

Volume VII, No. 72, Autumn 2015

Starshell

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



CANADA IS A MARITIME NATION

A maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters. Canada therefore needs a robust and multipurpose Royal Canadian Navy.

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

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On our cover...

The Kingston-class Maritime Coastal Defence Vessel (MCDV) HMCS *Whitehorse* conducts maneuverability exercises off the west coast. (See: "One Navy and the Naval Reserve" beginning on page 9.)

Royal Canadian Navy photo.

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	Full page	\$220	\$180
	2/3 page	\$190	\$150
	1/2 page	\$160	\$130
	1/4 page	\$90	\$80
	1/8 page	\$70	\$55

Starshell is printed in Canada by Postlink Corporation, Ottawa



Editorial services, layout and design are provided by...

Cascade Creek Publishing®

LCdr (Ret'd) George A. Moore, President
1871 Primrose Crescent, Kamloops, BC V1S 0A5
Phone 250-314-1284 • Fax 250-314-1286
cascadecreek@shaw.ca



Starshell

ISSN-1191-1166

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

www.navalassoc.ca

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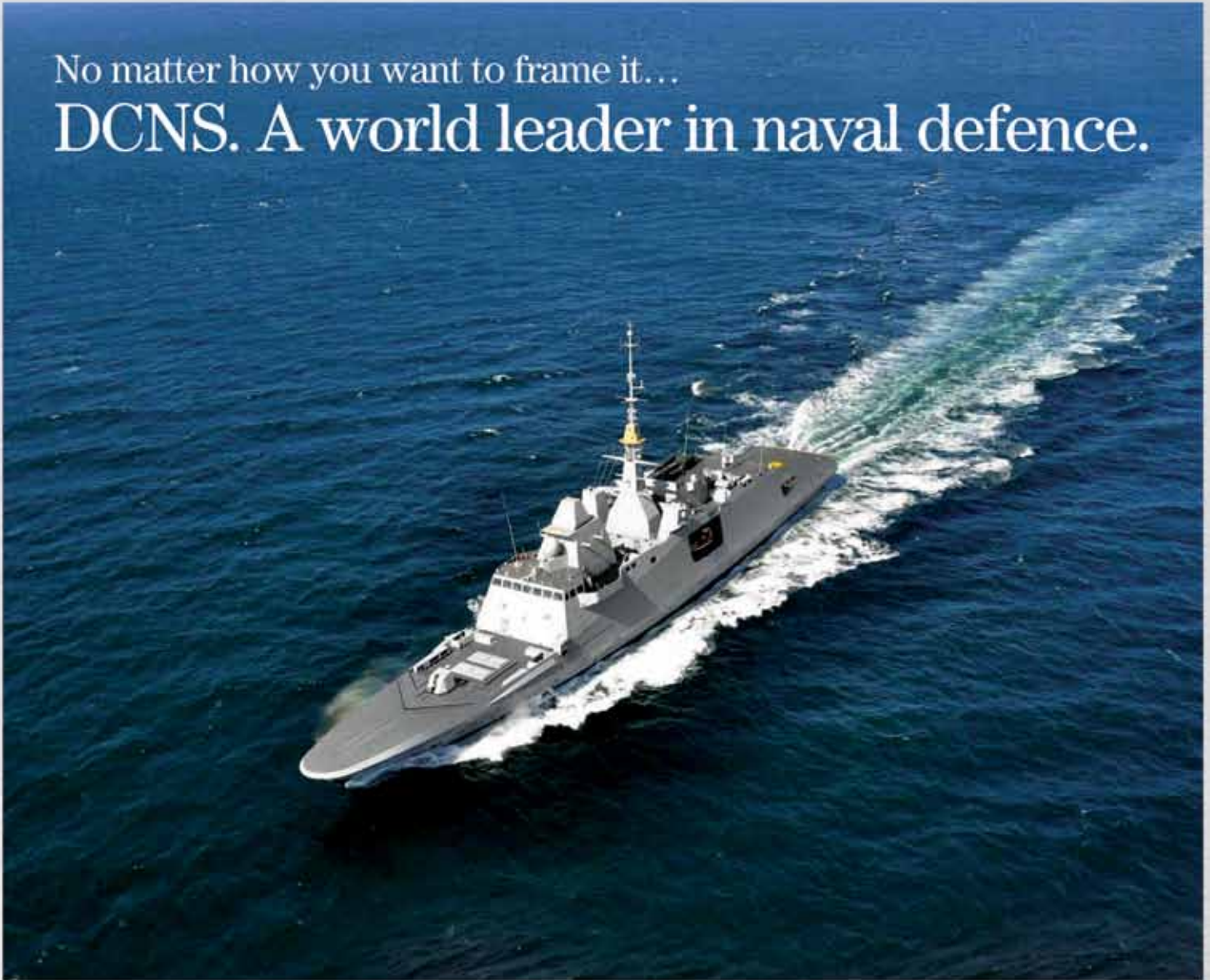
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From the editor

George A. Moore | Editor | starshell@shaw.ca



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

I sit down to write this today (November 29th) having just navigated through one of the most difficult times ever experienced during my post-retirement 'labour of love' in the publishing business.

While in the final stages of completing this issue, my trusty iMac gave up the ghost with the total failure of the harddrive. I won't bore you with the details, but suffice to say I was suddenly placed between a rock and a hard place, believing that I had lost not just this issue of *Starshell*, but all the other publications entrusted to me.

The computer was turned over to the local Apple store to determine what, if anything, was left of the many hours of work I had put into laying out this edition of *Starshell*. As luck would have it, the genius who occu-

pies the mysterious backroom repair shop in the local Apple store was able to offload everything that had been on my desktop, most importantly all the publication files in my inventory. The remainder of the data on my hard drive—including my email contacts and multiple mailing lists—was history.

The computer was left in the technician's hands to see what else he could rescue but as it turned out, my old harddrive decided to take revenge by off-loading data from the damaged drive at the incredibly tedious rate of a gigabyte per day! There were still some 70 gigs to go early this week which, of course, when translated meant there were a minimum of 70 days (!) remaining before I would get the computer back to hopefully, complete this issue of *Starshell*.

At the risk of losing everything, I called

a halt to the operation to see what they could salvage from the computer's desktop which we found, contained all the *Starshell* material including the Adobe InDesign files. Fortunately this worked and as of late yesterday, I have commenced to complete this issue. The moral of the story is: don't be as stupid as your editor by not acquiring the necessary hardware to frequently backup your hard drive. I now have a G-Drive tethered to my computer which backs up everything automatically. One thing I did lose were all my email contacts. **It would be great if all my *Starshell* contacts would take a minute or two to send a message to starshell@shaw.ca so that I can rebuild my address book. Many thanks!**

Yours aye

George



The front desk

Ken Lait | Executive Director | executivedirector-nac@outlook.com



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

Change...

As I write this we are still waiting for the new Cabinet to be announced and for the new Liberal government to get up to speed and to work as they start the process of fulfilling their election promises. So after a long campaign and a vote for change, it is also time for us all to get back to some normalcy. I know that many NAC members were actively involved in the election procedural effort as returning officers and volun-

teers at the polling stations. I am sure all are now looking to take a well-deserved rest.

Change is also happening in NAC. The input of Branches to national aims has been a concern following falling out of our own governance changes as we transitioned to our directors being elected by the membership as opposed to being automatically appointed because they were Branch Presidents. I am happy to advise you that Bill Conconi, President of the NAC Vancouver Island Branch, has agreed to undertake leadership in establishing a President's Council meant to address this concern. This

council will provide a venue for Branches to communicate on a more structured basis, to share their own best practices as well as concerns and to develop coordinated strategies for such things as growing our membership, managing introductory members and educating the Canadian public locally.

I have four items to discuss in this issue. The top priority item is membership. As a registered not-for-profit association, Industry Canada requires that we maintain a specific membership record. This record includes the standard items, your name—and full address, telephone number, email

address if you wish to send and receive information electronically, and your joining date. I would ask you at this time to ensure that your Branch has an up-to-date personal record for you and that all this information is accurate. I will be asking all Branches to submit membership lists with this information to me with an effective date of 31 December 2015 to meet our regulatory requirements. This list is also used to mail *Starshell* and to provide email addresses to the President for *NAC News*. So, for your part, it is vital that this information be kept up-to-date on a continuous basis. Please ensure you advise your Branch if you move, either locally or to an entirely different location, or change your email address or phone number. As an aside, I would also ask that you advise me through your Branch if you want to access *Starshell* electronically (in glorious colour) through our website. This choice saves the association printing and mailing costs. You can always ask to start receiving a printed copy at any time if the e-version fails to meet your needs.

The membership list is also used for my second item, the annual Endowment Fund drive for donations. The Endowment Fund will shortly be sending out this year's solicitation letters and if you do not get one it is because my membership list is not up-to-date with current information for you.

A quick email to the Chairman of the Endowment Fund Committee, Mike Morres at mfmorres@shaw.ca will ensure you get a letter so that you can contribute to our annual grant programme. Grants for the last 10 years are listed on the NAC website for your information.

This leads nicely into my third item, our website. Currently our webmaster is working with Toronto and Halifax Branches to more fully integrate their sites with the national site. This will open doors for electronic payments of membership dues and we will hope that in future this becomes the norm for all Branches. A current demonstration of how the process works is available through the membership tab for the Ottawa Branch on our website. Our webmaster is continuously working to keep the site fresh and up to date and I encourage all members to check it frequently. The National website has been designed to host every Branch website and the webmaster will happily assist anyone with setting up and maintaining a Branch specific site. If your Branch doesn't have a site and if you have

ideas for establishing one, contact Bob Bush, the national webmaster at robertbusharl@aol.com — assistance from Bob and training in WordPress is available and free for all Branch webmasters. The long term aim is to provide anyone interested in NAC, nationally or locally, current members or potential members or just interested parties, the ability to easily connect.

Finally, I would like to remind members that the NAC fiscal year has been changed to match the standard calendar year. Payment of dues for your 2016 membership before end December 2015 will provide you with a tax receipt claimable on your 2015 income tax, while payment of dues 1 January 2016 and beyond will generate a tax receipt for 2016 tax purposes. These time frames also apply to your donations to the Endowment Fund.

I would close by wishing you all a safe and warm winter. For those staying in our great white north, take care in shovelling snow and have a safe and happy holiday season. For those heading south with the Canada Geese for the winter, the same warm wishes without the shovelling part apply.

Yours aye

Ken

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The bridge

Jim Carruthers | National President | jimc@rruthers.com



We are More than Meets the Eye

We are making way. There is visible progress across the country, we are attracting new members, moving our average age down, organizing events of benefit to our members and the future of the Navy and beginning to educate our leaders as to the need for a capable and effective navy. We use terminology such as camaraderie, outreach, naval affairs and education, but how does this all play together in NAC?

I suggest there are three areas where we need to concentrate our efforts—we are in some ways combining what otherwise might be three different organizations:

- Continuing our 'traditional' role of camaraderie,
- Developing a professional home for serving members,
- Educating Canadians and particularly Canadian leaders as to the need for a capable and effective navy.

■ AN RCN ALUMNI

One of our traditional roles, and indeed a driving force in establishment of the Association following WWII, was the desire to maintain the camaraderie and connections forged during the war.

I suggest this is still the case. The desire to maintain connections when leaving the RCN remains as strong as ever. Whether service was relatively short or a full career, the bonds forged during service are deep and enduring. These are possibly the strongest bonds we make and they are worth preserving.

We need to attract more retiring service members. For the past few years NAC-Ottawa (NAC-O) has been using the idea of a year's free membership presented at the retiree's DWD (depart with dignity) ceremony. It has proven to be successful and as a result the Branch leadership is now composed of 'relatively' young individuals who found their way into the Branch via this channel.

