

Starshell

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

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Magazine nationale de L'Association Navale du Canada

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Starshell

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Starshell can be viewed in full colour in pdf format.
Go to <http://www.navalassoc.ca> and click on the link.

ON OUR COVER...

The Flower-class corvette HMCS *Barrie* in June 1945. According to the caption in Ken Macpherson and Marc Milner's book, "Corvettes of the Royal Canadian Navy, 1939-1945" (Vanwell 1993), the naval photographer captioned this shot: "HMCS *Barrie*, corvette at play, June 1945."

Public Archives Canada PA184198

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Register now for the 2013 NAC AGM in Beautiful Victoria, BC!



Thursday, June 6th to Sunday, June 9th, 2013.



At The Inn at Laurel Point

**Members will find a
Registration Package
included with this
issue of Starshell**

The Inn at Laurel Point is giving us a special rate of \$149 (plus taxes) per night. This is available from three days before the conference until three days after. Bring your partner and have a vacation in Beautiful British Columbia or enjoy an Alaska cruise. Check it out: <http://www.laurelpoint.com>

The program includes:

- A full day conference on Friday, June 7th, entitled "ASIA PACIFIC: ITS IMPACT ON CANADA AND THE RCN." This will include expert high-level speakers from the navy, government, industry and academia.
- Conference Reception and NAC Dinner.
- For partners, a program which includes a winery tour (complete with tasting and lunch) and an intimate tour of North America's oldest (after San Francisco) Chinatown.
- Meetings of the National Executive and Board of Directors, and our Annual General Meeting.

Afterward:

- Travel from Victoria to Seattle on the "Victoria Clipper" (a high-speed catamaran). For more information see <http://www.clippervacations.com/victoria/>
- Sail in the "Golden Princess" – <http://www.princess.com/learn/ships/np/> – from Seattle to Alaska, enjoy the glaciers in Tracy Arm Fjord, calling at Ketchikan, Juneau and Skagway; and,
- Returning to Seattle on Sunday, June 16th, or disembark at Victoria the evening before if you prefer.

♦ For further Information and On-Line Registration just go to www.noavi.ca and follow the link. ♦

FROM THE BRIDGE



KEN SUMMERS, NATIONAL PRESIDENT | kensummers@telus.net

The Naval Association of Canada is a national non-profit organization. Recent federal legislation known as the Canada Not-for-Profit Act came into effect in October 2011, and as a result ALL federally registered associations like the Naval Association of Canada must obtain under the legislation a "Letter of Continuance" to continue as a non-profit organization or be dissolved.

To achieve this we must review our Letters Patent and our By-Laws to ensure we comply with the Act. As pointed out by a good initial look at the effort required by Winnipeg Branch, this "should prove relatively easy but somewhat tedious."

The crunch for us is that our action MUST be approved by our membership at our June AGM so that we can submit our Letters of Continuance to meet the filing deadline in 2014.

So, what is really required?

Firstly, there needs to be a drafting of the Articles of the Corporation (read Association). This is standard boiler plating information such as the Association's name, where registered, number of directors, association's purpose, any restriction on activities, membership criteria and distribution of property on dissolution. This should not present any problems.

Secondly, the Association's By-Laws have to be reviewed to ensure they are compliant with the Act. There are only two By-Law provisions that are mandatory – membership criteria and notice of meetings to the membership entitled to vote. This needs to be looked at carefully and should not be a significant problem either.

The major effort will, however, be required to review our By-Laws to ensure they are not in conflict with the "default rules" in the Not-for-Profit Act. It is important to realize that the Act's "default rules" only apply when our existing By-Laws do not adequately address an issue/subject/procedure, or when an existing By-Law is in conflict with the Act. And unless they are in conflict, our By-Laws are NOT superseded by the "default rules." We will need to use the wording of the Act for new By-Laws unless we have a significantly different need than the "default" alternative.

A review by Branches may find points where we must reconcile our existing By-Laws with the "default" alternatives. The "default rules" can be most useful as they can be applied to those areas or issues that we have not covered in our NAC By-

Laws. Looking at potential areas of concern, we must review closely those areas regarding membership as well as membership voting with a view to ensuring that our By-Laws adequately address the requirements of the Act.

So what is our plan?

Our Executive Director, as a first step, has prepared a draft revision of our By-Laws that potentially meets the requirements of the Act. This was sent to all Branch Presidents early in January and was discussed during a teleconference on January 16th.

There were, understandably, obvious concerns and misconceptions on how, and the extent to which, this Not-for-Profit Act applied to the Naval Association of Canada.

It was agreed that all Branches would review the draft revision as well as the requirements of the Act and forward comments to the Executive Director by the end of January. These would be compiled and circulated to all with a view to having another teleconference on this issue at the end of February.

The goal is to have a completed set of documentation that can be discussed within Branches during April/May and subsequently be presented to our membership at the June AGM in Victoria for their approval.

Prior to presenting at the AGM, a legal review will be undertaken. Thus, by June we should be in a position to finalize the submission and send it to Industry Canada before the 2014 deadline.

As a subsequent undertaking, we would once again revise our Guidance Manual in due course to be consistent with the revised NAC By-Laws and contain largely administrative issues.

Ladies and gentlemen, this is something NAC must do if it is to remain a non-profit organization ... we have no choice; dissolution is simply not an option!

From my perspective, I believe our existing By-Laws will largely cover the requirements of the Act, but we must be thorough in reviewing our existing documentation to ensure we are compliant with the Act.

As I mentioned at the beginning, this should prove to be relatively straightforward, if bureaucratically tedious.

I look forward to working collegially with all Branches so that we can successfully get done what must be done to maintain the Naval Association of Canada as a non-profit, charitable organization.

THE FRONT DESK

KEN LAIT | EXECUTIVE DIRECTOR | noacexdir@msn.com



With the New Year upon us, there are initiatives being undertaken that will result in a very busy Conference and AGM in Victoria.

Principle among the tasks is the finalization of the new By Laws required under the new Not-for-Profit Legislation that must be approved at our AGM so that we can meet the deadline for filing in 2014 that will allow the continuance of our charitable status and officially change our name from The Naval Officers Association of Canada (NOAC), to Naval Association of Canada (NAC). A first draft has been circulated to all Branches. These By-Laws are significantly changed from our current ones and are developed directly from the model given by Industry Canada to meet the new Not-for-Profit Act requirements. I look forward to the full engagement of all Branches in this process.

Calls have also been put out for nominations for Naval Association of Canada Awards to recognize the contributions and dedication of our members at the local, community and national levels. **Nominations are due by February 28th** in order for the Award to be announced (and personally received) at the Annual General Meeting in Victoria. When members see other members being recognized in such a way it highlights not only the work of that person, but also that we as an association value and recognize that effort. Though our NAC Awards program we also aspire to encourage others to step forward and get more involved.

The call for grant applications from the Endowment Fund has also been released. It is anticipated that \$24,000 will once again be available for worthy projects and causes

through grants from the Endowment Fund. Applications are due by 15 April for consideration in this fiscal year, but don't wait until the last minute to make that application.

I encourage all members with internet access to visit our website at www.navalassoc.ca. Our webmaster has made many improvements over the past year since the introduction of the new NAC site, and I encourage members to visit often to make sure they are benefiting from the changes being made. There is still much work to be done, but such items as the Battle of the Atlantic, the Naval Affairs page and the NAC Merchandise page are recent additions that are well worth the visit. It has been recommended that our Regalia be on the NAC Merchandise page and I am trying to get photographs of the NAC regalia that are good enough to also go on the page. I will hopefully have them soon.

I've also heard that some of the information on the old NOAC web page is missing, but have not had anyone tell me what exactly that information was. If you have suggestions for new material, please contact myself or our Webmaster, Bob Bush at robertbusharl@aol.com with your ideas. It is our aim to make the site your first stop in getting information for our Association and incorporate more Branches into the menu. Your input is welcome and valued.

Finally, please remember to register early for the upcoming Conference and AGM in Victoria, BC from June 6th to 9th. There is information on registration and events in this issue and I understand that the reserved rooms in the Inn at Laurel Point are booking fast (as I also understand there is a concurrent UNTD gathering that is using the same venue). I look forward to seeing many of you there and to continue the success that NAC Ottawa Branch had in 2012.

CANFORGEN 001/13 RCN 001/13 081357Z JAN 13 - UNCLASSIFIED

REF: CANFORGEN 155/11 VCDS 026/11 251649Z AUG 11 - NAVGEN/NAVORD

1. AS A RESULT OF THE RETURN TO THE HISTORIC NAME - ROYAL CANADIAN NAVY, COMMUNICATED AT REF, A COMPREHENSIVE REVIEW OF NAMES OF POSITIONS, DESIGNATION OF ORGANIZATIONS AND NAMES OF PUBLICATIONS WAS INITIATED WITH A VIEW TO ALIGN THESE ACCURATELY TO THE DISMISSAL OF THE DESIGNATION OF MARITIME COMMAND AND THE INTRODUCTION OF QUOTE NAVAL UNQUOTE NOMENCLATURE

2. THEREFORE, MESSAGES OF A GENERAL NATURE, PUBLISHED FOR THE BENEFIT OF THE RCN WRIT LARGE (FORMERLY KNOWN AS MARCORD) WILL BE RELEASED UNDER THE NAME NAVORD

3. ALL CURRENT ORDERS, RULES, DIRECTIVES, INSTRUCTIONS OR SIMILAR COMMAND AND CONTROL INSTRUMENTS EMITTED VIA MARGEN OR MARCORDS OR THAT REFER TO MARGENS AND MARCORDS REMAIN IN FULL FORCE AND EFFECTIVE UNTIL AMENDED AND REPUBLISHED AS NAVGEN, NAVORD, OR ANY OTHER METHOD DEEMED APPROPRIATE BY THE RCN DESIGNATED OPI

4. A PROJECT HAS BEEN INITIATED TO REVIEW AND VALIDATE ALL EXISTING MARCORDS, IN CONTENT AND FORM, WHICH WILL GENERATE APPROPRIATE DIRECTIONS TO RATIONALIZE INCLUSIONS AND IMPROVE UPON INFORMATION MAPPING WITHIN THESE NAVORDS PENDING ANALYSIS BY STAKEHOLDERS AND DGNSM

5. SIGNED VADM P.A. MADDISON, COMMANDER, ROYAL CANADIAN NAVY

Editor's Note of Contrition

It appears nowadays that many of the magazines I receive contain a list of corrections relative to a previous issue. It also appears that 'Starshell' is no exception — 2012 was a record year for 'gaffs' from this editor. In any event, a very important part of the "China Resurgent" article by Richard Archer, published in the Autumn edition, was inadvertently omitted from the second sentence, third paragraph, middle column. Richard's statement pertaining to the US sovereign debt and the American taxpayer now reads correctly. It is very likely the missing text in the original fell victim to the perils involved in that expedient, but all too hazardous, editorial tool: 'cut and paste;' all it takes is a brief interruption to forget and leave something stranded in 'cyberspace.' My sincere apologies to Richard for this faux pas ... alas, and as follows, I owe him no less than to repeat the article in its entirety and correct form. Meanwhile, let's hope 2013 turns out to be a better year! GAM



By Richard Archer, Chair
Naval Association of Canada, Naval Affairs Committee

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

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

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

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

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

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

it true that by means of loaned cash, the Chinese are helping to fund the United States Navy?

