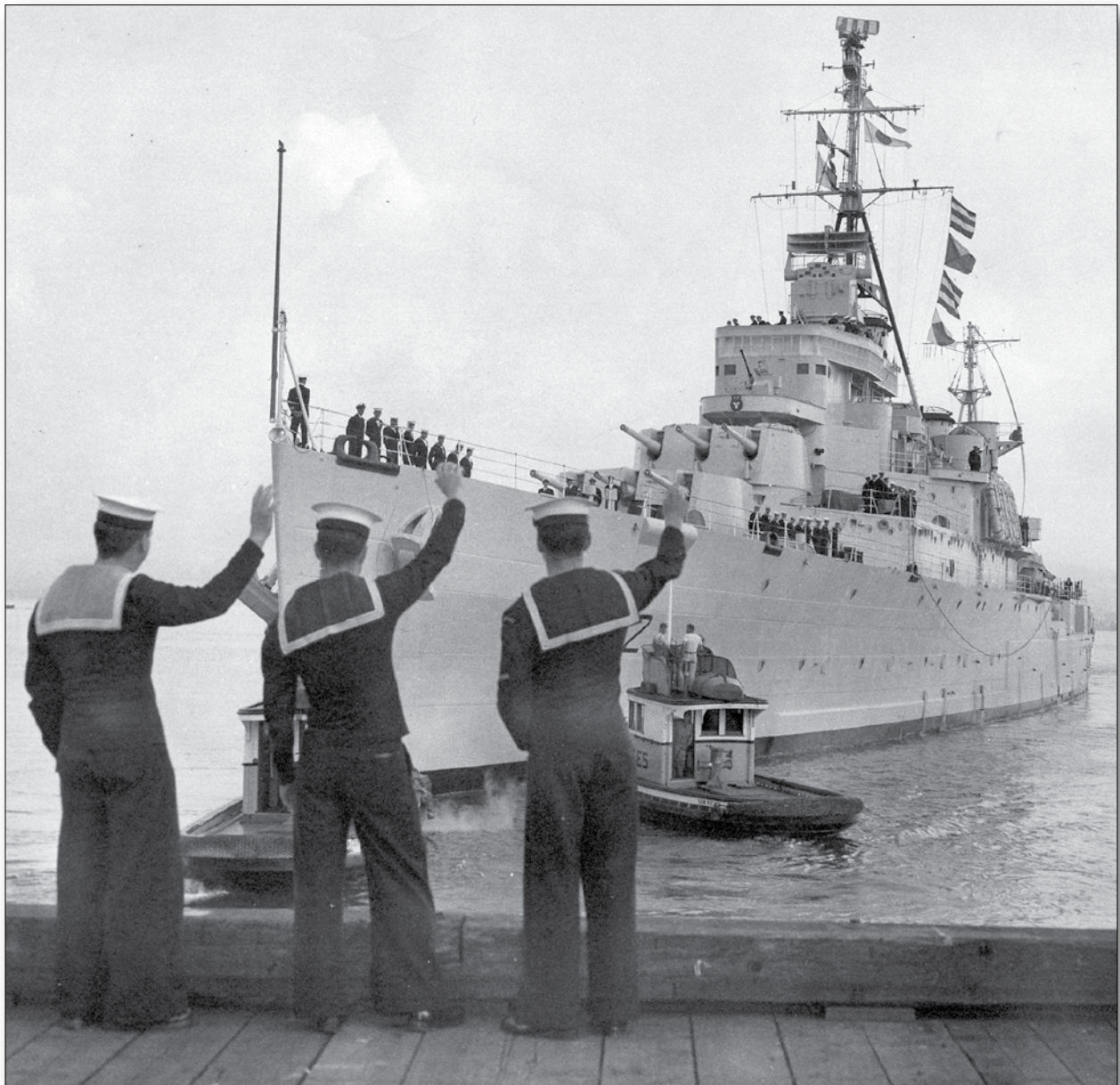


# Starshell

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

Volume VII, No. 63

Summer 2013



National Magazine of The Naval Association of Canada  
Magazine nationale de L'Association Navale du Canada

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## ON OUR COVER

Three sailors (note the 'tiddly' collar) wave farewell in what appears to be a staged photo taken in late 1958, as HMCS Ontario departs Vancouver on her final voyage to Esquimalt where she will be paid off on October 15th of that year and relegated to the breaker's yard in Japan.

Photograph by Dan Scott of the Vancouver Sun.

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# Starshell

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# 2013: A decisive year for Canadian Arctic Ambitions

By Rob Huebert, PhD

Canada's role in the circumpolar world has entered a critical phase in 2013. Canada has assumed the role of chair of the Arctic Council. At the same time, it will soon submit coordinates to extend its continental shelf in the Arctic region. Both events will significantly alter Canada's international standing in the Arctic. In order to protect its own Arctic territory, the government has also promised to begin building a large icebreaker and a new class of navy vessels capable of operating in the Arctic.

The Canadian government has already commenced developing policies to shape its two-year term as chair of the Arctic Council. The appointment of Canadian Environment Minister (and former Health Minister) Leona Aglukkaq as Canada's senior Arctic official means that the government will be focusing on social, economic, health and environmental priorities that focus on sovereignty and security. That said, the government will still need to develop policies that focus on sovereignty and security issues as the Arctic region continues to integrate more and more with the rest of the world. This ultimately means that Canada now needs to take up the protection of its arctic maritime security. This will not be cheap or easy.

Canada is beginning to see that despite the talk of cooperation, some of the member states of the Arctic Council are beginning to show that they will take the steps necessary to protect their own national interests. For

example, Russia recently forced the closure of its Permanent Participant, the Russian Association of Indigenous Peoples of the North (RAIPON). The Russian Ministry of Justice determined that the statutes of the organization were not in line with Russian federal law, and without any warning, ordered its offices closed in November 2012. It remains unclear why the Russian government took such drastic action. RAIPON represents the northern aboriginal peoples of Russia, and plays a critical role in ensuring that their voices are heard on the Arctic Council. Russia did reinstate the organization before Canada took

*...two of Canada's most respected scientists – David Barber and Louis Fortier – predicted that the permanent ice cover of the Arctic Ocean will disappear by 2020, plus or minus five years.*

over as chair. But the full ramifications of excluding the Russian northern indigenous voice are profound and not yet fully appreciated.

The second major event for Canada regarding its Arctic in 2013 will be its attempt to extend its continental shelf in the Arctic region. Under the terms of the United Nations Convention on the Law of the Sea (UNCLOS), Canada has the right to establish control of soil and subsoil beyond its 200-mile exclusive economic zone (EEZ) if it is able to establish that a continental shelf extension exists. Canada has devoted signifi-

cant resources to measuring and mapping its extended continental shelf. Further to the terms of UNCLOS, Canada must submit its coordinates, which will represent a significant expansion of Canadian territory, to the Commission on the Limits of the Continental Shelf (CLCS) by November 2013.

Many observers are waiting to see whether the Canadian coordinates will overlap with those of any of its northern neighbours. Canada has worked closely with both the United States and Denmark in the mapping of the region, which will hopefully prevent any disagreements with these countries.

Much more uncertain is whether the Canadian coordinates will overlap with the Russian extended continental shelf. When the Russians first submitted their coordinates to the CLCS, they extended their submission to the North Pole. If the Canadian coordinates do not stop before the North Pole, Canada and Russia will have a boundary dispute for the

first time in their history. While the Russians recently reached a very equitable and peaceful boundary settlement with the Norwegians in their neighbouring northern waters, they have been more assertive in their treatment of their disputes with other states, such as Georgia, in the past. It is unclear, then, what Canada would face if a conflict were to arise.

These challenges that Canada faces with regard to its Arctic region are further complicated by the realities of climate change, which will continue to dramatically alter the face of the Arctic. At a recent ArcticNet meeting in Vancouver, two of Canada's most



respected Arctic scientists — David Barber and Louis Fortier — predicted that the permanent ice cover of the Arctic Ocean will disappear by 2020, plus or minus five years. Scientists are also increasingly worried about the accelerated melting of the Greenland ice caps, and what that means for rising sea levels. It is difficult to imagine what all of the impacts will be for Canada when the polar ice cap is gone in the summer months.

Another major impact on the Canadian north is the increasingly fluid and changing nature of the world's energy environment. Many of the world's largest oil companies are preparing for one of the most concentrated efforts to find oil in the Arctic in 2013. There will be exploratory drilling in the waters off northern Alaska, western Greenland and the Beaufort Sea. On the other hand, most Canadians have not yet had the opportunity to digest the International Energy Agency's (IEA) assessment, released in November 2012, which suggested that the United States could become self-sufficient with regards to oil production. This possibility is the result of a technological breakthrough in a process referred to as fracking, which has already made North Dakota a major oil-producing state. If the Americans are able to satisfy their own needs for oil with domestic production, the ramifications for Canada will be profound. Will the United States need or accept oil developed



*"Many of the world's largest oil companies are preparing for one of the most concentrated efforts to find oil in the Arctic in 2013."*

in the Arctic? If the effort to find oil in the Canadian North is successful, but the American market no longer wants it, what then? Will it be left in the ground, as some Canadians would prefer, or will there be a drive to find alternative markets in Asia?

No one really knows if the IEA report is correct. It may be that the Americans' requirement for foreign oil will remain as high as always, and that any oil that might be discovered in the North will be consumed. The bottom line is that the Canadian-American energy relationship is entering a period of fluidity that promises to have a significant impact on developments in the Canadian Arctic.

Ultimately, Canada is entering a very uncertain period with regards to its Arctic region. Two of the most important variables — climate change and resource development

— are developing in ways that seemed entirely impossible a few years ago. Depending on how these issues play out, Canada may be faced with an increasing international presence in and around its Arctic. It must show leadership in shaping that presence, but it will also need to protect its own interests and values in the region.

Canada will need to have the means to respond to any country that will challenge our interests. Since the Arctic region is melting, this means an absolute need for the promised maritime assets for Arctic waters.

Thus, it is absolutely necessary that the Canadian government resolve any problems that may be delaying the construction of the proposed icebreaker and Arctic Offshore Patrol Ships along with numerous other initiatives that will allow for the better protection and surveillance of its North. Canadian leaders must protect and promote Canadian interests and values in the Arctic for its northern peoples, but should not expect that this will be an easy task. And Canada will need these capabilities sooner rather than later.

*Dr. Rob Huebert is an Associate Professor of Political Science and Associate Director of the Centre for Military and Strategic Studies at the University of Calgary. He is also a member of NAC's Naval Affairs Committee.*

*An earlier version of this article was first published on [OpenCanada.org](http://OpenCanada.org).*



## A NOTE FROM THE EDITOR

It has been some time since I've addressed the readers of *Starshell*. One of the most rewarding experiences for me as your editor was to receive your overwhelming positive response to the serialized memoirs of two of our members in particular: Anthony Griffin and 'Skinny' Hayes. I have two other personal naval histories on my bookshelf and will be starting to serialize the first of these beginning in the Autumn edition. While

these lengthy personal naval accounts are certainly of interest and importance, I'm also seeking to publish shorter individual personal tales of any single 'memorable event' you, our members, may have experienced during your naval service whether during WWII or later. I would be happy to receive these for publication, and if you're looking for an example, please see "*The D-Day Landings and Ward Watson*" by Cully Lancaster beginning on page 16. Don't wait 'till it's too late! Please take the time to share your memories with us and send them to me at [starshell@shaw.ca](mailto:starshell@shaw.ca) or post them to my home address (see *masthead* p.2).



## Some observations on where we are and the way ahead!

First, thanks to Mike Morres and the team from our Vancouver Island Branch who conceived and staged an outstanding multi-day series of events — a great conference and meetings in a spectacular setting. The meetings also provided a platform for discussion of ideas which I suspect will be the basis of our development over the next few years.

I would also like to thank Ken Summers for his stewardship over the past two years. Developing and achieving agreement on new by-laws — the basis for organization of our association going forward — required patience and leadership. The outstanding Victoria conference program was also lead personally by Ken.

I presented some ideas to both the National Board and the AGM regarding who we are, what Canada needs, where do we want to go and how do we get there. With regard to where we are, NAC membership has been in decline for two decades as shown by Figure 1 — you have probably seen this graph before. Figure 2 shows trends by the largest Branches. This is anything but unique — almost all similar organizations are experiencing such a decline, which if allowed to continue, will in short order result in the organizations disintegrating.

### ♦ WHY NAC?

I submit that:

- Canada's Navy needs support.
- We as NAC members accept this as our primary role.

As a maritime nation with 90% of its trade moving by sea, Canada is indeed a country whose economy floats on salt

water. Canada needs:

- Citizens who understand the need for a Navy.
- Government leaders who understand the need for a Navy.
- Informed, critical debate of naval issues of a quality that is beyond reproach.
- An industrial base capable of delivering ships and payload.
- An organization dedicated to these tasks. Let's call it an 'Institute' for purposes of discussion.

### ♦ WHO ARE WE?

Our membership has changed over the years but perhaps will change even more in the future. Historically, our membership has been composed of self-identified individuals who served. Originally, the membership was composed of all ranks but subsequently changed to officers only. Members were young.

Today we have very few serving members, some industry members but our association is overwhelmingly composed of older retired RCN officers.

In the future it seems likely we will have Branches with two different types of membership depending on whether the Branch is co-located with a RCN main base. It is likely that Halifax, Victoria and Ottawa will be dominated by retired and serving RCN types, both officers and non-commissioned members. Other locations will hopefully be able to attract those who may or may not have served, but want to support the RCN.