More recently, your National Board approved an 'Introductory Membership' which waives National fees for one year. This

allows Branches to promote NAC to retiring folk. This should not be limited to only RCN retirees, but extended to others who have worked with the RCN in our dockyards and HQ staffs.

A weakness in the process has been our ability to identify these individuals. It has to date been done through informal personal connections, but it seems to me that establishing a NAC link would be of benefit to the service as well as the individual. We need to formalize this for both regular and reserve force formations.

Getting these 'young' folks in the door is only the start. The Branch needs to mentor them for awhile, making sure they are properly introduced to other members and feel at home.

Every successful enduring organization establishes such a home for its 'graduates'—called an alumni organization. I submit that the NAC is the RCN's alumni association.

■ PROFESSIONAL SOCIETY

While the attraction of retired members is important, we also have an interest, indeed an imperative, in attracting serving members in order to support our profession.

Shortly after commissioning, I joined the US Naval Institute (USNI) and remain a member today. I suspect some of you did the same. I also joined the IEEE and became a PEng in the knowledge that professional development did not end with service courses—that exposure to informed debate, examination of new ideas and tracking of developments was a critical part of my professional development.

We provide some degree of exposure to such debate and discussion through *NAC News* and *Starshell*. We also support the *Canadian Naval Review* (CNR) published by Dalhousie University. The founders of CNR tell me they set out to establish the magazine as a Canadian parallel to the USNI *Proceedings* based on the belief that the RCN needed a place for debate and discussion. We are talking with CNR leaders regarding how we might join more closely together to achieve what seem to be common goals.

Our annual conferences—staged by volunteers from our Branches

—are a great means of examining specific issues in some detail, thereby raising the understanding of those serving members who attend. Subsequent to the conference, papers published provide solid research on the subject and engender further discussion.

The Commander of the RCN, fellow NAC member Vice-Admiral Mark Norman, has written supporting NAC membership [See page 3, *Summer 2015 Starshell*]. RCN leaders such as Commodores Art McDonald, Luc Cassivi and Simon Page are active in support of our Association. We recently stood up an informal advisory group composed of Luc and Simon with the task of promoting closer links between the RCN, its serving members and the NAC.

The 'introductory' membership mentioned above with regard to alumni also serves a second purpose—this time at the start of careers providing a bridge to new serving members. Part of the concept was that we would offer new RCN members under training an introductory membership for the duration of their training period with the intent of introducing a concept of life-long membership. Work started at Royal Military College (RMC) and the first group of graduates are now on the coasts—we need to transition the individuals to local Branches. The group now at RMC totals thirty-six, and through donors we are affording them the opportunity to join us in events such as our National Conference and the NAC-O Battle of the Atlantic Gala dinner where they not only benefit from exposure to their profession beyond the army centric environment of RMC (in my opinion...) but they also add a unique flavour to the events.

Canada needs a professional home for its naval war-fighters. I submit that NAC needs to be that professional home.

■ EDUCATE CANADIANS

As we have said many times, our main reason is to educate Canadians and in particular Canadian leaders, as to the need for a strong and capable Navy. With the new Cabinet just announced—a Cabinet which arguably reflects Canada—it would seem that the new ministers also reflect the general population's 'sea blindness.' We will need to start at a basic level of awareness and build their understanding block by block. But how can we tackle this?

While our sense of urgency is triggered by the election of a new government, our work needs to be long term, ongoing and persistent. We need to repeat our message(s) over and over again. I suggest we can divide the education mission into three segments.

One initiative should be to 'op-ed' type commentary where the 'product' is a 600 word or so short piece that usually is focussed on a single issue that would have fast turn-around if needed, and often will be written by a NAC member. Length is severely restricted if the piece is to be acceptable to news type media. Given the length restriction, the writing would be commentary, perhaps offering a solution but without analysis.

We must also generate analysis type pieces of several thousand-words, looking into issues in some depth. Fellow member, Dr. Eric Lerhe has suggested an interesting wrinkle with the idea of sponsor-



Our Navy at Work

The Enhanced Naval Boarding Party from HMCS Winnipeg loads into the ship's rigid hull inflatable boat to conduct a boarding exercise with HMCS Athabaskan during NATO Exercise TRIDENT JUNCTURE in the coastal waters of Spain as part of Op REASSURANCE on October 24, 2015.



LS Ogle Henry, HMCS Winnipeg.

ing an essay contest with a significant prize as a way to get academics to focus on issues of importance to the NAC. Such analysis will also come from our membership but it is expected that we will also need to commission articles.

Our OUTREACH program hopes to educate Canadian leaders with a focus on local leadership. Given all the new Members of Parliament, we need to concentrate on local ridings through the OUTREACH program focussing on MPs, staff and local influencers back in their ridings using local Branches. A second approach will be Ottawa based, identifying those MPs who are sympathetic to our cause—a 'naval caucus' if you will. Following that, an ongoing effort will be needed to keep the 'caucus' informed. Regular appearances before House and Senate committees should be part of the mix.

I submit we need to develop a 'naval caucus.'

■ TOGETHER

So we are different things to different people. Some members may find all foci of value but most will concentrate on fewer. Hopefully in some way we will all support our work to educate Canadians as to the need for a capable and effective Navy. Together we can make a difference. What do you think?

Yours aye,

Jim



Another Step Forward

The people of Canada have spoken. We now have a new government. Fortunately, the new government, like the previous one, recognizes the need to modernize the Navy (and the Coast Guard), as soon as possible.

During the electoral campaign, the incoming Prime Minister spoke favourably of the military in general and the Royal Canadian Navy in particular. Specifically, Justin Trudeau advanced:

- “the military needs ‘more teeth and less tail’.”
- “Canada has the longest coastline out of any country in the world and Canadians rightly expect we give the navy the proper tools to protect that coastline.”
- The navy would get “at least six offshore patrol ships for the Arctic.”
- A Liberal government will:
 - “fast track and expand the capital renewal of the Royal Canadian Navy.”
 - “launch enhanced icebreakers and new surface combatants for the navy.”
 - “maintain current National Defence spending levels, including current planned increases.”
 - “immediately begin an open and transparent review process to create a new Defence White Paper.”
- “Our commitments will, among other things, ensure that the Royal Canadian Navy is able to operate as a blue water fleet well into the future.”
- “The Canadian military has a proud history of meaningful and exemplary contribution. From combat missions to peace operations, to disaster relief, Canada has always been there. And under a Liberal government, it will continue to be.”

All of this bodes well, at least in terms of the new government’s desire. In June, Seaspan’s Vancouver Shipyards announced the beginning of the construction of the first of the three Offshore Fisheries Science Vessels (OFSV) for the Canadian Coast Guard (CCG). These ships are due by the end of 2017. Following the completion of the OFSVs, Seaspan will eventually build one Offshore Oceanographic Science Vessel (OOSV), two Joint Support Ships (JSS) and one Polar Icebreaker (PIB). To this end and according to its website, the Vancouver Shipyards has been modernized to the tune of \$170 million in

new infrastructure and tools. DND’s website indicates construction of the first JSS is scheduled to begin in Fiscal Year 16/17, and it lists anticipated delivery of the first at-sea replenishment ship in 2019.

In September, Irving Shipbuilding Incorporated (ISI) marked the start of construction of the first of up to six Arctic/Offshore Patrol Ships (AOPS). Delivery of the first Harry DeWolf-class ship is expected in 2018. According to its website, ISI is investing more than \$330 million into its Halifax Shipyard and is currently planning to begin production of the Canadian Surface Combatant (CSC) in 2020. DND’s website lists anticipated delivery of the first CSC in 2025.

Much hard work remains, though, especially on the procurement front. It has been quite a while since the government has endeavoured to procure so many ships for both the Navy and the Coast Guard. Public Works and Government Services Canada, the government’s procurement agent, has an important but not-so-easy job to perform. Ensuring “value for taxpayers’ dollars” is a reasonable objective, but the development of individual Project procurement strategies and the execution of individual Project contract negotiations are seemingly (and not surprisingly) taking a lot of time. Hopefully, someone is balancing the value of these well-intended but time-consuming efforts against the inevitable erosion of individual Project budget purchasing power.

During a campaign stop in Halifax on October 2nd, outgoing Defence Minister Jason Kenney reportedly stated that: “...following the most exhaustive and transparent major procurement process in Canadian government history, we believe it’s possible with a \$26 billion budget to build between 11 and 15 surface combatants.” While many observers sensed the CSC budget was likely insufficient, this, I believe, was the outgoing Minister’s first public statement in this regard. On the following Tuesday, a Conservative party spokesperson reminded the *Halifax Chronicle Herald* that the (outgoing) government “remain[ed] committed to building up to 15 surface combatant ships under the National Shipbuilding Procurement Strategy.” The CSC Project has many more years of interesting times ahead of it.

As I said in my last *Starshell* article, the way ahead might be a bit choppy, but we have been through heavy seas before. Canada has built great ships in the past, and it can do it again. When there is a will, there is a way. The RCN and the CCG need new ships, and they need them as soon as possible. The incoming government appears to understand this. This is a good thing.

One Navy and Naval Reserve

Lt(N) Benoit Plante

Public Affairs Officer, Operations and Planification, Naval Reserve Headquarters

The “One Navy” concept was introduced in 2012. Since then, through communications, deeds and actions, it is no longer a concept but a reality that has changed the way the Royal Canadian Navy is doing business and how Canada’s Naval Reservists are engaged at all levels in their training and employment.

■ Brief Overview

Between 2010 and 2012, following the Strategic Review, Deficit Reduction Action Plan, the Administrative Services Review and the Canadian Forces Transformation, the Commander of the RCN put the Navy firmly on the path to transition towards a more functionally-aligned structure and improved its strategic governance. From this began as well, a renewed conception of the Naval Reserve as a more Strategic Reserve. Focusing on trade revitalization, enhanced delivery of training and fleet scheduling needed to realize the “One Navy” concept, the primary end state was to achieve improved integration across the fleet.

The following year, Vice-Admiral Mark Norman was appointed the 34th Commander of the RCN and began to consolidate these changes aimed at continued Navy transformation. Under his leadership, Commander’s Guidance and Direction to the Royal Canadian Navy was issued. Commonly referred to as the Executive Plan – 2013 to 2017, this document was intended to guide the RCN through the most intensive period of transition and renewal ever conducted in peacetime history.

The “One Navy” concept was central to his executive plan. Vice-Admiral Norman mentioned that “the organizing principle for Navy

Renewal is ‘One Navy,’ by which we will realign the RCN’s core readiness functions and processes around pan-naval authorities who will exercise their responsibilities on behalf of the entire RCN regardless of where they are located.”

The creation of pan-naval authorities resulted in a clear distinction of responsibilities between both coasts. Commander Maritime Forces Atlantic was delegated the responsibility for collective and operational training, operational planning, fleet readiness and warfare policy. On the other side of the country, Commander Maritime Forces Pacific assumed responsibility for Naval Training Systems,

individual training and education (IT&E), and the governance of the Personnel Coordination Centres. In the “One Navy” concept, the Naval Reserve was realigned toward a more traditional Canadian Armed Forces model of reserve service, supplementing the Regular Force at home and abroad through part-time and full-time service. Commander RCN added that “One Navy” is not only a functional realignment, but also a cultural concept in which “each of us has a unique and equally important role to play in sustaining the RCN today

and preparing it for tomorrow.”

