for forwarding to the responsible offices that make the final decisions on the awards. The quality of the submissions this year has been outstanding. They have highlighted to me the tremendous diversity of involvement and influence our members have in their communities and their country. With respect to applications for Endowment Fund grants, the wide spectrum of worthy applications is a testament to recognition of our three pillars: Navy, Maritime Heritage and Camaraderie.

An issue that has also occupied much of the conversation this past year is the approval last October of the name change of the National organization to the Naval Association of Canada. Coincident with this change to our organization's name, the Canada Not for Profit Act was changed. This has resulted in new requirements for officially having our new name approved, most significantly the one that requires us to submit new By-Laws, constructed in accordance with the new Act and approved by our membership. New By-Laws will be ready for the AGM and, assuming their approval, the Articles of Continuance, our old Letters Patent and Supplementary Letters Patent and the By-Laws, will be submitted to Industry Canada to change our name and to allow us to continue operating as a Not for Profit organization. There will be more to come on this file.

I am looking forward to seeing many of you in Ottawa for the Conference and AGM.

DON'T DELAY, REGISTER TODAY!

NAC AGM & CONFERENCE

Ottawa- 1 to 3 June 2012

<http://www.navalassoc.ca>

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

Editor's Note – *The following response was received to George Schober's letter on page 9 of the Winter 2011/12 edition of "Starshell" questioning why, in our cover photo of HMCS Athabaskan (2nd) in the Autumn issue, she is sporting a Union Jack painted forward of her bridge.*

During the first deployment in 1950, there was concern that mainland China may put ships in the area as well as vessels from the North Korean Navy, so all ships were told to paint their national flag on the tops of "gun turrets" for benefit of allied airmen. Cdr. Paul Taylor, CO of *Sioux*, stated that as he did not have an Heraldic Expert on board, he couldn't have the Canadian Coat of Arms in the Red Ensign properly executed, so he would limit the depiction of it to that part depicted in top of the hoist, i.e., the Union Flag.

I fancied myself as something of an artist in those days and offered to do the required painting. I was turned down on the grounds that with all the red in the Red Ensign it could be taken as Communist China, and if the airmen were as inept as supposed, we better not put anything red visible from above. All other Commonwealth ships followed *Sioux's* lead. I have a picture of *Sioux's* B-gun in colour but it's pretty faded. I suspect your picture of *Athabaskan* is from the first trip!

Stan Parker, NOAVI

RCNVR Half Companies

[*"The Little Known Navy"* p.22, No. 57, Winter 2011/12 issue of *"Starshell"*]

In Fraser McKee's article on "The Little Known Navy" and the beginning of the RCNVR Half Companies, one city is missing, Vancouver. Vancouver was ready to start up with the other Half-Companies but the gentleman who was nominated by the locals to be the Commanding Officer, was rejected by Ottawa because of alleged connections with the trade in spirits, commonly called rum running. It took a month to straighten the matter out but Vancouver finally had a Half Company alongside the other cities.

Jack Thornton wrote a history of the Vancouver Naval Division and he records that on 20 May 1924, Lt. J. W. Hobbs, RCNVR, was given permission by NSHQ to form a Half-Company. Quarters were found and the first drill was held on 5 August 1924.

The trade in liquor involved suppliers in Britain and Europe and potential users in Canada and the US. In 1923 Canada and

the US were both dry but the rules differed. Britain and Europe accepted the consumption of wine and spirits as normal and legal. From coast to coast in Canada, liquor was being shipped to the US by entrepreneurs of high and low degree. I believe that Mr. Hobbs had a connection with the Guinness Company who were developing large real estate ventures in Vancouver. One method of moving liquor into the US was by the use of high speed boats in BC, Ontario and the Maritimes.

Among the officers who came to Vancouver after WWI and started up NOABC, were many who were used to small fast boats. There were jobs awaiting. A few years ago I was at the funeral for Bill Hudson, one of the founders of our Association. For many years Bill was the General Manager of the Hotel Georgia, one of Vancouver's best hotels. In delivering the eulogy, Bill's son Peter, said his father learned the hotel business thanks to the US government while he was staying in Alcatraz.

Cully Lancaster, NOABC

THE BRIEFING ROOM | SNIPPETS OF INTEREST**NOAC Book Awards**

The recipients of the 2010 and 2011 NOAC Book Awards recognizing the top candidates in the annual Sea Logistics Officers' Head of Department Qualification Board were respectively Lt(N) Kate Wyand and Lt(N) Dan Saunders. Each received a suitably inscribed copy of (then) Cdr Mark Watson's book "Sea Logistics" at the RCN Logistics Conference mess dinner held in Halifax 12 January 2012.

Lt(N) Wyand, a native of Bridgewater, NS, graduated from Saint Francis Xavier University with both a BSc and BEd. A Naval Reservist while a student, she joined the Regular Force in 2007 and served in HMCS *Athabaskan* as the Assistant Supply Officer which included two months in Haiti on earthquake relief. She then served as Flag Lieutenant to COMFLTLANT, NDHQ Ottawa on the Frigate Modernization Project and the Office of the Minister of National Defence where she currently serves as a Military Assistant.

Lt(N) Saunders calls Barrie, Ontario home and is a graduate of the University of Western Ontario. He joined the Forces as an infantry officer but transferred to Sea Logistics in 2008. His sea time was spent in HMCS *St. John's* as the Assistant Supply Officer. He currently serves as Base Operations Logistics Officer at CFB Halifax.

In addition to the above, I also presented the NOAC Shield and Book Award to the top graduate of the Naval Engineering Indoctrination Course on March 8th at the annual Naval Technical Officer Awards Ceremony and mess dinner in the *Stad- acona* Wardroom. The award winner, SLt Dale Molenaar, was

absent in the UK on course, so I didn't get to meet him. I also regret that photographs were not available this year for any of the preceding presentations.

Mike Cooper, NSNOA

Senior Promotions & Appointments - Flag Officers

The Hon Peter MacKay, Minister of National Defence, has announced the following initial list of senior Canadian Forces promotions and appointments to take place this year:

- **Cmdre J. E. T. P. Ellis** will be promoted to RAdm and appointed Deputy Commander Canadian Expeditionary Command, Ottawa.
- **Cmdre D. M. MacKeigan** will be appointed Deputy Chief of Staff Operations, NATO Maritime Command Centre, Northwood, UK.
- **Cmdre W. S. Truelove** will be promoted RAdm and appointed Commander Maritime Forces Pacific, Esquimalt.
- **Capt(N) S. E. G. Bishop** will be promoted Cmdre and appointed Commander Canadian Fleet Pacific, Esquimalt.
- **Capt(N) L. Bisson** will be promoted Cmdre and remains as Director General Compensation and Benefits, Military Personnel Command, Ottawa.
- **Capt(N) D. C. Hawco** was promoted Cmdre and appointed Commander Canadian Fleet Atlantic, Halifax.

Past President NOAC Winnipeg Branch honoured



Former President NOAC Winnipeg Branch, Bob Watkins was presented with a Lifetime Membership in HMCS Chippawa's Wardroom by LCdr Dan Smith, XO. Bob is a long standing member of the NOAC/NAC, the Navy League of Canada and has also been a staunch supporter of Sea Cadets in Winnipeg for many years. Congratulations Bob! (*Apologies for the blurry photo. Not even Photoshop CS5 v.12.0.4 could fix this one! Ed.*)

United States and Republic of Korea seek Korean War vets for recognition

The US Department of Defense and the Republic of Korea are trying to locate Korean War veterans, whether they served in the Canadian Forces or with an Allied nation — all veterans of the Korean War are wanted for special recognition. The US DoD's 60th Anniversary of the Korean War Commemoration Committee was formed in 2011 to mark the Korean War anniversary. The committee's mandate is to honour the service and sacrifice of all Korean War veterans. One significant endeavour of the committee is to award an official Certificate of Appreciation to veterans. This certificate bears the veteran's name, comes in a blue card folder and is signed by the US Secretary of Defense, Leon Panetta. In addition to the US's official certificate, the Republic of Korea is also actively seeking all Korean War veterans for the award of the Ambassador of Peace Medal. The medal is very impressive and suspended from a ribbon around the recipient's neck, has a presentation case with miniature medal and a personalized certificate.

To be eligible for the certificate, the veteran must have served in the Korean War during the period June 25, 1950 to July 27, 1953. The special medal is available to those who served during June 25, 1950 to March 1955. If you meet the criteria and would like to apply for the Certificate and/or the Ambassador for Peace Medal and you have not already received these official awards, please provide the following information: full name, wartime rank, service number, date of birth, unit or ship's name, mailing address and telephone number and confirm whether you have been on a government revisit tour of Korea and whether you are a member of the Korea Veterans Association of Canada. The information should be sent to: KW60 Ambassador Guy Black, c/o 944 Dundonald Drive, Port Moody, BC V3H 1B7, or send an email to korea19501953@yahoo.com.



See you
in Ottawa!

June 1st to June 3rd...
For additional information and
to register, please go to
<http://www.navalassoc.ca>
and follow the links.

NAC Endowment Fund donations



Mark Van Den Bossche (left) President London Branch, presents NAC Endowment Fund cheque for \$2,000 to Mike Hoare, Chairman of the Battle of the Atlantic Memorial Fund and Past President, London Branch.



NOANL President Robert Andrews (right) presents a cheque for \$2,000 to Crow's Nest Club President Gary Green on January 12th, 2012. The funds will be used for much needed improvements to the Club.