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

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

NAC/NOAC REGALIA

Blazer Badge (NOAC)	\$23.00 each
Blazer Buttons (NOAC)	
Large	Temporarily out of stock
Small	Temporarily out of stock
Cuff Links (NOAC)	\$37.00 pair
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Gold, Silver, Bronze	\$5.00 ea.
Medallion Neck Decorations	\$95.00 ea.
NOAC Plaque	
Ready for engraving	\$25.00 ea.
Necktie NOAC/RCN	\$36.00 ea.

All prices include taxes and shipping. Send orders to the Executive Director. Cheques payable to "NOAC National"

new! 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!

ENDOWMENT FUND REPORT

BROOKE CAMPBELL, CHAIRMAN NOAC ENDOWMENT FUND | brooke3@shaw.ca

This past year your Endowment Fund authorized \$24,000 of which \$5,000 was allocated for Sea Cadet scholarships through the Royal Canadian Sea Cadet Education Foundation (RCSCEF) programme chaired by Tim Porter. I thought you might be interested in the background of the five 2012 recipients who each received \$1,000.

- **CPO2 Ian McNeil** of Dominion, NS, RCSCC *Dreadnought*, attending Nova Scotia Community College - Welding. Grew up in Glace Bay, NS, completed the Canadian Working Divers Course, Governor General of Canada Award of Commendation; played school basketball and an avid ATV rider.
- **CPO1 Amber Meyers**, Regina, SK, RCSCC *Impregnable*, attending U of Regina - Human Justice. Diamond Jubilee Medal Recipient, National Sea Cadet of the Year, Student Council Representative, raised funds for cancer, participated in school swimming, dance gymnastics, soccer, basketball and volleyball. Wants to attend RMC 2013-14.

- **CPO1 Kathlene Burke**, Fredericton, NB, RCSCC *Fredericton*, attending UNB - Nursing. Navy family; grandfather and great uncle, peer tutor in High School, working and supporting elderly in the community, working towards Gold Level, Duke of Edinburgh Award Programme.
- **CPO1 Mackenzie Rolston**, Hamilton, ON, RCSCC *Lion*, attending Mohawk College - Police Foundations. Top cadet in Gunnery, Trade Group III 2010, Lord Strathcona Medal recipient, participated in school football and basketball. Teacher's Assistant Physical Education and Fitness.
- **Jaleesa Edwards**, RCSCC *Truxton*, NL, attending the College of the North Atlantic.

Your donations to the NOAC Endowment Fund allow us to increase our support to programmes such as those listed above.

Receipts so far in our 2012/2013 campaign are now above \$30,000; please keep the cheques coming in!



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 \$520,000. 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 • 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.**

SCHOBER'S QUIZ #60

BY GEORGE S. SCHOBER, NOAVI



QUESTION ~ The 10,850-ton cruiser put to sea on a high-level wartime mission. Three hours later, still within sight of land, a heavy explosion rocked the ship, which heeled over and sank in less than 15 minutes, taking all but 12 of those aboard with her. The cruiser's loss was officially attributed to striking a mine.

In the biography of a former spy published 16 years later, he claimed that he had been onboard the cruiser under a false identity, and had signaled a waiting submarine which thereupon torpedoed the ship.

What was the name of the ill-fated cruiser?

[Answer on page 26]

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MAIL CALL



"Happy Times on the Northwest Arm, Summer 1942"

[See: "Can Anyone Help?", p.9, Autumn 2012 *Starshell*]

Rowing Club
visible in last
issue's Letter to
the Editor



I have seen this same view in many of our family photographs from the wartime era. It was clearly shot at the public bathing areas at Sir Sandford Fleming Park on the west shore of the Northwest Arm.

The camera is pointed eastward toward the Northwest Arm Rowing Club at the foot of South Street. Up the hill above and to the right of the boat house is Dalhousie University Studley Campus. Just to the right and out of view to the three happy men [see the photo published in the Autumn issue of *Starshell*, p.9, Ed.] is the Dingle Tower built in 1912 in commemoration of Nova Scotia achieving representative government on October 2nd, 1758; the first colony in the British Empire to do so. Ed Stewart can find ample photos of Fleming Park and the Dingle Tower just by 'googling' those names.

The site is virtually unchanged since 1942. The Northwest Arm Rowing Club is now gone and replaced by luxurious homes. Two of the rowing clubs remain including the Waegwoltic Club and St. Mary's

Rowing Club.

Kind regards to everybody at *Starshell* and The Naval Association of Canada.

John Newton, Commodore RCN
Director General Naval Personnel, NDHQ

Sequel to the sinking of HMCS *Shawinigan*

[See: "The Sinking of HMCS *Shawinigan* Sixty-Eight Years Later" p.15, Autumn 2012 *Starshell*]



After reading the original article in the last edition of *Starshell*, Jan Drent of NOAVI sent me a note advising that Canada Post had, on November 4th, 1998, issued the above two .45¢ stamps with a naval theme. The first stamp shows the last surviving corvette, HMCS *Sackville*, now on display in Halifax harbour, while the second shows HMCS *Shawinigan*, a Kingston-class maritime coastal defence vessel, the fifth of twelve such ships.

Jan suspects *Shawinigan* was selected for the stamp as her name commemorates the tragic loss of her entire crew of 91 officers and men. Moreover, the new *Shawinigan* was christened in June 1997 by Mme Alice Chrétien, wife of then-Prime Minister Jean Chrétien, himself a native of Shawinigan, Québec.

Brooke Campbell, NOABC



A Special Painting – Compelled to Share It

Bill Dziadyk, NAC Ottawa & Heritage Director, HMCS Bytown



"Canadian destroyer *Haida* stops to pick up survivors of the *Athabaskan*"

By William McDowell (1881-1950)

I first became a member of HMCS Bytown Wardroom in January 1975 when I was posted from Halifax to Ottawa as a young Lieutenant. With the exception of a few disruptions due to postings, I have been a member of *Bytown* ever since. In our early years I don't think we appreciated the significance and value of some of the heritage items in the possession and care of the Mess. Like many young members, we probably treated them as just being part of the classic naval environment which gave the Mess its wonderful character. However, over time we learned there is much more intrinsic and real value to the heritage items on our bulkheads for which we are all the custodians.

I became the Heritage member of the Board of Directors and the Mess Committee of HMCS Bytown in October 2008 when Cliff Chaulk stepped down from the role. One of my first tasks was to perform (with the help of Jerry Wynnyk) an inventory audit of all our historic memorabilia, paintings and other heritage items. The audit included taking photos of all items and producing a detailed inventory with estimated value. Often, one does not appreciate the value of heritage items until it or they are lost ... such was definitely the case when the two Thomas Davidson (1842-1919) paintings: *The Evening Before the Battle of Copenhagen* and *Lady Nelson's First Sight of Lord Nelson* were stolen in the early morning hours of April 22nd, 1979.

One byproduct of our performing this inventory audit is that we gained a much better appreciation of value and the history related to some of the heritage items that we are custodians of. One specific item is an original painting which many people who viewed it over the years thought it was just a black and white print. We believe that this WWII painting is very special to the history of the Royal Canadian Navy ... and we feel compelled to share it.

To mark the 70th Anniversaries of the commissioning and loss of the first HMCS *Athabaskan*, HMCS Bytown Incorporated has arranged

for a total of 300 limited edition prints of an historic painting by William McDowell (1888-1950) to be produced. HMCS *Athabaskan* (G07), a Tribal-class destroyer, was built at the Vickers Armstrong shipyard and was commissioned into the RCN on February 3rd, 1943. *Athabaskan* was lost in the English Channel on the night of April 29th, 1944. The original painting was painted by McDowell in May 1944, shortly after the loss of HMCS *Athabaskan* which is the subject of this painting.

With naval staff, we are in the initial stages of planning of formal presentations of:

- Print #1/300 to HMCS *Athabaskan* in Halifax (on or about February 3rd, 2013 (the 70th anniversary of her commissioning); and
- Print #2/300 to HMCS *Haida* in Hamilton (on or about August 30th, 2013, the 70th anniversary of her commissioning).

After the presentation of #1/300 to HMCS *Athabaskan*, the limited edition prints, with certificates of authenticity, will be available for sale to the public. The price is \$150 plus HST and shipping costs. Members of the Naval Association of Canada can pre-order prints before the public offering. Contact Barry Tate for details and to order prints:

www.tinyurl.com/Haida-Athabaskan

Haida-Athabaskan@barrytate.com

250-655-4535 – 8:00 am to 8:00 pm PST

"Soldier of the Horse"

Brooke Campbell, NOABC

NOABC member, Robert W. MacKay, an ROTP graduate and former RCN submariner and solicitor, has written a prize-winning novel entitled *Soldier of the Horse*, set in the Canadian Cavalry of World War One and based on his father's exploits. The novel won an Independent Publisher's Gold Medal for historical / wartime fiction. It was also listed as one of 2011's best, along with such as author Stephen King's latest, by *January Magazine*. To see more reviews and order a signed, dedicated copy, see Bob's website at www.robertwmackay.ca.



A successful effort well worthy of praise!

Fraser McKee, NAC Toronto

Over the past four years, readers of *Starshell* have heard much of the planning that resulted in a series of excellent student prize essays for the Navy's Centennial, and plans for a high school teacher's resource about the Battle of the Atlantic. Between the two projects, almost \$100,000 was raised toward the costs of both projects. This is the story.

In mid-2008, a former Educational Assistant at the T. A. Blakelock



Andy Irwin (left) and Tom Dykes aboard HMCS *Haida*.

High School in Oakville, Ontario, Tom Dykes, became bothered about four facets of history teaching in schools: there was darned little Canadian content and there was no inter-connection of history with other disciplines. There was in fact, only 12 lines in the normal Grade X teacher's text on Canadian history. He came across HMCS *Haida* in Hamilton in the course of trying to introduce his students to a real-life exhibit in Canadian history and wanted to teach a lesson on board. He was eventually given permission and transformed a mess area. This lesson was the real 'kick-off' to the project.

Through a friend he was introduced to Andy Irwin, a destroyer veteran of the war and a member of NOAC Toronto Branch. Andy had been giving talks in schools for more than 20 years about his wartime experiences. With the Navy's Centennial approaching, Tom raised the possibility of holding an essay contest for high school students, sponsored by the NOAC.

By this point, Tom was beginning to appreciate that the Atlantic battle had, for Canada's Navy, been a defining five and one-half years, about which high school texts said almost nothing. Perhaps this could be changed if funding could be found. A budget was prepared amounting to \$130,000 and Andy was able to convince the NOAC's board to underwrite up to \$20,000 of initial seed money for the student essays on the Navy's importance in Canada's history and encourage other donors to come forward. Through friends, Andy was able to get a commitment of \$20,000 from ING Direct Canada, another from WestJet through member Bill Wilson in Calgary for travel vouchers for essay winners, and about another \$10,000. With further support from the naval bases in Halifax and Esquimalt, they were able to reduce the budget to about \$90,000 and the NOAC's contribution to \$10,000.

The essay contest produced a spectacular series of 350 historical examinations in writing, art and poetry, by very articulate students across Canada who not only recounted areas of the RCN's history, but understood and described the underlying reasons, problems and solutions. Winners were flown to both coasts for the Canadian Naval Centennial International Fleet Reviews, and many of their essays have been published in the prestigious *Canadian History*, the old Hudson's Bay Company's *Beaver* magazine.