■ “ONE NAVY” and a Strategic Naval Reserve

The functional realignment of the Navy involved far reaching changes across the institution which included the Naval Reserve component. Realignment meant that the Naval Reserve no longer needed to be a separate formation and that given our primary role of Force Generating sailors, the natural fit within the new Navy structure

LS Ogle Henry, HMCS Winnipeg



HMCS Halifax manoeuvres into close formation with a large group of NATO warships participating in Exercise TRIDENT JUNCTURE in the Western Mediterranean Sea as a Chinook helicopter flies overhead during a photography exercise on October 29, 2015.



SLt Pete Bigelow, the Bridge Watchkeeper on board HMCS *Moncton*, uses communications on the bridge during Operation QIMMIQ on August 28, 2015.

Photo: Cpl Felicia Oqunniya, 12 Wing Imaging Services, Shearwater, NS.

would be under Commander Maritime Forces Pacific who now had responsibility for personnel training. This required a shift from a Level 2 organization to a Level 3, and the Commander Naval Reserve also assumed the role of Deputy Commander Maritime Forces Pacific – Reserve.

Other functional and organizational changes followed in order to ensure optimal integration across the institution. At the strategic level, the Naval Reserve needed to be organized to train and prepare reservists to supplement the Regular Force at home and abroad, both through part time and full time service. This meant that managing the business of the Naval Reserve would no longer be dealt with separately and at a distance from managing other aspects of the Navy. As examples, personnel management, trade management structure and trades training, are today no longer parted along Regular and Reserve lines. Historically, training of the Reserve and Regular Force differed in many respects which led to specific roles or service in particular classes of ships, thus limiting opportunities for Naval Reservists. “One Navy” provided the mechanism to standardize many trade qualifications between Regular Force and Naval Reserve personnel. As well, reservists are now fully integrated in higher level headquarters and work seamlessly with Regular Force personnel in the strategic management of these critical aspects of ensuring the effective delivering of the Navy product.

At the operational level, the Naval Reserve needed to be fully integrated into the RCN’s Force Generation and Force Employment processes and structures. Under Commander MARPAC, the Naval Personnel and Training Group (NPTG) became responsible for the delivery of all individual training and education (IT&E) as well as the provision of personnel support through their Personnel Coordination Centres. The delivery of IT&E includes all aspects of Navy training targeted at individuals before they come together and begin team or collective training. This includes trade qualifications, individual mentorship, experiential training and individual training maintenance, meaning that all training conducted in the Naval Training Divisions would be IT&E and that there is no team training conducted within the NAVRES organization. Commander Naval Reserve thus became responsible to Commander MARPAC for delivering that training on behalf of NPTG.

Finally, at the tactical level, the Naval Reserve component of the Navy was given the responsibility for managing all aspects of the delivery of the training product at the NRD and Regional level. In addition, the application of personnel policy, as well as career and succession management of Naval Reserve personnel would continue to be managed through NAVRESHQ. These functions require not only regular and effective communications inside of the national Reserve organization with personnel and NRDs spread across twenty-



Lt(N) Darren Sleen, Combat Officer; Lt(N) Sara Kucher, Bridge Watchkeeping and Lt(N) Ben Roberts, Navigating Officer of HMCS *Winnipeg*, control the ship’s movements during a replenishment-at-sea evolution with French Navy Ship FS *Somme* in the western Mediterranean Sea during Exercise TRIDENT JUNCTURE on October 29, 2015.

Photo: LS Ogle Henry, HMCS *Winnipeg*.

HMCS *Shawinigan*, a Kingston-class Maritime Coastal Defence Vessel, prepares for a replenishment-at-sea with HMCS *Moncton* while sailing in the Arctic Ocean as part of Operation QIMMIQ on September 10, 2015.

Photo: Cpl Felicia Ogunniya, 12 Wing Imaging Services, Shearwater, NS.



four communities across Canada, but also require Naval Reserve Headquarters to work effectively with operational and strategic level headquarters in order to ensure Naval Reservists are prepared in all respects to fulfill their augmentation role.

Overall, the “One Navy” construct and the broader augmentation role, have created an explosion of opportunities for naval reservists. Since their introduction to the Navy in 1995, Kingston-class ships have been manned almost exclusively by the Naval Reserve. Beginning in 2011, a ‘blended crewing’ concept was trialed in which Regular and Reserve sailors integrated and formed these ships’ companies. Since then, Kingston-class crewing has further evolved and the manning concept now being applied is that the ship’s company will have a general ration of 60% reservists and 40% regular force members. This includes all positions ranging from Command Team members down to the watch on deck. This initiative provides an important cultural as well as operational integration of the two components.

The reduction of Naval Reserve sailors required to sail the Kingston-class has resulted in increased opportunities to sail in all classes of HMC Ships as well as increased integration and augmentation opportunities elsewhere. Currently there are sixteen reserve sailors deployed in HMCS *Winnipeg* for OP REASSURANCE. These sixteen include officers and NCMs of various trades, meaning reserve representation in various departments in the ship. Three are serving on the Royal Canadian Navy’s first Enhanced Naval Boarding Party, also deployed in HMCS *Winnipeg* as a critical component of the ship’s maritime interdiction operations capability. On the pilot course for this specific training in March 2015, five of the thirteen students were naval reservists including the team leader. The Naval Reserve continues to be represented as this training continues in advance of future deployments.

Reservists have also had the opportunity to participate in OP REGULUS, an exchange opportunity created with the idea that sailors from the Royal Canadian Navy could expand their horizons and learn new skills in their trade by having the opportunity to serve aboard foreign naval vessels. And more opportunities are coming—

the Navy is currently developing a deployable capability to include a command element with a wide range of potential employment opportunities for naval reservists including small boat operations, intelligence and logistic support. These units will provide an exciting opportunity that takes advantage of existing Naval Reserve skill sets and experience.

Of course part of the “One Navy” construct is that our common goals of conducting Navy outreach and recruiting are often realized in local communities where it is the NRD that represents the RCN. These efforts of relationship building and ensuring that the Navy is connected to Canadians are a critical roles assignment to the Naval Reserve.

■ Conclusion

What began as a theoretical concept can now be considered a concrete reality for the Naval Reserve. Significant changes have taken place within the institution and in the opportunities that our sailors have been presented with since the release of the Executive Plan in 2013. The integration of the Naval Reserve into the RCN construct for Force Generation and Force Employment has led to enhanced individual training and the development of an expanding strategic capability while maintaining operational excellence. Combine this with a more holistic approach to personnel management as well as training needs and delivery at the operational level and the result is the reality of ‘One Navy,’ culturally and operationally.

Overall, these changes will allow the Naval Reserve to be more responsive and better equipped to ensure a meaningful contribution to the requirements of the Navy. Many of the initiatives outlined will result in growing and strengthening the Naval Reserve, and will require innovation in the areas of employment and retention, as well as recruiting. These are the keys to the development of a strategic reserve capable of broad augmentation and providing excellence at sea for the RCN of today and for the Navy of the future.

In the end, ‘One Navy’ will position the Naval Reserve to be ‘Ready, Aye Ready!’



NORPLOY '74

Arctic Deployment, August - September 1974

Nigel D. Brodeur

I assumed command of the Fifth Canadian Destroyer Squadron on 8 July 1974. The squadron comprised six helicopter destroyers—HMC Ships *Annapolis*, *Assiniboine*, *Fraser*, *Nipigon*, *Ottawa* and *Saguenay*. Whenever a major exercise of commitment was involved, the Squadron staff and I would be embarked in the ships directly involved.

The first major commitment was NORPLOY 74—a deployment designed to build on the success of the previous NORPLOY 73 in which Captain (later Vice-Admiral) D. N. Mainguy took the Operational Support Ship (AOR) HMCS *Protecteur* into the North West Passage as far west as Cornwallis Island in Barrow Strait, then returned through Lancaster Sound and proceeded as far north as Mackinson Inlet on Ellesmere Island.

NORPLOY '74 involved the other East Coast AOR, HMCS *Preserver*, under the command of Captain Maurice ('Moe') Tremblay; and also two destroyers, HMCS *Saguenay* commanded by Commander (later Commodore) John Harwood and HMCS *Assiniboine* commanded by Commander (later Captain) Mark Taylor.

The operation was to be conducted in two phases. The first phase was commanded by myself and entailed taking all three ships into Hudson Bay—the so-called "Low Arctic." The second phase was commanded by Captain Tremblay and entailed him taking *Preserver* alone into the 'High Arctic.' The mission was multi-purpose: to conduct surveillance and scientific experiments in Arctic waters, to assess the capability of the

DDHs to operate in sea ice conditions, to support the Northwest Territories Commission and the Inuit communities visited, to distribute donations from assorted Canadian charitable organizations to the Inuit communities, to provide a ceremonial occasion in Churchill for the Province of Manitoba, and to expose nearly one hundred selected Sea Cadets and university students to Canada's Arctic.

The planning for Phase 1 of the deployment was very professionally accomplished by my Squadron Operations Officer, Lieutenant-Commander Eric Waal [*who had previously been Ops Officer and Navigator of HMCS Protecteur for NORPLOY '73*]. He flew to the three NWT Hudson Bay Inuit communities scheduled to be visited by the ships: Chesterfield Inlet (HMCS *Preserver*), Rankin Inlet (HMCS *Saguenay*) and Eskimo Point (HMCS *Assiniboine*) all on the northwest side of Hudson Bay. [*Eskimo Inlet was renamed Arviat in June 1989.*] He met with the Inuit Councils and the NWT administrators, learned the social conditions and customs at each community; took photographs of their leaders; developed a common program of events for the three settlements (to avoid any inter-settlement jealousies), and assessed the navigation risks and prevailing weather conditions. On his return to Halifax he gave very insightful briefings to the officers and senior NCOs of each ship. He provided a superb confidence-building preparation for NORPLOY '74.

To my recollection, the planned program for each community was generally as follows:

(1) The Chairman or one or



The AOR, HMCS *Preserver* in ice flows, date unknown.

more representatives of the Inuit Council would board the ship in the harbour approaches, remain embarked as the ship came to anchor, and meet formally with the Commanding Officer.

(2) The Commanding Officer would then proceed ashore for the formal welcome and meeting with the Inuit Council and subsequent meetings with the NWT Administrator and the settlement's administration, education and medical staffs.

(3) The second day would involve ship's company visits to the settlement and competitions in North American sports (primarily basketball) in the morning and Inuit sports in the afternoon.

(4) On the third day the ship would be open to visitors from the settlement. They would be served hamburgers, hot dogs and non-alcoholic beverages on the Flight Deck. That evening the settlement would host a reception and dance ashore.

(5) The ships would depart for Churchill on the morning of the fourth day.

Early during the passage through Hudson Strait, we discovered that the lack of Nav aids (Loran and Decca) coverage in these latitudes, combined with frequent fog, low coastlines not clearly discernible on our radars, a paucity of depth soundings on charts and the absence of landmarks on charts, made it necessary to adopt special ship formations and navigation procedures to ensure navigational safety.

It became necessary to continuously use the 'shooting up' technique whereby the bearing of a clearly visible (and uncharted) object or feature on land was repeatedly drawn on the chart as the ship proceeded, until the intersection of several bearings enabled the object in question to be accurately plotted on the chart. That charted object would then be used to produce 'running fixes' which would enable the ship to maintain the desired track until a subsequent object could be 'shot up.' The ideal was to have at least three terrestrial objects or features fixed on the chart at all times—but never a tree or other wooden item—for these generally would not outlast the first Inuit carver or hunter to come across them; hence might not be available for our return passage. Additionally, the ships' depth finders and sonars were used where depth soundings on charts were sparse or questionable.