From an officer to a gentleman - RMC Foundation donor gives back

On March 22nd, 2012, the Royal Military College of Canada hosted Cmdre John Newton, DGen Naval Personnel at the Fourth Year Naval Mess Dinner on campus. Among the distinguished guests was our NAC National Vice-President, Jim Carruthers. A number of senior and junior officers from the Canadian Defence Academy, HMCS *Cataraqui* and the Kingston military community were present in great strength to add colour



L to R – NCdt Emilie Béland, Jim Carruthers, NCdt Jacqueline Forbes and NCdt Jeremy Hamilton. The cadets represent the top MARS, ENG and SEA LOG cadets respectively, and were presented with naval swords by Jim.

and perspective to the evening. The intent was that fourth year cadets were to take part in a formal mess dinner designed to reinforce understanding of the customs and traditions of the Royal Canadian Navy, while simultaneously providing an environment through which cadets and guests could share their personal experiences.

Following some colourful banter, insightful stories and good laughs all around, a series of presentations were made by Capt(N) (Ret'd) Carruthers, a generous benefactor to the RMC Foundation. Jim's presentations included naval swords to the top MARS, ENG and SEA LOG cadets of their year, pictured above. Traditionally, such gifts are awarded by a ship's company on completion of an arduous deployment, when the command of a ship is passed on, or when naval officers reach a hallmark stage in their career. To be awarded such a gift at this rank and post is testament to their officer-like qualities and desire to excel in their chosen occupations. Because of the generosity of Capt(N) (Ret'd) Carruthers, these gifts will further the success and accomplishments of these cadets.

As a final formal activity of the night, Capt(N) (Ret'd) Carruthers introduced and distributed copies of *Salty Dips* DVDs to all cadets present so they might look upon the past achievements of their naval antecedents with great respect and admiration.

The graduating class of 2012 represent the future leadership of the RCN who will, in many ways, write the pages of their own history in the years to come. It is therefore imperative that the traditions and customs of our navy be passed on to the next generation so that the challenges, sacrifice and hardship faced by our veterans will not be forgotten. The existence of such 'training' activities at RMC are essential in providing the context and experience necessary for these junior leaders to actively participate in the formation of tomorrow's navy.

NCdt (IV) Sean Catterall, 5 Squadron, Royal Military College of Canada

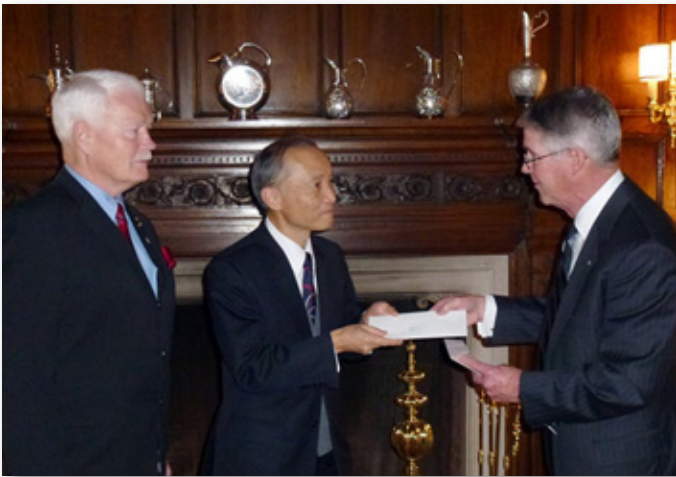
Montréal Branch celebrates 75th AGM



Montréal Branch celebrated their 75th Annual General Meeting at The Mariners' House on April 1st. Special guest was RAdm (Ret'd) W. Fox-Decent. During the celebration presentations were made to Peter Langlais (Past President's medal and Certificate), and to Ian Willis (Certificate of Appreciation for maintaining their website).

Bernard Cornell, President Montréal Branch

Additional support for Onagawa Bay



Peter Milsom, President, Hampton Gray VC Chapter CNAG (right) and CNAG National Chairman, Paul Baiden (left), present the HGVC donation to His Excellency, Ambassador Kaoru Ishikawa of Japan.

In March 2011, the town and citizens of Onagawa, Japan were devastated by the Great East Earthquake and Tsunami. A message from Nigel Brodeur [a member of NOAVI] last August to Peter Milsom, President, Hampton Gray VC Chapter, Canadian Naval Air Group [also a member of NAC Ottawa Branch], introduced the Onagawa Relief Fund Drive by the Naval Officers Association of Vancouver Island to provide financial relief to assist

with recovery. Nigel suggested that, given the special relationship of the Chapter's namesake, Lt Robert Hampton Gray, VC, DSC, MiD, RCNVR and Onagawa, that the Chapter might wish to become involved. The relationship is detailed in the late Stu Soward's super book "A Formidable Hero" [CANAV Books, 1987].

Lt Gray's posthumous award of the Victoria Cross after the sinking of the Japanese destroyer *Amakusa* in Onagawa Bay and his other decorations, made him the most highly decorated Canadian naval officer in WWII. In a warm gesture of friendship, the citizens of Onagawa donated a beautiful site overlooking the bay and approved the erection of a monument to Hampton Gray provided by the Province of British Columbia, as Gray was a native of Nelson, BC. A close relationship has developed over the years between Canada and Onagawa and Canadian Navy ships visiting Japan have frequently sent representatives to visit the Gray monument. The Lions Club of Onagawa undertook to maintain the monuments in perpetuity. The monument, regrettably, was toppled in the March 2011 earthquake and the bronze plate disappeared.

As the NOAVI fund drive ended 15 June 2011, the Hampton Gray VC Chapter (HGVC) executive decided to initiate its own drive to generate relief funds for the recovery effort. This was strongly endorsed by the CNAG National Chairman, Paul Baiden and the initiative was focused on the HGVC fall social event in November at the Canadian Aviation and Space Museum (CASM). In honour of the theme for the 2011 event, an invitation was extended to His Excellency Kaoru Ishikawa, the Ambassador of Japan to Canada. He also kindly agreed to provide an update on the status of the recovery of Onagawa to the attendees of the reception

Highly regarded and with impressive credentials as a career diplomat, Ambassador Ishikawa proved to be a warm and personable participant in the event. Supported by the embassy's First Secretary, Mr. Atsuya Tanimoto, he provided a crisp, compassionate and informative report on Onagawa's recovery. Though he has a demanding schedule, His Excellency took the time to personally meet and speak with everyone attending. This very successful evening generated contributions from the HGVC Chapter and guests of slightly over \$2,000. The funds were presented to the Ambassador during a private function hosted by His Excellency and his wife, Mrs. Masako Ishikawa at their residence, *Waterstone* in Rockcliffe.

Peter Milsom, Ottawa Branch

**VETERAN VOICE.INFO**

Go to the following for the latest VVI periodical
<http://www.veteranvoice.info/bulletinboard.htm>

New Royal Navy uniforms to involve baseball caps and Velcro

[With humble thanks to Migs Turner and NOAVI's "Lead & Line" for the tip. Ed.]



Royal Navy personnel, L to R – Technician Richard Lewis, Lt Thomas Gell and Lt Nadia Robertson wearing the new Personal Clothing System (PCS) aboard HMS *Daring*.

It used to be bell-bottomed trousers and white hats — but British sailors are now donning US-style baseball caps and Velcro to go to sea. The new RN uniform also includes zip-up boots with fake laces, while rank insignia are worn at the front rather than on the shoulders.

The outfit, known as Number 4 Dress, is already being worn during combat duties by the 190 strong crew of HMS *Daring*, the new £1 billion Type 45 destroyer, including its commander. It is also being offered to the crews of HMS *Westminster* and HMS *Talent* and, if a success, will be introduced across the entire fleet.

The Ministry said the uniform was “cool and more modern” and has been designed to be “easy to wear.” The Velcro fasteners allow the crew members to dress quickly if called to action.

It is the first new operational uniform for the RN in more than twenty years. It is only to be worn during operational duties and will not replace more formal uniforms or the berets and



Captain Guy Robinson RN, CO of HMS *Daring*, wearing the new ballcap.

old caps seen by the families when sailors return home from deployment. LCdr Ben Hughes, HMS *Daring*'s Logistics Officer, said “So far the reaction on board the ship has been very positive. It is a comfortable, practical uniform that looks much more modern than the old style. The boots are very comfortable as well, especially for people who are on their feet all day and with the zip, it makes it easier to just pull them on and off.”



The Naval Memorial Project



The last corvette.

Members of the Canadian Naval Memorial Trust (CNMT) new and old are probably quite aware that the fundamental object of the Trust is to preserve HMCS *Sackville*. In the years since restoration, the efforts of many have been directed to that goal, but progress has often been of the one step forward, one step

back variety. So in an effort to bring all Trustees [*and NAC members*] up to speed, I thought a review of the Why, What, Where and When of this preservation effort would be helpful in understanding where we are today, how we got here and what lies ahead.

THE WHY! – It will soon be twenty-seven years since a small group of former naval officers formed the Canadian Naval Memorial Trust to acquire the former HMCS *Sackville*, restore her to her wartime configuration and operate her as a naval museum. One might have asked those enterprising gentlemen why *Sackville*? She was hardly the most impressive vessel that fought under the Canadian flag and unlike Britain's HMS *Victory*, or the American USS *Constitution*, she was not a major participant in a pivotal event. She had of course, been in the thick of the convoy battles and had distinguished herself in a number of U-boat engagements. But more than that, the founders of the Trust recognized that her significance lay far beyond that of her own service or that of the gallant men who sailed in her.

The passing of the British North American Act in 1867 and the Statute of Westminster in 1931 marked the points in time when Canada was accorded recognition as a fully distinct national jurisdiction. History however, has shown that it is not the words of a document that shapes a country. It is rather, the deeds and accomplishments of its citizens, from which the substance of character of a nation are drawn. HMCS *Sackville* is the symbol of one such achievement, perhaps the most significant in Canada's short history.