In the meantime Tom was producing a teacher's resource on the Battle of the Atlantic and the RCN's part. In one clever approach, he wrote asking for funding from cities that had an RCN ship named for them, tailoring each letter to their specific ship's history. As usual, he got almost no answer from the larger cities, but Winnipeg, Calgary, Halifax and two dozen small places – Wetaskiwin, Orangeville, Co-mox, etc., contributed a total of about \$30,000 toward the costs. Tom asked for input from schools located in cities involved in the battle – Halifax, St. John's, Liverpool (his home town), Newcastle-upon-Tyne (shipbuilding) – and incorporated their input.

A look at some of the chapter index titles reveals the reach of this "ABC's of The Battle of the Atlantic:" The Atlantic Challenge; Applications for Economics; Art, Science, Music; Project *Haida*; Profiles of major players in the battle; Stories by Veterans, etc. It is a very wide-ranging expansion of hitherto almost unknown (in schools) story of the Navy's part in a major struggle, showing how it affected all facets of life, not being just a history lesson. It encourages schools to make a local connection with their veterans, or now more often, descendants of any ex-Navy veterans who were involved. The teaching aid is available electronically to download for anyone – any teacher, any school and any country even – at no cost to them. This was accomplished through a contact Andy knew with the (Ontario) Fire Services Credit Union, who contributed the costs of converting Tom's one-volume text to electronic format; mail-outs to all educators (\$2,000 a time); all part of the final total. There is no 'hard-copy' format of the text except those held by the originators and given to the major donors, including NAC National. Its use is slowly expanding including to the participating Liverpool school, St. Edward's College, who took the "ABC" and modified it to fit their situation.

It has been a highly successful pair of projects, from initiation, through fund raising, promotion, final essays and electronic text. And it is not over, as Canadian history and our naval history in particular, is little covered in our schools. These two projects have at least raised the visibility and made the information on Canada's part easily available. **Bravo Zulu Andy and Tom!**

The RCN in Operation Husky, 1943

Fraser McKee, NAC Toronto

This coming summer is the 60th anniversary of the Landings in Sicily in July 1943. Canadians provided crews for several RN LCA and LCM flotillas for the landings on the east coast near Syracuse. It is intended to add a Canadian display at the museum in Catania, Sicily, which has nothing representing Canadian participation. The RCN's Directorate of Navy History & Heritage (DNHH) is looking for anything that may have been saved by any RCN participant in the landings that they could **donate** to the museum. Contact is urgent and should be with Dr. Richard Gimblett at DNHH: richard.gimblett@forces.gc.ca. More detail on what is contained at the museum is at: http://catania.spacespa.it/museums/16-historic-museum-of-the-1943-landings-in-sicily/C/C3/C3.1/view?set_language=en.

As well the Canadian Forces will be participating in commemorative events there. A tri-service monument is to be unveiled at Pachino, site of the main Canadian landings on the south coast. The main commemorative ceremony will be at the Commonwealth (Canadian) War Grave Cemetery at Agira on July 30th. Details on opportunities to participate, as well as information on very reasonably priced travel packages can be found at: <http://www.operationhusky2013.ca/>.



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Diamond Jubilee Medal Presentations

The following presentations of the Diamond Jubilee Medal were made to NOAVI members by His Honour Stephen L. Point, Lieutenant-Governor of BC, at Government House, Victoria, BC on July 18th, 2012.



Derek Greer



Felicity Hanington



James Dodgson



Jan Drent



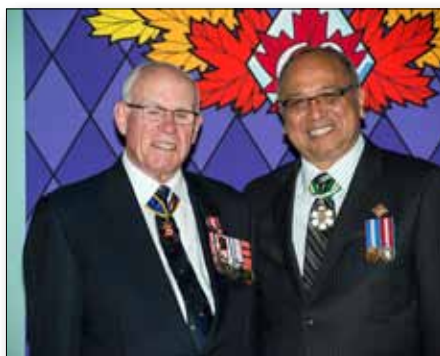
Ken Summers



Melville (Bud) Rocheleau



Michael Morres



Nigel Brodeur



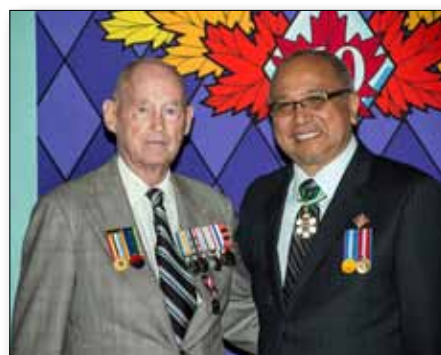
Phil Bissell



Robert George



Stan Brygadyr



William A. Hughes



Ray Zuliani (left) a past National President NOAC, receives the Diamond Jubilee Medal from Cdr Jill Marrack, Deputy Commander Naval Reserve aboard HMCS *Griffon* in Thunder Bay, ON on September 18th, 2012.



Anne Zulian, Thunder Bay Branch, receives the Diamond Jubilee Medal from Cdr Germain, aboard HMCS *Ville de Québec* on August 17th, 2012.



Marcel Belanger (right) Montréal Branch, receives his Diamond Jubilee Medal from Branch President Bernie Cornell in Montréal on December 2nd, 2012.



Piere Taillon (right) Toronto Branch, receives his Diamond Jubilee Medal from James Karygiannis, PC, MP, Scarborough-Agincourt in Toronto on December 7th, 2012.



George Kearney Thunder Bay Branch, receives the Diamond Jubilee Medal from Cdr Germain aboard HMCS *Ville de Québec* on August 17th, 2012.

Evaluation of significant Canadian naval artefacts

Richard Malott

Dr. Richard Gimblett (now RCN Command Historian as of January 3rd, 2013) requested I evaluate a large accumulation of naval memorabilia from four RCN admirals and two captains. There were no groups of medals involved, only photographs, framed pictures, flags, uniforms, swords, naval navigation equipment, well documented photograph albums and fabulous naval book collections. All of the material with the exception of one flag, is destined for the Naval Museum of Alberta in Calgary. The six naval officers are all deceased except one, Vice Admiral Ralph Hennessy (age 93). The naval memorabilia I was honoured to study and evaluate is as follows:

Vice Admiral Ralph Hennessy, DSC, CD, RCN** - The Admiral's donation included a

complete documentation of his naval career with several photograph albums all properly identified by date, location and names of individuals in the photos. He also donated many framed naval pictures, log books, naval books and naval accoutrements.

Rear Admiral George L Stephens, CB, CBE, CD, RCN - His donation included many personal navy photographs, framed naval ship pictures and two framed poems: *Our Fathers* and *The Laws of the Navy*, both written by Captain Ronald A. Hopwood, RN

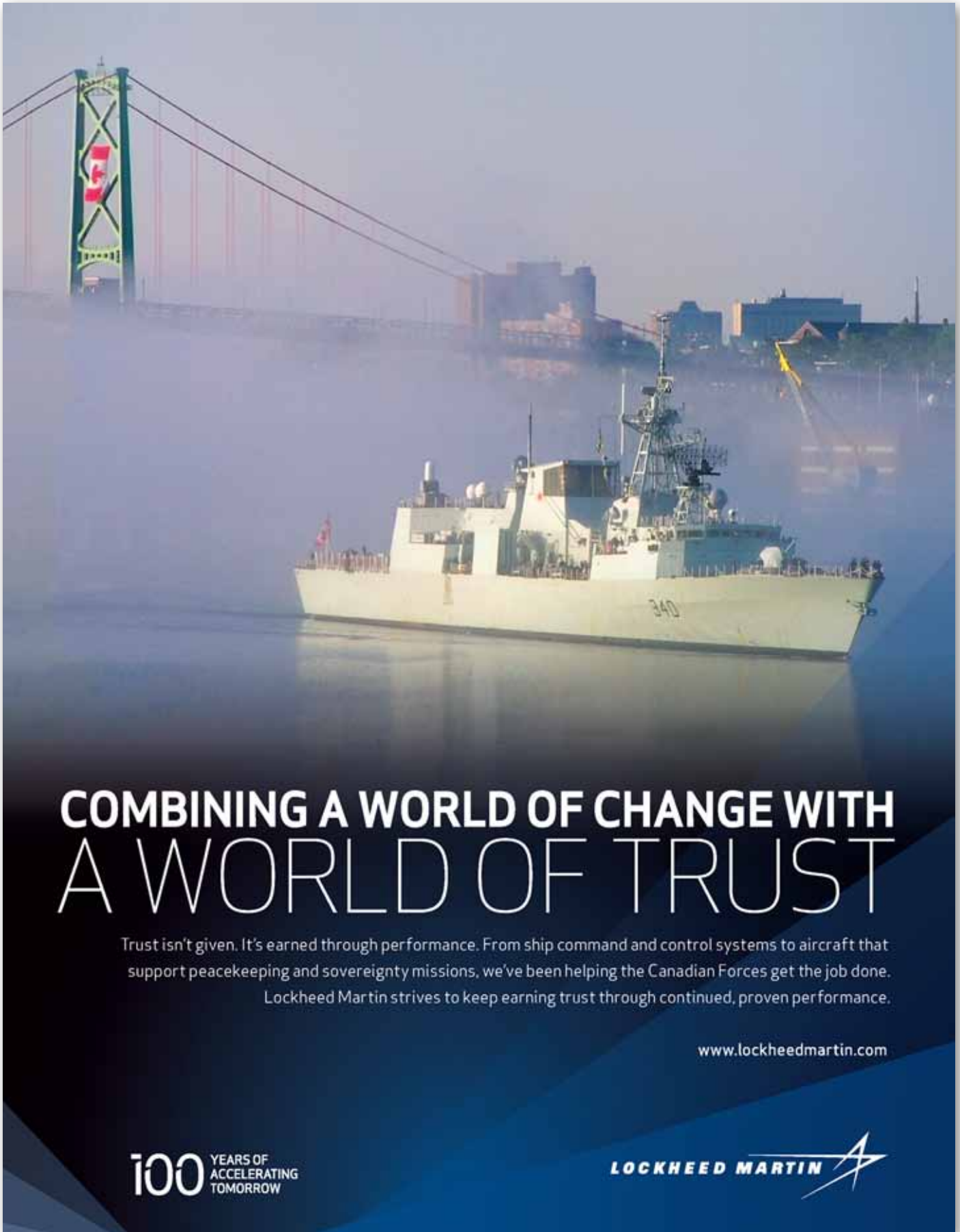
Rear Admiral Desmond William 'Debby' Piers, CM, DSC, CD, RCN - His donation included a boxed aircraft octant, Mark III, Model 5; many files relating to RMC and the Canadian military community, collections and in-

terpretation. Admiral Piers was a member of the Task Force on Military History Collections in Canada, active in the early 1990's.

Captain Hal Davies, CD, RCN - Capt Davies' collection included a naval flag containing the signatures of the crew of the destroyers HMCS *Fraser* and *Athabaskan* in 1956.