The previously described navigating measures obviously imposed a considerable workload on the ships' Navigation Officers and Officers of the Watch. Moreover, it made little sense to have all three ships conducting them continuously. Accordingly, during daylight hours, I ordered the three ships to adopt a triangular formation, made the ship closest to land responsible for the formation's safe navigation; and periodically rotated the formation so as to share the navigation workload.

The absence of navigational aids coverage, combined with the



HMCS Assiniboine (2nd) and her Sea King helicopter – RCN Photo

anomalies experienced on ships' air warning radars; plus the total absence of airfields equipped to provide homing and rescue assistance in the event the force's Sea King helicopters encountered emergencies, made it necessary to develop special operating procedures for helicopter operations. Our Sea King Detachment Commander, Major (later Colonel) John Cody, developed highly successful procedures which included capping the range for helicopter missions and incorporating specific bearings/range/time departure and return 'gates' for all helicopter sorties proceeding beyond ships' radar coverage. Thereby all ships knew when and where to expect (and search for) its return.

At one point Mark Taylor in HMCS Assiniboine volunteered to scout out the northern half of Hudson Strait—a more direct route to our Inuit settlements with a topography more suited to radar navigation. A short time later he reported that he was encountering considerable sea-ice and would be rejoining us—a valiant attempt and a sound professional decision.

At night I placed the ships in 'Column Open Order' with the AOR (with her ice-strengthened hull) leading in case of ice flows; and the formation course was adjusted to pass further away from land. If neither radar nor Astro navigation were feasible, the force navigated using Dead Reckoning (DR) and ships regularly exchanged their DR position information.

HMCS Saguenay (2nd) – City of Vancouver photo.





HMCS Annapolis (2nd). – RCN Photo.

I was awakened one night by LCdr Eric Waal who reported that radar was showing that somehow the formation had blundered into a 'lead' in a solid icefield—not a comforting situation! The radar display clearly showed the three ships proceeding in column up a fjord between two ice edges which paralleled the ships on both sides at a distance of just under two cables. Noting that the distance to the ice edges remained constant, we ordered the formation to execute a couple of minor course alterations. When the perceived ice-edges altered course at the same time as the formation, we concluded that sea and air temperature and fog conditions had produced a radar anomalous propagation (ANAPROP) apparition of ice; and greatly relieved, we continued our passage through open waters.

During the initial days of NORPLOY '74, I was embarked in Cdr John Harwood's HMCS *Saguenay* and had the pleasure of witnessing his very professional and innovative entry into Rankin Inlet. The entrance channel was reasonably well charted but was tight in places requiring some significant course alterations; and there were several charted (but not buoyed) underwater rocks and ledges and a somewhat confined area suitable for anchorage; however, the underwater visibility was excellent.

HMCS Ottawa (3rd) – RCN Photo.



Commander Harwood, who had assiduously plotted the harbour entry with his Navigation Officer, ordered that officer to go aloft in the ship's Sea King helicopter with a copy of the chart and to then direct the helicopter to hover in turn over each of the submerged rocks and ledges along the route. John Harwood then used his helicopter very successfully as a series of marker buoys and even as a turning point for course alterations—a memorable display of seamanship professionalism! *[It was no surprise that Cdr Harwood was appointed to be Commander Sea Training on the East Coast following his command of HMCS Saguenay.]*

As previously arranged by LCdr Waal, the Chairman of the Rankin Inlet Inuit Council, Donat Anawak and one of his sons, boarded HMCS *Saguenay* during the ships approach to the anchorage. Mr. Anawak spoke little English; accordingly his son, a university graduate and commercial helicopter pilot, acted as his translator. He stated that his father wished to apologize that his wife was unable to accompany him because she was that day giving birth; but that she would meet me at the community dance two nights hence. (Knowing that Mrs. Donat Anawak was giving birth that day, and suspecting that she must have been at least 40 years old, I was highly skeptical that she would be able to attend the dance—but two nights later a lively, diminutive middle-aged Mrs. Anawak not only attended the dance, but insisted on my joining her in a vigorous polka!)

After *Saguenay* had anchored, I proceeded ashore to be formally greeted by the entire Inuit Council. The event took place in a kitchen over tin cups of tea; yet with remarkable solemnity and dignity. I conveyed the greetings and best wishes of the Commander Atlantic Command, Rear Admiral D. S. Boyle, and explained the purpose of our visit—that their community and their Navy would meet and come to know one another. Then Donat Anawak warmly welcomed me and expressed his gratitude to the Admiral and Rankin Inlet's pleasure and pride at the ship's visit. He then presented me with a large soapstone carving which I accepted on behalf of Admiral Boyle.

Donat Arawak then did something for which I was totally unprepared—he produced a magnificent six inch high carving—a small soapstone igloo surmounted by an intricate ivory carving of the principal Arctic animals and birds. He presented it to me with the words "*Captain, this is not for you! It is for your wife for her allowing you to leave home and to come such a long way to be with us!*"

Knowing a little Inuit history, and that many an Inuit husband left home to hunt, never to be seen again, I was deeply touched by his words and the cultural significance of that gift to my wife. That carving justifiably remains one of my wife Anne's most treasured possessions.

Next, I met with the North West Territories (NWT) Rankin Inlet Administrator and with the medical and maintenance staff and school teachers; and had a tour of the settlement. The dedication they displayed to the Inuit community, their many years of service in the North West Territories and their professionalism, were truly inspiring. Additionally, the facilities and construction necessary to

ensure the survival of that Arctic community were a considerable revelation.

One somewhat disconcerting challenge *Saguenay* and the other ships faced during their visits to the Inuit settlements was the reality that times and schedules were virtually meaningless. Daylight at that time of the year in those latitudes lasted a long time and the Inuit attended events by the sun—not by watches and timetables. This presented considerable challenge and frustration to our schedulers of events—especially LCdr Waal—but they surmounted the challenges.

The ships' sports teams were fully expecting to lose all contests where Inuit sports were concerned. They were chagrined to discover that the Inuit also excelled and beat them at 'North American' sports; and the sight of short Inuit basketball players easily out-jumping sailors twice their height was remarkable (albeit somewhat humbling).

Perhaps the greatest surprise occurred on the day that HMCS *Saguenay* welcomed the community on board for the barbecue. We quickly learned that the Inuit have a prodigious fondness and capacity for protein—they came close to consuming the ship's entire meat supply.

On the second day of the visit I flew in *Saguenay's* Sea King helicopter to Eskimo Point to see how Commander Mark Taylor and HMCS *Assiniboine* were making out. Learning that Donat Arawak had been wanting to meet with his opposite number—the Chairman of the Eskimo Point Inuit Council, I invited him and his son to accompany me—an invitation which also enhanced his prestige in Rankin Inlet. During the flight I sought Mr. Anawak's thoughts about the broken down snowmobiles and empty fuel drums which littered the Arctic landscape and queried if he would prefer to return to the old days. His reply was insightful—"it takes one caribou or ten salmon to feed a dog team. The caribou are gone and the salmon are gone. We must now live with the new ways."

On arrival at Eskimo Point I was pleased to learn from Cdr Taylor that his ship's visit was achieving the same successes that *Saguenay* was experiencing in Rankin Inlet.

Together with Donat Arawak, I then met the Administrator of Eskimo Point and the Chairman of their Inuit Council. I was surprised to see Chairman was not an Inuit but a white American; and learned that having a non-Inuit Chairman was a unique occurrence which existed nowhere else in the North West Territories. It was then explained to me that he was an American Army deserter who had taken refuge in Eskimo Point, that he was skilled in carpentry, woodworking and mechanical and electrical repairs—talents prized by the Inuit. Moreover, he had lived with their Shaman's family and daughter for a lengthy period and then had married the daughter. He was indeed a unique individual and I found him to be personable, wise, professional and highly respected by the Inuit. Following a brief visit we returned by Sea King to Rankin Inlet.

On the fourth morning *Preserver*, *Nipigon* and *Assiniboine* departed from their respective Inuit settlements and set course for Churchill.



HMCS *Fraser* (2nd). – RCN Photo.

On arrival a day later we discovered that there was limited turning room, a very strong current past the jetties and no tugs to assist in berthing. *Saguenay* and *Assiniboine* were the first to berth and did so smartly. *Preserver*, being much larger and with far less specific power (i.e., Shaft Horsepower per ton of displacement) required slow and careful handling. Captain Tremblay berthed her skillfully (albeit slowly), a task not made any easier by the fact that Rear Admiral Boyle had flown in from Halifax and was impatiently waiting on the jetty.

When the AOR had berthed, RAdm Boyle went aboard; I returned to *Nipigon*, waited thirty minutes then boarded *Preserver* and entered Captain Tremblay's cabin. From the look of relief on Moe Tremblay's face it was evident that he had been the recipient of considerable 'coaching' from Admiral Boyle!

The main event in the naval day celebrations at Churchill was the formal dinner hosted in HMCS *Preserver* by Rear Admiral Boyle. Guests of Honour were Manitoba's Lieutenant-Governor W. T.

HMCS *Nipigon* (2nd) – RCN Photo.



Mc-Keag, Premier (later Governor-General Edward Schreyer and Minister of National Defence, James Richardson. Other attendees included prominent citizens of Churchill and senior officers from our three ships.

The three ships' companies had good opportunities to sight-see in Churchill and Fort Churchill, and there were no disciplinary infractions. One of the more impressive tourist attractions was the Eskimo Museum which was the life work of a Catholic priest. He was hard pressed to keep the museum operating and was desperate to sell some items from the museum's collection to fund its continued operation. I was happy to buy a very fine black soapstone Ookpic from him and expect that he had other naval customers.

Three members of the Canadian Wheat Board were in Churchill at the time that our ships arrived. Two of them came aboard *Saguenay* and the senior one demanded that I make a Sea King helicopter available to them for a sightseeing tour of the historic locations in the region. I replied that our helicopters were provided solely for operational missions and that I would not task one to conduct sightseeing tours. His response was to say that he was a personal friend of DND's Deputy Minister 'Buzz' Nixon, and what would I do if he were to phone the Deputy Minister? I told him that he would receive the same refusal from 'Buzz' Nixon, pointed to the phone in the Captain's cabin and offered to give him Mr. Nixon's telephone number. That ended the discussion and the Wheat Board members left the ship.

A day later, after I had transferred from HMCS *Saguenay* to HMCS *Assiniboine*, the Executive Officer of the latter ship casually informed me that two members of the Wheat Board had invited themselves to a private Wardroom Party being held in that ship the previous evening, had become intoxicated, had insulted guests and had been escorted off the ship.

Subsequently, the head of the Wheat Board group summoned me to meet with him in his office. On arrival I found him irritated and quite offensive. He stated that he intended to publicly announce that the Russian grain ship waiting offshore was being prevented from entering Churchill by Canadian warships holidaying in Churchill and occupying all the berths. I was furious and told him he would announce no such thing—and that my ships were there at the express wish and invitation of the Manitoba Government and the citizens of Churchill. He responded by asking if my ships could leave the following morning by 09:00 or 10:00. I curtly replied that we would leave at 08:00, left his office and issued revised sailing orders to my ships on my return aboard *Assiniboine*.

The following morning at 0800, Cdr Mark Taylor was in the final states of slipping and proceeding when his Engineer Officer reported that the main feed pump on the ship's boilers had failed. Mark was not privy to the verbal exchanges I had experienced with the Wheat Board representatives; but he sensed my serious displeasure at any delay in our ships' departures. Accordingly, he made the decision to revert to the two auxiliary feed pumps which would produce sufficient feed water to provide adequate steam power to leave

Churchill; but not to complete a speedy transit of Hudson Bay and Hudson Strait (nor for that matter to surmount any crucial emergency arising from the fast current in the harbour and the lack of tugs). He very professionally succeeded in leaving the harbour of Churchill, then anchored at the first opportunity to make the main feed pump repairs required. When that pump was restored, *Assiniboine* weighed anchor and set course to rejoin the other two ships which were heading towards Hudson Strait.