In the years prior to WWII, the Royal Canadian Navy, short of thirty years since its inception, was a 'rag-tag' organization lacking in almost every aspect. It was seen by the government of the day as of little importance, and by its own members as an appendage of the Royal Navy. The change that occurred in a few short years represented an extraordinary achievement for Canada as a country and the RCN as a national institution. Key to this transformation were the efforts of thousands of Canadians who developed the Navy into a capable, self-reliant force at sea — one which bore the brunt of battle and provided the leadership in what became the seminal victory in the path to eventual triumph in WWII.

It is fitting that *Sackville*, as the last corvette, is Canada's naval memorial and that she is preserved, such that Canadians in the future may know their heritage and remember the deeds of their forebears.

THE WHAT! – It has long been recognized that preservation of *Sackville* requires that she be protected from the elements, which means putting her under cover. The ship was part of the original Queens Landing Project (QLP), which was a joint effort with the Maritime Museum of the Atlantic and the private developer, the

Armour Group. After reviewing the developer's concept of the project and commissioning a detailed technical study it was determined to be in the Trust's best interests to withdraw from the private sector of QLP. This forced a re-think.

After reviewing the possibilities, it seemed that the best approach for the Trust was to go it alone. John Jay, the Chair at the time, sought and received support from the Province of Nova Scotia, the City of Halifax and the federal government, through the Atlantic Canada Opportunities Agency (ACOA). With this degree of encouragement and the support that was evident in talks with representative groups from the private sector, the board, under the present Chair Hugh MacNeil, approved the Naval Memorial Project (NMP) as the best way forward.

The purpose of the NMP has been defined as having three objectives:

- Preservation of HMCS *Sackville*;
- Telling the story of a century of naval service; and
- Honouring those thousands of Canadians who sacrificed their lives in service.

These objectives are to be achieved within a structure to be built on the Halifax Waterfront that will be a unique iconic piece of architecture that will be defining for Halifax and Canada in the same way as the Sydney Opera House identifies Sydney and Australia or the Eiffel Tower which symbolizes Paris and France.

To steer this project, the "Memorial Action Committee" (MAC) was established. From the first meeting on September 25th, 2011, the MAC recognized there was much to learn. Discussions were held with a number of knowledgeable people including the architect Douglas Cardinal of Museum of Civilization fame, and Yves Gosselin, former Chief Architect of the National Capital Commission. The objective was to obtain insight into how a major construction project such as the NMP is brought to fruition. As one might expect, the process is broken into phases, the major ones being:

- Pre-design phase;
- Design concept phase;
- Detailed design phase; and,
- Construction.

The activities of the pre-design stage are the preparation of the Project Brief (PB) and the election of a design architect. The PB is the document which contains all the information necessary for a design architect to proceed. A working group under Bryan Elson has completed an initial draft of the Architectural Program (AP). This is one of the main elements of the PB, defining the functions and content of the structure. The remaining elements of the PB relate to geotechnical, environmental and regulatory aspects of the site.

A sub-group of the MAC is currently reviewing a short list of Project Management (PM) companies which have the capability to help the Trust in completing the PB and selecting a



The present summer season display venue at the Maritime Museum of the Atlantic.

design architect. The selection of a design architect for the NMP is critically important, and although the original notion was to conduct an international competition, we have since learned there would be a number of drawbacks to that method. After consultations with knowledgeable sources, the MAC concluded that a national competition would equally suit our circumstance and be less costly, while still giving us access to some of the best architectural minds in the world.

THE WHERE! – The site allocated to the Trust for development is an ideal property, situated just south of the Maritime Museum of the Atlantic. It encompasses the jetty where the ship is cur-

rently berthed during the summer season. From an architectural point of view it is the best centrally located property on the Halifax waterfront.

THE WHEN! – There is much to be accomplished before a shovel hits the ground and we can only put a timeline on the Pre-Design phase and can't as yet do it with any accuracy. We do however, expect to have a project management (PM) company on board by the time this article goes to press. We would hope that the Project Brief can be completed by Autumn 2012 and have an architect selected within six months of that date. Once the PM has read into the task, the schedule can be established.

THE FUTURE! – The NMP represents a major step forward for the Trust. That it will be challenging, there is no doubt. The support however, from all levels of government and all quarters of the public has been more than encouraging. Thanks to Mr. Joe Ramia we will open an office for the project in April. MT&L, the preeminent Communications Consulting firm in Halifax, has offered to help us in planning the extensive communications that the project will require. These are just a couple of examples that illustrate the enthusiastic backing we are encountering whenever we talk of the NMP. It leads one to believe the time is right. It's exciting to think we can make this project happen. With the support of every Trustee, we will be able to show that the idea which sparked the acquisition of the ship by that small group of people twenty-seven years past, has really blossomed.

Ted Kennedy, Chair, Memorial Action Committee

Editor's Note – For more information or to find out how you can become a Trustee, please visit the CNMT website at: <http://canadasnavalmemorial.ca/the-trust-2/join-the-trust/>



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- Navy League Maritime Affairs Sea Cadet Scholarships, 2 at \$1,500 ea. \$ 3,000
- "Canadian Naval Review" \$ 2,000
- Canadian Naval Memorial Trust (HMCS Sackville) \$ 1,000
- Crow's Nest Military Artefacts Association (St. John's, NL) \$ 1,000
- Maritime Museum of British Columbia (Victoria, BC) \$ 2,000
- Broadmead Care Foundation - veteran's hospital beds (Victoria, BC) \$ 3,000
- Battle of the Atlantic Memorial Gardens (HMCS Prevost) \$ 2,000
- Prairie Sailor Statue Project (Winnipeg, MB) \$ 1,000
- Vancouver Naval Museum & Heritage Society \$ 2,000

Total \$17,000

Thank you all for your continuing support!

'The Wrens'

Women's Royal Canadian Naval Service

1942-2012 ~ 70th Anniversary

By Diane Huba

In 1942, young women left the comfort of their homes to join the newly formed WRCNS, knowing little more than the fact that by volunteering it would free up the men on shore to go to sea. Apart from the initial group — hand-picked girls to be officers who were trained in Ottawa and the Guild Inn in Scarborough, Ontario — everyone else started their service in HMCS *Conestoga* (a former home for wayward girls located in Galt, Ontario). There they learned the basics of service life, discipline, marching and more importantly, naval history, and the way of doing everything differently from what they had been taught previously. Surviving homesickness, sore feet, navy language and the rigours of service life, they went on to be trained in a handful of categories which expanded to thirty-nine! From the first sixty-seven recruits, by war's end there were over 6,000 serving in the Wrens. After some initial reticence on the part of the navy, the skills of these young women were recognized, and in the words of Cdr William Strange, "A noticeable asset were the Wrens!"

Memories of Basic Training

Arriving in Galt we were loaded onto a truck. On arrival at the base we were told to "Fall in," ... fall into what? We soon began to pick up our new language.

Janet Watt, Wren (DA), recalls part of the basic training was the discipline of work parties, keeping the camp and living quarters spotless. When first assigned, the newly arrived trainees washed and polished as if their lives depended on it, that is until they realized that after they moved onto the next task, they were

followed by another group ready to wash and polish the same area!

Category Training

On a hot summer day, much to the surprise of Captain Musgrove, a draft of twenty-five Wrens, including Margaret Haliburton (nee Los), Wren Tel (SO), arrived at the gates of HMCS

St. Hyacinthe in Québec. To quote the captain, "I have my sailors living in tents amid dust and mud while the station is being built and I won't mention the sanitary facilities. How am I going to cope with twenty-five Wrens?" The solution, said Margaret, was to billet us in a nearby Catholic boarding school as the girls were on summer holidays. One problem, it was a junior school with small sized beds. Adult beds were obtained so housing problems solved. We always suspected they came from the Air Force base at St. John, Québec as the blankets were softer than we were used to.

The Wrens marched every morning to the camp, had breakfast, then classes until after supper and marched back. The Nuns

were good to us, even polishing our shoes when we left them at the entrance when it rained. School opened and we had to leave. A barrack building from WWI — which should have been condemned — was cleaned and fitted with bunk beds. Upon entering we noticed all the male plumbing (*urinals*, *Ed.*). One girl asked what they were — I said "bidets." "What's a bidet?", another smartie asked, "A foot bath," someone replied. The urinals were soon removed so we never knew if someone washed their feet in one. The washroom for twenty-five





CLOCKWISE FROM TOP LEFT • Members of the WRCNS marching at HMCS *Conestoga* in 1943. [Photos 1 to 3 courtesy CFB Esquimalt Naval & Military Museum]. • Arriving for training. • Wrens board ship in preparation for departure overseas. • ‘Blessing of the Rose,’ Cambridge [Galt] Ontario, May 16, 2010, seated L to R: Cmdre Jennifer Bennett, LCdr (Ret’d) Donna Murakami, Margaret Haliburton WRCNS and CPO2 Sue McLennan. [Robert Macdonald photo].

Wrens consisted of two or three showers, three sinks and, I think, two bathtubs with drains of questionable operating ability. This had the possibilities of disaster, but no way. We lived in harmony helping others when needed. The barrack floor was constructed of boards with spaces between them, allowing the dust to blow up in summer and snow in winter. But we all remained healthy and happy, graduating as HFDF Operators and Coders, and have fond memories of our time at *St. Hyacinthe*. Of course it was a bonus to be twenty-five Wrens among several hundred (I seem to remember 500 being mentioned) young, healthy sailors!

It was at 'St. Hy' that I learned the true meaning of equality. Arriving all alone after leave with one small suitcase, a duffel bag and an over stuffed pochette, I asked the sailor at the guard house if there was any transportation to the Wren Hut. He gave me a barely disguised grin and said, "You're in the navy now sailor," so I picked up my bags and 'marched' on. Needless to say I learned to pack and never again had more than one bag to carry.

Experiences of Postwar Wrens

When peace came, these and many young women returned to their communities and began to build new lives for themselves, with their experiences and confidence, they set up homes, ran businesses, raised families and contributed to the community. After WWII the Wrens were dissolved, but in 1951 a Wren Section was created within the Naval Reserve. This put the Wrens back into the Royal Canadian Navy.