Captain Charles Patrick Nixon, DSC, CD, RCN, whose collection comprised uniforms, swords, framed photographs and paintings by the late-Cdr Anthony (Tony) Law, DSC, CD, RCN of WWII MTB fame and a wartime artist. The most valuable item in the 100+ artifact collection was his 1961 two-piece doeskin naval frock coat and trousers. This was a truly

Concluded on page 24



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WOMEN'S ROYAL CANADIAN NAVAL SERVICE 70TH ANNIVERSARY

OPENING DOORS TO THE FUTURE

Rear-Admiral Jennifer J. Bennett, CMM, CD

2012 marked the 70th Anniversary of the Women's Royal Canadian Naval Service and at ceremonies and celebrations across the country, Wrens gathered with today's service members to commemorate and celebrate how the women who joined the WRCNS in 1942-46 and 1951-68 were the trailblazers who influenced dramatic changes that have led to the integration of women across the Canadian Forces that is the norm today.

I'm always extremely honoured when asked to speak about the history of the Wrens, but also a bit intimidated when surrounded by the women who actually served in the WRCNS. In choosing a topic for my remarks at their 70th Anniversary events, I thought about how much things have changed for women in uniform during my career and how much we owe to those who paved the way, opening doors while creating and facilitating opportunities for the women who serve today. While the first WRCNS provided valuable wartime aid to Canada, their service went well beyond duty to their country and benefited them both as individuals and as a community, giving them a sense of purpose, pride and confidence they would carry with them for the rest of their lives. The fact that women now serve in all aspects of naval operations is mainly due to the hard work and adventurous spirit of the Wrens.

Women have played an essential role in all of the armed conflicts in which Canada has taken part and while we started in traditional support roles, we have proven our abilities at sea, in the air and ashore. In 1939, few would have conceived of women serving in the Armed Forces in any occupation except nursing, but the roles expanded and women rose

to the challenge time and time again.

By the spring of 1941, Canada had been at war for nearly two years and there was an increasing need for manpower for the war effort. Women were filling roles traditionally filled by men as their husbands, brothers and friends were called upon to serve. With the need for servicemen to serve in combat, the Navy, Army and Air Force were asked to determine what roles women could perform in uniform. "At the time, the Navy believed it would only need a small number of drivers, and, unlike the Army and Air Force, it did not believe it necessary to create a separate service for women. A year later, all this would change." (Plows, 2008)

*...women who joined the WRCNS
...were the trailblazers who influenced dramatic changes that have led to the integration of women across the Canadian Forces that is the norm today...* “ ”

"In January 1942, the Royal Canadian Navy (RCN) asked the British Admiralty for assistance in creating the WRCNS. The justification for such an organization was provided by the Minister of National Defence for Naval Services. He argued that women could perform a number of tasks, thus enabling men "...[for] duties of a heavier nature they [were] now performing." In May of that year, a Memorandum was sent to the War Committee Cabinet listing the following positions or tasks that could be filled or performed by women: cipher duties, clerical work, teletype operations, telephone switchboard operator,

wireless telegraphic operator, coder duties, cook, steward, messenger, elevator operator and motor transport driver. Additional positions would be added as the war effort expanded, the following additional trades being listed and described in a newspaper advertisement from 1943: wardroom attendant, quarters assistant, laundress, supply assistant, stenographer, confidential book corrector, postal clerk, secretary, pay writer, communications and operations specialist, sail maker, sick berth attendant and regulator. By the end of the war, 39 trades had been declared open to the Wrens." (Plows, 2008, p.84)

Of the three services, it can be argued that the WRCNS was the most successful in overcoming problems of recruitment, since it appeared to have benefited from observation of the development of other women's services, and it demonstrated a greater ease in establishing a general esprit de corps and the selection of personnel. The enlistment requirements for the WRCNS would evolve slightly over time. According to initial regulations, applicants had to be Caucasian British subjects, between the ages of 18 and 45, and be without dependent children under 16, although commissions would not be granted to candidates under 21 years of age. There were some exceptions approved by the Chief of Naval Personnel for candidates who were particularly suitable up to 49 years of age. In 1943, the age requirement was amended to allow women under 56 years of age to enter as cooks. In 1944, the racial element was dropped, no longer limiting candidacy to women of the Caucasian race. Aside from these requirements, applicants were to be healthy and to have attained a minimum

formal education of Grade 8. Educational standards were set higher for officers who were required to have university training and qualifications, or their equivalents. (Dundas, 2000)

Initially, there was concern in naval circles that all the best candidates would have already joined the army and the air force when these services were recruiting back in 1941. However, in a radio interview in 1943, Superintendent Carpenter affirmed they were inundated with applications from potential candidates. She then elaborated: "I was tremendously impressed by the enthusiasm of the Canadian girls, everywhere I went. They all seemed anxious to serve and to do something constructive to help win the war. I found them very receptive to naval tradition and amenable to discipline" (Plows, 2008)

Just one year after the WRCNS was established, the Wrens were already earning high praise for their efforts. Their contribution to naval morale and efficiency was noted by Vice-Admiral Percy W. Nelles, Chief of Naval Staff:

I wish to thank the patriotic women who have entered their country's service and have added so capably to the combat strength of the navy by helping to man the shore establishments in this country. In one short year you have proved yourselves of immeasurable value to the naval service by taking over many tasks with skill, diligence and cheerfulness. As Chief of Naval Staff, I am proud of your record and the contribution you are making to the final victory. (Kallin, 2007)

By the summer of 1942, there were 2,000 applicants on file to form the first class of Wrens, of which 70 were selected for their "... outstanding leadership qualities and executive capabilities." (Plows, 2008)

On August 29th, 1942, the first class of Wrens began their basic training at Kingsmill House in Ottawa. On September 19th, 28 appeared before the first selection board and 21 of these Wrens were subsequently appointed officers of His Majesty's Royal Canadian Navy, representing "...the first women to carry the King's Commission in any British Navy. "Upon their graduation on October 1st, 1942, the women either became recruiting officers or were sent to Galt, Ontario to help establish the WRCNS basic training centre to

be located there.

HMCS *Conestoga* conducted a three week training program designed to enable a rapid transition from civilian to military life. The new recruits were given physical training and drill practice, and they attended lectures on naval traditions and customs. Some of the other centres included *Cornwallis* (Halifax) and *St. Hyacinthe* (St. Hyacinthe, Québec). However, there were no existing accommodations available for the course members at these centres, and new structures of either a temporary or permanent nature had to be built. This meant that recruiting and training suffered delays for the first two years until more permanent arrangements could be made to house the course candidates. (Plows, 2008)

By the summer of 1943, the work of the WRCNS was already being recognized and acknowledged. The Minister of National Defence for Naval Services stated:

The expectations of the Navy in you [Wrens] have been justified by your hard work and dedication to duty. You who are the members of the sister branch of the senior service have won the respect of all Canadians by your acceptance of requirements, readiness for responsibility and your invaluable contribution to the work of winning the war. You will share in no small measure the gratitude of the Canadian people when victory is ours. (Tucker as cited by Plows, 2008, p.86)

"The WRCNS attracted women from all walks of life: farm girls, debutantes, students, teachers and factory workers, as well as department store clerks and office workers. Recruitment continued throughout the war until February 1945, and by April of that year, there had been approximately 6,500 Wrens brought into the service, primarily from Ontario, British Columbia and Québec. Total wartime enlistment for the Canadian Women's Army Corps (CWACS) comprised over 22,000 members, and the Royal Canadian Air Force Women's Division eventually consisted of more than 17,000 women, thus making the WRCNS by far the smallest of the three women's services. One-sixth of Women's Royal Canadian Naval Service members served outside of Canada; 503 were sent to England, 568 were sent to Newfoundland and about 50 to New York and Washington." (Plows, 2008, p.86.)

When the WRCNS was disbanded in August 1946, almost 7,000 women had served in a variety of trades fulfilling various wartime needs of the RCN. Regardless of the tasks they performed, from cooks and laundresses to recruiters and officers, the Wrens contributed valuable service to the navy and the nation. Perhaps just as important is the impact their wartime effort had upon the women who served in the WRCNS. Overall, their service had a positive influence on them. Serving as a Wren gave these women a sense of pride, confidence and purpose. In this way, the women of the WRCNS not only provided an essential service to the country's war effort, but the organization itself also benefited those who served as Wrens.

In 1945, Commander William Strange, the Director of Naval Information, is quoted as follows: "It seems almost impossible that there should be a Navy without them. So thoroughly did they become a part of the Navy during the days of the great emergency that now that the emergency has passed, it is going to be hard to many who have remained to realize that they were, in fact, an emergency force." (Kallin, 2007) As history tells us, they were far more than an emergency force and their service is linked to the success of our nation. Their determination and achievements opened the doors for the future of women in the services and we owe them a debt of gratitude for not only their outstanding service and answering the call when their nation needed them, but for changing the course of the future for women in uniform. Their spirit and determination live on in today's service-women and we have much to learn from their service. To quote a Wren: "Are we like we are because we joined the Wrens, or did we join the Wrens because we're like we are?" (Kallin, 2007)

One of the most common features of former Wren accounts are the friendships they formed during their service. One woman explained: "We came in as individuals concerned with our own well-being; but we soon became a community working towards a common goal of supporting the navy's war effort." This same Wren grew so accustomed to living in a community that when she was promoted and given private quarters, she said she missed the camaraderie of the girls to whom she had grown so close. One former Wren believed she had made her best friendships in the Navy, saying: "There are few

places where you can form such fast friendships." As yet another former member pointed out: "My Wren friends and I are still close, even after all these years and often without much contact, because we shared so much." And she believes the friendships she made were the most rewarding part of being in the WRCNS. (Kallin, 2007)

The WRCNS ceased to exist in August 1946, but in 1951 Parliament authorized the formation of a Wren section in the RCN(R). In 1955 a women's component of the RCN was authorized and fully integrated into the regular force. This was a first throughout the British Commonwealth. Wrens served in the RCN until February 1st, 1968, on which date, along with the rest of the Royal Canadian Navy, they fell victim to the Canadian Forces Reorganization Act. It was during this second phase of Wrens' service that I met Wrens in HMCS *Star* and HMCS *York* as they continued to break new ground and serve proudly, rising to every challenge presented.

The Wren uniform was always a great source of pride to the women who wore it and set them apart from their other service counterparts. Recruitment literature for the postwar women's organizations emphasized the "feminine" and "stylish" qualities of the uniforms. A 1954 recruiting circular for the WRCNS gushed that "Although a Wren must be intelligent and well-trained to take her place in the modern Navy, the service has not forgotten that she is a woman and wants to look attractive. Wren uniforms were designed for compliments. Wartime Wrens were delighted with their uniforms, but today's Wrens look even smarter. The tailoring of the uniforms is better, nylon stockings have been added and so has a trim two-toned outfit for summer." (Kallin, 2007)

"More than one former Wren recalls missing her uniforms once the WRCNS was disbanded. When she was discharged at war's end and was no longer entitled to wear her uniform, one woman recounts that her eyes filled with tears as she removed each item. Rosamund 'Fiddy' Greer, a former Wren herself, writes that wearing a uniform seemed to change them. 'We were transformed into a sameness that affected strong feelings of camaraderie and unity. We were Wrens ... and

we were very proud of it.' In point of fact, many women were drawn to the WRCNS because of the uniform." (Plows, 2008, p.87)

I joined the Navy in 1975 as an Ordinary Wren in the Communications Branch, and like the wartime Wrens, I was trained in radio, signals and teletype and my service was restricted to Aldergrove Station, Millcove Station or message centres ashore. Women could still not serve at sea or on operations. As a naval cadet, I was part of *Conestoga* Division, and we took great pride in representing not only the Wrens, but serving in a Division named for the Wrens Training Centre. Our divisional crest was the Wrens' crest. As an officer, I was assigned a support trade as women were still restricted from operational and sea-going



Wren Tel(S) Jaqui LaPointe, a Special Wireless operator and member of the WRCNS, poses for a promotional photo in front of a CNF-4 console at Special Wireless Station Coverdale in August, 1945.

service. However, thanks in no small part to the fine work and diligence of the Wrens and females who have served since, women are now serving across all occupations in operations and support. The Navy I joined, like the one in which the Wrens served, was very different from that of today and I have seen first hand major changes in opportunities for women in uniform. Today we command warships, units, operational forces and formations, nationally and internationally.