Several hours later, *Assiniboine's* Engineer Officer reported that the main condenser was losing vacuum. A condition nicknamed *condenseritis*, this is a serious malfunction in a steam turbine warship and it often indicates that the condenser has been clogged with material which has obstructed the circulation of cooling sea water to condense the exhaust steam from the associated main engine turbine. *Assiniboine* proceeded through Hudson Strait at reduced power, and when open waters were reached beyond Resolution Island at the entrance to the Strait, her engines were stopped and she drifted to and from with the tide while the large main circulation ship-side hull valves were closed. The condensers were opened and the Engine Room crew removed several hundred pounds of seaweed which had been ingested when the ship had anchored outside Churchill to repair the main feed pump. Having never been inside a main condenser, I joined the seaweed 'working party' for a short period.

While all the above events were taking place, I received a message from Rear Admiral Boyle back in Halifax informing me that a ship had gone aground on Resolution Island and directing me to proceed to Resolution Island to rescue the vessel. The ship in question was the MV *Minna*.

On August, 19, 1974, the 2,300 motor-vessel *Minna* ran aground while attempting to manoeuvre in Brewer's Bay on Resolution Island—a desolate mountainous island at the entrance to Hudson Strait. At that time, the *Minna* was under charter to the Bedford Institute. She had been especially ballasted and equipped to perform DECCA navigation surveys. The DECCA calibration equipment was important and valuable—some of it was deemed irreplaceable. When news of the grounding reached Rear Admiral Boyle in Halifax, he tasked me to divert my three ships (*Preserver*, *Saguenay* and *Assiniboine*) from their planned passages and to take them to Resolution Island to salvage the *Minna* and her special equipment.

On examining the large scale navigation chart of the Resolution Island area I saw that only a narrow channel into Brewer's Bay had been properly surveyed. The adjacent waters over many miles were completely blank, with no soundings whatsoever! I deemed it unsafe to have either destroyer attempt to manoeuvre in the bay (let alone HMCS *Preserver*) and accordingly had my ships patrol back and forth some ten miles off the entrance while I entered the bay in *Assiniboine's* motorboat. On arrival I found that the sole habitation on Resolution Island was the manned AT&T station at the island's summit; and was met by an AT&T member and a Bedford Institute scientist and driven by Jeep up to the summit station. There I learned that the Captain of the *Minna* remained on board; that most

of the special equipment had been brought ashore; and the scientists urgently needed our assistance to return the equipment to the Bedford Institute.

Prior to returning to HMCS *Assiniboine*, I boarded the *Minna*, noted the remnants of several large Coast Guard hawsers around her stern bitts and paid my respects to their dejected Captain. It was evident to me that we could not salvage the ship and the most I could do would be to mount a combined seaboat and helicopter amphibious landing to recover the scientific equipment from the island—the type of amphibious operation that my naval contemporaries and I had been taught twenty years earlier at the Royal Navy's Amphibious Warfare School in Poole, England.

Fortunately the tide was out, so *Assiniboine's* crew and I first erected makeshift transits on the beach at the head of Brewer's Bay; then removed all boulders below the high water mark which could be struck by *Preserver's* landing craft, or our other boats when they approached the beachhead using those transits. We then also cleared a landing area, close to the beachhead, for our Sea King helicopters.

On returning to *Assiniboine* I drafted an Operation Order for a combined 'Amphibious Assault' using the destroyers' boats, the *Preserver's* landing craft and all available helicopters—the operation to commence at low tide early the following morning and to continue on the diurnal rising tide. I would be the Beach Master for the operation.

The 'assault' went well and all the equipment on land was readily taken to the AOR and destroyers. In addition to the scientific equipment, we were also able, with the assistance of AT&T's bulldozer, to launch the Bedford Institute's landing craft—which had been carried aboard *Minna* and which the scientists and crew had used to transfer their equipment from the ship to Resolution Island. That landing craft was towed out to *Preserver* and hoisted aboard her.

Towards the end of the operation, the scientists informed me that a unique and important item—a large gimballed clinometer—was missing, and they suspected that it might still be in MV *Minna's* hold. Accordingly, I took two naval divers and again boarded the stricken vessel. The divers fortunately located the partially submerged clinometer. While they were disconnecting and removing it, I again called on *Minna's* disconsolate Captain in his cabin to extend my compliments and my deep regret that I could not salvage his ship. He had not expected otherwise—for both of us believed that *Minna's* back was broken as a result of the ship's grounding and the relentless pounding she had subsequently endured from the combination of strong winds, waves and tides (and also because some 300 tons of concrete ballast had been placed in her bow to stabilize her for DECCA calibration work.

The tide was now turning to ebb. Accordingly, I went up to the AT&T station where I radio-telephoned Rear Admiral Boyle and informed him that the equipment salvage operation was completed and that the scientists from *Minna* were safely aboard our ships. He asked about salvaging the *Minna* and was reluctant to accept my assessment that her back was undoubtedly broken. I mentioned the



The MV *Minna* aground on Resolution Island, Hudson Strait.

RCN Photo

300 tons of concrete in *Minna's* forepeak. He queried why it could not be removed. At that point it seemed to me that radio communications between the AT&T station and Halifax were failing. Additionally, the strong tidal ebb tide necessitated that I immediately return to the beach and my motor cutter. I advised Admiral Boyle that I was losing my communications with him; that the tide was ebbing and that I had to leave Resolution Island and rejoin my ships. Following my return to the ships, HMCS *Preserver* continued on her planned passage to the High Arctic and I returned to Halifax with HMC Ships *Nipigon* and *Assiniboine*.*

** In January 1975, HMCS Assiniboine sailed from Halifax to rescue the crew of a storm-stricken freighter MV Barma, 100 miles south east of Yarmouth. Commander Taylor embarked a 443 Squadron Sea King helicopter, then ploughed overnight through heavy seas at 25 knots and launched the helicopter on receiving a report from a US Coast Guard ship that the Barma's starboard side was awash.*

Two Canadian Coast Guard vessels, the US Coast Guard ship and a Russian trawler were standing by; but were helpless to effect a rescue. By the time Assiniboine arrived, her Sea King had hoisted Barma's Captain, his wife and six crewmen to safety under extremely hazardous conditions. All four of the Sea King crew were subsequently decorated for bravery. Additionally, during Assiniboine's return to Halifax, that Sea King helicopter was launched to rescue a critically-ill crewman from a Liberian tanker.

Nigel Brodeur led an extensive and distinguished career with the Royal Canadian Navy which culminated in his having achieved the rank of Vice-Admiral as Deputy Chief of the Defence Staff from 1985-87, following which he retired. He has remained very active within the defence network and is a member of NAC Victoria.



NAVAL ASSOCIATION OF CANADA
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Mail call

Letters to the editor



■ **STARSHELL BOOK REVIEWS** “Clydebank Battlecruisers: Forgotten Photographs from John Brown’s Shipyard,” Page 31, Summer 2015 (No. 71) issue of *Starshell*).

I find I’m always learning something new each time I read the newsletters. [the writer is referring collectively in this instance to the UNTD Newsletter and *Starshell*. Ed.] When reading the *Starshell* issue using the link included in the Newsletter, I was surprised to see the book review for “Clydebank Battlecruisers: Forgotten Photographs from John Brown’s Shipyard.” It brought back some family memories. My father’s family lived in Clydebank before immigrating to

Canada in the 1920s. My grandfather worked as a crane operator at the John Brown’s Shipyard. My father told me he visited Clydebank during WWII, while on leave from convoy duty with the RCNVR. He said he wanted to see the house where he lived, a block or so away from the shipyard. He was very disappointed to find that the whole block of houses, including his family’s, had been completely destroyed by German bombs during the Clydebank blitz of March 1941. It felt like his childhood had gone as well. My wife and I visited Glasgow in 2012 and, needless to say, very little remains of the old Clydebank area today.

John Scott, UNTD 1967-68



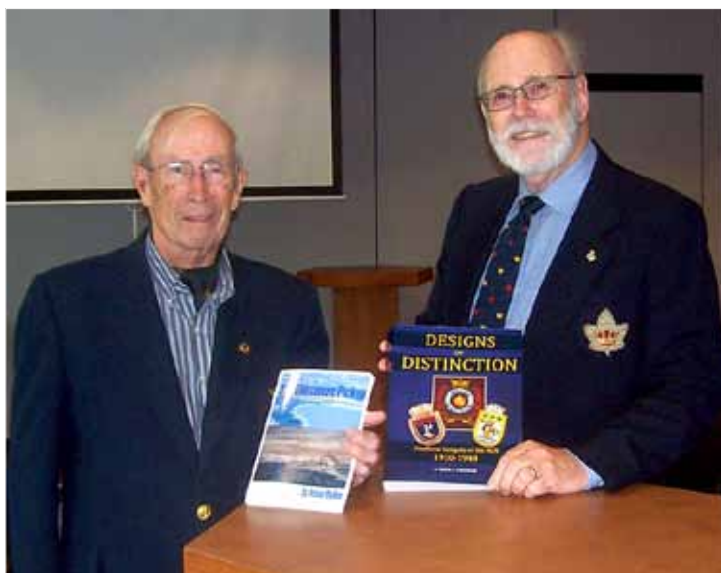
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The briefing room

An assortment of items of interest



A Picture’s Worth a Thousand Words!



A picture is worth a thousand words, so they say and these two gentlemen, each holding a copy of their most recent work, know a thing or two about words. In the Summer issue of *Starshell*,

Fraser McKee (left) presented a detailed review of Dave Freeman’s (the gent on the right) new book “Designs of Distinction.” The two met up on September 30th aboard HMCS *Star* during the NAC-Toronto (Hamilton Area Group) monthly luncheon where Dave (NAC-VI) gave a presentation on his new book. Fraser (NAC-Toronto) also brought along a copy of his most recent book, “Ellesmere Pickup,” (See: *Starshell*, Autumn 2014, p.27 for more information). Both authors exchanged signed copies of their works.

Bill Clearihue, NAC Toronto

Chicoutimi officially joins the fleet

On September 3rd, the Victoria-class submarine HMCS *Chicoutimi* currently stationed at CFB Esquimalt, was officially commissioned into the RCN. In this case, the ceremony had a significant ceremonial aspect: *Chicoutimi* was finally able to fly the Naval Ensign at all times. While it was previously able to fly the ensign at sea, it was restricted from doing so at ceremonial events such as sunrise and sunset ceremonies until being officially commissioned.

With the bright red and white pennant unfurled and the powerful diesel engines brought to life, Cdr Timothy Markusson,

Commanding Officer of *Chicoutimi*, declared the submarine commissioned, as dignitaries and guests looked on.

"It is truly unique work we do and it is fortunate that we have a platform as great as the *Chicoutimi* on which to do it," said Cdr Markusson to the crowd. "This event is certainly the highlight of my career, and I believe is one for the Royal Canadian Navy as well."

Following his address, he then gave the order for *Chicoutimi*'s executive officer, Lt(N) Devin Matthews and crew "to man the boat" while the Naden Band of the Royal Canadian Navy played "Heart of Oak."

Once on board, the submariners removed their peak caps and holered "hip-hip-hurray," the customary cheer. Their crew's ceremonial celebration was followed by applause and cheers from those in attendance as the historic moment drew to a close.

Those overseeing this historic moment included BC Lieutenant Governor the Honorable Judith Guichon; Deputy Commander of the RCN, RAdm Ron Lloyd; Commander of Maritime Force Pacific, RAdm Gilles Couturier; the Mayor of Saguenay, Québec, Jean Tremblay; and, *Chicoutimi* Sponsor Marina Larouche.