Helen Leadbetter, Wren Signals WT(SO) joined in 1942. After discharge she worked as a civilian for DND at the Royal Canadian Signals Corps (army) in Prince Rupert, BC. When the RCN Wrens were set up, she rejoined as a Wren PO2 in 1955, designated a "Communications Supplement." She was then commissioned as a Lieutenant-Commander in 1958. Retired by 1970, she was designated a Major as the services had been unified as the Canadian Forces. In her comments regarding these changes, Helen mentioned that after WWII, classes were small and personnel was reduced to small core strength, not operational strength. During her twenty-four years in the Navy, throughout her wartime service as a Wren through reorganization and unification, Helen managed to take all these changes in her stride.

In 1956, Joan Balch's father, ex RCNVR, mentioned the navy was looking for women to join. Going along to HMCS *Prevost* in London, Ontario, to enquire, she received a medical, some instructions and swore an oath that very night! It never dawned on her this would be for five years, renewable, and that she was actually in the Navy. That July she travelled to HMCS *Cornwallis* by train in full uniform, meeting other Wrens in Montréal, boarding the overnight train to Saint John, NB, across the Bay of Fundy by ferry to Digby, and then by truck to *Cornwallis*. At

Cornwallis it was drill, instruction, kits, mess hall and a bit of time off. Wrens did rounds and watches. Joan later joined HMCS *York* where there full garrison marches from the University of Toronto down University Avenue to below King Street for a number of years. Uniforms were worn on the subway and buses as there were no change rooms at *York*. Reservists had to report if they were not available for duty. They wore their caps while in public and did not doff them at the "Off Caps" command. Joan's trade was Radar, changed later to Navigation Direction. She is an active member of the Wrens Association and as our Archivist and Historian, currently keeps the Book of Remembrance.

Beverley Covington also joined HMCS *York* and served until the mid-1960s. She went for two weeks summer training at HMCS *Stadacona* (Halifax) and HMCS *Naden* (Esquimalt). Unlike Joan who travelled by train, she arrived fresh as a daisy having travelled by Air Canada. Trained as a radar plotter, she left the service as a Leading Wren. She continued her interest in the navy and eventually became Commanding Officer of the Navy League Wrenette Corps *Isobel MacNeill*. She enjoyed her years in the Naval Reserve where she made lifelong friends. An active member of the Wren Association of Toronto, she has been our Liaison Officer for many years. The Wrens and our naval connections are our family.

Shortly after WWII, Wrens living in Toronto formed the Wren Association of Toronto and hosted their first national reunion in 1950. There is no national Wren association, so across Canada interested Wrens met and formed their own associations. Over the years we have held reunions in Toronto, Vancouver, Winnipeg, Hamilton, Victoria, Toronto/Galt, Halifax, Ottawa, Vancouver, Kingston and Edmonton (60th anniversary). We held our final national reunion in 2005 in Winnipeg. Many of our associations have included women who served in other Commonwealth navies, notably the Women's Royal Navy Service.

The Toronto Wrens Association has members from all over Ontario and from other parts of Canada, the US and the UK. Meetings are monthly, September to June. Speakers and special events are organized and we have marched and paraded, celebrated the Queen's Silver Jubilee, held teas, annual luncheons, outings, fund-raised, given scholarships and other awards.

As the years have passed we have slowed a little, but this year being the 70th anniversary of the formation of the WRCNS, we are going all out. This will culminate in October with a celebration lunch at HMCS *York*, with guest speaker Rear-Admiral Jennifer Bennett ... yes, an Admiral ... we women have definitely come a long way in 70 years!

In 1955 Canada's Navy was the first in the Commonwealth to integrate Wrens into the regular force, and today they serve in all capacities of naval operations. A far cry from not being allowed to set foot on a ship, women are now serving aboard our ships,

side-by-side with the men. To be truthful, we oldies liked it the way it was, but of course we were only a pioneering adventure in 1942.

In 1972 our Association was instrumental in raising funds for a Wren statue to be erected in Galt (now Cambridge), Ontario where the Wrens first trained during WWII. It now stands outside the Cambridge Library and Galleries surrounded by AC™ “Navy Lady” roses, our 1910-2010 Canadian Naval Centennial project. The statue was created by a former Wren, Frances Gage, and unveiled as part of our 1972 Reunion, where representatives from both Canadian and Commonwealth navies were present. Sadly, to date there is no national statue dedicated to the three women’s services.

For the 1972 reunion, the Toronto Association formed the Jenny Wren’s Chorus accompanied by pianist Bill O’Hara, who has played for us at every event and rehearsal since, as we danced and sang parodies to wartime songs describing service life. The chorus has performed at every reunion since except one, and has also been invited to many other naval reunions. In recent years we have also entertained at senior’s homes in Toronto. As our numbers dwindled and age and health caught up with us, we recognized in 2010 the time had come to reluctantly hang up our dancing shoes.

In the late 1990s we began to get reminders that the Canadian Navy was going to celebrate its Centennial in 2010. How we laughed at the time, never dreaming we’d still be around in 2010. We pretty well had the same reaction even after the millennium, but then we were invited by the Navy’s Centennial Committee to sponsor a rose. We thought that would be a wonderful idea, not that we had any idea how to go about it. But with the help of Georgie Hebb, daughter of a Wren, the search was begun. First off, we discovered that to breed a rose from scratch you needed a lot longer time period than we had. It appeared that rose breeding was a lost art in Canada; the US was still in the business, or it was suggested we could rename a rose. However, George Hebb who headed the project, had other ideas ... she was determined to find us a new rose ... a Canadian rose!

Putting her computer skills and some horticultural training together, after months of searching she located, through Agriculture and Agri Food Canada who were in the rose breeding



The ‘AC™ Navy Lady Rose’ sponsored by the Wrens for the Canadian Naval Centennial.

The Wren statue erected in Galt, Ontario in 1972. The dedicated reads, in both official languages: “To honour the Women’s Royal Canadian Naval Service and to express thanks to the City of Galt where they received their basic training 1942-1946.”



business at one time, though no longer, that they just happened to have a rose in Québec. It was a beautiful deep red shrub rose, with dark wine coloured leaves. After a ‘eureka!’ moment, we realized the search had only just begun as we had to locate a rose breeder. Fortunately, J. C. Bakker of St. Catharines, Ontario, very quickly came on side. He was as enthusiastic about our project as we were giving us every encouragement, and was determined that our rose now trademarked “AC™ Lady Navy,” would be ready in time for the 2010 Canadian Naval Centennial.

Thank goodness that earlier, Georgie had created our website — www.thewrens.com — as most of the rose enquiries were directed through there. The word was put out in 2009 and hundreds of email enquiries were answered. In all there were fifty-five Ceremonial Plantings and events held across Canada and several thousand of the roses were distributed. It was a featured rose at “Canada Blooms” and as part of the marketing, a poster featuring the rose and its connection to the Women’s Royal Canadian Naval Service with photos of WWII Wrens and women serving today, was distributed. The rose is still available and is featured in the J. C. Bakker’s 2012 catalogue — <http://www.jcbakker.com/>.

During World War Two, military training centres for women were located in Waterloo County. The Canadian Federation of University Women, Kitchener-Waterloo Branch, launched a major history project into this which lasted five years. The story of the Women’s Royal Canadian Naval Service Training Centre in Galt, Ontario, is now the subject of a book entitled “Proudly She Marched,” (Volume 2) by Anne Kallin — <http://cfuwkw.org/trillium.html>. Many members of our association were contacted during research for the book and more than happy to be interviewed, sharing their personal experiences.



THE JENNY WREN REVUE – Pianist Bill O'Hara, Narrator Beverly Covington, Director Janet Watt. The Revue, L to R – Joy Steel, Mamie Stinchcombe, Betty Butler, Muriel McAlister, Marie Clinker, Betty Potter, Jean Wallace, Pauline Hebb, June Redford, Vi Ward and Margaret Haliburton. The Revue was sadly 'paid off' in 2010.

As the number of Wrens dwindles with time, the Association continues to evolve. This year we voted to accept two new categories of membership: Associate and Social members. Associate members are women who served honourably in any of the armed forces, nursing sisters, police, fire department or RCMP. They have voting privileges and can hold selective appointments to the executive. Social memberships are open to women who wish to be part of our Association but must be sponsored by one of the Wren members. They can neither vote nor hold office on the executive. For more information please check our website

at <http://www.thewrens.com/canada/toronto/>. With this change we hope to attract more retired or former reservists and/or currently serving women, and we look forward to many more years of friendships and camaraderie.

So then, please join me in this toast for 2012:

"To all the Wrens you Know ... God Bless 'em!"

Diane Huba currently serves as President of the Wren Association of Toronto.



Schober's Quiz #57

By George S. Schober, NOAVI

The 15th of April past marked the one-hundredth anniversary of the sinking of RMS *Titanic* with the loss of 1,510 lives. Thanks to a spate of more-or-less factual Hollywood films, this tragic event is the best known maritime disaster of modern times, leading to the widespread belief that it entailed the greatest loss of life at sea ever – which is far from the case.*

Answer on page 21

Moreover, despite their fixation on *Titanic*, most people are unaware she had two sister ships, both famous in their own right.

QUESTION: What were the names of *Titanic's* sister ships and how were they involved with the Royal Navy?

* It is generally considered the greatest loss of life at sea in modern times resulted from the sinking of MV *Wilhelm Gustloff*, a German passenger liner. While evacuating German military personnel and civilians from Gdynia one step ahead of the arriving Red Army, she was torpedoed and sunk on 30 January 1945 by the Soviet submarine *S-13* off the harbour approaches, with the loss of an estimated 9,400 men, women and children.