It was only at the end of the 1980s that women were able to take their place in positions that were directly linked to combat. Women asked for this right in 1942 but were

only initially allowed to serve behind the scenes: "We, the women of Canada, have demanded and won the right to participate in public affairs with our votes. Today we ask our fathers, our husbands and our brothers for the honour of standing by their sides to defend our country and our liberty." (*LaPresse*, January 17th, 1942, as cited in Dundas, 2000)

The full integration of women in operations and leadership positions within the military is similar to that of the rest of society as women have shifted from more traditional roles to careers outside the home in business and industry. The 1st and 2nd World Wars allowed women to slowly gain recognition and build esteem both inside and outside the military as they assumed roles left vacant by the men who served on the front lines. Our nation now saw women proudly wearing the uniform and serving their country.

While changes since the Second World War were impressive and comprehensive considering the restriction to service for women up to that time, there were still many barriers to overcome and the Navy I joined in the mid-seventies was still very traditional in its thinking. The Naval Reserve was considered progressive in those days as females were taken to sea for training and exercises, but again, only during the day and not far from shore to allow return to dockyard or shore accommodations for the night.

When I did my navigation training on the West Coast, we sailed each day on an auxiliary vessel, came into a port in the late afternoon, left the ship, got on a bus and returned to Victoria to stay overnight, while the Commanding Officer and [male] crew stayed aboard the ship. The next morning we travelled by bus to meet the ship again and the same pattern repeated itself. We could only go to ports that were within a reasonable bus ride back to Victoria.

Women did not march in platoons with men because our uniform skirt was tapered and did not allow us to step out with the same length of pace as men. We were not issued trousers as part of our dress uniform until the late seventies. My first dress uniform was very stylish and modeled after stewardess uniforms, but highly impractical for military service. The green, tri-service uniforms were

designed by a Montréal designer with a short jacket, a tunic style blouse with pleats and no collar, and a rank pin (replaced with a Peter Pan collar button blouse and an elasticized neck tab), and a slim tailored skirt just above the knee. Our 'walking out' uniform also included white gloves and a purse, carried over the left forearm. Our green bowler hats styled like those of European flight attendants, came with a plastic hood that tied under the chin in the event of inclement weather, and we had a mink hat with a pom-pom top knot for the winter. Ranks were also differentiated for male and females indicating in the case of the Navy that you were a Wren (Able Wren, Leading Wren, etc.). As an officer we also carried a 'W' to designate 'woman,' so when I was a Naval Lieutenant, I was Lt(N)(R)(W) – (N) for Navy, (R) for Reserve and (W) for Woman.

Basic training was conducted separately for men and women and trades were limited for female non-commissioned members and officers. When I transferred to the officer corps, there was no choice of occupation for female Naval Reserve officers at that time. I was assigned one of two support trades for female officers – Personnel Administration or Logistics. Although I was trained in Sea Logistics, there were no billets for us at sea.

The roles of women in the CF began to expand in 1971, following the recommendations of the Royal Commission on the Status of Women. The military lifted the maximum ceiling of 1,500, and gradually expanded employment opportunities into the non-traditional area. By 1985, after Parliament passed the Canadian Human Rights Act and the Canadian Charter of Rights and Freedoms, policies were changed to permit women to train and serve in operational trades and units.

Culture, perception and the environment in which operations are conducted were the biggest hurdles to overcome and required dramatic change across the CF. At the initial phases of integration, and before their training ever started, women were faced with many obstacles including everything from attitudes to equipment. There were questions about whether women would have the required 'warrior mentality,' physical ability and mental toughness for operations, and there was an unspoken but underlying notion that women's participation in combat roles would have a negative impact on unit cohesion and operational effectiveness. Not only did women have to do the job and excel at it, but first

they had to prove that given the opportunity, they would not fail. It was a daunting challenge that women met with pride, determination, hope and courage, and most importantly, with success, and soon it was proven that cohesion and operational effectiveness are determined more by other factors such as leadership and teamwork.

Specified units and ships were designated as 'mixed gender' units to allow for a period of transition for gender integration. Unfortunately, the application of this label sometimes meant that logic as it was applied to the rest of the world was lost. What could easily be solved by applying common sense and the same type of rules as a household, became mounting obstacles in the military setting. There were also questions and concerns from family members about living arrangements for deployments.

The Canadian Forces was forced to deal with issues that included equipment modifications to better fit women; living spaces reconfigured to provide washroom and sleeping accommodations for mixed gender crews; gender issues were now included in seminars, lectures and leadership packages, and unfortunately the matter of sexual harassment had to be addressed more publicly.

This was not new and Wrens experienced similar discrimination during the war years, both from within the ranks of the military and from the wider community. Women in the Navy were not always taken seriously, as this, the March 1943 issue of *The Crow's Nest*, the Canadian Navy newspaper article illustrates:

We don't know how to spell that two-note whistle, with the emphasis on the last note that is, we believe, the equivalent for 'Not Bad!' or 'Woo-Woo!,' but that's the one we almost gave a few moments ago. We just saw the trimmest little craft we've seen since coming to 'Navytown.' Talk about lines! Why, she was sweeping along there with her sails trimmed and with her soft colour showing up against that blue background – just the loveliest sight a sailor would want to set his eyes on. Is she a schooner or a sloop? You got it all wrong, chum. Heck no, she was a Wren!

In spite of such opposition and challenges, the Wrens persevered, and so did the service women who were 'firsts' in the trials of the 1980's and all of us took advantage of the

new opportunities opening up for women.

It was important for women to come to their own realizations about personal leadership style and that they did not have to be the same as their male counterparts to be successful. Leading change and being a trail-blazer within a male dominated occupation or organization comes with a set of unique challenges but also opportunities, and once women embraced the fact that we brought different skills, leadership styles, attitudes and unique abilities into the organization, and that being different wasn't a bad thing, we could choose not to feel so self-conscious, and feel proud of our accomplishments and the changes we were influencing; learn from our mistakes and try to set an example for others to follow. Success for the first women meant that from the very beginning, they had to work hard, be exceptional leaders and have great personal drive. There were often no other women to show them the way and the pressure was on to 'break new ground.' Today, women in the CF are fortunate to be following in the footsteps of other successful women and have less pressure to demonstrate that women can do the job.

As women gradually entered new occupations, they ushered in a number of 'firsts.' Those women who volunteered for the trials became leaders in several fields. However, these women were, and still continue to be, the focus of attention, not only from the media, but also from their male colleagues. Being in the spotlight soon loses its appeal as women don't want to be centred out, we just want to be treated as equals. Being a 'first' not only comes with a unique set of challenges, but also opportunities.

When I was appointed to command HMCS *Malahat*, the Naval Reserve Division in Victoria, I was the first female Commanding Officer of that particular Division, but there had been five other female Commanding Officers across the country and they had served for several years before my appointment. However, the press continued to focus on the aspect of being 'first' and suggested headlines included: "*Malahat* gets Lady Commander." I was able to shift the focus by pointing out that the selection criteria for command did not include chromosomes, and I was considered by the Navy to be 'an officer and a gentleman,' not necessarily a lady.

I went through another series of 'firsts' with the announcement of my promotion to

Commodore and appointment as Commander Naval Reserve in the fall of 2007. While I was to become the first woman to command a Formation in the Navy,* I was not the first female Commodore, and I achieved the rank and appointment through a rigorous selection process competing with male and female candidates based on merit and experience, not gender. When I was promoted by the Admiral, I was not able to wear my new rank immediately because our supply system did not carry the female version of the kit. My cap had to be specially made with the oak leaves sewn on by hand. There are no female slip-ons of Flag Rank, so I either had to wear the male version or those had to be specially made. The summer boards also have to be specially made and not only are they smaller to fit female shoulders, but the insignia are also more 'petite.' The good news is that when I was promoted to Admiral, the system was ready and I understand that the man responsible for this is now planning to carry them all the way up to four maple leaves ... 'just in case.'

With my last promotion I became Canada's first female Rear-Admiral, and with my appointment as Canada's Chief of Reserves and Cadets, I was also the first female officer to hold the highest reserve position in the Canadian Forces. When these facts are highlighted there tends to be increased media attention and interest, and while I try to downplay these 'firsts,' it is another important step in our history and of interest to women within and outside of the military. Unlike the early days of transition and integration of women into greater roles in the CF, the stories generally don't concentrate solely on the aspect of being 'a first,' and are very positive in delivering a message that encourages other women to strive for goals they once thought

* The position had changed from Senior Naval Reserve Advisor after Cmdre Laraine Orthlieb had become the first female Commodore.

were out of reach or unattainable. At this time there are five female General and Flag Officers in all three branches of the service (three in the RCN) and one of my female colleagues in the Regular Force has risen to the rank of Major General (my equivalent) in the RCAF as the Chief Engineer for the Canadian Forces.

Of course, there are some advantages and anomalies about being one of a very small group at this rank. When I attend meetings with my peers in the CF or NATO, there is never a line-up for the women's washroom at break time ... this is probably the only place in our society where that happens.



Pte Leona Chaisson, Base Imaging, CFB Esquimalt

LS Sonya Johannesen (foreground), Supply Tech aboard HMCS *Regina*, and LS Carole Dubois (looking at camera), Resource Management Services Clerk join other members of the ship's company as the ship arrives in Shanghai, China in August 2006. The ship and her crew had just completed the annual RIMPAC exercises off Pearl Harbor at the time.



Today's female service members are carrying the torch of those who came before us, and thanks to the Wrens, the new generation is joining the Navy with all doors open to them and a wide range of career opportunities as equal partners within an organization that has experienced a great deal of change in recent history. Much like the Wrens, today's young women have a 'can do' attitude and they are accepting and excelling in leadership positions from Ordinary Seaman to Flag rank.

Canadian service women also realize that in breaking new ground, we are also changing what remains to be a predominantly male

culture across the military of many other nations. Canadian women serving on operations have been examples to not only other military members, but the women of the countries in which we have served.

The Canadian Forces has learned a great deal about women in the service through our active participation, and as a Canadian society has adjusted its views of women in leadership roles, so too has the Canadian military. We've come a long way and the CF has worked hard to create an environment that offers every possible opportunity to everyone who chooses the exciting and rewarding chal-

lenge of a military career – be it full time or part time. The dreams and aspirations of today's service women and the tremendous contributions they are making across the RCN, RCAF or Canadian Army at home and around the world, are like those of the WACS, WAFS and WRCNS of the past 70 years, and we hope that we are living up to the proud standard of service they set.