Most members view NAC from a Branch perspective. The main attraction is camaraderie. Education of Branch members and local population, including local government, is a core

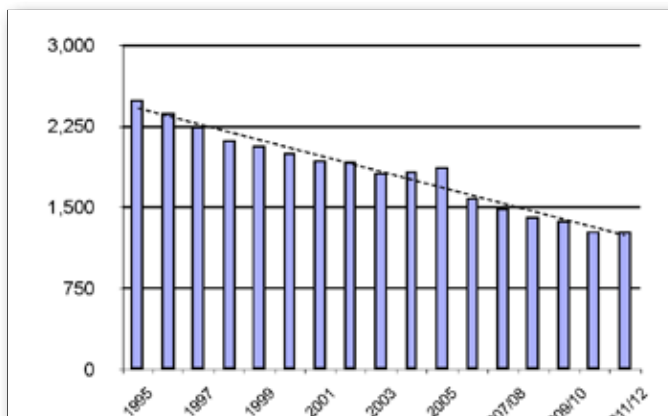


FIGURE 1: NAC OVERALL MEMBERSHIP TRENDS

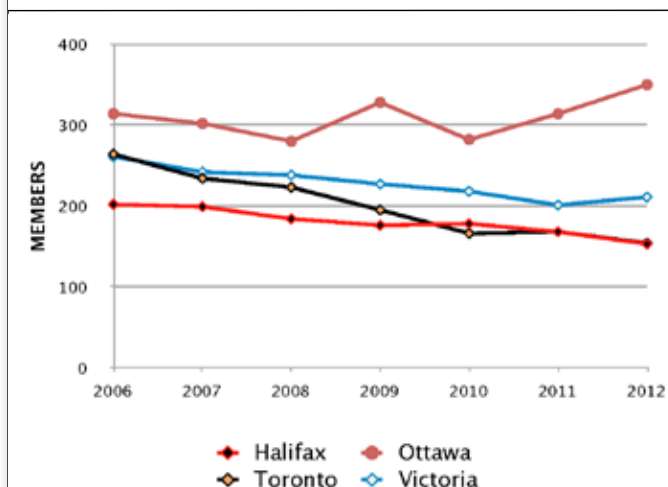


FIGURE 2: MEMBERSHIP TRENDS - LARGEST BRANCHES

function across all Branches; however, events vary Branch to Branch. The Branch is everything to some and will usually be the front line and represent the NAC to most members.

However, the outside world views NAC primarily from a National perspective and we also need to look at NAC from a different angle than the Branch. National interests will have involvement by a wider variety of members with interests beyond the offerings of Branches that may only appeal to a minority of our membership. An important National role is maintaining a strong relationship with RCN and government leadership while focussing on providing an open forum for informed discussion of the RCN and other naval oriented national security issues.

So are we members of a Branch or National? The answer is when we join NAC we are both and as members pay dues to both. It seems to me we are a bit schizophrenic on this issue which at times leads to differences of opinion where that need not be the case. Directors, under our new bylaws, developed in accordance with the new Canada Not For Profit Act, will be elected via separate elections on the same basis as Branch Directors — one member, one vote. How a Branch operates is up to the Branch Board. How National operates is the job of the National Board.

### ◆ THERE IS WORK TO BE DONE

Branches are the heart of our Association and we will only ever be as strong as our Branches. Change necessary to turn around our declining membership needs to start at the Branch level. I suggest that Branches need to:

- Be joined at the hip with the local RCN regular or reserve unit.
- Consider the needs and wants of prospects — be they serving members, retiring members, corporate members or the general public.
- Have meetings so that people can attend after work. Lunchtime meetings limit active participation to retired folks. The new generation of naval personnel value and protect family time on weekends and NAC membership cannot compete with that family time and win.
- Meetings should, wherever possible, be held at a local RCN mess, which appeals to those retired, is easy for those working to reach, usually lowers costs, and keeps NAC in front of the Navy.
- Branches should offer Introductory Memberships and make sure a NAC representative attends all retirement functions [DWDs] to present NAC Introductory Memberships.

At the same time, National needs to deliver more:

- Members may wonder what they get for their annual dues and National must demonstrate they are providing value for their money.
- Communications is a key. We need to reach out to members at least once per week with something of value.
- National needs to communicate directly with members in order to provide information in a timely manner.
- Perhaps we need to create a parallel electronic community

through such services as LinkedIn, email, Twitter — not Facebook.

However, these things will not matter unless we can reverse the downward membership trend and begin recruiting more members. Some suggestions:

- We have to offer value. Who are the target members, what do they want?
- To be successful we need not only retirees but also serving members, academics, government and industry representation.
- We also need to get the RCN leadership on board — both regular and reserve.
- We need to offer an Introductory Membership (IM) to draw in naval cadets, all those undergoing classification training and retiring RCN personnel.
- We must be on the DWD agenda and offer an IM, particularly in Halifax, Victoria and Ottawa.
- The focus must be Branch based and tailored to local conditions.

Canada needs a forum where naval issues can be discussed. Naval leaders, serving and retired, believe we need an organization which can help educate Canadians, advance the naval profession and provide an open forum for informed discussion of the RCN and other naval oriented national security issues. There are at least four models as to how this might be achieved: university based, a new organization, Navy League of Canada based or NAC based. A 'virtual' organization could be started with the funds available using volunteers and funding focussing on support of academics and authors interested in addressing items of naval interest. A primary task is to get the need for a strong navy in front of Canadians. For this to be successful, we must work closely with the RCN but tackle issues whether or not aligned with some particular aspect of RCN thinking. This must be, I suggest, the main focus of National.

These changes will only be possible if we can generate the funding required to support such initiatives. We seem to have little or no problem funding Branch operations from local dues. Increased funding however, is needed to support development of an 'Institute' and clearly member dues cannot support such an initiative. As a start, funding can be generated through Branch based functions such as our annual conference coincident with the AGM meeting and a recurring social function such as a Battle of the Atlantic dinner. Ottawa has implemented this and in the first go around it has generated a surplus of around \$50K. Later on we should also look at creating an ongoing continuous revenue stream — such as sale of high quality NAC and RCN logoed items.

The NAC is not alone in its interest in supporting the RCN — there are many sister organizations which share our interests. Many also share our dilemma of declining membership. The C&POs, RCNA, SOAC, WRENS, UNTD and CNAG are all generally losing membership and their futures are in doubt. We need to open up our thinking to reach out to the members of these organizations and explain how we share their interests. We should also look at how we can cooperate with university centres which share our interests.

## ◆ SOME STEPS

Some changes can be actioned immediately, others will take some time and some will take years. Initiatives we should immediately undertake include:

- Initiate direct and frequent National communication with members, delivering value.
- Establish a Branch Introductory Membership for retiring members, naval cadets and those undergoing initial naval training. This would be free to the retiring member for the first year, to the naval cadet until commissioning and otherwise during the period

of initial training. Branches would not have to remit dues to National.

- Reach out to like-minded national organizations. As an initial tranche we would approach UNTD, C&POs and NLOC to see how we might cooperate.
- Open a National dialogue with the Reserve leadership.
- Encourage membership by and become close to RCN leadership including Commanders and Command Chiefs.
- Examine Branch makeup, meetings and value offered.
- Start work for the 'Institute' concept.

## THE FRONT DESK

KEN LAIT | EXECUTIVE DIRECTOR | [noacexdir@msn.com](mailto:noacexdir@msn.com)



The intention to hold an annual naval themed conference of interest to a wide audience of government, industry, academic, naval and maritime interested people, started in Ottawa in 2012 with a nationally acclaimed event run by NAC Ottawa. This

success has once again been achieved by the Naval Officers Association of Vancouver Island at this year's 2013 Conference and AGM. I would like to offer my personal congratulations for a well-run, interesting and informative Asia-Pacific Conference and for the venue and support, especially from the many NOAVI volunteers, for the various meetings, including our AGM, and the superb closing dinner. 2014 will be held again in Ottawa and I urge everyone to start looking at their calendars for the fall. Although we have not yet set a date, late September or early October is the speculated timeframe. Details will be forthcoming and have been promised in the upcoming September timeframe. While I have no doubt that the Conference will once again be reason enough to attend, I personally recommend Ottawa in the fall as a great tourist destination should you desire to spend some additional time in the Nation's capital.

This year saw a change of the guard as Ken Summers stepped down and Jim Carruthers took up the reins as President of the NAC. I would like to acknowledge the leadership and friendship Ken provided me over the past two years and I know that he looks forward to a well-deserved break. As Past President, he will have some new duties over the next two years but we promise to let him down easy from the hectic pace of the last two years that saw a name change and our bylaws revised and redeveloped to meet the Industry Canada requirements under the new Not for Profit Corporations Act.

Jim has taken up his role as President with purpose and resolve to keep our organization vibrant and relevant. He has started a campaign of direct communication with members through regular email information packages on current items relative to our aim to support our Navy by being aware and informed on the future of the RCN, on maritime issues affecting Canada and our Navy, and on many other

general interest items that abound in the many publications we have access to. Jim has taken it upon himself to winnow out the chaff as he sends the kernels of information he hopes you enjoy. If you have an email address and are not getting these information packages, please let your membership director and Jim know so that you can be added to the list.

At the AGM, our current Award winners were announced and I would like to offer my personal congratulations to all. The nominations were, as they are each year, reminders of the high caliber of our membership and the broad range of interests and involvement at all levels, from local to national and everything in between. The list of winners is included in this edition (*see page 9, Ed.*) and I encourage you to add your congratulations to them when next you meet.

The annual Endowment Fund grants were also approved and again we were able to disburse \$24,000 to a number of worthy causes, also listed in this edition of *Starshell* (*see p.11, Ed.*) Growing the fund will continue to be a high priority of the Endowment Fund Committee, and I understand their goal is to reach \$50,000 annual grants, so I look forward to the superb and continued support of all our members in this most worthy endeavour (*list of donors will be found on p.10. Ed.*)

Our website continues to expand. The webmaster, Bob Bush, is exploring options to further grow the site and to make it even more professional and modern looking. We realize that web access is critical to our future. If you have recommendations for additional content, or comments on the current site, please share them with myself and the webmaster so that improvements made are indeed relevant to you the member. Email addresses for the executive are listed in our *Starshell* masthead on page 2, and we all welcome your feedback on any of our issues.

Finally, I would like to advise you that we continue to look at ways to generate revenue for our work that does not require an increase to the dues already set. We hope to expand the NAC merchandise currently available and are looking for ideas on what items are of interest to our membership. If you have any recommendations or requests, please contact the President, Treasurer, Webmaster or myself.





Cdr Al Harrigan, CO HMCS Malahat, Shelly Langille (Royal Roads University) and Jim Boutilier of NOAVI ready for lunch.



NAC 'Partners' enjoying an afternoon tour of Victoria's Chinatown



NAC President Ken Summers opening the Conference.



NOABC's Larry Fournier and his wife.

## NAC Conference & AGM Victoria, BC June 6<sup>th</sup> to 9<sup>th</sup>, 2013

We would like to thank Ruth Anne Johnston of Calgary as well as Ron Csomany and Larry Dawe of NOAVI for contributing the photos.



Conference co-organizer Dr. Jim Boutilier of NOAVI makes a point during the Conference.



NOAVI Member Ambassador David Collins during conference discussions.



Elder Butch Dick of the Songhees Nation welcomes delegates to his land and blesses the Conference while NOAVI President Michael Morris looks on.



NAC 'Partners' tasting the wares at the Muse Winery, just outside Victoria.



NOAVI Members Bud Rocheleau (left) and George Schober enjoying a lighter moment during the Conference. George is well known for his long-standing and always informative "Schober's Quiz" in Starshell.