"These are among the most complex machines on the planet and operating in an environment which allows very little room for error or tactical defect," said RAdm Lloyd. "I know *Chicoutimi* is 'Ready-aye-Ready' and is now in capable hands. *Chicoutimi*, welcome to the fleet."

Peter Mallett, Staff Writer, LOOKOUT

CNMT Trustees International Award Winners



Three of the recipients of 2015 awards of the Historic Naval Ships Association are shown following presentation of the awards aboard HMCS *Sackville*. L to R – Bruce Belliveau, Chair of the CNMT; Wendall Brown, Pat Jessup, Sherry Richardson CNMT Life Trustee and HNSA Secretary who presented the awards; and, Bert Walker. Missing: Ted Kelly, the fourth recipient.

Four Trustees of the Canadian Naval Memorial Trust (CNMT), including long-time Nova Scotia Branch of NAC members Ted Kelly, Wendall Brown and Pat Jessup were among the award winners recognized at the 2015 AGM of the Historic Naval Ships Association (HNSA) in San Pedro, California. The fourth CNMT recipient was Ben Walker. Representing CNMT at the HNSA AGM aboard the retired battleship USS *Iowa* was Life Trustee and former HMCS *Sackville* commanding officer Sherry Richardson (a previous HNSA award winner and current Secretary).

Ted Kelly, Director of the Battle of the Atlantic Society, received the Casper J. Knight Award for his outstanding work on behalf of the Battle of the Atlantic Place Project. This award is named in honour of one of the founders of the HNSA and is the highest award the Association can bestow. It is awarded to individuals or organizations who have contributed in a major way to the preservation and exhibition of historic naval ships and to the goals and work of the Association.

Wendall Brown, a former commanding officer of *Sackville*, was a recipient of the William J. Diffley Award that honours departing directors of HNSA fleet member organizations who have significantly contributed to the success of their museums/ships.

Pat Jessup, CNMT Director of Public Affairs, received the Dr. John C. Fakan Communications Award for her work in advancing electronic communication and collaboration between member ships and museums, serving as Editor of *Action Stations* magazine and operating an active "Twitter" site (with 2,200 followers!).

Bert Walker was a recipient of the HNSA Educator's Award in recognition of a Fleet staff member who has performed at a superior level in furthering the education program of the organization through developing a guide book entitled "The Way of the Ship: HMCS *Sackville*" for interpretive guides and new members, and conducting lectures at libraries and other venues.

Sherry Richardson, assisted by Bruce Belliveau, Chair of CNMT, presented the awards to Wendall Brown, Pat Jessup and Bert Walker at a Friday noon gathering aboard *Sackville* in early October. Ted Kelly, unable to attend, will be presented his award at a later date.

HNSA, with fleet members in 13 countries, advocates the preservation of ships and maritime history around the world. In addition to HMCS *Sackville*, other Canadian vessels that are HNSA fleet members include: HMCS *Haida*, Hamilton, ON; HMCS *Ojibwa*, Port Burwell, ON; HMCS *Onondaga*, Rimouski, QC; RCMPV *St. Roch*, Vancouver and YFL-104 POGO, Gatineau, QC.

Bill Gard, NAC Nova Scotia

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of Starshell Magazine...

Please go to www.navalassoc.ca and follow the
links: [naval affairs](#) > [starshell](#) and scroll down.

NAC Toronto reaches out



Photo taken during a presentation on the current state of the National Ship-building Procurement Strategy to the Hamilton Area Group aboard HMCS *Star*, Hamilton on October 28th by two Naval Architects who were engaged in the Arctic/Offshore Patrol Ships and Canadian Surface Combatant projects. L to R: LCdr Daniel Lougheed, Bill Thomas (Vice-President NAC Toronto) and LCdr Alaine Sauvé.

Toronto Branch has been continuing to build their relationship with the staff and students at the Canadian Forces College, Toronto. For the past three years they have been holding a Speaker's Night on the first Monday of the month at the Armor Heights Officers Mess from September through May.

At least twice a year, the speakers have come from the staff and students. On other occasions, many of the students and staff have dropped in attracted by the topic or the speaker. In both cases, either over supper beforehand, or in the bar following the presentation, there has been many a lively exchange over the topic, and more generally about what never changes and what continually changes in Canada's navy.

The series began by building on the experience of the Hamilton Area Group (HAG) begun more than twenty years ago by the late Gil Hutton, and now headed up by Bill Thomas.

Gathering for lunch on the last Sunday of the month at HMCS *Star* in Hamilton, or in one of the neighboring naval clubs, the Hamilton Group has managed to recruit new members at a slightly greater rate than they've been lost through moving or their demise. In part the growth has been aided by retaining spouses and widows, as well as folks from beyond the Canadian Navy (including two members from the Kriegsmarine).

A newer activity each fall has been very popular with both the Canadian Forces College and NAC—an annual reception hosted by Toronto Branch at HMCS *Star* for students at the college, preceded by a tour of HMCS *Haida*.

With the cooperation of Parks Canada, the tours are conducted by veteran volunteers from the Friends of HMCS *Haida*, most of whom served aboard the ship in Korea and during the Cold War years.

It is an excellent opportunity for students, staff, veterans, NAC members, Parks Canada staff and Reserve officers to get to know each other and the contexts in which they work.

William C. Thomas, NAC Toronto, Chairman HAG

What is your Branch up to? 'Starshell' welcomes photos and news items of presentations, special events, etc., to be included in our news column. Please send them to the Editor!



Schober's Quiz #69

By George S. Schober | NAC-VI

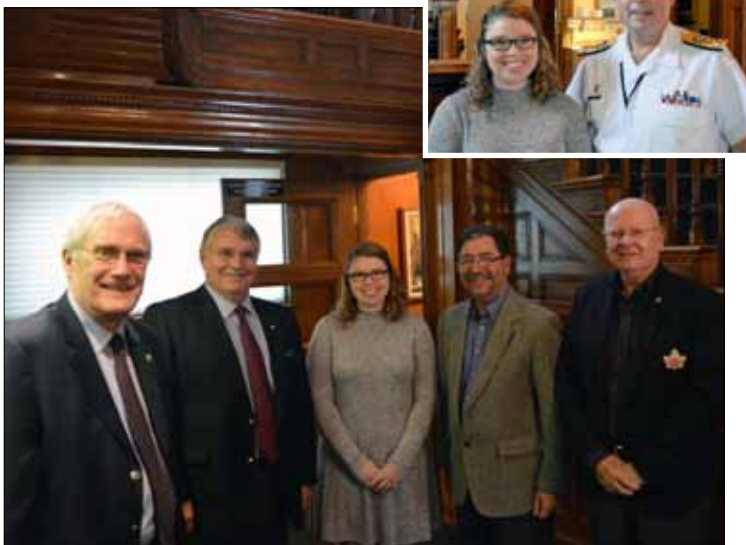
Between 20 April and 26 August 1944, fourteen Royal Navy warships plus one from the US Navy (USN), were transferred on loan to the Soviet Navy.

Questions:

- (1) What was the rationale behind the transfers?
- (2) Which ships were transferred?

Answer on page 37

Scholarship Awarded



L to R – Cdr (Ret'd) John Bell, Vice-Chairman, Royal Canadian Sea Cadet Education Foundation; Capt RCN (Ret'd) Harry Harsch, Chairman Royal Canadian Sea Cadet Education Foundation, Ms Alden Spencer, CPO1 (Ret'd) Robert Cleroux, President, Royal Canadian Naval Benevolent Fund and Capt(N) (Ret'd), National President, Naval Association of Canada. Inset – Ms. Spencer, Cdr Harold Gilles Memorial Scholarship recipient and VAdm Mark Norman, Commander, Royal Canadian Navy.

The Royal Canadian Sea Cadet Education Foundation is pleased to announce that the Commander (Ret'd) Harold Gillis Memorial Award winner is Ms. Alden Spencer. The presentation took place on October 21st, during a luncheon at HMCS *Bytown* in Ottawa.

The Education Foundation with the support of the Naval Association of Canada Endowment Fund and the Royal Canadian Naval Benevolent Fund, awarded a total of seventy-two scholarships totalling \$100,000 to hard working and dedicated Royal Canadian Sea Cadets entering their first year of post-graduate studies.

Ms. Alden Spencer hails from Creston, Newfoundland and was a Sea Cadet in RSCC *Mary Rose*. Alden is an extremely active Sea Cadet in the community—she has been the Top Sea Cadet in Newfoundland for two years.

Alden was a member of the Communications Committee working with adults who support the Cadet Program in Atlantic Canada. When she is not wearing the uniform, she is involved with a couple of charities, in particular: Helping Hands, and is a pen-pal to young people in Kenya—through her charity work she is raising funds for schoolchildren in that country.

Notwithstanding all of her outside school activities, she is an academic superstar with an overall average of 97%.

Alden is studying Political Science at the University of Ottawa and in addition, she is also a member of the House of Commons Page Program.

Jamie Clute, Ottawa, ON

HMCS Cabot Change of Command



L to R – LCdr Tony Young, NAC Board Member Ed Williams and LCdr Shannon Lewis-Simpson.

On October 24th, 2015, LCdr Tony Young, CD assumed command of HMCS *Cabot* in St. John's, Nfld. from LCdr Shannon Lewis-Simpson, PhD, CD. LCdr Young enrolled in the Royal Canadian Navy in 1987, while LCdr Lewis-Simpson joined the Naval Reserve in 1992. Both have been active members in the NL Branch of the Naval Association of Canada.

The Reviewing Officer was Capt(N) Alex Grant, CD, Naval Reserve Officer Atlantic Region Captain. His Honour Frank Fagan, Lieutenant-Governor of Newfoundland and Labrador brought greetings. The ceremony was attended by a full house of local dignitaries, former members of HMCS *Cabot*, including a large contingent from the NL Branch of NAC.

HMCS *Cabot* was commissioned 20 September 1949 with 11 officers, 29 men and 26 UNTD Cadets.

Edgar Williams, NAC Nfld. & Labrador

GO GREEN!

Why not opt out of the B&W printed 'STARHELL' to enjoy the full colour edition on our website; simply email our Executive Director at executivedirector-nac@outlook.com

To view the full color editions simply go to <http://www.navalassoc.ca> and follow the links!

Fraser McKee Honoured with the Award of a NAC Gold Medallion



NAC Toronto Branch member Fraser McKee is shown above (left) receiving his Gold Medallion from Branch President John Anderson in Toronto on October 21st, 2015.

While long overdue in this editor's opinion, Commander (Ret'd) Fraser McKee, CD was awarded the Naval Association of Canada's highest award, the Gold Medallion, during the annual RCMI/NAC Trafalgar/Niagara Day Luncheon in Toronto on October 21st.

One hardly knows where to begin when attempting to chronicle Fraser's many contributions to his beloved Navy, NOAC/NAC over the years but I'll tell you what I know (which is far from complete).

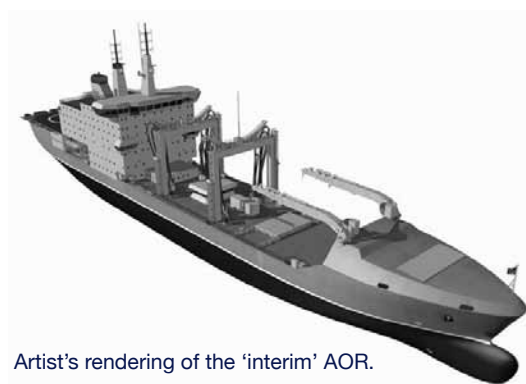
To begin, he served in the Royal Canadian Navy Reserve from 1943 to 1978, at sea during WWII in armed yachts for a start and ashore in HMCS *York* for many years in peacetime. As if that wasn't enough, he took on the tasks of Editor of the Toronto Branch newsletter *Bumph* for several years and subsequent to this, our national publication, *Starshell*.