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U-BOAT ATTACK LOGS: A Complete Record of Warship Sinkings from Original Sources 1939-1945

By Daniel Morgan and Bruce Taylor

Seaforth Publishing/Naval Institute Press (Annapolis 2011)

www.nip.org, 480 pp, 300 b/w photos, 9-1/2 x 11-1/4 in., hardcover, US\$85.00, ISBN 978-1-84832-118-2.

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

Any book on the Battle of the Atlantic which has the endorsement (as this one does) of Professor Jürgen Rohwer, a renowned authority on the War's longest campaign and a Kriegsmarine veteran who wrote the Foreword, must be a good 'un, and this work does not disappoint. It is published in a somewhat large, 'coffee-table' format, which for a book into which one would dip from time to time, is quite appropriate. Doubtless, in future, it will become the standard work on the subject and one hopes that the authors will proceed with a further work (works?) on merchant vessel sinkings.

Between them, the authors have a command of six languages, which so assuredly served them very well in a book which relies heavily on primary sources, and which includes sinkings of vessels from the United Kingdom, the United States, Canada (eight warships), the then-Soviet Union, France (including a 'friendly' Vichy submarine sunk by mistake), Australia, Norway and the Netherlands.

While the volume of literature on the U-boat campaign has not declined over the years, what makes this book different is the reliance it has on the log or war diary of the U-boat which made the attack. The material, painstakingly researched, has also been compared with Allied sources so as to give as complete a picture as possible of each of the 110 sinkings covered. A separate section at the end of the book records sinkings of other warships for which the U-boat log for that particular sinking did not survive.

Before getting to the meat of the book, as it were, the authors go into quite some detail as to how U-boat logs were completed (or even falsified in some instances), the trigonometry of torpedo firing (somewhat tough going, this for an 'artsman' such as myself — and I thought artillery ballistics could be complicated!), and a brief summary of the overall campaign. With this as background, the reader is well prepared to read individual entries, which covers, again in some detail:

- the career of the warship in question;
- background to the attack;
- the applicable U-boat log entry;
- analysis of the sinking, including where applicable, details of any Board of Inquiry called by the respective allied power;
- the fate of the crew;
- the subsequent history of the attacking U-boat;
- the sources consulted for this particular entry.

(At this stage I should note there is a separate bibliography at the end of the book which includes several Canadian sources.)

The book is well illustrated throughout with the inside front and back covers including maps showing where the sinkings occurred including noting, *inter alia*, that the corvette HMCS *Charlottetown* was sunk on 11 September 1942 near the mouth of the St. Lawrence River by *U 517*. Indeed, the maps remind us of the scope of this campaign, which saw warships sunk as far afield as off Cape Town, South Africa, near Alexandria, Egypt and north of the North Cape (the cruiser HMS *Edinburgh*, where amazingly, over 790 of the ship's company were saved from the Barents Sea).

Two things struck me about this book. Firstly, the degree of details into which the respective U-boat captains recorded the details of their attacks. For example, the log entry of *U 98*'s Robert Gysae, who sunk HMS *Salopian* off Greenland on 13 May 1941, runs to over two pages. One must wonder how he found the time to record these events in as much detail as he did. Remember, this book is about attacks on warships, and no doubt the hunter could become the hunted very quickly indeed. Secondly, many of the 'warships' were actually converted merchantmen or liners, an example being HMS *Forfar*, formerly the SS *Montrose* of the Canadian Pacific Steamships line, and which was sunk by the highest scoring WWII U-boat ace, Otto Kretschmer, himself later sunk, captured and imprisoned in Canada.

For the Canadian naval reader, the accounts of our storied vessels lost will be familiar to many, among them HMCS *St. Croix* (lost with all but one of her company) and HMCS *Spike-nard* (whose captain, sadly lost with her, had driven a spike, still present, into the floor of the Crow's Nest Officers Club in St. John's the night before he sailed).

In all I found this to be a highly enjoyable and beautifully laid out book. The authors have demonstrated a mastery of the

primary source material from all sides of the conflict and have presented it in a way that will appeal to the professional as well as the amateur reader. The end-flap 'blurb' states that Seaforth Publishing [*the original publisher in the UK, Ed.*] "...is devoted to producing the very best reference books and narrative histories

about ships and the sea." This is perhaps one of the first books I've seen from these publishers and I'm very impressed. Very highly recommended.

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



BRITISH DESTROYERS: From Earliest Days to the Second World War

By Norman Friedman

Naval Institute Press (Annapolis 2009) www.nip.org, 320 pp, 225 b/w photos, 75 illustrations 9-1/2 x 11-1/2 in., hardcover US\$85.00, ISBN 978-1-59114-081-8.

A review by Prof. Peter Williamson (NOAVI)

It is a truth universally acknowledged that advances do not happen in isolation, that one thing leads to another. The evolution of the Torpedo Boat Destroyer demonstrates this admirably.

After Robert Whitehead's announcement of his 'self-propelled' torpedo in 1868, it was recognized that here was a relatively cheap weapon against even large warships. This set off a flurry of suggestions on defence possibilities, including massive hull armour, deemed too expensive, and it was decided that more powerful hunter vessels should be built to destroy the smaller craft carrying the torpedoes. Thus were the Torpedo Boat Destroyers conceived, themselves soon armed with torpedoes.

Norman Friedman, the world-renowned authority on naval matters, describes the first torpedo boats themselves, and then the evolution of the destroyer from the 1890s to 1939. In this large volume, well illustrated by archival photographs and detailed line drawings, the author gives us a detailed account of the successive improvements that the Royal Navy adopted over more than half a century. Besides dealing with the classes in sequence, he describes the debates within the Admiralty and Government, and gives extensive explanations for the many ship photographs, in addition to the more general text.

Thus we learn, first, of the lean torpedo boats (60 to 90 ft. loa) that prompted the birth of the destroyers, and of the first versions conceived as counter measures. Initially, however, the new hunters had serious design limitations, not the least being their basic concept — long narrow hulls not much bigger than their prey, with severely limited space for machinery and coal. Their relatively high speeds reduced their limited range and anyway were restricted by poor seakeeping abilities, with the light vessels lacking the strength to cope with bad weather. In fact, the early versions were so austere — little protection from the ele-

ments, even in what sufficed for the control centre, a mere canvas dodger around the wheel — that the wave-swept crew endured extreme privation, made worse by dense black smoke at speed. Slowly, improvement came in the form of a raised foredeck, a primitive bridge still protected by the ubiquitous dodger (but often having, next to the wheel, a small QF gun before it was moved to the foredeck), plus gradually improved engines. Eventually, the triple expansion engines became oil-fired — a great

relief to the overworked black gang — and by the turn of the century, Parsons steam turbines brought greater power and efficiency, at least to some vessels. With such development the destroyer was able to grow into roles more appropriate to the 20th century, eventually achieving speeds in excess of 35 knots with many thousands of IHP, and excellent seakeeping abilities with a greatly increased range permitting it to perform with the fleet as well as independently.

Besides his comprehensive account of the maturing of the destroyer, Friedman tells us of the individuals on shore and at sea who were instrumental in the process. As early as 1869, Cdr. J. A. Fisher (later Admiral 'Jackie' Fisher, First Sea Lord) had urged study of the Whitehead torpedo; Fisher's later influence in destroyer design and operations merits him his own chapter. Despite scepticism by more conservative officials — the word 'hidebound' comes to mind — enough senior people were intrigued by the possibilities of this revolutionary vessel that money was found to produce and upgrade prototypes. Nonetheless, the understanding of hull dynamics would only be significantly advanced with the 1900s and WWI, when bigger and more expensive vessels could be argued for and soon justified by Fisher and his lieutenants. The resultant greater capability led to general improvement in successive classes and produced the lethal machines of WWII and beyond. Newer versions became successively more effective in tasks as diverse as long range escorting, minelaying and anti-submarine patrols.

Space limits fuller coverage of Friedman's mention of a wide range of relevant aspects to his study. For example, the US gift of older destroyers in 1940, the flush-deckers of the Town-class, (named incidentally after similarly named towns in Britain and the US), and the problem of the power needed for smaller ships

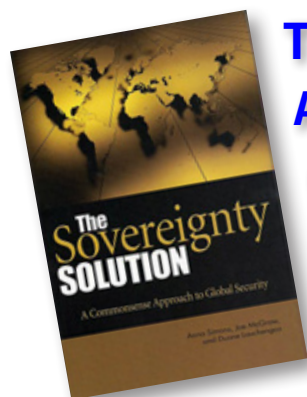
to exceed their hull speed (even later ships of say, 180 ft. loa were theoretically limited to about 18 knots; later, high speed craft would plane). Another digression this reviewer found intriguing dealt with early studies of ship stability. Friedman points out that metacentric height would decline over a fifteen year projected life of the destroyer, reducing its maximum permissible roll from 68 to 55 degrees. This resulted in efforts to reduce armament weight and top hamper generally to counteract the tendency. Another aspect of interest would be the new electronic aids such as radar and asdic. All of these and more add to our appreciation of Friedman's remarkable story of the destroyer. The reader becomes very much aware of the half century of progress, especially when consulting the many pages of additional notes and tables.

Friedman's final chapter deserves mention, referring as it does to the sterling performance of destroyers in the varied theatres

of WWII. The war saw the culmination of a half century of experience, research and advancing technology. The generous notes and tables underscore these tangible aspects.

In a superlative work such as this, shortcomings are hard to find. Personally, I would have liked the otherwise excellent sketches to have included underwater lines, in effect, a 3D image, with the text including perhaps more about life on board the early destroyers; but these are small omissions. Friedman certainly shows how that one thing does indeed lead to another, in this case a triumph. His book is a valuable reference work that makes for compulsive reading — it would have a worthy place in any mariner's library.