# NAC Awards 2013

## Gold Medallion

Jim F. Carruthers CD - NAC Ottawa

T. P. Conway CD - NACNL

George Kearney CD - Thunder Bay

Ray Zuliani CMM, CD - Thunder Bay

## Silver Medallion

Bob Bush CD - NAC Ottawa

Gordon Smith CD - NAC Ottawa

William A. Clearihue Jr. - Toronto

Norman Silver CD - NAC Montréal

## Bronze Medallion

Neville R. Johnson - Calgary

Harry Baggott - NAC Montréal

Ian Willis - NAC Montréal

Joan Field - NAC Montréal

Bob Andrews - NACNL

David Critoph CD - NOABC

Len Haffenden - NOABC

David Harder CD - NOABC

Peter Stelaeff - NOABC

Bill Gard CD - NSNOA

Meredith Nelson - Thunder Bay

Brad Yeo CD - Thunder Bay

Jeremy Dawson CD - Winnipeg

Mel Kelly - Winnipeg

Gordon D. Saunders CD - Winnipeg

Al Sharrow CD - Winnipeg

Richard Shore - Winnipeg

Ron Skelton - Winnipeg

James A. Woods - Winnipeg

John Pickford MSM, CD - NAC Ottawa

Eric Deslauriers CD - NAC Ottawa

Denny Boyle CMM, CD - NAC Ottawa

# NOAC Endowment Fund

## Gifts for the year ending March 31<sup>st</sup>, 2013

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Brooke Campbell  
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Marcel Belanger  
Murray Bialek  
Jean Bienvenue  
James Bond  
Michael Bowen  
Graham Bradley  
Nigel Brodeur  
Bill Broughton  
George Brown  
Helen Campbell  
Joan Carr  
Merritt Chisholm  
Bernard Cornell  
Constantine Cotares  
David Critoph  
Mark Crofton  
James Crooks  
James Cumming

David Frayer  
Saul Glass  
Roger Glassford  
Paul Goggeveen  
Roger Hall  
Anne-Marie Halle  
Felicity Hanington  
Peter Hatherly  
Gary Hatton  
Bruce Hayes  
Yvonne Hepditch  
James Heseltine  
Roberta Higgins  
C. J. Hill  
Doug Hinchcliffe  
William Hindle  
Werner Hirshmann  
Michael Hoare  
Michael Hodgson  
Bill Howie  
Derek Kidd  
D. J. Kidd  
Charles Knight  
Murray Knowles  
Cullis Lancaster  
Peter Langlais  
James Little  
John Long  
Wayne Ludlow  
John Lutz  
James MacAlpine  
Mike McGrath

Spencer Massie  
Douglas Matthews  
R. F. Matthews  
Alan Meadows  
Douglas Meredith  
Jean-Claude Michaud  
Duncan Miller  
Terry Milne  
George A. Moore  
Russell Moore  
Vernon Munson  
Vern Murison  
John Nash  
Elizabeth Nicholson  
Robert Nixon  
NOAC Calgary Branch  
Harry Palmer  
Russell Passmore  
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Gaston Pettigrew  
Bill Plunkett  
Kevin Power  
George Pumple  
Donald Raven  
Peter Reader  
M. Rees  
Ernie Reid  
John Reid  
Bud Rocheleau

Peter Shenstone  
W. A. E. Sheppard  
Amory Shields  
Jim Slaughter  
Calvin Smith  
Cedric Steele  
Robert Stephens  
R. Stephenson  
Hugh Stewart  
I. A. Sturgess  
Pierre Taillon  
Bill Taylor  
S. Tomlinson  
Migs Turner  
Harvey Waddel  
Kenneth Walker  
Don Wand  
Bob Watkins  
Bryn Weadon  
A. J. Whitehouse  
Laurence Wilkins  
Frank Williams  
Lloyd Williams  
Dave Winkler  
Richard Wilson  
Robert Willson  
Jack Woodbury  
Harry Woznow  
Douglas Wright  
Rachel Wyatt  
H. L. Yee

### \$101 to \$249

Robert Baugniet  
Phil Bissell  
Murray Boles  
Percy Boyd  
S. W. Brygadyr  
Roy Busby  
Bernard Cornell  
Patrick Crofton  
William Davis  
Davis Edwards  
David Field  
Fred Fowlow  
John Gruber  
Ed Healey

Our sincere thanks for your continuing support!

# 2013 Endowment Fund Grants

The approved Endowment Fund Grants for 2013/2014, as applied for by the noted Branches, are approved in the amounts indicated.

## From NACNL

- Crowsnest \$1,000

## From NSNOA

- CNMT (Sackville) \$2,000
- Maritime Command Museum \$1,000

## From Ville de Québec Branch

- Québec City Naval Museum \$3,000

## From NAC Ottawa

- Navy League Sea Cadet Scholarships \$5,000

## From NOAVI

- Broadmead \$6,000

## From Thunder Bay Branch

- Griffon Display \$3,000

## From Winnipeg Branch

- Prairie Sailor Statue \$3,000

**TOTAL: \$24,000**

## Please 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 \$560,000. During 2012, \$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, Peter Chipman • 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.

Signed \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_ Branch \_\_\_\_\_ UNTD \_\_\_\_\_ Venture \_\_\_\_\_

Address \_\_\_\_\_ City/Town \_\_\_\_\_ Prov \_\_\_\_\_ Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_ EMail \_\_\_\_\_

\*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.



# THE BRIEFING ROOM

## ODDS & SODS FROM THE EDITOR'S INBASKET

### INFORMATION SOUGHT ON PRESENTATION



On May 8, 2013, I was very honoured to chair the unveiling ceremony for the new Commonwealth War Graves Commission marker for Commander Rowland Bourke VC, DSO, RCNVR at Royal Oak Burial Park in Victoria. Cdr Bourke was a Brit who moved to Canada at an early age, lost an eye, attempted but got rejected on attempting to join the Canadian armed forces in WWI, returned to England, joined the RNVR and went off to war. On 23 April 1918, he commanded a Motor Launch and saved thirty-eight men from drowning at Ostend, Belgium. He was later awarded the DSO for this action. On May 8th, 1918, he saved three men, one a British Knight. He was awarded a VC for this action. After the war he returned to British Columbia, died in 1958 in Victoria and received a full military burial service at Royal Oak.

On May 8th, 2013, the Belgian Ambassador to Canada, RAdm Truelove, Commander MARPAC and other dignitaries, family and members of the public attended the unveiling of the new marker at Bourke's grave. Letters were read from the Minister of National Defence and the Lieutenant-Governor of British Columbia.



The old marker (left) and the new.



As a result of the media attention, a local family came forward to advise me they have had in the family for many years, a silver cigarette box engraved to Rowland Bourke on the occasion of the 100th anniversary of the first investiture of the Victoria Cross back on June 27, 1857 at Hyde Park, London. As can be seen from the photo of the engraving at the top of the page, the cigarette box was originally presented to Bourke by the Naval Officers Association of

Canada. I am writing to see if any of your members would have any information on who made the presentation, when and where, and who attended? Photographs are also sought. This information will be passed on to the family. The descendant attending the dedication ceremony was most happy to have the box back with the family. It somehow came into the possession of a lawyer surnamed Wade; a Vancouver man who was also a Navy officer, and from there it was passed down to the family. Any information regarding the original presentation of the box would be most welcome. If anyone has any knowledge they are asked to contact me at 250-383-0470, email [ymart@shaw.ca](mailto:ymart@shaw.ca).

MWO (Ret'd) Bart Armstrong, CD

### NEW RCN SCULPTOR-IN-RESIDENCE PROGRAM



L to R - Then-Minister of National Defence Peter MacKay, sculptor Christian Corbet, former Associate MND the Hon. Kerry-Lynne Findley and the former Commander of the RCN, VAdm Paul Maddison, are seen unveiling the sculpture of RAdm Leonard Murray in Ottawa on May 2nd, last.

At the Battle of the Atlantic Gala Dinner at the Canadian War Museum on 2 May 2013, the RCN Sculptor-in-Residence, Mr. Christian Corbet, PPCA, FA, FRSA, presented a sculpted portrait bust of Rear-Admiral Leonard Murray, CB, CBE, to the Commander RCN, Vice-Admiral Paul Maddison. Mr. Corbet is a widely recognized as one of Canada's preeminent artists, practicing in various mediums but specializing in painting and sculpture, dealing largely in portraiture. He co-founded and was the first President of the Canadian Portrait Academy (CPA), and has been commissioned to undertake portraits on subjects including most recently, HRH The Prince Philip, Duke of Edinburgh as the first Canadian to sculpt The Duke from life. In recognition of the Canadian Naval Centennial in 2010, the Commander of the RCN, VAdm Paul Maddison, bestowed the honorific title "Sculptor-in-Residence for the Royal Canadian Navy" upon Christian Cardell Corbet in recognition of this commitment of generosity of spirit towards the RCN in interpreting our living memory. He is affiliated with the Maritime Command Museum in Halifax.



## Schober's Quiz #62

By George S. Schober, NOAVI



Nearly a thousand submarines of various nationalities sank during the Second World War, but few suffered the fate of sinking twice: the first time with the loss of all but four onboard; the second time with the loss of the entire crew.

QUESTIONS: (1) What was the name of this ill-fated submarine?  
(2) What was the Canadian connection?

Answer on page 24

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### DJM PRESENTED IN LONDON, ONTARIO



Kim Little, London Branch, is seen on the left receiving his Queen's Diamond Jubilee Medal this past May from Branch President, Mark Van Den Bossche, in the HMCS Prevost wardroom.



### CHANGES IN WAR VETERAN'S ALLOWANCES

**OTTAWA, 7 MAY 2013** – Dominion President of The Royal Canadian Legion, Mr. Gordon Moore, noted with satisfaction the federal government's changes to War Veterans Allowance Benefits today at Legion headquarters.

"The federal government's clawbacks of veteran's disability benefits under the Pension Act has long been an issue of contention," says Moore. "We are very pleased that Veterans Affairs Canada has appreciated the unfairness of these clawbacks and is now making it right for our most vulnerable Veterans and helping to improve their financial security," adds Moore.

"While we are looking for other improvements to ensure the highest quality of life-long care for all our injured Veterans, these changes are a definite step in the right direction," he concludes.

These changes, which are expected to come into effect this year, mean that disability benefits paid under the Pension Act will no longer be deducted from the calculation of War Veterans Allowance Benefits payments. According to VAC statistics, these changes will improve the quality of life and financial security for more than 5,000 Veterans and survivors.

### JOINT SUPPORT SHIP DESIGN SELECTED



www.NavyRecognition.com

©ThyssenKrupp Marine Systems

**OTTAWA – (Marketwired - June 2, 2013)** – The Government of Canada today announced that a ship design for the Joint Support Ships being acquired by the Royal Canadian Navy has been selected, as part of the National Shipbuilding Strategy.

The selection of the Joint Support Ship design was conducted through a transparent process, involving multiple government departments and third party advisors, based on three criteria: operational capability, affordability, and the cost and schedule risks associated with building the ship. The process was monitored by

audit firm KPMG, as an independent third-party. First Marine International, a recognized firm of shipbuilding experts, provided ship construction costing expertise.


Two viable ship design options were commissioned for the Joint Support Ships: an existing design and a new design by BMT Fleet Technology. Based on rigid analysis and assessments by government officials and military experts, the proven off-the-shelf design from ThyssenKrupp Marine Systems Canada was selected as the best design option for the Royal Canadian Navy and for Canadian taxpayers (*see artist's concept on previous page. Ed.*).

Canada will provide the design to Vancouver Shipyards Co. Ltd., to review in preparation for actual production. This design development work will be led by Vancouver Shipyards Co. Ltd., as part of the Joint Support Ship definition contract to be negotiated between Canada and the shipyard. Once these steps are completed, Canada will acquire the required licensing for the ship design. This license will enable Canada to use the design and build, operate and maintain the Joint Support Ships – right here in Canada. This effort will also enhance technical skills and knowledge among Canadian shipyard staff, to be leveraged as the shipyard builds the subsequent ships assigned under the National Shipbuilding Procurement Strategy.

The Joint Support Ships, which will be built by workers at Vancouver Shipyards Co. Ltd., will supply deployed Naval Task Groups with fuel, ammunition, spare parts, food and water. They will also provide a home base for maintenance and operation of helicopters, a limited sealift capability and support to forces deployed ashore.

## CANADIAN NAVY ANNOUNCES NEW DESIGNS FOR NEW SHIPS, SAYS THE MILITARY HAS PLACED ITS FUTURE IN INDUSTRY'S HANDS

By Lee Bertheaume, Postmedia News

 **TTAWA – May 29, 2013** – The head of the Royal Canadian Navy delivered a poignant reminder Wednesday that the fate of Canada's military is in industry hands as he announced that a design for new resupply ships has been chosen.

The relationship between National Defence and defence companies has been turbulent recently following problems with a number of high-profile procurement projects including the F-35 stealth fighter, armoured vehicles for the army and search-and-rescue aircraft.

Some of these issues have originated within National Defence and other federal departments, others have been industry's fault. The result, however, has been the same: delays, cost overruns and project cancellations or resets.

Speaking to a full room of defence company representatives during a major arms-trade show in Ottawa, Vice-Admiral Paul Maddison noted the huge opportunity inherent in the Conservative government's promise to invest hundreds of billions of dollars in Canadian military equipment over the next two decades.

"If we are to collectively succeed, it will be because we enter into this great enterprise in a genuine spirit of strategic trust and cooperation, of frank and honest dialogue and respect," he said.

Maddison appealed to industry representatives to look beyond their own interests and do the right thing for the country and Canada's men and women in uniform.

"The Royal Canadian Navy has placed its future in a very real way into your hands," he said. "The same applies to the Canadian Armed Forces as a whole." "We have done so with great optimism and confidence in your ingenuity, your creativity and your shared determination to succeed. He said this is particularly true for the government's \$35-billion national shipbuilding plan, which is emerging as one of the most complex military procurements in Canadian military history.

Maddison, who retires in just over three weeks, said the three major naval projects – new armed Arctic patrol ships; replacements for the navy's aging destroyers and frigates; and, new resupply vessels – are proceeding. In particular, he revealed that a design had been chosen for the resupply vessels, also called joint support ships, in late April following an in-depth comparison between two options "based on capability, cost and risk."


The joint support ships were the subject of a Parliamentary Budget Officer's report at the end of February, which warned the project could cost more than \$1 billion more than the government had budgeted. The government refuted the PBO's findings.

Maddison would not reveal what design had been selected [*Ed.'s note—this article predates the previous one.*] for the vessels, nor would he say when the joint support ships will be built thanks to a scheduling conflict with the Coast Guard's new polar icebreaker, the CCGS *John G. Diefenbaker*.

The joint support ships are desperately needed to replace the Navy's two 45-year old resupply vessels, which were supposed to have been retired in 2012 and have become environmentally unsound and prohibitively expensive to maintain. But they are expected to be ready for construction at the same time in 2017 as the Canadian Coast Guard's new polar-class icebreaker, the CCGS *John G. Diefenbaker*, and the Vancouver shipyard responsible for both projects can only handle one project at a time.