As chief of the Royal Canadian Navy overseas during WWII, Vice-Admiral Nelles praised the service of the Wrens as follows:

Whatever duties the Wrens performed during the war, they accepted willingly and served their country wondrously well. And they did it with grace and humour, wherever they were. I am mighty proud of my

Wrens here, particularly those in the signals division up on the roof who carried on day and night, bombs or no bombs, without batting an eyelid. Congratulations! (Kallin, 2007)

Princess Alice, Honorary Commandant, Women's Royal Canadian Naval Service spoke about the WRCNS and this sentiment echoes how we feel today about our service:

For us women to be called to serve with these splendid men is indeed an honour, and whatever form our service may take, it

is all part of the great whole and should be our pride to carry out to perfection. And when the war is over, it will be something to take back home, an [sic] unique experience of duty and service, a wide vision of what Canada is and means, a sense of fellowship beyond ordinary relationships. ...I am very proud of my Wrens and the splendid way they have conducted themselves throughout their term of Service, and I am proud to wear their uniform ... May their training and experience as Wrens stand them in good stead now and throughout the years to come... (As cited by Plows, 2008)

Wrens across the country and the women who currently serve in the RCN, are with our predecessors of the WRCNS in spirit, and know that where we are today is in no small part, thanks to their outstanding determination, leadership and service. Like Wrens in other Commonwealth nations, the Women's Royal Canadian Naval Service earned the universally used toast: 'To the Wrens ... God Bless 'em!

And finally, as we celebrate over 70 years of loyal service by the WRCNS of 1942 to 1946,

1951 and 1968, and those who joined the Canadian Forces to follow in their footsteps, we of today's Royal Canadian Navy raise our glasses with thanks and recognition of outstanding service, dedication, commitment, pride and perseverance – **'To the Wrens ... God Bless 'em!'**

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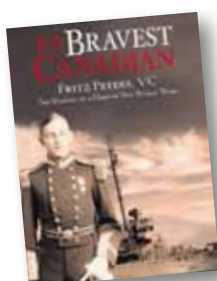
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Transforming Traditions: Women, Leadership and

the Canadian Navy 1942-2010; Editors: Stephanie Belanger and Karen Davis (Canadian Defence Academy Press, 2010)

Rear-Admiral Bennett joined the Naval Reserve as an Ordinary Wren in 1975 and was commissioned as a SLt in 1979. She served in command and staff appointments across Canada with the RCN and Canadian Forces. Promoted to Commodore in 2007 concurrent with her appointment as Commander Naval Reserve. RAdm Bennett served in this capacity until January 2011. Promoted to her current rank in April 2011, RAdm Bennett is the Chief of Reserves and Cadets for Canada in NDHQ. In 2011, RAdm Bennett was named as one of Canada's Top 100 most powerful women by the Women's Executive Network and as promoted to Commander of the Order of Military Merit in 2012. She has always been a 'citizen sailor' combining her naval career with her civilian career as a teacher and administrator in Ontario and British Columbia. RAdm Bennett comes from a naval family and her father, sister, brother and herself have amassed over a century of service in Canada's Naval Reserve.

THE READING ROOM | BOOK REVIEWS



The Bravest Canadian Fritz Peters, VC: The Making of a Hero of Two World Wars

By Sam McBride

Granville Island Publishing, Vancouver, BC (2012), xix + 209 pp, illustrations, appendices, bibliography, glossary, notes, index, paperback, \$24.95, ISBN 978-1-926991-10-8.

A review by Mike Young, NAC Ottawa

Frederick Thornton Peters, known to family and friends as Fritz, was awarded the Victoria Cross (VC) for his actions during a naval engagement in the harbour of Oran as part of the wider invasion of North Africa in November 1942. Peters was born in Prince Edward Island and raised in British Columbia, yet his exploits during both World War I and World War II are relatively little known in his homeland. His posthumous VC is not mentioned in the same context as that of the other and more famous, posthumous Canadian naval VC of World War

II, Lt Robert H. Gray, RCNVR. Perhaps the difference is that Gray was serving in a component of the RCN, albeit in a British aircraft carrier, while Peters was a Royal Navy officer commanding a British naval force at Oran, and had spent very little of his adult life in Canada. Ironically, Gray grew up in Nelson, BC, where nearby Mount Peters sits today.

Fritz Peters came from a distinguished Prince Edward Island family that was related to the family of Samuel Cunard and which produced a Premier of the province and one of the 'Fathers of Confederation.' Born in 1889, he was eight years of age when the family moved to Victoria, BC. At age eleven he was in England to attend school and from there joined the Royal Navy at age fifteen as a cadet in HMS *Britannia*, the training ship in Dartmouth. He followed the usual career progression serving in various ships of the Royal Navy until June 1913 when he resigned from the RN and returned to Canada to work. By August 1914, on the outbreak of World War I, he was back in uniform as a Lieutenant in HMS *Meteor*. In this ship he won the Distinguished Service Order and a Mention-in-Dispatches for actions during the Battle of Dogger Bank in January 1915. Commanding a destroyer in March Peters again left the RN after the end of World War I. There is some minor mystery as to exactly what he was during the inter-war period



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and where he was doing it! It is known that he spent several years in the West African colonies, now Ghana, but for whatever reason the author has found little documentary evidence for this period. Returning to the RN following the outbreak of World War II, Peters was given command of a group of antisubmarine warfare trawlers in the rank of Commander.

His group sank two U-boats during his tenure in command and this resulted in the award of the second DSC. In August 1942, after several staff appointments and a further seagoing command, Fritz Peters – by now an Acting Captain – was selected to plan and execute Operation Reservist. This was a sub-operation as part of Operation Torch, the invasion of North Africa, and was intended to force and capture the port of Oran. The attack took place on November 8th, 1942. In the event, the attack was a disaster and the force suffered over 90% casualties. Although wounded, Peters survived and was taken prisoner. Two days later he was released and flew back to the UK, only to die in the waters of Plymouth Sound when the seaplane in which he as a passenger crash landed. In addition to the VC, Peters was awarded the US Distinguished Service Cross for the action at Oran.

The author paints a portrait of his great uncle as a man of the Empire; someone who was very comfortable in the Imperial service. Much of the book is comprised of a variety of correspondence and documents belonging to the Peters' family (Fritz Peters never married). In many ways, Peters appears as an anachronism – for example, he ensured his sword was sharpened before the attack on Oran – espousing attitudes and values that were of a different age, even by the onset of World War II.

He seems to have had little, if any, sense of Canadian nationalism or distinct identity, and none of his citations mention that he was Canadian. Also, there is no evidence presented that he ever considered a transfer to the Royal Canadian Navy after its formation or later. But, in the context of his upbringing and the family history as presented by the author, this is perhaps unsurprising.

Nevertheless, this is a fascinating look at an interesting man and the author has done a good job in giving the reader a glimpse of the character of him. Whether or not he deserves the accolade of the book title is a matter for the judgment of the reader.

Mike Young is a retired naval officer, member NAC Ottawa and former editor of "Starshell" who is enjoying life in Nepean, Ontario.



Nelson's Refuge: Gibraltar in the Age of Napoleon

By Jason R. Musteen

Naval Institute Press, Annapolis (2011), 288 pp, appendices, hardcover, US\$29.95, also available as eBook, ISBN 978-1-59114-545-5. USNI members eligible for discount.

A review by Gordon Forbes, NAC Ottawa

Many writers have invoked the name of Vice-Admiral Horatio Viscount Nelson to define the greatness of the Royal Navy during the Napoleonic Wars. Certainly Nelson had a great

deal to do with the defeat of the French and Spanish fleets during these wars, and these victories paved the way for the Pax Britannica that followed throughout the 19th century.

However, in this book, "Nelson's Refuge," Nelson has a very small part to play. The story is really about the role of, and the events at Gibraltar during the era of the Napoleonic Wars.

The reality is that Nelson spent very little time at Gibraltar other than brief stopovers, even when he commanded the Mediterranean Fleet from 1803 to his death in 1805 at Trafalgar. To be sure, he took an interest in the capabilities present at Gibraltar and in several letters to the Admiralty, advocated for additional naval resources such as gunboats to be stationed there. However, his most noteworthy stop at Gibraltar was in a casket of rum where his body was preserved after Trafalgar. There his flagship, HMS *Victory*, was repaired from the battle damage it had received during that battle and before returning to England still carrying his body. So, the first disappointment with this book is that, whereas you are expecting a book that features Nelson, you don't really get much of him.

The actual story in the book is, for the most part, well told and is obviously well researched. It is also an example of brevity in writing style – the entire narrative takes up only 144 pages. The role of Gibraltar during the period in question is, like so many other stories, one of feast and famine, triumph and tragedy. Since its acquisition from Spain in 1713 as part of the Treaty of Utrecht which ended the War of Spanish Succession, Gibraltar had been primarily a garrison for the British Army to protect it from invasion by Spain. It was also a busy port for merchant traffic transiting between the Atlantic and Mediterranean. This was a primary role it continued to play throughout the Napoleonic Wars including a significant part in the Peninsula Campaign. It was a base for attacks into southern Spain which became a second front to Wellington's campaign further to the north in Portugal and Spain.

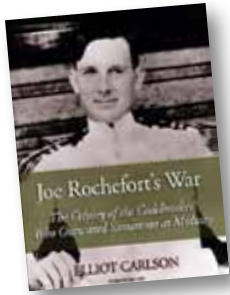
However, it also grew into an important naval facility as the war progressed into a more maritime effort. Its shipyard played an extraordinary role in quickly repairing damaged Royal Navy ships after many battles from those of Sir John Jervis' after the Battle of Cape Vincent; Sir James Saumarez' after the Battle of the Gut of Gibraltar, and Nelson's (now Collingwood's) after Trafalgar. It also acted as an important base for the blockades of Cadiz, Malaga and the entrance to the Mediterranean. All of these developments are well explained in this book.

But now we come to the second disappointment. Although the book mentions a lot of different places, both at Gibraltar itself and throughout the coasts of Spain and Portugal, there is not a single map in the entire book that would let you pinpoint where these places are. It thus requires a handy atlas to keep oriented on where the action is taking place.

The book is supported by appendices, the most interesting and useful being one entitled "Key Personalities" which gives a brief biological sketch of each of the important persons discussed in the book.

This is a book that tells a very interesting story with lots of detail about the role and events at Gibraltar during a tumultuous period in European history. It is just too bad the title tends to lead one astray at the beginning and the lack of maps keeps one disoriented throughout.

Gordon Forbes is a member of NAC Ottawa and is the author of "We Are as One," the story of the 1969 explosion aboard HMCS Kootenay. He has written several reviews for these pages.



Joe Rochefort's War

The Odyssey of the Codebreaker who Outwitted Yamamoto at Midway

By Elliot Carlson

US Naval Institute Press, Annapolis (2011), 572 pp, notes, appendices, bibliography, hardcover, US\$22.09 (discount to USNI members) also available as eBook, ISBN 978-1-61251-060-6.

A review by Colonel P. J. Williams

There's being right, as a colleague said to me once, ...and there's being dxxn right. The late-Captain Joseph Rochefort, USN, was arguably in the latter category, and if the reader accepts the rather convincing argument which the author makes, he paid dearly and quite wrongly for it.

For the reader not familiar with who Capt Rochefort was, think to the movie "Midway," and the character played by the American actor Hal Holbrook. He was the rather odd intelligence officer who, through frankly hard work and clever use of signals traffic, predicted the June 1942 Japanese attack on the Midway Islands in advance and thus enabled the US to set conditions for what some have termed the first, and indeed decisive, US victory in the Pacific theatre.