Additionally, he somehow found the time to act as the Navy's 'unofficial historian,' publishing no less than six significant naval and merchant naval histories as well as composing a major paper on mine warfare for NOAC National (which doubtless had some impact on the introduction of the MCDVs). His most recent work is, most surprisingly, a novel entitled "The Ellesmere Pickup," set during the Cold War and involving a good 'ol RCN Reserve manned Canadian wooden Gate Vessel *vs.* the Soviet Navy! Oh yes, and somewhere during all this he found the time to serve a term as National President of the Navy League of Canada.

We're also pleased to report that during the same luncheon, a Silver Medallion was presented to Captain(N) (Ret'd) Gary Hatton, for his support in the initiation of the Speakers Series at the Canadian Forces College in Toronto and for revision of the By-Laws.

George A. Moore, Editor *Starshell*

Navy and ship builder set new course ... seek input from sailors



Artist's rendering of the 'interim' AOR.

The Royal Canadian Navy and the team at Project Resolve and Chantier Davie Canada Inc. are looking for naval and air force input into the conversion of the German container ship MV *Asterix*, which will provide interim at-sea support services to meet the RCN's operational requirement for at-sea replenishment. An online survey has been created for sailors and air crew to choose the amenities that would best suit them when away on deployment and make any other suggestions they think would help the ship achieve its mission.

"This has never been done in any navy in the world," says Spencer Fraser, chief executive officer of Project Resolve Inc. "We want our sailors and air crew members to have input on designing their ship. These are young Canadians, why shouldn't they have the right stuff to do the job?"

To date, over 150 people have answered the 25-question survey that explores safety, comfort and productivity. Fraser says they are "listening very carefully and closely" to all the feedback from Canadian Armed Forces members.

The survey concludes at the end of November, so Fraser urges CAF members to get online and have a voice in the ship conversion process. *Asterix* has been delivered to Levis, Québec, where Davie Shipbuilding will do the conversion. Pending the finalization of the agreement, the converted vessel will be delivered to the navy for service in the summer of 2017. Fraser is very familiar with life aboard a ship. He retired as a Lieutenant Commander in 2003 and during his career spent extended time on multiple ships. He says it is the "little things" that can be a big deal and impact both morale and productivity. In the meantime, work continues to build two Queenston Class Joint Support Ships (JSS) to be delivered to the navy in 2020.

Peter Mallett, Staff Writer, *Lookout*

Editor's Note: Just as this issue was about to be sent to the printer, we learned the program has been overtaken by events.



This will have to do!

The serialized naval memoirs of RAdm Robert Philip 'Bob' Welland
DSC & Bar, MiD, psc, Officer of the Legion of Merit USA), RCN

Part 9 ~ "How the hell did you do that?"

We pick up the story in Summer 1941 as the author continues in his command of the early anti-submarine training base at Pictou, Nova Scotia.

The opening days work with a new ship went like this: I asked the captain to get his crew on the fo'c'sle deck; I told him that my team would explain ourselves. So his crew of eighty and my dozen would be standing on the forward deck amidst the anchors and cables. I went first, telling them what our job was; to get them ready for the North Atlantic, the convoys, the U-boats, and that we had four days of practical work to do. I said I would work with the captain and watchkeeping officers on the bridge. I said we would be hunting a real submarine. The *O 15* was always close by, with her diesel engines rumbling as she charged batteries, a fitting backdrop for a non-inspirational two-minute speech!

I then turned over to Mr. Budge; he explained he'd work with the Executive Officer and the Petty Officers to organize watchkeeping, ship's duties and disciplines essential to operating. Mr. Pett explained he'd work with those who handled the weapons and the Asdic. Chief Petty Officer Vic Deere, our engine room expert, explained he'd work with the engineers to make sure they knew how to keep the

propulsion and generating equipment up and running. Our other Chiefs each had their turn. At the end of the half hour the corvette crew knew why they were in Pictou and what they had to do to survive and fight the Germans.

I remember thinking we should keep our 'hurry-up' syllabus well away from our enemies; there was no need for them to know how unskilled our ships were! Four weeks training, not four days, would barely be enough time to train a crew to the level needed. We were

losing the battle against the U-boats because we didn't have enough escorts around the convoys. So four days just had to be enough. Later on, in 1944, when we were winning and had a surplus of escorts, the ship-training programs extended over five weeks! I am glad to have scrambled in Pictou, sixteen hour days and so many new faces. The mayor insisted I take Saturday night off and go to the dance hall. On my last Saturday that winter, he made me an honorary mayor and gave me a chain of office. Cindy had typed my citation!

A corvette was primitive compared to a destroyer. It had one engine, a steam reciprocating model that gave the ship 16 knots maximum speed. Its guns consisted of one 4-inch that fired a 40 lb. shell up to six miles, but no fire control; the gunner had to guess the range.



A depth charge explosion, "Avoid self destruction." [sage advice! Ed.]

Anti-aircraft weapons consisted of four .5 inch machine guns with a range of half a mile and no fire control. The chances of corvette gunnery hitting any target were close to zero. But the guns made a noise and that was better than doing nothing. The Asdic had the same performance as the destroyer equipment; it could bounce an echo off the *O 15* at a mile and a half. The depth charge equipment was the same as a destroyers. But there was no gyro compass, no automatic plotting equipment to record the ship's track and no speed log, all of which was standard in the destroyers. What this meant in submarine hunting was that the first attack could go well, but after that there was high probability the submarine would escape because the corvette had no reference point. I discovered this to my embarrassment; I could not run consecutive attacks on *O 15*, "*What the hell is the matter with you?*" asked Hans Soede. He was used to destroyers chasing him around and never letting him escape.

Two weeks after arriving in Pictou I had invented what came to be known as the 'Welland Plot.' My invention enabled the corvette to keep an accurate track of where it had been and to keep a track of the submarine relative to their ship. By doing these things the captain could make his next moves correctly.

My plot consisted of a large pad of paper on which were drawn vertical parallel lines and several compass roses, circles graduated in 360 degrees (lifted from the navigation charts). A rectangle of see-through plastic a foot long and seven inches wide. The plastic (Perspex) was engraved with 'speed lines' from 10 knots to 16. On those lines holes were drilled to represent the distance the ship travelled in 30 seconds. Other equipment needed was a watch with a second hand and a sharpened pencil. Manpower required: two. Training time to teach proficiency: about 20 minutes.

When in Asdic contact with a submarine, the plot was generated by one sailor providing information to another one who put it onto the chart. The information provider read the ship's heading every 30 seconds off the magnetic compass. Then he said what revolutions were on the engine (that's how corvettes knew their speed, one knot for every ten revs). Then he read the bearing of the Asdic contact relative to the ship's heading: "*Port 035*," for example; then he reported the Asdic-range of the contact, "*1,650 yards*," for example (which he overheard from the Asdic operator reporting to the bridge). These four bits of information; ship's course and speed, Asdic range and contact bearing when plotted every 30 seconds, recorded the ship's track. They also produced the course and speed of the submerged submarine. This information was on the bridge, right under the captain's nose.

The two plot-operators took only minutes to invent their own code to abbreviate my windy explanations; e.g., "*Head 130, 14, ping 1650, red 35, Go.*" I told the XO's to assign the plotters from those not otherwise required in action, like cooks or stores-men. (Cooks were good with numbers. Naval cookbooks assumed their would be 100 for meals and dictated the recipes accordingly; so if there were only 76, the cooks had to figure it out!)

No longer did I lose Hans Soede in the mess of echoes produced

INSTRUCTIONS FOR THE USE OF THE WELLAND A/S SCALE

1. Purpose

The purpose of the Welland Scale is:—

- (a) To assist vessels not fitted with A.R.L. Plot to plot the ship's track easily, quickly and accurately.
- (b) To aid in plotting bearings and ranges of target, thus establishing course and speed of target.

Accurate and up to date plots of track of own ship and of target are of great assistance in visualizing and predicting target movement, and may be used to assist in classifying target, in setting course of own ship, and in determining time to fire. Such a plot is of extreme value in regaining contact should contact be lost. Finally, a plot, particularly when properly annotated with time, depth charge attacks, and other such occurrences, is of great assistance in compiling reports of attacks.

2. General Description

The scale is made of transparent "Perspex" approximately 7½" x 12". A number of parallel lines are engraved upon it, the central one of which is graduated from 0-3000 yds. using a scale

(There were five pages of 'how-to'.

A page from the book of instructions for the Welland Anti-Submarine Scale.

by the corvette's wake and the submarine's manoeuvring. "*Now you're doing something right!*" Hans remarked.

In a few weeks, my 'A/S Scale' was put into commercial production in Halifax. Whoever organized that didn't change the design or over-edit the little manual I had written (which was typed on Cindy's imitation of a typewriter). I didn't name it, Naval Headquarters in Ottawa did. This was the plotting device every ship without a gyro compass used until the end of the war. That included every corvette and minesweeper and every Fairmile patrol boat in our Navy. The Royal Navy also adopted it. For my effort I got no money; I paid for the initial supplies and engraving myself. But I got some notoriety, "*Are you really the Welland of the Plot?*" sailors asked me. On one occasion a well-informed corvette captain said: "*Your friggin plot allowed those cheap bastards in Ottawa to avoid equipping us with a gyro and real plotting table.*" So it had its down side!

A message arrived in Pictou saying that the Director of Training from Ottawa would be visiting and I was to take him to sea for a day in whichever corvette happened to be with us. He was Captain Humphrey McMaster, an ex-Royal Navy officer who had come out of civilian life to do his bit for the war. He had been a destroyer officer, I was told. He arrived in time to sail at 0800. The corvette in training was HMCS *Fredericton*, commanded by Lieutenant Eric Harrington, a reserve officer from Montréal. It turned out they knew each other; Harrington's family ran the Vicker's shipyard and were socially prominent. McMaster ran the Slazenger sporting equipment company in Montréal for its English parent. Both of them were oversize people, about six-two, fit, prosperous looking and confidently noisy. Harrington was one of the few reserve officers who had experience to fit him for his job; he was technical, a yachtsman and understood

the wind and water.

I had to care for the mighty Director of Training for a whole day. Hans dove his submarine and we set about the training. I had my Plot up and running using two of Harrington's cooks; I had taught them the evening before.

The attacks went as they were supposed to; when we passed over the submarine a two-pound explosive charge was dropped along with a coloured float. On hearing the bang, the submarine released a yellow smoke-flare. If the ship's float and the submarine's flare were near each other, the attack was satisfactory. Captain McMaster asked me if he could be the 'Captain' for a run. He got a bit mixed up during the final approach and gave the wrong helm order. The ship was going to miss the submarine by 200 yards. I ordered the explosive charge not to be fired and told him to reduce speed, turn so and so, and, *"For God's sake don't waste everybody's time!"* I had forgotten he was so senior and important. Maybe I was a bit edgy from working sixteen-hour days for the past four months. I asked him to make the attack again. He did it reasonably well.

After we had docked he invited me for a drink in the Braeside. *"I haven't been ticked-off for bad behaviour for years,"* he said, *"I'm sorry I wasted your time."* He had a grin, so I believed he was being a good sport. All I had done was insult him in front of ten people, all very junior. A week later he called me on the telephone. *"We are building a new Anti-Submarine School on the west coast, will you go and run it for me?"*

"When do I leave Sir?"