Maddison said there is an "urgent" need to replace both the resupply ships and Coast Guard's existing heavy icebreaker, the 40-year old CCGS *Louis St. Laurent*. "So the sequencing decision that's going to be made is, you know, is JSS built first or is the polar (icebreaker) built first," he said. "So we'll see how that goes." The navy commander could not say whether the navy would still be able to afford the new joint support ship design that had been chosen if construction was delayed in favour of the icebreaker. He also warned that he did not see the navy's existing resupply vessels lasting past the end of this decade, though he was confident National Defence would be able to "find a way to innovatively mitigate any capability gap that opens.

## RCN ADOPTS NEW NAVAL ENSIGN

 **TTAWA – May 2, 2013** – The Hon. Peter MacKay, Minister of National Defence, today announced the adoption of a new Canadian Naval Ensign to be worn by Her Majesty's Canadian Ships, naval vessels, Naval Reserve Divisions and other



designated units starting May 5. "Canadian warships have unique roles, responsibilities and powers compared to other Canadian flagged vessels," said Minister MacKay. "The adoption of a new Canadian Naval Ensign demonstrates our deep attachment to a widespread tradition among navies of the world. The new Canadian Naval Ensign will become the flag under which our Navy will defend Canada's interests at home and abroad.

RCN Photo, Cpl Ronnie Kinnie



HMCS *Halifax* flies her new Canadian Naval Ensign for the first time last May while alongside in her namesake city.

"The men and women of the Royal Canadian Navy can be proud to serve under this new Canadian Naval Ensign," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. "We are restoring the use of a standard Commonwealth practice, and an important symbol recognizing our rich naval heritage and the historical roots of the modern Royal Canadian Navy."

This is an historic moment for the Royal Canadian Navy, which flew the White Ensign from 1911 until the adoption of the National Flag in 1965.

From that point onward, the National Flag was adopted as both the Ensign and the Jack. In 1968, as part of efforts to emphasize the importance of military ensigns and flags, while reflecting the new National Flag, a distinctive Naval Jack was adopted by the Canadian Armed Forces.

The Naval Jack incorporated the Maple Leaf in the canton with a badge in the fly of the flag.

Today, the flag previously known of the Naval Jack is adopted as the new Canadian Naval Ensign, and the National Flag becomes the new Naval Jack, which mirrors a standard practice amongst Commonwealth nations.

The change will most importantly, distinguish Canadian warships from other Canadian flagged vessels. It will also promote and strengthen the Canadian naval identity, while underscoring the unique commitment of our men and women at sea who served as members of the Canadian Armed Forces in the Royal Canadian Navy ships and vessels.

The new Canadian Naval Ensign will now take rightful prominence as a significant national symbol for years to come.

## GET ON THE LIST!

NAC is now sending out naval news of interest on a weekly or better basis but do not reach a large part of our membership because we do not have emails.

Should anyone have an email address and not be receiving these news items from me, they should drop me an email and I will add them to the list.

Jim Carruthers  
[jimc@rruthers.com](mailto:jimc@rruthers.com)

## CHECK IT OUT!

The latest issue of the USNI "Proceedings" has the CGCS Louis St. Laurent on the front cover with the overall issue title of "The Future Arctic," with the first four articles centred on the subject of the Arctic? Take a gander...

<http://www.usni.org/magazines/proceedings/2013-07>

And while your at it, here's another one for all you old salts, especially those with wings...

<http://www.youtube.com/watch?v=QmFD5bjrok>

Jim Carruthers, NAC Ottawa

NOTE: If these links don't work, copy and paste them into your browser.

**ERRATUM - Starshell, Spring 2013, No. 62, The Little Known Navy - "Rum Tales" by Fraser McKee, pp 17 & 18:**

While extracting the item from Fraser's personal notes, I failed to notice that, while on topic, everything other than the first paragraph should have been attributed to a couple of other guys who apparently served in *Columbia* and *Sioux* and not to Fraser. In any event, it all still made for a good tale!

The Editor

## CANADIAN NAVAL HERITAGE



A Wee Glance in the Reciprocal...

## The D-Day Landings and Ward Watson

By Cullis 'Cully' Lancaster, NOABC

The Spring edition of *Starshell* was of more than usual interest to me. First, I read about the corvette *Barrie* and recalled that she was in the same escort group, N12, escorting Convoy SC.64, as was the corvette *Moose Jaw* on my first trip to sea.

Continuing on to the back pages, I was sorry to learn of the passing of my shipmate, Ward Watson. The obit told of his service in two ships, *Grandby* and *Ribble*. Ward and I served in two other naval vessels as watch-keeping officers at sea. *Ribble* was a River-class frigate, one of ten British-built frigates manned by Canadian crews.

On completion of my Specialist navigation course at *Kings* in February 1944, I elected to serve in a new construction ship in the UK.

I arrived in Britain in the middle of March 1944. When I arrived at our base there, HMCS *Niobe* in Greenock, Scotland, I was informed that the ship was not ready for sea. To make good use of the time, I, along with the ship's other officers, was sent on short courses to upgrade our skills.

For me there was a week of Fire Fighting and Damage Control at Chatham. A week in the Convoy Escort Tactical course in Liverpool followed. Then it was down to Portsmouth to Whale Island for an Aircraft Recognition Course. A week in Slough at the Admiralty Compass Observatory completed my courses. The other officers had courses for their specialties.

Late in April, Ward Watson and I were appointed to HMS *President* which turned out to be a Stokers Training Establishment located in two R-class battleships. They were berthed alongside Number 108 Berth in Southampton. This was the peacetime

berth for the Cunard Line. The battleships were HMS *Revenge* and *Resolution*, sister ships of HMS *Royal Sovereign*, also featured in the *Starshell* spring issue. [*Obscure & Off-beat Naval Oddities*, p.22. Ed.] Ward and I were, as I recall, in HMS *Resolution*.

Twelve Canadian officers standing by in Britain for new frigates and Castle-class corvettes were sent to *President* to provide watchkeeping duties for the move of these two ships from the south coast to the Clyde to make way for invasion craft.

The senior officers of the steaming parties were Royal Navy officers. Our captain in *Resolution* was Captain Royer Dick, RN, formerly Chief of Staff to Admiral Cunningham in the Mediterranean. The commander was Commander Newman, RN, standing by the heavy cruiser *Belfast*. LCdr Wadlow, waiting for the carrier *Indefatigable*, was the navigating officer. The instruction staff and the administrative staff of the Stokers Training Establishment remained on board.

The voyage took two and one-half days. We who had come from corvettes and mine-sweepers were now controlling a twenty nine thousand ton battleship under the eyes of experienced officers.

As the ships made their way up north following the swept channel, we had to make the alterations of course. Giving the order "Port Fifteen" to start a turn, you had to say "Midships" before there was any apparent move. It took time for the moments of force to take over.

Another interesting experience was to overhear the conversation of the captain and the senior officers. Captain Dick was now employed at Allied Headquarters. He said he invited General Eisenhower to come

along with us and take a couple of days of relaxation. 'Ike' thanked him but said he did not think he could spare the time. The invasion was now into the D-minus days.

Arriving in the Clyde in the morning, we found the anchorage was full of ships waiting for their part in the invasion. The battleship *Warspite* was there. Her captain immediately sent Captain Dick an RPC. Dick replied with a WMP. Having used those signals in minor war vessels, it was great to see them being used in major ones.

Our two ships berthed in Gare Loch in the north portion of the Clyde. The place where we came alongside later became the home for Britain's nuclear submarines.

With ships secured alongside, we had to complete the operation. As assistant navigator, I got a party of stokers to help me take a bundle of charts to the Hydrographic Office in Glasgow. That required using one of the pinnaces to travel up the Firth of Clyde. After that job, Ward and I were free.

Before we reported back across the Clyde to *Niobe*, we rented bicycles again. We headed south, down to Galashiels and then Selkirk. We found accommodation there in an old Court House. The keeper said Sir Walter Scott had presided as Magistrate on that very bench. We didn't tell our guide that we noted the building had been built after Scott had died.

Our clothing was sports jackets, grey flannels and burberries. On the following day it rained as we went across the Lowlands. We got soaked and had to find a place to stay overnight. In Moffat we found a place at the Scottish Youth Hostel but we had to join the Association, which we did. There they provided each of us with a kilt while they dried our



All of the above photographs were taken of the Canadian 262 LCI Flotilla on D-Day by official RCN photographer Lt Gilbert Milne RCNVR while aboard LCI(L) 306 (bearing Cully's friend Ward Watson). **TOP LEFT:** View showing the invasion craft enroute to France; **TOP RIGHT:** Infantrymen of the Highland Light Infantry of Canada aboard LCI(L) 306; **BOTTOM LEFT:** Troops disembark from LCI(L) 306 at Bernières-sur-Mer; **BOTTOM RIGHT:** Troops of the 9<sup>th</sup> Canadian Infantry Brigade disembark from LCI(L) 125 which is to starboard of LCI(L) 306. To view additional photos of the landing taken at the same time, please see <http://www.mapleleafup.ca/dday5-2ndwave.html> from where these remarkable views were obtained.

clothes by the fireplace. Later we bedded down in the loft of the barn. Ward and I returned to Edinburgh then went north to cycle from Stirling around Loch Earn. That was another wet day, but luckily, I had the address of a whiskey distiller who gave us a warming drink and delivered us back to the station at Gleneagles.

Our next instruction was to report to CNMO in London. They told us to return to 108 Berth in Southampton to join the 262 LCI(L) Flotilla. We reported on board on May 27th, which turned out to be just ten days before D-Day. Ward was appointed to LCI(L) 306 and I went to 135. My craft had a Decca QM Navigation set which was like the Loran I had trained on at Kings. Checking on the internet I learned that the Admiralty finally approved of that Decca Navigation system in February of 1944. They bought twenty-one sets to spread among the 6,000 craft going to Normandy. Our headquarters ship had one and so did the lead minesweepers clearing a path to the beaches.

The 262 Flotilla sailed with the invasion

fleet on June 5th, carrying the 9<sup>th</sup> Brigade of the 3<sup>rd</sup> Canadian Division. This was the Highland Brigade. Our craft carried the Nova Scotia Highlanders. With Ward in LCI(L) 306, was the official photographer, Gilbert (Gib) Milne. We arrived off Juno Beach early in the morning but had to wait until mid-morning before getting the order to hit the beach. The 9<sup>th</sup> Brigade was the third wave. Our craft, LCI(L) 135 touched down at 1129 in the morning.

The most common official pictures of the first Canadian landings show the LCI(L)s of 262 Flotilla lined up on the beach. To the east of the photographer is 299 and one other. To the west is LCI(L) 125 then 135. There are no pictures of 306 on the beach because 306 was Gib Milne's platform.

After patching up 135, we went back to Portsmouth, then to Lymington in the New Forest to pick up elements of the US Second Division. We took them to Omaha Beach, landing at 1420 on D+4. Kedging off that beach our anchor picked up a teller mine [A German-made anti-tank mine common during WWII. Ed.] whose explosion

wrecked one of our engine quads. The officer supervising the raising of the anchor, Norton 'Boomer' Cassils, suffered a broken foot from the blast. We got back to Southampton where we went into drydock. I stayed with the craft until the end of June then joined HMCS *Ribble*. Ward's experience was of a similar nature.

Those two months of May and June 1944 provided us with our most notable wartime experiences. We had been writing home regularly and our families thought we were having a jolly time in Scotland. It was a big shock for them to get our letters with a change of address and then find pictures of our craft on the front page of the local newspaper saying: "First pictures of Canadians Landing in Normandy!"

Our time in those vessels should be noted in anyone's obit.

*Cully is a longtime member of NOABC and former editor of their newsletter, "The Dog Watch." Stay tuned ... there's more to come in the Autumn issue of Starshell. Ed.*



# SECRET WORLD WAR II BUNKERS

By Mark D. Van Ells



Liverpool has long been one of Britain's most important naval centers, but never more so than during the dark days of World War II. Beneath Derby House on Rumford Street, the British constructed a warren of secret underground bunkers for the Royal Navy's Western Approaches Command. Less well known than the similar Cabinet War Rooms in London, this facility was nearly as critical, assuring the flow of men and matériel to the vulnerable island nation. Today these bunkers are open to the public as the Western Approaches Museum.

The entrance at street level is modest in appearance. Located in the heart

of downtown Liverpool near Town Hall, it might be mistaken for a retail establishment. But as you descend the steps into the bunker complex, it quickly becomes evident that you are entering something out of the ordinary. The light is dim and the walls feel close. It smells dank and musty. This place is not for the claustrophobic. You will easily see why those who worked here nicknamed it "the dungeon."

Britain depended on convoys from the United States, but early in the war, U-boats took a devastating toll on them. Protecting the convoys was a top Allied priority. Since most arrived at Liverpool, the Western Approaches Command moved up from Plymouth in 1941.

Liverpool was hardly a safe location. The Luftwaffe ravaged the city, leaving piles of rubble everywhere. For defense against air raids, the command center had a concrete roof seven feet thick. By war's end the facil-



In the map room of the Royal Navy's Western Approaches Command underground "area combined headquarters" in Liverpool, women of the Royal Naval Service and Auxiliary Air Force tracked convoys and German warships.

Both images courtesy of the author.

ity encompassed more than 50,000 square feet. Derby House was an "area combined headquarters," hosting both navy and air force commands.