Born and bred in the UK, ex-New Zealand Shipping Co., turned academic in Canada, Peter retired to Victoria, BC, loves reading, writing and matters maritime plus his S-type Jaguar. Ed.



THE SOVEREIGNTY SOLUTION A Commonsense Solution to Global Security

By Anna Simons, Joe McGraw & Duane Lauchengco
Naval Institute Press (Annapolis 2011) www.nip.org, 226 pp,
hardcover, US\$27.22, ISBN 978-1-61251-050-7.

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

The iconic American actor, John Wayne, in the film “The Shootist,” famously said: “*I won’t wronged. I won’t be insulted. I won’t be laid a hand on. I don’t do these things to other people and I require the same from them.*”¹ And that, in a nutshell, and as quoted by the authors, is the essence of the Sovereignty Solution. Dr. Simons is Professor of Defense Analysis at the US Naval Postgraduate School, while Lieutenant Colonels McGraw and Lauchengco serve with US Special Forces.

The origin of the book, which is somewhat cleverly revealed only at its end, came from a challenge proposed by a colleague who asked what would need to be put in place today, in order to bring about an *overnight* (my italics) change in American national strategy, pending a so-called ‘bolt from the blue’ such as another 9-11 attack, for instance.

The authors are highly critical of US policy, particularly when they come to highlighting US unpreparedness to address a major attack on its soil, akin to what happened in 2001. They advocate a national strategy based on deeds, not words, and so eschew

what they refer to as the “usual bro-mides” of working with allies, for example. They explain the heart of their argument thusly:

If the only way to hold other governments accountable for anything and everything that crosses their borders, then that means that any government that has harbored (sic.), given a passport to or otherwise assisted those who

*may have violated our sovereignty, must rid itself of this problem or the United States will consider that government to be a problem too.*²

Reading this book, I was reminded very much of the US Cold War doctrine of massive retaliation, whereby aggression would be met with a strong (including a nuclear) response, with few other options being considered. Further, I felt that the authors were advocating that the US adopt a policy based on a variation of isolationism, or what the authors call, Principled Non-Interference, which they state would “remove the crosshairs”³ from their back. Looking for mention of how the Sovereignty Solution would work in a multilateral context, I was disappointed to see no reference to NORAD, surely one of the most successful partnerships of the modern age. Somewhat disturbingly, the authors state that it should not be up to the US to discriminate between non-uniformed militants and militant civilians.

I can’t say I was fully convinced by the arguments put forward by the authors, though they offer several reasons why their

¹ p.46.

² p.47.

³ p.89.

proposal would work, stating, *inter alia*, that it plays to the US strengths that it grants others (potential aggressors, presumably) the opportunity to remain who they want to be, and that it gives the US the option of being “decisively destructive” before the next attack on their homeland, which the authors believe will happen. To underline this last point, the authors give practical examples of how Sovereignty Solution would be implemented by, among other things, formally declaring war against al Qaeda and calling for a Standing Declaration of Preemption against Iran, Hezbollah and North Korea.

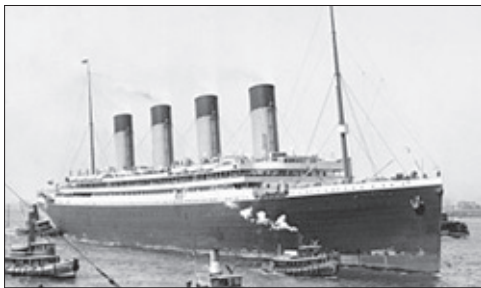
There are some 68 pages of Notes, though the authors freely

admit they do not cite all sources which were consulted. This book is recommended, particularly for those who are responsible for making policy decisions at the highest levels of government, and especially those decisions governing the use of force. Given current global focus on events in Syria and Iran, and with calls for military intervention coming from some quarters, one wonders if this book will become, or already is, required reading within what Americans call, ‘The Administration.’ Or indeed by those whom the authors would view as potential aggressors.

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

Answer to Schober’s Quiz #57, p.17

ANSWER: RMS *Olympic* and HM Hospital Ship *Britannic*.



RMS *Olympic* arriving in New York on her maiden voyage 21 June 1911.

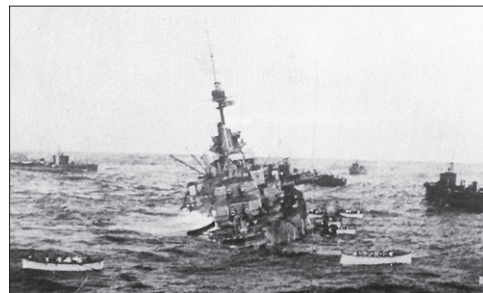
RMS *Olympic* – *Olympic* was the first of class of the three White Star Line liners entering service on the Southampton – New York run on 14 June 1911. On September 20th of that year, having just departed Southampton, she collided with the 7,350-ton ‘Edgar’ Class cruiser HMS *Hawke*¹ in the Solent. The cruiser rammed *Olympic* heavily on her starboard quarter, causing major damage both above and below the waterline, but the liner returned to Southampton under her own power for eventual repairs by her builders, Harland & Wolff. Blame for the mishap was fixed on the *Olympic*, causing the owners heavy financial loss.



HMS *Hawke* after collision with RMS *Olympic*.

Homeward-bound from New York on October 27th 1914, with a load of British and American passengers, *Olympic* was diverted by the Admiralty to pass north of Ireland due to the presence of German submarines in the English Channel. Nearing Lough Swilly, she picked up a distress call from the ‘King George V’ Class battleship HMS *Audacious* which had just struck a mine off nearby Tory Island. Without hesitation, Commodore Haddock turned *Olympic* back to assist. The destroyer HMS *Fury* passed a tow-line

between the foundering battleship and the liner, which then commenced to tow *Audacious* to Lough Swilly – but the line soon parted and the attempt was abandoned. This must surely have counted as a first: the largest passenger ship in the world towing a sinking battleship!



HMS *Audacious* sinking; *Olympic*'s lifeboats in foreground.

Olympic subsequently lowered lifeboats to evacuate non-essential personnel from *Audacious*, retaining some onboard and transferring others to the cruiser HMS *Liverpool*. She then proceeded to Lough Swilly where, by order of the Admiralty, she was kept incommunicado with all passengers aboard in order to suppress news of the battleship's sinking. Released on November 2nd she steamed to Belfast, landed her passengers and was laid up for the duration of the war.²

Some six months later however, *Olympic* was requisitioned for war service, and after conversion and arming she commissioned as HM Transport *Olympic*. During 1916-17 she was chartered by the Canadian government to ferry troops between Halifax and the United Kingdom. On May 12th 1918, while carrying US troops to France, she sighted *U-103* on the surface. She immediately opened fire on the submarine and eventually rammed and sank it. This was another first: the only occasion during WWI on which a merchant ship sank a U-boat all by herself.

After the war *Olympic* underwent major conversion and modernization, returning to Trans-Atlantic passenger service in 1920. She made headlines again on May 15th 1934, when inbound for New York in thick fog she ran down *LV-117*, the Nantucket Light Vessel, slicing her in half and killing seven out of eleven of the US Coast Guard crew.

Following 23 years of arduous service in both war and peace, RMS *Olympic* was paid off for the last time in 1935 and scrapped two years later.

CONCLUDED ON PAGE 24

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.

Apocrypha – Matthew 44:7-8

♦ **LCdr(S) Alexander Allan BEVERIDGE, CD*, RCN (Ret'd)**

NOAVI, 92 in Kitchener, ON, 06/03/12. Jn'd. RCN in WWII, prom. SLt(S) RCNVR 01/45 thence Bytown and prom Lt(S) RCN(R) 01/46. Jn'd. RCN at Cataraqui 11/47 as Lt(S) (sen. 01/45), fl'd. by *Shearwater* 08/49 and Bytown 11/50. Prom. LCdr(S) 01/53, fl'd. by *Hochelaga* 03/56, *Algonquin* (CORTRON 1 Sec.) 09/56, *Bonaventure* 07/57, *Stadacona* 07/58, COND (*Patriot*) 07/62 and York 07/63. Ret'd. in '63. Civ. career in Extension Depts. of two universities. [RT, *Times Colonist*]

♦ **Lt William Lloyd BENSON, RCNVR (Ret'd)**

Winnipeg Br., 92 in Winnipeg 08/02/12. Jn'd. at Chippawa in '41, prom. SLt 06/42 and thence *Clayquot* 10/42. Prom. Lt 03/43, fl'd. by *Grou* and York 03/45. Rls'd. in '45. Civ. career in insurance and short stint as a professional hockey player. [GCM, *Winnipeg Free Press*]

♦ **Lt Richard John BOXER, RCNVR (Ret'd)**

Toronto Br., 93 in Toronto 15/01/12. SLt 05/44, fl'd. by *Portage* 08/44, prom. Lt 05/45 thence *Beaver*. Rls'd. in '45. Civ. career with own company in wallpaper business. [FM, AW, *Globe & Mail*]

♦ **Cdr (Ret'd) John George COPPARD**

NOAVI, 45 in Victoria 05/03/12. Jn'd. as Cdt at RMC in '84, prom. SLt in '88 and srv'd. in *Provider*, *Huron* and *Vancouver*. Tsf'd. to Public Affairs Br. and srv'd CFB Comox, NDHQ, deployed to the Balkans and Afghanistan. Ret'd. in '08 and rtn'd. to Afghanistan as a NATO civilian rep. [RT, *Times Colonist*]