Joe Rochefort was not your typical US Navy officer, certainly not for his time. He originally enlisted as a sailor and was thus in US Navy parlance a 'mustang,' having not attended the Naval Academy. The author claims this was one of the reasons why he was eventually seen as an outsider. He eventually is commissioned, and through a combination of expressing a desire to learn Japanese (he was posted there at one stage), and having undertaken cryptological training, he found a niche in this field, and before December 7th, 1941, was in charge of what became known as station Hypo in Pearl Harbor, responsible to crack Japanese naval codes. It's important, and the author stresses this, that Joe's remit did not extend to cracking the Japanese diplomatic code (known as 'Purple'), through which a few select leaders were able to track messages from Japan which became known as 'war warnings.' Thus though he did appear before subsequent US government inquiries into the Pearl Harbor attack, his organization was not found to be at fault.

Joe's team worked in a cool basement below the Base HQ building, and due to the environment, he often wore slippers and a smoking jacket so as to ward off chills. Lest the uninitiated think he ran a slack ship, not a bit of it, as a typical shift for the staff ran 30 hours on and 18 off. My own 24/7 teams work 12 hours on, 12 hours off (for four days), followed by two days off. "Luxury" as the Yorkshiremen of the Monty Python sketch would say!

The golden moment for Joe and his team came the following summer when, under Joe's leadership, they determined that Midway (referred to as "AF" by the Japanese in their codes) was the objective of a major Japanese attack. Rochefort was able to convince Admiral Nimitz, the Pacific Fleet Commander of this, and re-deployed his aircraft carriers accordingly. Not all agreed with Joe's assessment and the author reckons that many influential figures held this against him. The rest, however, is history, and the US were able to sink all four Japanese carriers and in effect, turn the tide of the Pacific War.

Nimitz recommended Rochefort for a Distinguished Service Medal, but the recommendation was quashed at Admiral King's level in Washington, partly as Joe had not been in combat. Joe and team 'Hypo' had to be content with letters of commendation instead.

Through what the author refers to as a 'whispering' campaign, others sought to discredit Joe and he eventually left Pearl Harbor in October 1942. He continued to serve in a number of intelligence related and other posts, eventually retiring as a Captain. He died in 1976. It was only ten years later, as a result of a campaign started by his former subordinates that President Reagan presented his daughter and son, Joe's posthumous, and rightly deserved, Distinguished Service Medal, which noted that, *his exceptionally meritorious service...* (had resulted in bringing about) ...*the turning point of the Pacific War.*

The book contains four appendices, including one which demonstrates through somewhat detailed numerology, the challenges faced by US code breakers when trying to crack Japanese codes. Several decades on, and knowing that they lacked all our modern conveniences, including information technology, it's still astounding how they actually did it. The author, a journalist, clearly did his homework and the books extensive Notes, very heavily reliant on the vast primary source materials he used, run to some 71 pages. The book is well illustrated with photos of the many dramatis personae of this highly engaging tale.

Having long had an interest in US naval operations in the Pacific theatre of WWII, I found this book an absolute pleasure to read and I look forward to further works by Mr. Carlson. Very highly recommended from the point of view of a study in leadership under unique circumstances, particularly when you're dxxn right!

Colonel Williams is Commander of the Kabul Military Training Centre Training Advisory Group as part of Canada's contribution to the NATO Training Mission - Afghanistan, known as Operation ATTENTION.

Evaluation of significant Canadian artefacts

Continued from p. 14

a remarkable collection.

Admiral Kingsmill - a White Ensign was donated by his family but very little data about the ensign or Admiral Kingsmill was provided.

The various donors and the RCN Heritage Team were unanimous in agreeing to send four of the six naval donations to the Naval Museum of Alberta in Calgary, the flag of Captain Hal Davies to the Maritime Command Museum in Halifax, and Admiral Kingsmill's White Ensign to be retained by the RCN Heritage Team for further research.

I suggest that all NAC/NOAC members consider what they may wish for the disposal of their military memorabilia, decorations and medals before they set sail on their last voyage to far distant seas. I am sure that Dr. Gimblett, RCN Command Historian - richard.gimblett@forces.gc.ca - or LCdr Ramona Burke, Acting Director Naval History and Heritage - ramona.burke@forces.gc.ca - would be pleased to arrange the acquisition of your naval memorabilia, if required, at an appropriate time.

Dick Malott is a Militaria Evaluator and the Past Chief Curator of Collections for the Canadian War Museum.

We're Ready

A photograph of a fleet of Canadian navy ships sailing on the ocean. The ships are white with blue accents and are equipped with various antennas and radar equipment. The ships are moving from left to right, leaving a white wake behind them. The background is a hazy, overcast sky.

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Answer to Schober's Quiz #60 on page 9

ANSWER ~ HMS *Hampshire* (Capt. H. J. Savill, RN), an armoured cruiser of the 'Devonshire' Class completed in 1905, mounting 4-7.5 in., 6-6 in., 2-12 pdr., no fewer than 22-3 pdr. guns and 2 torpedo tubes. Designed H.P. 21,000, speed 22.25 knots. Complement 655.

Five days after participating in the Battle of Jutland as a unit of Rear-Admiral H. L. Heath's 2nd Cruiser Squadron, *Hampshire* lay at Scapa Flow under orders to transport a top-level delegation, headed by Secretary of State for War, Field Marshall Lord Kitchener, to Archangel for talks with Tsar Nicholas II and his Staff.¹

On arrival at Scapa Flow on 5 June 1916 in the destroyer HMS *Oak*, Lord Kitchener proceeded aboard the flagship *Iron Duke* for lunch with Admiral Sir John Jellicoe, C-in-C of the Grand Fleet. While at lunch the weather deteriorated with a gale-force northeasterly wind blowing, in view of which Jellicoe recommended postponing *Hampshire's* imminent departure till the next day; but Kitchener insisted on sailing as scheduled. At that, the C-in-C ordered Captain Savill to proceed up the West side of the Orkneys, so as initially to be in the lee of the islands.

Hampshire got under way at 1645 and rendezvoused with her escorts, the destroyers *Victor* and *Unity*. Soon, however, the wind had backed to the northwest and the destroyers, unable to maintain more than 10 knots into a Force 9 gale and head-seas, were detached to return to Scapa. At 1940, when about 1.5 miles off Marwick Head, *Hampshire* struck a mine² on the port side abreast the bridge. Almost at once she took a heavy list to starboard and lost all power, preventing the dispatch of a distress message. A mere fifteen minutes later the cruiser sank by the bow.

The prevailing heavy seas smashed the boats as they were lowered, but three Carley floats managed to get away, only two of which reached shore with a total of fourteen men, two of whom died of hypothermia before being rescued. In addition to Field Marshal Kitchener and his staff of six, a total of 643 of *Hampshire's* ship's company were lost.

Captain Fritz Joubert Duquesne (21 September 1877 - 24 May 1956) boasted of a résumé that read like a 'Grade B' spy novel. Born in the Cape Colony, he fought on the Boer side during the Boer War. As a result of the forgoing, as well as the somewhat shabby treatment meted out to Boer women and children in the British concentration camps in South Africa, Duquesne acquired a lifelong hatred for all things British. An adventurer and big-game hunter between wars, he enthusiastically offered his services as a spy and saboteur to Germany in both World Wars.

In his biography³ Duquesne alleged that the Germans got wind of Lord Kitchener's impending secret mission to Russia, and that consequently he, in concert with the Imperial German Navy, organized a U-boat ambush to sink Kitchener's ship enroute to Russia.

Duquesne's account of his role in the sinking of *Hampshire* was even more incredible. He claimed that:

- Having assumed the identity of real-life Russian Duke Boris Zakrevsky, he joined Kitchener's unsuspecting staff in Scotland while enroute to Scapa Flow; and that
- A few hours after *Hampshire* set out for Archangel he surreptitiously signaled a waiting U-boat, then went overboard and made his way over to the submarine in a life-raft, to be picked up before the U-boat torpedoed the cruiser. (All this in the teeth of a raging Force 9 gale and in broad daylight!)

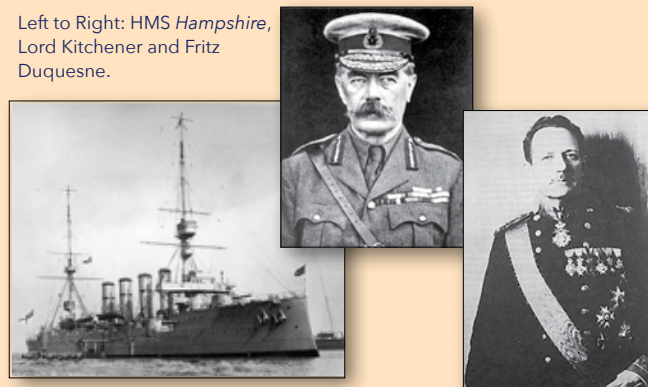
Notwithstanding the above, Duquesne's main claim to infamy related to the Second World War, when he ran a large German spy ring from New York – until arrested by the FBI on 28 June 1941, along with 32 other members of his ring. They were eventually sentenced to a total of over 300 years in prison.

¹ Then-Minister of Munitions David Lloyd George had intended to accompany Kitchener, but at the last-minute was kept home by Prime Minister Asquith to deal with a domestic crisis. He was lucky: it is almost certain he too would have perished.

² It was later determined that the mine was one of 22 laid by the submarine *U-75* during the night of 27/28 May 1916.

³ Clement Wood, "The Man Who Killed Kitchener: the Life of Fritz Joubert Duquesne, 1879-" New York, W. Faro, Inc. 1932.

Left to Right: HMS *Hampshire*, Lord Kitchener and Fritz Duquesne.



Query

Carl Mills is a Canadian aviation historian who is assembling digital images with dialogues and artist's biographies for Canadian-generated artwork (Navy, Army and Air Force). So far nearly fifty pieces have been identified and all except a few have been collected. Seven of these are RCN: one aviation and six destroyers. Five are completed while two require some assistance. An image of the "Train Buster" by David Landry has been found, but I've been unable to locate the artist. He is ex-RCN. An image of the raid on Chinampo by an artist named "Nanson" has not been located nor has the artist's identity been confirmed. It was once thought to be at the old site of the Naval Museum of Alberta in Calgary. If you have any information on either David Landry or "Nanson," please contact Carl Mills, at 416-495-0907 (Toronto) or carlmills@rogers.com.