Arrows guide visitors from room to room. In many, voice recordings provide historical context. The heart of the facility was the Operations Room, also called the Map Room.

The huge wall map of the Atlantic, and the equally impressive table map in the center of the room, were used to track the progress of convoys and the locations of German warships. The Aircraft State Board noted the position of available air forces. During the war, this room saw a blizzard of activity. Ship movements, weather reports, and other pieces of vital information streamed in 24 hours a day.

Female mannequins highlight the important roles that women played in these operations. The Women's Royal Naval Service (WRNS) and the Women's Auxiliary Air Force

did much of the work in the Map Room; usually more than 50 were here at any given time.

There was even one fatality: Aircraftwoman First Class Patricia Elizabeth Lane died in an accidental fall in this room. A plaque on the wall memorializes her.

Another focal point is the office of Admiral Sir Max Kennedy Horton, one of the war's unsung heroes. A submarine officer by trade, Horton was appointed commander of the Western Approaches in November 1942. His aggressive antisubmarine tactics have been credited with turning the tide of the six-year Battle of the Atlantic. The numerous maps affixed to the

walls, the pile of papers on his desk, and the picture window overlooking the Map Room all suggest that Horton was a very busy man.

Among the many other interesting items in various rooms are decoding devices, banks of telephones, and teleprinter machines. A phone booth featured a top-secret hotline to the War Cabinet in London.

A look at the WRNS sleeping quarters gives visitors a feel for the daily existence of those who lived and worked in this subterranean world.

The Canada Room pays tribute to Canadian sacrifices in the Battle of the Atlantic, such as that of Flight Lieutenant David Hornell. Patrolling the skies over the North Atlantic, Hornell engaged a U-boat, sunk her, and then brought his damaged and blazing plane down in choppy waters. He saved his crew but died hours later. "The only thing that ever frightened me during the war," Winston Churchill once claimed, "was the U-boat

peril."

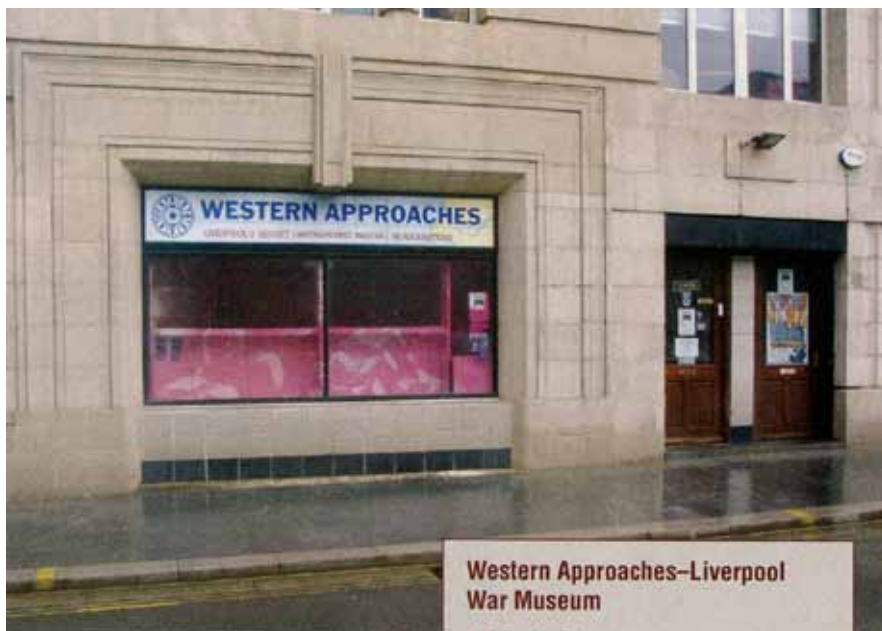
Derby House is where the strategy to beat the German submarines was hammered out and executed.

At the Western Approaches Museum today, you can walk through the halls and rooms where Britain may well have been saved.

*Dr. Van Ells teaches history at Queensborough Community College, New York. His research speciality is the social and cultural history of the US military in World War II. He is currently writing a traveler's guide to US-related World War I historical sites.*

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*Naval History*, US Naval Institute,  
 Annapolis, Maryland  
 (410) 268-6110, [www.usni.org](http://www.usni.org)

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The museum's modest exterior belies a rare opportunity to imagine vividly what it must have been like to live and work in this subterranean World War II warren.

### Western Approaches-Liverpool War Museum

1-3 Rumford Street  
 Liverpool L2 8SZ United Kingdom  
 Phone: 011-44-151-2272008  
 Open 1 March-30 October  
 Mon.-Thurs., Sat., 1030-1630  
 Admission: £6 general; £4 seniors, students, children; family and group rates available  
[www.liverpoolwarmuseum.co.uk](http://www.liverpoolwarmuseum.co.uk)



Clippings  
 ...from the McKee files

## Singapore Commissions Second Archer-class Submarine

"XINHUA, 30 April 2013 – The Republic of Singapore Navy's (RSN) second Archer-class submarine, *RSS Swordsman*, was commissioned at Changi Naval Base on Tuesday. The boat, acquired from the Royal Swedish Navy in 2005, underwent extensive refurbishment and modifications for local climatic conditions. The boat's combat and sensor suites were also upgraded and an Air Independent Propulsion (AIP) system was added to give the submarine greater stealth, extended reach and expanded operational capabilities. *Swordsman* will join *Archer*, the first-in-class commissioned in 2011 and operated alongside four aging Challenger-class submarines. Analysts note that with two operational Archer-class subs, the RSN greatly increases its underwater capability in a region considered to be submarine-rich."

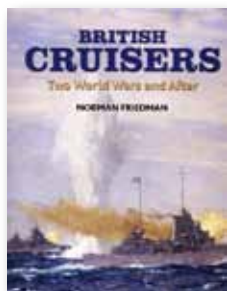
**NOTE** – I found the above most interesting and quite a comparison with Canada's sub problems: (1) Singapore has four subs now, a country smaller than PEI or a county in Ontario; (2) It has taken the RCN eight years to get the latest 'pre-owned' boats from Great Britain operational, even though much of the same work had to be done as faced by Singapore's navy; and, at least one of the latter's boats has been equipped with AIP, which we should have done too but can't afford! We need ours for under-ice work while they just wanted to improve stealth. We could retrofit ours with AIP during mid-life refits, but doubt this is worth it now.

*Fraser*



# THE READING ROOM

FOR YOUR SUMMER READING PLEASURE...



## BRITISH CRUISERS Two World Wars and After

By Norman Friedman

Naval Institute Press, Annapolis (2011), [www.nip.org](http://www.nip.org), 320 pp, illustrations, bibliography, notes, data list (specifications), list of ships, index, 9 3/4" x 11 1/2", hard cover, US\$85.00, ISBN 978-1-59114-078-8.

### A review by Mike Young, NAC Ottawa

The eminent naval analyst, historian and prolific author Norman Friedman, has produced yet another gem in this examination of British cruiser design development in the 20th century. Following a similar approach and style as in his earlier work on British destroyers in particular, this handsome volume details the evolution of the cruiser from what was essentially a large destroyer into its ultimate form in the Royal Navy (RN) in the shape of the 'Through Deck Cruiser.' As one expects from Norman Friedman, the book reflects his meticulous research and thorough analysis of the complex design process.

For the RN, the imperative of protecting the trade of the far flung British Empire was a major factor in the development of the cruiser type. Especially in the inter-war years, the need to be able to match or exceed the capabilities of potential threats — such as the cruisers that Japan was developing — was a design driver especially in those classes of cruisers intended to operate in the Far East. In a few cases, in the opinion of this reviewer, the resulting ships were some of the most elegant and handsome warships ever built — particularly the single and two funneled types designed in the 1930s which served in World War II.

The author leads the reader through the highly iterative design process. Each stage of the development is documented and explained. Not only are the technical issues fully addressed but they are put into the context of operational and tactical experience as well as the dictates of the larger issue of policy. The author shows how the Admiralty responded to that experience as the requirements placed on the designers became more and more demanding. The need for higher speed, longer range, better armour protection, better armament and effective command and control were constant issues that had to be resolved.

It is fascinating to follow the process from outline design to actual build, and to see how the Director of Naval Construction (DNC) resolved competing requirements to achieve a consensus acceptable to the Board of Admiralty. When the constraints imposed by the various naval arms limitation treaties of the time were factored in to the process, this simply added another layer of complexity. Very different

from modern procurement processes!

It is remarkable to realize just how quickly some of the designs were produced and refined. And, it must be remembered, this was in the days before computers were available to rapidly do the tedious mathematical computations. The only aids available to the naval architects and draughtsmen of the Royal Corps of Naval Constructors (RCNC) were slide rules and mechanical methods of computation as the tools of the trade.

The author examines in detail how the demands of World War II soon revealed inadequacies in many designs. RCNC design practice, as opposed to that of the USN, meant that many ships were 'tight' — meaning they had limited margins for growth for items such as radars and Anti-Aircraft (AA) weapons. Also, this practice usually meant that habitability suffered — most of the RN cruisers had poor accommodation standards for the sailors. The author details the trade off process needed to make these ships capable of operating in high air threat environments such as the Mediterranean and later against the Japanese when cruisers were deployed in the British Pacific Fleet (see *following review, Ed.*). All the designs and their variants are comprehensively addressed — including both HMC Ships *Uganda/Quebec* and *Ontario* — and the various designs produced by the commercial yards such as Vickers for foreign buyers are also included. The appendix examines the fast minelayers which were based on cruiser designs.

The final chapters look at the cruiser post-World War II. The arrival of the missile age had a significant impact on the cruiser as a type and its role. The author traces the agonizing process that essentially turned the classic cruiser back into a large destroyer (the County-class) and led to the aircraft carrier in disguise — the through deck cruiser. There are no longer any cruisers in the RN but the USN operates the Ticonderoga-class of missile cruisers.

The book is lavishly and beautifully illustrated with photographs and superb line drawings. Many of the photographs have not been published previously and there is at least one photograph or drawing on nearly every page. It is the sort of book for perusing again occasionally but there is the danger that a brief look will turn into a much longer fascination. A wonderful addition to any naval library.

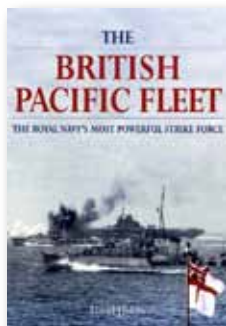
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## THE BRITISH PACIFIC FLEET: The Royal Navy's Most Powerful Strike Force

By David Hobbs

Naval Institute Press, Annapolis (2011), [www.nip.org](http://www.nip.org), 443 pp, illustrations, bibliography, maps, notes, index, 6" x 9¼", hard cover, US\$34.95, ISBN 978-1-59114-044-3.

### A review by Mike Young, NAC Ottawa

While the genesis of what became the British Pacific Fleet (BPF) was the first Quebec Conference in 1943, concrete steps towards its formation and deployment were not initiated until after the second Quebec Conference in September 1944. In the intervening period, there was considerable wrangling between Prime Minister Winston Churchill and the British Chiefs of Staff as to the best approach for a British contribution to the fight against Japan in the Far East. The Chiefs of Staff prevailed and Churchill made the offer of a British Fleet to join the US Navy in the Pacific directly to President Roosevelt. The US President overruled the objections of his Chief of Naval Operations, Admiral Ernest J. King, and accepted the British offer.

The most serious challenge facing the Royal Navy (RN) in establishing and operating a major naval force in the Pacific was logistics. The RN had no operating or support bases in the area and its capability for the type of underway replenishment employed by the USN was very limited. For example, the RN had been slow in adopting the abeam method of fuelling and few ships had been fitted with the appropriate equipment. This shortcoming was one of the key reasons for the objection of Admiral King to the inclusion of the BPF in the operations in the Pacific.

That the BPF succeeded beyond the most optimistic expectations at the time, in meeting the demanding requirements of logistic support and meeting all the operational commitments required by the USN, is a remarkable story. Furthermore, the experience laid the foundations for the later interoperability of the USN and RN post-war and into the era of NATO.

The book tells the story in a straightforward manner which is logically arranged. The early chapters delve into the history of British involvement in the Far East and into the evolution of the RN Naval Air Branch. After all, the BPF was first and foremost, a carrier strike force. The training and work-up period in mid-1944 is explained in detail and helps the reader to understand the enormity of the organisational challenge facing the RN. Although some strikes were conducted during this work-up period, the first major strike operations did not begin until after the official formation of the BPF in November 1944. The author deftly weaves the chronology of the first strikes against the oil refineries in Sumatra in late December 1944 with a discussion of the issues of the limitations of the British aircraft and the impact these had on the strike operations.

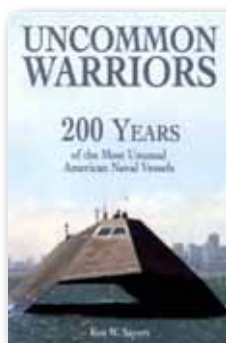
The author describes the incredible effort that went into the establishment and operation of the primary logistic support base. The RN

literally had to build, virtually from scratch, the infrastructure needed to support the largest British fleet ever put together, and its aircraft, all halfway around the world from Britain. The Australian contribution to this astonishing feat was superb from both military and civilian authorities. It makes for fascinating reading.