♦ **LCdr(O) Edward CRUDDAS, CD*, RCN (Ret'd)**

Toronto Br., 77 in North York, ON, 06/04/12. Jn'd. RCN in '51 and CFR'd as Mid. 12/53, thence *Cornwallis*, *Gaspé* and *Quebec* for trg. Prom. A/SLt 01/55, fl'd. by *Shearwater* (Observer cse.) and *HMS Gannet* (ASW Observer trg.). Prom. SLt(O) 01/56, thence *Shearwater* (VS 880). Prom. Lt(O) 07/57, fl'd. by *Niagara* (NAS Olathe trg.), *Bonaventure*, *Quinte*, *Victoriaville*, *Stadacona* (JOLTC), *Terra Nova*, *Chignecto* (XO), *Stadacona* and *Shearwater*. Prom. ANAV Maj 07/70 and srv'd. *Bonaventure*, *Margaree*, *Provider*, *Fraser*, *Annapolis* and *Shearwater* with HS-50. Attended CFSC staff in '75, RMC for UTPO 1975-77 and NDHQ in '77. Ret'd. in '81. Civ. career with government. Editor annual newsletter of Naval Aviators. [AW, *Citizen*, "Canada's Naval Aviators"]

♦ **Surg Lt Leith Garrett DOUGLAS, RCN(R) (Ret'd)**

Toronto Br., 80 in Cobourg, ON, 15/09/11. Jn'd. RCN(R) as A/SLt 07/52 at *Queen Charlotte*, prom. A/Lt 10/55, tsf'd. to *Scotian* 10/56, thence Surg Lt (sen. 06/57). Ret'd. in '64. Professional career as plastic surgeon in Toronto hospitals and to the Toronto Maple Leafs. [LD, *Globe & Mail*]

♦ **Cdr(E) Daniel Hugh FAIRNEY, CD*, RCN (Ret'd)**

NSNOA in Halifax 18/09/11. Jn'd. RCNVR in '40, prom. SLt(E) 11/40 and app't. *St. Laurent* the same day. Prom. Lt(E) 11/41, thence *Prince David*, *Caraquet* and *Protector*. Tsf'd. RCN as Lt(E) (sen. 11/41), thence *Warrior* 08/46 and *Stadacona* 06/48. Prom. LCdr(E) 11/48, fl'd. by *Bytown* 02/51. Prom. Cdr(E) 01/53, thence *Stadacona* (FLAGLANT staff) 06/53, *Labrador* 03/56. *Stadacona* (OIC MTE) 11/57 and *Bytown* 08/59. Ret'd. in '65. [SR]

♦ **Cdr Robert John LUKE, OMM, CD*, RCN (Ret'd)**

NOAVI, 81 in Victoria 01/03/12. Jn'd. RCN as Lt 05/56, thence *Cornwallis* (Div Cse) 08/56, *Outremont* 10/56, *Stadacona* (JOLTC) 09/58, *Restigouche* 09/60, *Fundy* (i/c) 01/62 and York 09/64. Prom. LCdr 10/64, fl'd. by *COMPERSLANT*

08/65. Also prom. Cdr 01/75 and srv'd *Saguenay* (i/c) and *Qu'Appelle* (i/c). Ret'd. in '86. [RT, *Times Colonist*]

♦ **LCdr(S) Robert Alexander MONTGOMERY, CD*, RCN (Ret'd)**

NOAVI, 69 in Saanich, BC 16/03/12. Jn'd. *Venture* as Cdt 09/63, prom. A/SLt 01/09/64 and thence *St. Laurent* 11/64. Prom. Lt(S) 09/68, thence 1st navy supply cse. at Borden. Fl'd by NDHQ and *Terra Nova* (SyO) in '71 (Vietnam deployment). Also srv'd. CFB Esquimalt. Prom. LCdr(S) 01/82. [JC, RT, *Times Colonist*]

♦ **LCdr(E) William Emerson RHODES, CD**, RCN (Ret'd)**

NOAVI, 85 in Victoria 16/02/12. Jn'd. RCN in '45. CFR'd as Cmd Eng O 06/60, thence *Cape Breton* 09/60. Prom. Lt(E) 01/64, fl'd. by *New Glasgow* 08/64. Also srv'd. as EO of a steamer. Prom. LCdr 07/61 and ret'd. in '80. [Times Colonist]

♦ **Lt(N) Eugene Seldon ROGERS, CD*****

NSNOA, 82 in Kingston, NS 05/01/12. Jn'd. RCN in '49 and srv'd. *Naden*, *Shearwater*, *Magnificent*, *Bonaventure*, CFS *St. John's*, CFB *Greenwood* and HMCS *Acadia*. Ret'd. in '96. Also associated with Scouts Canada, CNAG, *Shearwater* Museum, Navy League and RCNA. [SR, *Chronicle Herald*]

♦ **Lt Henry Comley SWEATMAN, RCNVR (Ret'd)**

NOABC, 89 in Duncan, BC 05/03/12. Jn'd. in '43 at Esquimalt Naval Div., prom. SLt 08/43, Lt 08/44 and srv'd. *Chambly*. Rls'd. in '45. Civ. career as Forester, nationally and internationally. [RT, NB, *Times Colonist*]

♦ **LCdr(C) John Rawson Kennedy STEWART, CD*, RCN (Ret'd)**

Ottawa Br., 92 in Ottawa 26/01/12. Jn'd. RCNVR as Prob. SLt at Esquimalt Div. in '41, prom. SLt 08/41, fl'd. by *Regina* 02/42 and prom. Lt 02/43. Thence *Stadacona* in '45, fl'd. by *St. Thomas* (i/c) 06/45 and *Star* (Staff O) 03/46. Tsf'd. RCN as Lt (sen. 02/43), qual. 'C,' fl'd. by *Ontario* 12/48 and *Stadacona*. Prom. LCdr(C) 02/51, thence *Bytown* 02/52, *Cornwallis* (1st LCdr) 03/53, *Aldergrove* (i/c) 06/55, *Naden* 11/56 and *Donnacona* (Area Sea Cadet O) 09/62. Ret'd. in '64. [AW, *Citizen*]

♦ **LCdr(S) France Edmund WADE, CD*, RCN (Ret'd)**

NOABC, 90 in Vancouver 05/03/12. Canadian who jn'd. HMS *Conway* pre-WWII. Jn'd. RCN as Paymaster Mid 01/41 and srv'd. RN ships *Queen Elizabeth*, *Jervis*, *Orion* and *Bulolo*. Prom. Lt(S) 11/44, thence *Royal Roads*, *Bytown* 01/46, *Naden* 08/47 and *Shearwater* 04/50. Prom. LCdr(S) 11/52, fl'd. by *Sioux* 01/53, *Naden* 01/55, *Niobe* (RN exchange at *Dolphin*) and *Bytown* 09/61. Ret'd. in '65. Civ. career in hospital administration and associated organizations. Author of "A Midshipman's War" and "Advocate for the North." [PC, *Globe & Mail*]

In Memoriam (non members)

♦ **Lt Margaret Mary ANGUS (nee BANKIER), WRCNS (Ret'd)**

91 in Vancouver 30/12/11. Jn'd. in '43 as Prob. 3rd O, prom. Lt 04/44 and srv'd. *Bytown* and *Captor*. Rls'd. in '45. [DM, *Globe & Mail*]

♦ **LCdr (CIL) Lloyd Marshall Bertram BOURINOT**

76 in Dartmouth, NS 25/02/12. Commissioned in Naval Reserve thence CIL officer. CO of HMCS *Acadia*. [SR, *Chronicle Herald*]

♦ **LCdr John Dennis COLE, CD** , RCN (Ret'd)**

In Ottawa 15/02/12. Jn'd. Hunter as Cdt RCN 09/58, prom. SLt 05/60, Lt 02/64 and LCdr 07/74. Srv'd. Restigouche, Columbia, FDU(Atl), Niagara (USN trg.) and Bytown. [AW, Citizen]

♦ **Ord Lt Ralph Victor COURTNEY, CD* , RCN (Ret'd)**

91 in Halifax 25/03/12. Jn'd. RCN in WWII, CFR'd as Cmd Ord O 03/54 and prom. Ord Lt 09/55. Srv'd. Ontario, Naden, Iroquois, FOAC and SUPPLANT. Ret'd. in '69. [SR, Chronicle Herald]

♦ **LCdr (Ret'd) Thomas Jerome ESBAUGH, CD* , RCN (Ret'd)**

60 in Brookside, NS 09/03/12. Jn'd. RCN in '71, prom. SLt 11/76, Lt 01/79 and LCdr 01/88. Srv'd. Fraser, Margaree, Mirimichi (XO), Iroquois (XO), Cormorant (XO), Chaleur (i/c) and Cdr. Seamanship Div. Ret'd. in '06. [JC, Chronicle Herald]

♦ **LCdr C. Dennis GORDON, CD* , RCN (Ret'd)**

76 in Perth, ON 06/01/12. Jn'd. RCN in ordnance trade, CFR'd as Cmd O 04/65, thence Lt 04/67 and LCdr 07/74. Qual. ATO and srv'd. Dkyd Hfx and Bytown. Ret'd. in '85. [Citizen]

♦ **LCdr(SB) Harry HARGREAVES, CD* , RCN (Ret'd)**

93 in Ottawa 30/01/12. Jn'd. RCN in WWII, CFR'd as Cmd O(SB) 06/52, thence Lt(SB) 11/53 and LCdr(SB) 11/61. Specialist in SupRad and srv'd. Bytown. Ret'd. in '68. [AW, Citizen]

♦ **A/Inst SLt Ross KILPATRICK, RCN (R) (Ret'd)**

77 in Kingston, ON 24/02/12. Jn'd. York as A/Inst SLt 08/59 and rls'd. in '68. [AW, Citizen]

♦ **LCdr John Stewart LOCKHART, CD** , RCN (Ret'd)**

62 in Victoria 01/12. Jn'd. Brunswick as Cdt RCN 09/67, prom. SLt 05/72, Lt 05/74 and LCdr 01/81. Srv'd. as EO Annapolis and Protecteur. Also srv'd. RNEC Manadon, RN Staff College, NDHQ and TSD St. Catherines. Ret'd. in '05. [DMcCC, Times Colonist]