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

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

Aprocrypha – Matthew 44:7-8

♦ **LCdr(L) William Guy BRISSENDEN, RCNVR (Ret'd)**

Toronto Br., 97 in Aurora, ON 14/10/12. Jn'd as Lt(SB) (sen. 03/41) and later designated El Lt (sen. 03/39). Srv'd. *Venture* and *Bytown* on A/S Defences. Rls'd. in '45 and prom. LCdr(L) on Ret'd. List. Civ. career in the mining industry with Noranda and as a consultant. [DM, AW, *Globe & Mail*]

♦ **Lt Caroline Elizabeth DUFFUS (nee HENDRY), WRCNS (Ret'd)**

NSNOA, 93 in Halifax 05/05/12. Jn'd. in '43 as Prob. 3rd O WRCNS and prom. Lt 05/44. Srv'd. *Stadacona* (Tactical Table; Staff O Trg.). Rls'd. in '45. Active in community, church and other organizations. [SR, *Chronicle Herald*]

♦ **David Kinnell GRANT**

Winnipeg Br., 90 in Winnipeg 20/09/12. Srv'd. RCNVR in WWII. Much involved in sports and sporting goods industry. Branch founding member. [GCM, *Winnipeg Free Press*]

♦ **LCdr(L) George Allan KASTNER, CD, RCN (Ret'd)**

Ottawa Br., 89 in Ottawa 28/11/12. Cdt(L) at *Brunswicker* 09/48, prom. A/SLt(L) 06/52 thence *Ontario* 06/52, fl'd. by *Stadacona* (Long L Cse.) 01/53. Prom. Lt(L) 09/53 thence *Bytown* 12/43, *Algonquin* (LO) 01/56, YARD (Cdn. Nuclear Study Group) 09/57 and *Bytown* 03/59. Prom. LCdr(L) 12/59, fl'd. by RN (submarine trg. and manning commitment) 11/61, *Bytown* (Dir. Sub Production) 01/64 and *Niobe* (O Class sub procurement). Ret'd in '69. [JC, *Citizen*]

♦ **Cdr(N) Evan PETLEY-JONES, CD*, RCN (Ret'd)**

NOAVI, 92 in Nanaimo, BC 10/09/12. 1940 Canadian Raleighite, prom. SLt

12/40 and Lt 12/41. Initial service with RN fl'd. by *Stadacona* 05/42, *ML 097* (i/c) 01/44, *Poundmaker* 09/44 and *Cornwallis* 06/45. Tsf'd. RCN in '45, thence *Stadacona* 01/46, RN for ND qual., fl'd. by *Stadacona* 02/48. Prom. LCdr(ND) 12/50, fl'd. by *Quebec* 01/52, *Bytown* (Naval Hydrographer) 06/53, FOAC 10/55, RN Staff Cse. 09/57, *St. Laurent* (XO) 03/58 and *Cayuga* (i/c) 03/59. Prom. Cdr 07/59, thence *Bytown* 08/60, *Fort Erie* (CC7) 07/63 and *SUPLANT* (QHM) 01/65. Ret'd. in '68. In retirement much involved with community, heritage and historical organizations. [SR, *Chronicle Herald*]

♦ **Ann Margaret (KING) POLLARD (nee RONALD)**

Winnipeg Br., in Winnipeg 02/04/12. WWII WRCNS. Active in naval related organizations, employed by Federal Govt., history and literature buff. [GCM, *Winnipeg Free Press*]

♦ **Lt John Harold Compston RILEY, RCNVR (Ret'd)**

Toronto Br., 91 in Santa Rosa, CA. Originally COTC, jn'd. RCNVR in '43. Prom. SLt 07/44, thence *Penetang* 09/44 and prom. Lt 07/45. Rls'd. in '45. Worked in newspaper industry and active in church and community organizations. [JHKR]

♦ **Lt William Ross VAN, RCNVR (Ret'd)**

Ottawa Br., 91 in Ottawa 11/01/13. Jn'd. RCNVR in '42, prom. SLt 10/42, thence RN. Srv'd. LST 12 and HMS *Hannibal*. Prom. Lt 10/43, thence *Stadacona* 05/45 and *Sioux* 06/45. Rls'd. in '45. Career in diplomatic service. [AW, *Citizen*]

In Memoriam (non members)

♦ **Cdr Michael John DUNCAN, CD*, RCN (Ret'd)**

74 in Halifax, 02/11/12. Jn'd. RCN as A/SLt 12/60, prom. SLt 12/61, Lt 05/63, LCdr 07/69 and Cdr 07/76. Srv'd. *Lauzon*, *Stadacona*, *Victoriaville*, *Provider*, *Saguenay* and *Assiniboine* (i/c). Ret'd. in '87 and later trials master for CPF contractor trials. [SR, *Chronicle Herald*]

♦ **Lt Raymond Joseph FORTIN, RCN (Ret'd)**

81 in Dartmouth, NS 05/09/12. Jn'd. *Carleton* as UNTD Cdt 01/51 and prom. RCN(R) SLt 09/54. Tsf'd. RCN and prom. Lt 08/55. Srv'd. *Niobe*, *Ontario*, *Cornwallis* and *Stadacona*. Rls'd. in '61. [SR, *Chronicle Herald*]

♦ **Lt Robert Hugh HARKNESS, RCN(R) (Ret'd)**

88 in Etobicoke, ON 17/10/12. Jn'd. RCNVR in '43 as Prob SLt at Montréal Div. and prom. Lt 08/44. Srv'd. *Wasaga* and rls'd. in '45. Jn'd. RCN(R) at *Donnacona* 08/46 and tsf'd. to Ret'd. List in '47. [AW, *Globe & Mail*]

♦ **Mid Robert George LANNING, RCN (R)**

85 in Belleville, ON 24/11/12. Jn'd. RCN as Cdt at *Royal Roads* in '44 and prom. Mid RCN(R) 07/46. Srv'd. *York* and rls'd. in '47. [AW, *Globe & Mail*]

♦ **Lt(E) Donald Lauchlin McCANN, RCNVR (Ret'd)**

In Saskatoon 12/06/12. Jn'd as Prob. SLt(E) in '41, prom. SLt(E) 05/41 and Lt(E) 05/42. Srv'd. *Kings*, *Stadacona*, *Scotian* and *York*. Rls'd. in '46. [Queen's Alumni Review]

♦ **Lt Duncan Scott McCANN, RCNVR (Ret'd)**

In Etobicoke, ON 17/06/12. SLt 08/44 and prom. Lt 08/45. Srv'd. *Star IV*, *Woodstock* and *Naden*. Rls'd. in '45. [Queen's Alumni Review]

♦ **Lt(L) Walter McCOWAN, RCNVR (Ret'd)**

92 in North York, ON 15/10/12. El SLt(R) 05/44 and prom. Lt(L) 05/45. Srv'd. *Scotian* and rls'd. in '45. [AW, *Globe & Mail*]

♦ **LCdr the Hon. Kenneth Elliott MEREDITH, RCNVR (Ret'd)**

90 in Vancouver 03/12/12. Jn'd. RCNVR as Mid 08/40, prom. SLt 06/41 and then Lt (sen. 06/41). Srv'd. RN for trg. HMS *Rejputana*, *Restigouche* and *Trillium* (i/c). Also qua. 'n.' Rls'd. in '45 and prom. LCdr on Ret'd. list. [RG, *Vancouver Sun*]

♦ **LCdr John Drake MISICK, RCNVR (Ret'd)**

90 in Halifax 15/12/12. Jn'd. as Prob SLt in '42, prom SLt 07/42 and Lt 07/43. Srv'd. RN incl. HMS *Sabre*. Rls'd. in '45. [SR, *Chronicle Herald*]

♦ **Cdr Angus Burnett Black ORCHARD, CD**, RCN (Ret'd)**

69 in Halifax 13/11/12. Jn'd. *Venture* as RCN Cdt 09/63, prom. SLt 07/65, Lt 09/68, LCdr 01/78 and Cdr 01/86. Srv'd. *Annapolis*, *Protecteur* and *MARCOM*. Ret'd. in '97. [SR, *Chronicle Herald*]

♦ **SLt John Donald ROBINSON, RCNVR (Ret'd)**

87 in Markdale, ON 30/09/12. SLt 12/44, srv'd *Cap de la Madeleine* and

rls'd. in '45. [AW, *Globe & Mail*]

♦ **A/SLt Kenneth Roy ROZEE, RCN(R) (Ret'd)**

81 in Halifax 05/09/12. Jn'd. *Scotian* as UNTD Cdt 01/51 and prom. RCN(R) A/SLt 07/53. To Ret'd List in '57. [SR, *Chronicle Herald*]

♦ **SLt Jack Alfred SEED, QC, RCNVR (Ret'd)**

97 in Toronto 11/12/12. SLt 07/44 and srv'd. *Wallaceburg* and *Stadacona*. Rls'd. in '45. [AW, *Globe & Mail*]

♦ **Cdr(P) Joseph SOSNOKOWSKI, CD**, RCN (Ret'd)**

80 in Victoria 06/11/12. Jn'd. *Royal Roads* as RCN(R) Cdt 09/49, tsf'd. RCN Mid 08/51 and prom. A/SLt 12/52, SLt 12/52, Lt(P) 03/55, LCdr(P) 03/63 and LCol(Plt) 07/73. Srv'd. *Ontario*, *Crescent*, RN (for trg.), *Crusader*, *Sussexvale*, *Niagara* (USN Flt. Trg.), *Shearwater*, *Bonaventure*, *Niagara* (test plt. cse. Pax River), *Assiniboine*, RN Staff Cse., AETE Comox, ICCS Vietnam, NORAD, Bagotville, NDHQ, Ramstein Germany and Rome, NY. Re't. in '88. [JC, *Comox Valley Echo*, "Canada's Naval Aviators."

♦ **Lt(L) Joseph VanDAMME, RCNVR (Ret'd)**

In Lakeland, FL 12/08/12. Jn'd. as SLt(SB) at *Carleton* 05/43, prom. Lt(SB)

05/44 and later designated El Lt(R) and then Lt(L). Qual. A/R (air radio) and srv'd. RN FAA establishments (including Yarmouth, NS). Rls'd. in '45. [Queen's *Alumni Review*]

♦ **LCdr Albert Joseph WALZAK, CD**, RCN (Ret'd)**

80 in Halifax 26/10/12. Jn'd. *Scotian* as UNTD Cdr 02/01/42, prom. SLt RCN(R) 09/54 and Lt 09/56. Tsf'd. RCN(SSA) as Lt and later RCN with seniority 06/09/57 and prom. LCdr 07/73. Srv'd. *Stadacona*, *La Hullose*, *Huron*, *Gatineau*, *Bonaventure* and MARCOM. Ret'd. in '85. [JC, *Chronicle Herald*]

♦ **LCdr Eric Lee WIDDIS, CD*, RCN (Ret'd)**

64 in Cole Harbour, NS 14/08/12. Jn'd. RCN early '60s, prom. SLt 04/68, Lt 02/72 and LCdr 01/83. Ret'd mid-1990s. [SR, *Chronicle Herald*]

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Obscure and Offbeat naval oddities

By Jack Thornton

Motorized Submersible Canoe of WWII

One of the least known and smallest combatant units employed by the RN and SOE in WWII was the 'Motorized Submersible Canoe' (MSC), also known as the 'Sleeping Beauty.' It was designed early in the war for highly secret sabotage operations and its 15-foot hull looked more like a kayak than a canoe. Its solitary crewman, equipped with breathing apparatus, sat in an open cockpit at the stern and could approach his target submerged and literally unseen. The bow of the craft was loaded with explosive and the crewman could escape by detaching the after section of the 'canoe' to steal away to safety. The Italians developed a

very similar craft, though it lacked the ability to approach its target submerged. Called an 'assault boat' or 'one-man explosive launch,' it could be aimed at its target like a torpedo or sunk below it to explode like a mine. The pilot, whose cockpit was also at the stern, could escape by releasing a folded raft situated behind his cockpit. The German equivalent was called a 'Linsen,' one of which purportedly sunk a British Hunt-class destroyer *Quorn*. The Imperial Japanese Navy had their own version termed 'Shinyo' but it had no provision for the pilot to escape.



Again the pilot sat in the stern and the bow was loaded with explosive. In addition, the craft carried two 5-inch anti-personnel rockets flanking the cockpit and over 6,000 were produced—but these 'suicide boats' had little effect on Allied shipping.



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• Further information on page 3 •

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