The exploits of the BPF from their arrival in the Pacific March 1945 to serve with the USN Task Forces all the way through to the surrender in Tokyo Bay are well documented — as is the subsequent period when the fleet operated in peacetime. As the author points out, much of the success of the BPF was due to the inspired leadership of its Commander-in-Chief, Admiral Sir Bruce Fraser. It was Fraser who developed the unique command arrangements that allowed the BPF a degree of operational independence while operating as part of Admiral Halsey's US Third Fleet. Fraser, and the BPF, earned and kept the professional respect of the USN in those latter months of the war and, as the author notes, this mutual respect would carry on well into the Cold War.

On a parochial note, the exploits of Lt Hampton Gray RCNVR are comprehensively covered. However, the explanation for the departure of HMCS *Uganda* is a little bizarre and makes no mention of voting or the result. Perhaps the author is simply being diplomatic!

This book is lavishly illustrated with photographs and maps. The author writes in a concise style which is easy to read and the organisation is logical and not disruptive to the flow of the narrative. There is an incredible amount of detail yet the reader is not just presented with facts and figures. The author is a naval aviator and an historian, and it shows in his analyses of the fleet's operations and his understanding of the intricacies of carrier operations. This is an excellent, well written book shining light on a relatively uncovered part of the War in the Pacific and one in which Canadians played a significant part.



## UNCOMMON WARRIORS: 200 Years of the Most Unusual American Naval Vessels

By Ken W. Sayers

Naval Institute Press, Annapolis (2012), [www.nip.org](http://www.nip.org), 288 pp, 50 b/w photos, 6" x 9", hard cover, US\$34.95, eBook coming soon. ISBN 978-1-59114-044-3.

### A review by Gordon Forbes, NAC Ottawa

This book is certainly a unique source of strange and not-so-strange vessels. If you know your AG from your IX, this is the book for you! Even if you don't know these designations, you would probably find this book interesting.

The American navy vessel designation system, i.e., DD for destroyer, SS for submarine, BB for battleship and so forth, came into use by General Order 541 in July 1920. The two designations that are the subject of this book are:

- AG – miscellaneous auxiliary; and
- IX – unclassified miscellaneous unit.

In other words, if you couldn't figure out what it was, designate it with one of these prefixes.

The book highlights some of the better known, more historical and unusual vessels in a series of two to four page biographies including tables describing the main features of the vessel. Here are found:

- The 1911-era battleship USS *Utah* (AG 16) which earned that designator as a radio controlled target ship in the 1930s;
- The presidential yachts *Sequoia* (AG 23) and *Potomac* (AG 25);
- The battleship USS *Mississippi* (BB 41), veteran of World Wars I and II, that became AG 128 as a test and experimental ship and the first to test fire the Terrier missile;
- 'Old Ironsides,' USS *Constitution* (IX 21), the world's oldest commissioned warship still afloat;
- The US Navy's only two side-wheel aircraft carriers, USS *Wolverine* (IX 64) and USS *Sable* (IX 81), (for an excellent and concise account of these two vessels see: "Historic Fleets, From Steamer to Flattop" by Robert J. Cressman in the August 2013 issue of the USNI's Naval History magazine, pp 64-65, Ed.);
- Some strange looking modern developmental ships such as USS *Sea Shadow* (IX 529), a stealthy SWATH (small water plane area twin hulled) ship, and USS *Joint Venture* (IX 532), a forty knot attack transport catamaran;
- and many more!

These detailed bios are followed by a Directory of Miscellaneous Vessels which identifies every vessel ever to wear the designator AG or IX. Even this directory is interesting, showing as it does the origin of each vessel (very few of them started out with those designations) and the many roles such vessels were used for. A large number of these vessels started out as a warship, everything from battleships to destroyers. The most prolific source were destroyers built during World War I, many of which were laid up in reserve from 1922 to the early 1930s when many of them got a second chance serving in a vast array of roles. There was even USS *Forbes* (IX 90), a converted schooner previously known as *Morning Star*.

I found this book fascinating to read and it will make a wonderful reference book for people interested in such off-beat history.

Born in London, Ontario, Margaret joined the WRCNS there in October 1943 as a Wren cook, although already attending the University of Western Ontario in Home Economics. Her parents had both served in the Army's medical branch during World War I, and by the time she joined, her brothers were in the Army in similar roles. So the example was there, although she was determined to go her own route. Trained at HMCS Conestoga in Guelph, Ontario like most Wrens, and even employed in her cook's trade there for a few months, she was posted to Cornwallis in May 1944 for her actual cookery course; worked there in the Wren's galley for about a year, thence to Stadacona in early 1945 through to September 1945 when she returned to London, Ontario for discharge.

Despite being 91 years of age, she's as sprightly and with an excellent memory of events as ever. This small, hard-covered book is a great addition to the full corpus of Canadian wartime naval history. She describes the puzzlement and shocks of a youngster joining a highly organized (by 1943!) force, and takes us on a very personable, often humorous voyage from basic training to on-the-job experiences in galleys at large working bases. Hospitalized a couple of times with infections and even a tonsillectomy, she manages to give us, from memory, notes and a scrapbook, the story of what it was like for those not at sea. From the latter we have had a shelf-full of tales; this is a unique picture of another life. Much illustrated, both with wartime snapshot photos, posters and ship's routines, there are also at the back, several recent photos of Margaret herself and other Wren events of recent days.

Her encourager and semi-editor has been her daughter Elizabeth, and they both now live in Fredericton, NB, where the work on preparing this book was done. Postwar, Margaret returned to Western for her BA in Home Economics (where one instructor noted that with her experience she already knew more than the instructor!), ran an apple farm, a bed and breakfast, taught high school and married an ex-RCAF veteran, for a very full and very much still active, life!

The Navy Club has a few copies of the book for sale, or they can be acquired from E. Hamilton, 1092 Route 105, Douglas, NB E3G 7J6. At Margaret's request, the cost is a voluntary donation to the Wrens Association. Remember, if ordering by mail the cost of postage these days! For a hard-covered, crested book, it seems something in the order of \$20 to \$30.00 is not unreasonable.

## Worthy of note...

### IT'S A GALLEY, NOT A KITCHEN, YOU LANDLUBBER!

By Margaret Claire Hamilton, ACH Publishing, 2013. A 'Mini Review' by Fraser McKee

At the Toronto Naval Club on the evening of June 18, 2013, a small group of about twenty or so were present for the launching of ex-Wren Margaret Hamilton's self-published biography "It's a Galley, Not a Kitchen, You Landlubber!"

## Also worthy of note...

### THE ROADANTS

By Douglas 'Copious' Cope, 6611 from RMC ex Navy

I have just published a book about my time at *Royal Roads*. The book, titled "The Roadants," covers one academic year at *Roads* and combines stories from my first and second years. However, it is not just a series of vignettes, but a novel that follows the first and second year cadets from their arrival to graduation.

And, while all of the stories are fundamentally true, the book is a

work of fiction. For the purposes of the story and to protect myself, I have changed the names of all of the cadets and the staff, plus I have altered a few of the events. I also did not give the story a specific year since it melds events and stories from a period from 1960 to 1963 and could relate to any year in or around that period.

Be advised that this novel is the story of a group of average cadets and tells the tale of cadets 'in the trenches' so to speak. As such, both the events and the language are colourful.

Some may ask, "Why did you bother to write this book?" I did it because that period at Royal Roads had a profound and, some might say, traumatic affect on my life. Also, as most of you will know, in the early decades Royal Roads was unique. Cadets only attended for two years and went from being lowly recruits and juniors in year one, to being the cadet officers and seniors in charge in year two. Royal Roads is no longer a military college and as time goes by, the story and the legends fade. My purpose was to preserve this little bit

of Canadian history for all and to help my old Roadant buddies and others to remember what we went through.

I have received several encouraging reviews from classmates on each coast and from others both civilian and military in the Ottawa area. I think you will enjoy the read.

I am in the process of asking the Gift Shop at Royal Roads University to stock the book and also hope to eventually have the RMC shops stock copies. In the interim, you can buy the book from Baico Publishing in Ottawa — they have a storefront on Albert Street (open weekdays only).

Baico Publishing Consultants Inc.

294 Albert Street, Suite 103 (corner of Kent)

Ottawa, ON K1P 6E6

Telephone: 613-829-5141 • [www.baico.ca/](http://www.baico.ca/)

Email: [baico@bellnet.ca](mailto:baico@bellnet.ca)

Or order it directly from me: [dlcopious@gmail.com](mailto:dlcopious@gmail.com)

## PLEASE SUPPORT THE CANADIAN NAVAL MEMORIAL TRUST

### 2014 NAVAL HERITAGE CALENDAR

The Canadian Naval Memorial Trust has produced a 2014 Commemorative Calendar, "Canadian Naval Heritage Battle of the Atlantic 1939-1945," to increase public awareness of CNMT/HMCS Sackville and support for the Battle of Atlantic Place project.

Doug Thomas, Executive Director of CNMT describes the 18 by 12 inch calendar, printed in colour on quality stock, "as an informative and timely product that should appeal to many Canadians and in particular to those with an interest in our rich naval heritage."

The 2014 calendar highlights the significance of the Battle of the Atlantic, the longest battle of the Second World War and the role of the Royal Canadian Navy. Photos and paintings depict the different classes of ships that served in the RCN, including destroyers, frigates, corvettes, minesweepers and Motor Torpedo Boats and the sailors who crewed the ships and shore establishments.

The text includes a description and brief history of each ship featured, along with significant historical events in the months they occurred and an update on the Battle of Atlantic Place project on the Halifax waterfront (in the area of the summer berth of HMCS Sackville).

Trustee Dan Sargeant proposed and managed the calendar project and graphic artist Karen Fowler of VividWorks Design was engaged to design the calendar with the editorial support of several Trustees.

Trustees and other supporters are encouraged to purchase copies of the calendar for themselves as well as for friends and business associates.



The calendar is available for \$20, HST included, plus shipping through Sackville's Gift Shop: email: [giftshop@canadasnavalmemorial.ca](mailto:giftshop@canadasnavalmemorial.ca); telephone: 902-429-2132 (summer berth)/427-2837(winter berth), or mail: HMCS Sackville, PO Box 99000 Stn Forces, Halifax, NS B3K 5X5

## Answers to Schober's Quiz #62 on page 13

### ANSWERS

(1) His Majesty's Submarine (HMS/M) *Thetis*, subsequently renamed *Thunderbolt*. Launched on 9 June 1938 at the yard of Cammell Laird Co. Ltd. at Birkenhead, *Thetis* was the third unit of the Royal Navy's 'Triton' Class. With a length of 275 feet and displacing 1,090/1,575 tons (surfaced/submerged), it was armed with ten 21-inch torpedo-tubes and one 4-inch gun. Two diesel engines produced a total of 2,500 HP giving 15.25 knots' speed; the 1,450 HP electric motors a maximum of 9 knots. Normal crew numbered 59 officers and men.

(2) Between 5 March and 30 June 1941, *Thunderbolt* was based at Halifax, NS, from where it carried out three war patrols in the Western North Atlantic. In early June, the submarine was briefly dry-docked in St. John, NB.



At 0940 Thursday, June 1<sup>st</sup>, 1939, HMS/M *Thetis*, under the command of Lieutenant-Commander (LCDR) G. H. Bolus, RN, got under way from the Cammell Laird yard at Birkenhead and set course for a position in Liverpool Bay, some 38 miles distant, to conduct diving trials. In company was the commercial tug *Grebecock*. Previous acceptance trials had not gone well, partly accounting for the fact that in addition to a reduced crew of 53 officers and men, 9 supernumerary naval officers and 36 civilians — mostly shipyard personnel — were embarked in *Thetis*.

Arriving at the diving position at 1400, the civilians onboard *Thetis* were given the opportunity to transfer to *Grebecock* before commencing trials, but they declined to a man.

Shortly afterwards, the submarine attempted to dive but obstinately remained awash on the surface. At this, Lieutenant (LT) F. G. Woods, RN, the Torpedo Officer, was sent forward to ascertain that the bow torpedo-tubes were flooded, so as to simulate the weight of non-existent torpedoes. Checking torpedo-tubes to see if they were flooded was carried out by means of a test cock in the door at the after-end of each tube. If water were present in the tube, a small stream would emerge from the test cock. Woods found the first four torpedo-tubes flooded. But no water came forth from the test cock of number 5 tube. Normal procedure in this case called for further verification of the absence of water in the tube: the test cock was to be probed with a reamer to ensure it was clear. This Woods failed to do. Instead — wrongly assuming the bow-cap of the tube to be closed — he opened the inside door of the tube. But the bow-cap was open to the sea. Instantly, hundreds of tons of seawater rushed into the torpedo-compartment through number 5 tube. Subsequent investigation revealed that carelessly applied lacquer paint had somehow entered and solidified in the test cock intake.

The irresistible rush of water prevented LT Woods and his torpedo party from closing the after door of no. 5 torpedo-tube. Moreover, they were unable to close the watertight door at the after end of the torpedo-compartment, as well as the door of the next compartment. Worse still, at the same moment the captain had just ordered full speed ahead with 'maximum down angle' on the forward hydroplanes, in an attempt to get the boat to dive. At this, *Thetis* headed for the bottom with a rush, embedding its bow in the mud bottom, in 25 fathoms of water.

Considerations of space preclude an account of the subsequent efforts to rescue those on board. A scant four men, wearing Davis

Submarine Escape Apparatus, managed to escape from the submarine, to be rescued. The remaining 99 died an agonizing death of carbon dioxide poisoning.

*Thetis* lay on the bottom of Liverpool Bay, with her dead inside, until September 3<sup>rd</sup> — the day Britain went to war against Germany. Then it was raised and beached on Anglesey Island, later to be towed back to Cammell Laird's for reconstruction, taking a year to complete.