♦ **Inst SLt Holmes A. MATHESON, RCN (R)**

76 in Florida 09/03/12. Jn'd. Scotian as UNTD Inst Cdt 01/56, prom. Inst SLt 09/58 and to Ret'd. List. [SR, Chronicle Herald]

♦ **Lt Earl Clarence MITCHELL, CD** , RCN (Ret'd)**

81 in Dartmouth, NS 17/01/12. Jn'd. RCN in '48. CFR'd as Cmd O 04/66 and prom. Lt 04/69. Srv'd. Bonaventure, Stadacona and Bytown. Ret'd. in '86. [SR, Chronicle Herald]

♦ **LCdr(E) John Douglas MITCHELL, RCNVR (Ret'd)**

93 in Burnaby, BC 09/10/11. Jn'd. as Prob SLt(E) in '41, prom. SLt 04/51, Lt(E) 05/43. Srv'd. Port Hope, Prince David and Peregrine (A/LCdr(E)). Rls'd. in '45 and prom. LCdr(E) on Ret'd. List. [Queen's]

♦ **LCdr Robert Belzner MUNN, CD, RCN(R) (Ret'd)**

90 in Dundas, ON 04/09/11. Jn'd. Star as RCN(R) Cdt 10/48, prom. SLt 04/51, Lt 04/53 and LCdr 07/65. Also srv'd. Magnificent and York. Ret'd. in '68, thence CO of RCSCC Dundas. [AW, Globe & Mail]

♦ **Const LCdr Robert Claude ORME, CD (Ret'd)**

80 in Bath, UK 03/01/12. Royal Roads Cdt RCN(R) 1949-51, thence prom. RCN Mid(E) 08/51, A/SLt(E) 12/52, Const Lt 10/54 and Const LCdr 10/62. Srv'd. RN for trg., Niobe (NAVARCH cse at UCL), Bytown, Stadacona (Dkyd Hfx) and Niobe

(RN exchange at Bath). Ret'd. in '72 and jn'd. Royal Corps of Naval Constructors, rising to Chief Instructor. [e-Veritas]

♦ **Anne Margaret (King) POLLARD (nee RONALD)**

Former Winnipeg Br., in Winnipeg 02/04/12. WWII WRCNS, srv'd. Conestoga, St. Hyacinthe, Stadacona and Cornwallis. Member ex-Wrens Ass'n. and Navy League. [AW, Globe & Mail]

♦ **A/Lt William Edgar RANEY, QC, RCNVR (Ret'd)**

89 in Campbellford, ON 27/01/12. SLt 04/44, srv'd. Charlottetown and rls'd. in '45. [AW, Globe & Mail]

♦ **Lt Donald Hetherington RITCHIE, RCNVR (Ret'd)**

93 in Toronto 18/01/12. Jn'd. in '42 as Prob SLt 09/42, prom. SLt 09/42 and Lt 09/43. Srv'd. Kings, St. Thomas and Rimouski. Rls'd. in '45. [DM, Toronto Star]

♦ **Surg Lt Stuart Cooper ROBINSON, RCNVR (Ret'd)**

90 in Halifax 06/03/12. Surg Lt 02/45 and srv'd. St. Hyacinthe. Rls'd. in '46. [SR, Chronicle Herald]

♦ **Cdr John Burton SIMPSON, OMM, CD** , RCN (Ret'd)**

72 in Halifax 06/03/12. Jn'd. Venture as Cdt 09/57, prom. A/SLt 09/59, SLt 09/60, Lt 01/65, LCdr 01/72 and Cdr 01/81. Srv'd. inter alia, Ontario, Crescent, Stadacona, Inch Arran, La Hulloise, Provider, St. Croix, Cowichan (i/c), Thunder (i/c) and Assiniboine (i/c). Also srv'd. CFSC, RN Staff College and MARCOM. Ret'd. in '95. [SR, Chronicle Herald]

♦ **LCdr(S) Budd Earl SMITH, CD* , RCN (Ret'd)**

93 in Gananoque, ON. Jn'd. RCN in WWII and prom. SLt(S) 10/44. Tsf'd. RCN '46 as Lt(S) (sen. 10/44) and prom. LCdr(S) 10/52. Srv'd. Somers Isles, Peregrine, Nootka, Naden, Bytown, Huron, Gloucester and Niobe. Ret'd. in '64. [RD]

♦ **Lt(E) Robert Brown TELFORD, RCNVR (Ret'd)**

91 in Parry Sound, ON 27/12/11. Jn'd. in '43 at York, prom. Lt(E) 05/44 and srv'd. Loch Achanalt. Rls'd. in '45. [DM, Globe & Mail]

♦ **Mid Allan Hopkins WILMOT, RCN (Ret'd)**

88 in Ottawa 07/12/11. RMC Cdt thence Mid RCN 05/42 and RN for trg. Rls'd. in '45. [e-Veritas]

♦ **Ei Lt(R) Charles Lane WILSON, QC, RCNVR (Ret'd)**

93 in Barrie, ON 24/03/12. Jn'd. as SLt(SB) radar officer 04/42 and attached York for trg. at U of Toronto. Prom. Lt(SB) 04/43 and later designated Ei Lt(R). Srv'd. HM Ships Begum and Uganda, then St. Hyacinthe. Rls'd. in '45. [AW, Globe & Mail]

♦ **Lt(L) David Arthur WINTER, RCN (Ret'd)**

81 in Guelph, ON 02/12. Cdt(L) at RMC 1948-52, thence prom. A/SLt(L) 06/52, SLt(L) 09/53 and Lt(L) same day. Srv'd. Star, Ontario, Stadacona, Nootka (LO), Bytown and RMC. Resigned in '61. [ISS, e-Veritas]

KINDLY FORWARD ALL OBITUARIES TO

PAT D. C. BARNHOUSE

535 KENWOOD AVENUE, OTTAWA ON K2A 0L7

OR BY EMAIL TO pat.barnhouse@sympatico.ca

ERRATUM ~ It has been brought to my attention that in the "In Memoriam" listing, page 21 of the Winter 2011/12 edition of *Starshell*, an error was made in names. Joseph McMullen's name is regrettably listed twice, consecutively. The first listing under this name should have read: "LCdr(E)(A/E)(P) Laurent Guy LaRamee," not "Joseph McMullen." The next following listing under the name of LCdr(SB) Joseph McMullen is correct. The error was mine and mine alone in transcribing the obituaries from Pat's notes; my sincerest apologies to the LaRamee family. Ed.

"When there is no peril in the fight, there is no glory in the triumph."

Pierre Corneille 1606~1684

Answer to Schober's Quiz #57

CONTINUED FROM PAGE 21



RMS *Olympic* in Halifax with returned soldiers.
(Painting by Arthur Lismer.)

HMHS *Britannic* – Originally named “Gigantic” (changed as result of *Titanic*’s loss), *Britannic* was not completed until after the outbreak of WWI. She was slightly heavier than her two sisters, incorporating a number of improvements based on lessons learned from *Titanic*’s loss.

Laid up in Belfast on completion, she was requisitioned by the Admiralty in November 1915 for conversion and service as a hospital ship. She entered service on the 23rd of the following month and subsequently made several uneventful voyages bringing British wounded home from the Gallipoli Campaign.

On November 12th 1916 she sailed from England under the command of Captain Charles Bartlett, bound for Mudros to pick up another load of wounded troops. All went well until November 21st, when the ship was transiting the Kea Channel in the Aegean Sea. But at 0812 a heavy explo-



HMHS *Britannic* sinking.

sion rocked the ship and despite all efforts to contain the flooding *Britannic* started to go down by the head. Captain Bartlett attempted to beach the ship on nearby Kea Island, but to no avail. So at 0835 he gave the order to abandon ship.

Britannic capsized and sank at 0907. Twenty-one of her crew and nine members of the medical staff were killed, all of them in two lifeboats lowered without permission, which were sucked into the still-revolving propellers.

The British were quick to accuse a German submarine of having fired a torpedo on the well-marked hospital ship in broad daylight – a charge strenuously denied by the Germans.

In recent times, a number of marine archeologists, including Dr. Ballard, have dived on *Britannic*’s

wreck. Their examination of the well-preserved wreck clearly indicated that she had not been torpedoed but had struck a mine.

The Treaty of Versailles awarded the brand new 56,551 GRT German liner *Bismarck* to the White Star Line as reparations for the *Britannic*. Renamed RMS *Majestic*, she went into service on the Southampton – New York run in May 1922. The world’s largest ship became one of the most popular liners on Trans-Atlantic service during the late 1920s and early 1930s. But with the advent of the RMS *Queen Mary* and decrease of travel due to the Great Depression, the *Majestic* was retired from service in 1934.

Sold for scrapping in 1936, she was saved at the last minute by the Royal Navy, which traded 24 obsolete destroyers in exchange for the still-serviceable liner.



RMS *Majestic*.

Commissioned on 23rd April 1937 as HMS *Caledonia* under the command of Captain Sir A. H. Lake, RN, the former *Majestic* served as a stationary Training Ship at Rosyth for 1,500 Boy Seamen and 500 Apprentice Artificers.

On the outbreak of World War II the trainees were accommodated ashore for safety and the *Caledonia* was paid off and moored in the Firth of Forth.³ On September 29th – a scant 23 days after war was declared – the great liner caught fire from unknown causes, burned to the waterline and sank. She was raised for scrapping in July 1943.

¹ HMS *Hawke* was torpedoed and sunk by U-9 on 15 October 1914.

² How then-First Lord of the Admiralty Churchill intended to maintain the fiction of *Audacious*’s continued existence is not clear, especially since some of *Olympic*’s passengers were Americans who had a grandstand view of the sinking and indeed had taken photographs of the event.

³ *Caledonia*’s berth in Rosyth Dockyard was needed for operational warships.

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