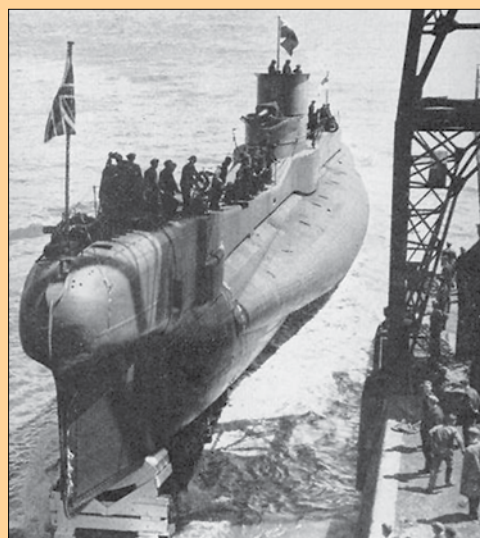
Fully repaired, refurbished and renamed, *Thetis* was recommissioned as HMS/M *Thunderbolt* on 26 October 1940, under the command of Lieutenant C. B. Crouch, RN. This time all acceptance trials went well, and the submarine departed Birkenhead for Holy Loch on 29 October for work-ups. *Thunderbolt* sailed on its first war patrol, in the Bay of Biscay, on 3 December 1940. Thereafter the submarine saw action in European waters, the North Atlantic and the Mediterranean and Adriatic Seas. During 28 months of very active war service *Thunderbolt* enjoyed an enviable string of successes, earning her one and only captain, LT (later LCDR) Crouch, the Distinguished Service Order (DSO) and two Bars. But on 13 March 1943 *Thunderbolt* was depth-charged by the Italian 'Gabbiano' Class corvette *Cigogna* off Cape Milazzo, Sicily. And for the second time, the unfortunate former *Thetis* sank to the bottom. This time there were no survivors at all.

### Epilogue

The loss of the *Thetis* with the lives of 99 men, remains the worst submarine accident in the annals of the Royal Navy. But once the cause of the disaster had been established, there was no blame attached to anyone. By this time Britain was at war, and it was deemed undesirable to air the Navy's dirty linen in public. Consequently, LT Woods was not called to account for his inexcusable actions, but was simply detached from the Submarine Service. Ironically, perhaps, he spent the war in anti-submarine vessels, earning the Distinguished Service Cross (DSC). He was killed in a car accident in 1947.

### Note

The author is greatly indebted to Lieutenant-Commander Frank C. Allwood, RCN (Rtd.), for kindly suggesting the topic of this quiz.



HMS/M *Thetis* launched, 9 June 1938.

Remainder of photos on p.25





*Thetis* embedded in Liverpool Bay, 1 June 1939; stern protruding from water.



*Thetis* beached at Traeth Bychan, Anglesey.



*Thetis* being returned to Cammell Laird's shipyard, Birkenhead.



HMS/M *Thunderbolt*.

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Medallion Neck Decorations	\$95.00 ea.
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Ready for engraving	\$25.00 ea.
Necktie NOAC/NAC/RCN	\$36.00 ea.

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## NAC KIT SHOP

A new link has recently been added to our website to take you to the NAC Kit Shop. The Kit Shop now provides NAC members with the opportunity to purchase items with the NAC logo. All purchases of these items will return a contribution to NAC coffers. The site is at <http://store.brymark.com/slopskitshop/> and you only need to click on the NAC crest to get to the shop that displays items with our logo.

**Be sure to take a look!**

# **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.

Aprocrpha – Matthew 4:7-8

♦ **LCdr Percy Allan BOYD, CD\*\*, RCN (Ret'd)**

NOAVI, 91 in Victoria 20/04/13. Jn'd. RCN in '39. CFR'd as Cmd Gnr 05/53, thence *Niobe* 05/43, *Quebec* 11/53 and *Stadacona* 06/55. Prom. Lt\* 04/58, fl'd. by Lt (sen. 04/56), thence *Skeena* 08/59, *Assiniboine* 08/61, *Naden* 01/62 and *Jonquière* (XO) 01/64. Prom. LCdr 01/65, fl'd. by *Antigonish* (XO) 12/64. Ret'd. in '73 at NDHQ. Civ. careers in insurance and farming. [AW, Citizen]

♦ **Lt Joseph Adair Porter CLARK, RCNVR (Ret'd)**

Toronto Br., 91 in Aurora, ON 10/05/13. Jn'd. in '40 at *Discovery*, fl'd. by prom. to SLt 08/41. Thence *Arrowhead*, prom. Lt 08/42, fl'd. by *Niobe* and *Loch Achanalt*. Rls'd. in '45. Civ. career in PR field. [AW, *Globe & Mail*]

♦ **Cdr(E) Francis Joseph DAYTON, CD\*, RCN (Ret'd)**

NOAVI, 88 in Victoria 22/05/13. Jn'd. RNVR in '43 as pilot candidate, qualified and prom. A/SLt(A) 03/45. Rls'd. in '45 and tsf'd. to RCN. SLt(E) 09/49, fl'd. by *Stadacona* in '50, *Magnificent* in '50 and *HMS Thunderer* (RNEC) in '52. Prom. Lt(E), thence *Ontario* in '53, *Venture* in '54 and RMC (Mech Eng. Prof) in '56. Prom. LCdr(E) 04/57, fl'd. by *Skeena* (EO) in '58, *York* (RCAF Staff College) in '60 and *Stadacona* (Dkyd Ship Repair Eng O) in '67, CFB Hfx (OIC Eng Div) in '72 and CFB *Shearwater* in '74. Ret'd. in '74. Civ. career as college professor. [RT, "Canada's Naval Aviators"]

♦ **Charles Edward DOUCET**

Ottawa Br., 76 in Ottawa 23/05/13. Long time Coast Guard employee. [JW, Citizen]

♦ **Capt(P) James Brent FOTHERINGHAM, OMM, CD\*\*, RCN (Ret'd)**

NOAVI, 90 in Sydney, BC 06/06/13. Jn'd. RCNVR 06/40 and prom. Prob. SLt 05/41, thence *Royal Roads*. Prom. SLt 05/41, fl'd. by *Charlottetown*, *Vison* and *Campobello*. Prom. Lt 05/43, thence *Shawinigan* in '43, RCAF and RN for flt. trg. 1944-45 and *HMS Nabswick* (Corsair Sqdn.) in '45. Tsf'd. RCN 12/45 as Lt(P) (sen. 05/43), thence Air Section Dartmouth and *Warrior* in '46. Prom. A/LCdr(P) 05/47, fl'd. by CO 826 Sqdn. in '47, CO 833 Sqdn. in '48, *Bytown* in '48, *Sioux* (Korea) in '50 and *Stadacona* in '51. Prom. LCdr(P) 05/51, thence *Shearwater/Magnificent* in '52, RMC (Naval Staff O) in '53, *Sault Ste. Marie* (i/c) in '53 and RAF Exchange in '55. Prom. Cdr(P) 01/56, fl'd. by *Bonaventure* (Cdr Air) in '57, *Bytown* in '58 and *St. Laurent* (i/c) in '60. Prom. Capt(P) 01/64, thence CO CFB *Shearwater* in '67 and SACLANT in '70. Ret'd. in '76. [RT, *Times Colonist*, "Canada's Naval Aviators"]

♦ **Cdr Gerald George FREILL, CD\*, RCN (Ret'd)**

Ottawa Br., 89 in Ottawa 01/05/13. Jn'd. RCN as Cdt 09/52 at RMC, prom. Mid 09/55, thence *Magnificent* 09/55, *Stadacona* 11/56 and RN for trg. Prom. SLt 01/57, fl'd. by *St. Croix* 10/58. Prom. Lt 03/59, thence *Terra Nova* 06/59, *Stadacona* 08/62, *Qu'Appelle* 08/62 and *Stadacona* 09/65. Prom. LCdr 07/66 and Cdr 01/72. Further postings included *St. Laurent* (i/c) in '72, *Assiniboine* (i/c) in '72, French Language Trg 01/73 and *Iroquois* (i/c) in '75. Ret'd. in '80. Civ. career as VP National Sport & Recreation Centre. Br. President 1984-86; Bronze ('86) and Silver ('92) Medallions. [AW, Citizen]

♦ **Cmdre Andrew Clark McMILLIN, CD\*\*\*, RCN (Ret'd)**

NSNOA, 87 in Fredericton 27/06/13. Jn'd. *Royal Roads* as RCN Cdt

09/43. Prom. Mid 07/45, thence RN for trg. 1945-47 (HM Ships *Superb* and *Burghead Bay*). Prom. A/SLt 03/47, fl'd. by further RN trg. Prom. SLt 12/48, thence *Haida* in '48. Prom. Lt 01/49, thence *Huron* in '50, *New Liskeard* in '50, RN for Greenwich in '50, and *HMS Excellent* for Long 'G' in '52. *Stadacona* in '55 and *Naden* in '56. Prom. LCdr(G) 01/57, fl'd. by FOAC (Equip & Trials O) in '58, *Fort Erie* (XO) in '60, *Beacon Hill* (i/c) in '62 and USN Exchange in '63. Prom. Cdr 01/64, thence *Columbia* (i/c) in '65, UK JSSC in '67, COS CANCOMFLT in '67 and MARCOM HQ in '71. Prom. Capt 08/72, fl'd. by CO 1<sup>st</sup> and 5<sup>th</sup> Destroyer Sqns 1971-73 and Commandant CFMWS in '74. Prom. Cmdre 08/76, thence CO CFB Hfx in '76 and COS (Plans & Ops) MARCOM in '78. In '80 tsf'd. to Naval Primary Reserve as Convoy Cmdre Advisor in '83 and Director Maritime Coastal Defence Org. in '85. Ret'd. 09/89. On retirement, Chair CNMT and charity fundraiser. National President 1989-91; Bronze ('87), Silver ('90) and Gold ('96) Medallions. [JC, *Globe & Mail*, "Canada's Admirals & Commodores"]

♦ **LCdr Edward Robert PANCHISHIN, CD\*, RCN (Ret'd)**

Toronto Br., in Peterborough, ON 24/01/13. Jn'd RCN as Cdt at *Venture* 09/57, prom. A/SLt 09/59 and thence *Stadacona* 09/59. Prom. SLt 09/60, fl'd. by *Jonquière* 03/61 and *Assiniboine* 06/63. Prom. Lt 01/65 and LCdr 01/74. Tsf'd. to Log Br. circa '70. Ret'd. in '78. Civ. career with DEC. Br. President 1995-96. [RJ, TE]

♦ **LCdr Frederic Neville RIDLEY, RCNVR (Ret'd)**

NOABC, 96 in Vancouver 23/02/13. Jn'd. in '41 at *Hunter* as Prob. SLt and prom. SLt 04/42 on arrival *Royal Roads*. Prom. Lt 04/42, thence *Givinchy* 08/42, *Canso* 01/43, *Dawson* (XO) 07/43 and *Algoma* (XO) 04/44. Rls'd. in '45 and prom. LCdr on Ret'd. List. Postwar career in BC forest products industry. [ARJ, *Vancouver Sun*]

♦ **Cdr(P) Sheldon MacDonald ROWELL, CD\*, RCN (Ret'd)**

NOAVI, 88 in Victoria 17/05/13. Jn'd. RCAF 12/42 for flt. trg., tsf'd. RNVR FAA in '45 and rls'd. in '46. Jn'd. RCN 06/47 as SLt(P), thence Div. Cse., *Warrior* and RCAF Trenton, all in '47. Prom. Lt(P) 06/48, fl'd. by *Stadacona* (Air Section Dartmouth) in '48, USN for deck landing qual. 1948-49, *Stadacona* in '49, *Swansea*, US Ships *Valley Forge*, *Tarawa* and *Randolph* for LSO trg., and *Magnificent*. Prom. LCdr(P) 06/56, thence *Bonaventure* in '57, USN Test Pilot School in '57, *Shearwater* (VX 10), *Bytown* in '60 and *Shearwater* (i/c VX 10) in '62. Prom. Cdr(P) 05/65, fl'd. by US Staff College in '65, *Shearwater* (OIC SNAMS) in '66, *Bonaventure* (OpsO) in '67, NDHQ in '70 and MARPAC (D/COS Ops) in '73. Ret'd. in mid-70s. Civ. career as aviation consultant. [RT, "Canada's Naval Aviators"]

♦ **Surg Cdr Edward George THOMSON, OSJ, CD, RCN (Ret'd)**

NSNOA, 78 in Kentville, NS 27/03/13. Jn'd. in '60 as Surg Lt (sen. 04/57), thence *Kootenay* 06/60, fl'd. by Tri-Service app't. and *Naden* 09/63. Prom. Surg LCdr 04/64, thence *Stadacona* 09/64. Prom. Surg Cdr 07/74. Also sr'd. as Surgeon General for CF Europe. Ret'd. in '80. Civ. career in internal medicine at Hants Community Hospital. [SR, *Chronicle Herald*]

♦ **Capt(N) Harold Richard TILLEY, CD\*\*, RCN (Ret'd)**

Ottawa Br., 90 in Ottawa 27/06/13. Jn'd. RCN as Cdt 09/41, prom. Mid 05/42 and SLt 06/43 all with RN (RNC Dartmouth, HM Ships *Anson* and *Melbreak*). Nav O LCI(L) flotilla on D-Day, fl'd. by *Huron* 08/44. Prom. Lt

11/44, thence *Charlottetown* (XO) 02/46, *Tecumseh* (Staff O) 08/47, RN (Long ND Cse.), *Stadacona* 02/50 and *Nootka* (Korea) 09/51. Prom. LCdr(N) 11/52, flt'd. by *Bytown* 02/53, *Jonquière* (i/c) 09/54 and *York* (RCAF Staff College) 08/56. Prom. Cdr(N) 01/58, thence *Stadacona*

(FOAC) 07/57, *Saguenay* (i/c) 08/61 and *Bytown* 07/63. Prom. Capt(N) 01/64, flt'd. by CO 7th Escort Sqn. Also Captain Sea Trg., attended IDC and CO CFB Cornwallis. Ret'd. in '80. Bronze Medallion '88. [AW, *Citizen*]

## In Memoriam (non members)

### ♦ SLt Robert George BLACK, RCNVR (Ret'd)

88 in Oakville, ON 11/06/13. Jn'd. in '43, comm. Prob SLt 01/45 and prom. SLt 05/45. Srv'd. *Lanark* and *Avalon*. Rls'd. in '45. [AW, *Globe & Mail*]

### ♦ LCdr Richard Melbourne BONE, CD\*, RCN (Ret'd)

82 in Dartmouth, NS 16/04/13. Jn'd. as Mid 09/50, prom. A/SLt(O) 05/52, SLt(O) 05/53, Lt(O) 05/54 and LCdr 05/62. Srv'd. *Bytown, Ontario, Beacon Hill*, RN for trg., *Magnificent, Shearwater, Niobe, Restigouche, Stadacona, La Hullose, Bonaventure, Huron* and CFMWS. Ret'd. in '74. [SR, *Chronicle Herald*, "Canada's Naval Aviators."]

### ♦ LCdr Frederick Stewart BURBIDGE, OC, RCNVR (Ret'd)

94 in Knowlton, QC 03/05/13. Jn'd. Royal Roads as Prob SLt 07/41, prom. SLt 12/41 and Lt 12/42. Srv'd. *Kings, Huron* and *Victoriaville* (XO). Rls'd. in '45 and prom. LCdr on Ret'd. List. Subsequent legal career with Canadian Pacific Railway retiring in 1986 after serving as Chairman and CEO of Canadian Pacific Limited. [AW, GAM, *Globe & Mail*]

### ♦ Lt. William Ronald COOKE, RCNVR (Ret'd)

94 in Newmarket, ON 04/05/13. Jn'd. late '41 as Prob SLt at *Royal Roads*, prom. SLt 04/42 and Lt 04/43. Qual. 'g' and srv'd. *Shelburne* and *Niobe*. Rls'd. in '45. [AW, *Globe & Mail*]

### ♦ Cdr(S) Thomas Austin COVE, CD\*\*, RCN (Ret'd)

Former NOAVI, 85 in Calgary 02/07/13. Jn'd. RCNVR in '44 and rls'd. in '45. Jn'd. RCN as SLt(S) 09/49, prom. Lt(S) 01/59 and Cdr(S) 07/66. Srv'd. *Crescent, Rockcliffe, Stadacona, Star, Niagara, Cape Breton* and *Naden*. Ret'd. in '76. [RT, *Times Colonist*]

### ♦ SLt David Creasor CRAWFORD, RCN(R)

79 in Toronto 07/05/13. Jn'd. UNTD as Cdt(S) 05/53 and prom. SLt 05/55, all at *Chippawa*. To Ret'd. List in '56. [AW, *Globe & Mail*]

### ♦ Lt(P) Nicol Charles CRAWFORD, RCN (Ret'd)

77 in Mississauga, ON 19/05/13. Jn'd. RCN(SSA) as Mid 03/55, prom. SLt(P) 04/56 and Lt(P) 07/58. Srv'd. *Shearwater, Bonaventure* and *Stadacona*. Rls'd. in '61. [AW, *Globe & Mail*, "Canada's Naval Aviators"]

### ♦ CPO Neil Nelson CURRIE, RCNVR (Ret'd)

93 in Mississauga, ON 26/04/13. Srv'd. in *Canada* and *Niobe*. Rls'd. in '45. [AW, *Globe & Mail*]

### ♦ Lt. Frederick William DENTON, RCNVR (Ret'd)

In Halifax 27/03/13. Jn'd. *Scotian* as UNTD Cdt(S) 07/49, prom. SLt(SB) 05/51 and Lt(SB) 05/53. Also srv'd. in *Stadacona*. To Ret'd. List in '55. [SR, *Chronicle Herald*]

### ♦ Surg Lt Donald Jackson DODDS, RCNVR (Ret'd)

91 in Toronto 15/05/13. Jn'd. RCNVR as Prob. SLt in '41, prom. SLt 01/42 and Lt 01/43. Srv'd. *Baddeck, Stadacona* and *Trentonian* ('45 sinking survivor). Rls'd. in '45 and later Surg Lt on Ret'd. List. (AW, *Globe & Mail*)

### ♦ SLt William McCulloch HILL, RCNVR (Ret'd)

89 in Vancouver 04/04/13. Jn'd. RCNVR in '43 and srv'd. *St. Boniface*. Comm. Prob. SLt 12/44 in *Cornwallis*. Rls'd. in '45. [AW, *Globe & Mail*]

### ♦ Cdr(S) William James MARSHALL, OBE, CD\*, RCN (Ret'd)

99 in Victoria 10/05/13. Jn'd. as Pay Lt RCNR 09/39, prom. Pay LCdr 01/43 and Cdr(S) RCN(R) 07/45. Tsf'd. to RCN as Lt(S) (sen. 03/38) and prom. Cdr(S) (sen. 07/49). Srv'd. *St. Hyacinthe, Protector, Stadacona, Magnificent, Bytown, Niagara, Donnacona, Hochelaga* (i/c), *Shearwater* and *Naden*. Ret'd. in '63. [RT, NB]

### ♦ Surg Lt Cortlandt John Gordon MacKENZIE, RCN(R) (Ret'd)

92 in Vancouver 16/05/13. Jn'd. RCNVR in '41, prom. SLt 08/41 and Lt 08/42. Srv'd. *York, Stadacona* and *Copper Cliff*. Rls'd. in '45. Jn'd. RCN(R) at *Cataraqui* in '50 and prom. LCdr 08/50. To Ret'd. List in '52 and shown as Surg Lt. [AW, *Globe & Mail*]

### ♦ Surg Lt Alpin Gillean MacKINNON, RCNVR (Ret'd)

99 in North Vancouver, 06/06/13. Jn'd. as Surg Lt 08/39 and srv'd. *HMS Leith* and *Naden* (A/Surg LCdr at RCNH). Rls'd. in '45. [AW, *Globe & Mail*]

### ♦ LCdr(L) Lawrence Whitaker MORLEY, OC, RCNVR (Ret'd)

93 in Leith, ON 22/04/13. Jn'd. as SLt(SB) (Radar Officer) 02/41 and prom. El Lt(R) 02/42. Srv'd. *Stadacona* and RN. Rls'd. in '45 and prom. LCdr(L) on Ret'd. List. [AW, *Citizen*]

### ♦ LCdr John Michael PEERS, CD\*, RCN (Ret'd)

82 in Hammond Plains, NS 22/05/13. Jn'd. *Royal Roads* 07/49 as RCN(R) Cdt (sen. 04/50), prom. RCN Mid 08/51, SLt 12/52, Lt 04/55 and LCdr 04/63. Qual. 'Wpns'. Srv'd. *Ontario, Huron*, RN for trg., *Cornwallis, Buckingham, Chignecto, Algonquin* and CCC5. Ret'd. in '73. [SR, *Chronicle Herald*]

### ♦ Surg Lt Hubert Roy ROWSELL, RCN(R) (Ret'd)

91 in Durham City, ON 03/07/13. Jn'd. RCNVR in '43 and prom. Lt 05/44. Srv'd. *Columbia, Kings, MLs* and *New Westminster*. Rls'd. in '45. Jn'd. RCN(R) in *York* 07/51 as Surg Lt (sen. 10/43) and to Ret'd List in '53. [RG, AW, *Globe & Mail*]

### ♦ LCdr Frederick Henry SHERWOOD, DSC\*, RCNVR (Ret'd)

Former Ottawa Br., 99 in Ottawa 14/05/13. Pre-WWII service Ottawa Naval Division; RCNVR Lt 04/36; qual. 'g'. Prom. LCdr 01/43. Called up 09/39, thence CO Ottawa Naval Division. Srv'd. HM Ships *Dolphin, Elfin, Talbot* and *Cyclops*, and HM Submarines *Sealion, L23* (XO), *P 211* (XO), *P 556* (i/c - first Volunteer Reserve to command a submarine) and *Spiteful* (i/c). Srv'd. *Stadacona* 1945-46. Tsf'd. in '46 to Ret'd. List. Civ. career heading family realty company. [AW, *Citizen*, "Salty Dips" Vol. 1]

### ♦ Surg Lt John Herald WHITESIDE, RCNVR (Ret'd)

95 in Peterborough, ON 15/06/13. Jn'd. at *York* in '42 as Surg Lt (sen. 01/42). Srv'd. in *Monnow* and *Discovery*. Rls'd. in '46. [AW, *Globe & Mail*]

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## LIGHTNING SHIP

A destroyer CO (name not recorded) misjudged his approach to Jetty 5 in Halifax and buried her nose in the jetty, doing a fair amount of damage thereto. Cmdre "Long Robbie" Robertson OC, GM, was Dockyard Superintendent, living in one of the provided houses by the parade square which overlooked that jetty. He was giving a party to some local friends, of whom the offending CO was one. His RPC read: **RPC COCKTAILS 1800 DOCSUP'S HOUSE, BUT LEAVE YOUR BLOODY SHIP BEHIND!**

Courtesy Fraser McKee



## The RCN in retrospect...

'Prairie boys make the best sailors'

**WINNIPEG FREE PRESS -- By Steph Crosier -- May 10th, 2013.** In August 1943, with a war raging in Europe, an 18-year-old Winnipegger named Bob Watkins, joined the Royal Canadian Navy because "it was just the thing to do."

More than six decades later, on January 12, 2010, a 19-year-old Winnipegger named Clay Ridd joined for adventure and a summer job. What do they have in common? They both joined the Naval Reserve Unit – Her Majesty's Canadian Ship *Chippawa*, stationed in downtown Winnipeg.

John Woods, Winnipeg Free Press



Bob Watkins [Past President, NOAC Winnipeg Branch] and SLt Clay Ridd have one big thing in common, their love for the reserves.

This year, HMCS *Chippawa* is celebrating its 90th birthday. Manitoba's only naval reserve unit was created in 1923. To celebrate 90 years since its inception, Vice Admiral Paul Maddison, Commander of the Royal Canadian Navy, made the trip from National Defence Headquarters in Ottawa to Winnipeg. On May 10th he attended a breakfast, speaking to community leaders, then at the *Free Press* for an editorial meeting, meeting with provincial leaders, and finally at HMCS *Chippawa* for a private ceremonial parade, march past and inspection.

The naval reserve company was created by Lt James Hibbard, who first located the unit in the McGregor Armouries. On opening night the unit welcomed 100 applicants, half of whom were veterans of the First World War. Most were accepted and the unit has grown from there – today there are more than 100 reservists at the unit. Moving to a number of different locations, the unit finally settled at 1 Navy Way near the shores of the Assiniboine River. Over the decades, the reserve unit has helped during major Manitoba flooding and sent sailors overseas to war.

Watkins, from a long line of British navy men on his father's side, was one of those sailors.

In 1943, Watkins did his basic training in Winnipeg, naval training in Halifax and then was sent to Londonderry, Ireland. There he was assigned to HMCS *Loch Achanalt* as a radar operator. "We were in an escort group," said Watkins, "which meant we were travelling around looking for trouble."

Though he lost four Winnipeg friends with whom he went through training, Watkins' claim to fame was sinking a mine in the English Channel. "I started to shoot at it; it wouldn't blow up, but it sunk," said Watkins.

Today the unit has the important job of raising awareness of its existence and the importance of the Canadian Navy. "Canadians seem to suffer from some maritime blindness," said LCdr Paul Stiff, CO of *Chippawa*. The Navy is important because about ninety percent of our trade comes from the sea."

Ridd joined the reserve unit as a maritime surface and sub-surface operations officer while completing a double major in history and politics at the University of Manitoba, and plans to become a teacher. "I've had the opportunity to sail on all three of Canada's coasts," Ridd said of his adventures in the Navy. "I've visited ports and had the opportunity to meet people who have really opened up my eyes to the world in general." On top of the adventure and spending his summers in the Maritimes for training, Ridd gets \$2,000 toward his tuition every year.

Despite being in the middle of the country and about as far from a coast as you can get in Canada, during WWII, *Chippawa* produced 297 naval officers, 7,567 sailors and the second-largest contingent of the Women's Royal [Canadian] Naval Service. *Chippawa* was the third greatest supplier of personnel after Halifax and Esquimalt. "It is a phenomenon left over from the Second World War," said Stiff. "I personally think it's because guys from the Prairies didn't know what they were getting into."

Although he was one of these sailors, Watkins doesn't know why they were so good either.

"Some of the commanding officers, if they were getting a ship, preferred to have boys from the Prairies because they knew for some reason they were the best sailors," said Watkins. "Nobody seems to know why. I don't know why."

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