"A soon as I can replace you in Pictou."

I suggested he put Mr. Pat Budge in charge. Budge and Pett had a going-away party for me in the Braeside Inn and presented this certificate. [See above. Ed.]

Pat was immediately promoted to Lieutenant and put in charge. Budge became a legendary figure. He had come to Canada from England and joined our Navy at age 17 as an ordinary seaman. He specialized in 'Torpedo,' was promoted through the ranks and because of his ability, was made a war-rant officer, 'Commissioned Gunner (T).'

**The General Office of
The Commander "D" H.M.C.S.
"Sambro"**

Sir,

The undersigned beg to express their great concern at your imminent departure.

You will be long remembered in their minds by such expressions as negative "Duff London" and Flag "Harry" close up.

It is their considered opinion that the further working up of Corvettes will not be carried out in the same blithe and cheerful spirit as hither-to-before.

They console themselves with the thought that the East Coast's loss will be the West Coast's gain.

They therefore pledge themselves to aid and abet you in any cause, legal or illegal, upon which you may embark.

**Given under their Hands this Twenty Third day
of December in this year of Grace Nineteen
Hundred and Forty One,**

**Lieutenant R. Welland D.S.
Royal Canadian Navy,
Admiralty House,
HALIFAX.**

**Boatswain A/S Royal Navy.
Commissioned Gunner (T)
Royal Canadian Navy.**

During the latter part of the war he was the XO of a Tribal-class destroyer. He did everything better than most people, including directing a choir of sailors! He was captain of the training base Cornwallis, and captain of the cruiser Ontario. He was promoted to Commodore and then to Rear-Admiral. He was an exceptional leader. He lived to the age of 95, with all his senses and sense of humour intact.

Mr. 'Ping' Pett became a Canadian, *"I can't afford to be English,"* he told me. He became a successful businessman in the armament industry. We stayed in touch until he was 87.

The time I spent in Pictou had an unexpected side benefit: I got to know a lot of the reserve officers and later worked with them as the war progressed. Some of these corvette and minesweeper captains were more

than memorable; they became legends and also disciplinary problems. Many didn't give a damn about the formalities of the Navy, unless it was to take advantage of their gold braid and rank when it pleased them. I have space to mention a few of my Pictou pupils. The reader should understand that I had nothing to do with their recruitment or appointment to command one of His Majesty's warships.

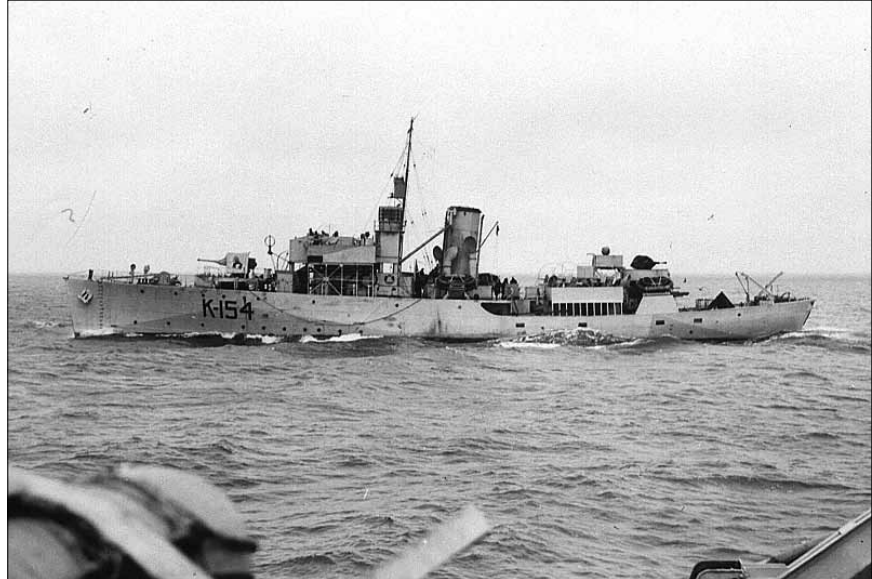
Lieutenant Severiano Pavillard brought his corvette [HMCS Camrose, Ed.] into Pictou. Prior to wearing the rank of lieutenant RCNR, he was an officer in the Spanish navy. He told of commanding a warship during the Spanish Civil War; on the losing side. That unexpected setback caused him to flee, at short notice, to Colombia. His worth was immediately appreciated

in South America and he gained command of an armed cutter that was supposed to suppress the drug trade. Some hostile party exploded his cutter just at the time Canada was recruiting officers to command the new corvettes. Pavillard was six foot three and powerful. He was about forty, bald, and wore a perpetual leer on his pock-marked face. The movie industry would have cast him as an affable executioner. He insisted that all on board, from the youngest cook to the XO, call him 'Pav.' He spoke loudly and fluently and maybe the language was English. In Pictou he had latched onto my Plot with Spanish gusto, so I liked him at once. A couple of years later, in 1943, he invited me on board his corvette [HMCS *Camrose*, see photo. Ed.]; he was alongside a wharf in Horta, in the Azores. We sat in his cabin having a drink, both of us were sweating in the summer heat. 'Pav' wiped his face and said, *"It ain't the heat wot gets me, it's the humidity and the presbyterians running down my back."* His XO, an amusing lawyer from Toronto, told me he had added 'Pav's mercenary experiences together for the eight countries that employed him and that his age was over 120! 'Pav' succeeded in sinking a U-boat and he brought his crew safely through the war.

LCdr Moriarty Ryan was also a marine mercenary. He was known as "Two-Gun Ryan," the name having followed him from Mexico where he was reported to have shot up people with whom he did not agree. He was a handsome guy, big and very Irish, and could have doubled for the actor Errol Flynn. He was bright and easily learned how to hunt O 15; he was one of my best pupils. He quickly graduated from his corvette and was given command of a 'four-stack,' ex-American destroyer. Two-gun's ego was not to be toyed with; he was sensitive to anything that sullied his image for 'defending the right.' In St. John's, Newfoundland, he led sixty of his crew ashore and methodically wrecked a pub that had overcharged one of his sailors for a beer. Ryan took complete responsibility; at his civil trial he warned the judge that any repetition by pub-owners in St. John's would result in their getting the

The corvette HMCS *Camrose* in November 1943. She remained under the command of A/LCdr L. R. 'Pav' Pavillard throughout the war.

RCN Photo



same treatment. The Admiral Commanding, Cuthbert Taylor, intervened on Ryan's behalf and the charges against him were dismissed. Over-charging the Navy in St. John's slowed for a while.

I met Ryan again in 1944. The Commodore in Halifax who administered the ships, ordered me to conduct a 'Board of Inquiry' on Ryan and one of his officers. (My ship just happened to be in Halifax, and the Commodore assumed I had nothing to do.) Ryan wanted his XO, Lt. Julian Savignac, court-martialled for insubordination. The Commodore told me to *"Straighten it out"* with Ryan as everyone was *"Too busy for bullshit,"* except me, apparently. So I went onboard Ryan's destroyer and told him that I was there to conduct a formal Board of Inquiry that would decide whether or not he could proceed against his XO. *"That son of a bitch,"* commented Ryan. So I listened to 'Two-Gun' for half an hour and then to Savignac for five minutes.

The trouble had arisen when Ryan had entered Halifax harbour and turned his ship to have her bow to seaward, which was normal in the naval dockyard. He misjudged distances and had her stopped opposite the berth, but was a hundred yards off the wharf. Savignac was on the foc's'cle, in charge of the crew handling the berthing wires. From the bridge Ryan yelled, *"Get a line out forward."* Savignac, who had previous experience with Ryan's inept ship handling, put his hands on his hips, turned toward the bridge and yelled, *"Which side Sir,*

Halifax or Dartmouth?"

As I left the ship, Ryan's last words were, *"Help me get rid of that French bastard."* Savignac's last words were: *"Please get me off this rag-assed Irishman's ship!"* The Commodore, like Santa Claus, made both their wishes come true that very day.

Lt. Jim Davis was a Torontonians; he had been in the Naval Reserve for years and was a notable yachtsman. When he brought his corvette [HMCS *La Malbaie*, Ed.] to Pictou I recognized him as a potential star at submarine hunting. On the Atlantic convoys he became known to all the warships and a good many merchantmen as 'Admiral, the Honorable James Davis.' Whenever he took his corvette alongside another ship, and that happened often on convoys, Davis put on his 'Admiral' uniform and made sure he leaned an arm over the edge of the bridge. His jacket was sky-blue with seven gold stripes spread from wrist to shoulder; these matched his gold-embazoned tricorn hat. His bushy black beard was genuine. It became customary for ships to pipe him alongside even though he was years junior. Ships played music from Pinafore over their loud-hailers. His behaviour made a few senior officers grind their teeth, but he cared nothing for his critics. My old captain, Gus Agar, would have made him a real admiral.

The people in charge of 'Officer's Appointments' gave me two weeks to get to the West Coast. I said my goodbyes in Pictou; to Hans Soede and his submarine crew, to the bank manager and the owner of the

Braeside. My staff, including Cindy, signed a card that hoped I would see them again. 'Pictou' had been a tough assignment; I hoped I had done it properly.

I took the railway from Halifax to Winnipeg and watched the snow go by for three days. I got to McCreary [Manitoba] just after New Year's Day 1942.

My parents had gone to the trouble of setting up a homecoming party. My father, ever the organizer, had made sure the *Winnipeg Free Press*, the only newspaper that reached McCreary, published a full account of my being awarded the DSC. I had been away five years by this time. Pop's 'army' had all gone to war including my two brothers, Doug and Ted. My sister Greta was 17 and about to join the Navy, in the Wrens. But she was home when I arrived.

I visited Mr. and Mrs. Angus and told them I had seen [their son] Allan before he was killed in the Battle of Britain. They had his Distinguished Flying Cross in a glass case in their living room. It was a pitiful exchange for their gallant son. *"You were his best friend,"* Mr. Angus said. Somehow I felt responsible for Allan's death; he would never have joined the Air Force if I had not left for the Navy. Mrs. Angus gave me a hug. I knew that was a poor substitute.

McCreary had become quiet and lonely. The young men and women, those I had grown up with, had left to serve in the forces. By the time the war ended, three of them had been killed in the war; two in the Army and one in the Air Force.

HOW THE HELL DID YOU DO THAT?

The rewarding part of my visit home was to find my parents in good form. Mother, as ever, was doing things to help other people; my father was running the municipality as well as he could in spite of labour shortages. The host of young men, the hoboes who rode the trains looking for work, had evaporated. They had gone to war, their grandparents were back to driving the horses. I gazed out the train windows for three more days as we hurried across the snow-covered plains and climbed into the



Commander Bill Holmes, Captain of HMCS Naden in 1942.

Rockies. My instructions were to report to Commander W. B. Holmes, the Commanding Officer of the principal shore establishment, HMCS Naden. It was mid-January 1942. There was no snow in Victoria, the flowers were in bloom, no one wore mitts ... was I still in Canada?

Commander Holmes said he was relieved to see me, *"This school is going up and nobody knows where the equipment goes."* Holmes was permanent force, I knew he had commanded destroyers and had a reputation for getting things done. I'd been told his nickname was 'Scarface.' The scar started above an eye and ran down a cheek, it crossed his lips and ended at his chin. The effect was perfect if you wanted to be taken for a swash-buckling pirate. Bill Holmes fitted right into the role. He might have been better looking without the scar, but not likely. (He was a survivor of the Halifax Explosion of 1917, when 7,000 tons of TNT blew up.) *"Let's have a look at the work going on,"* he said.

The site was on the Esquimalt waterfront.

Thirty workmen were clambering over scaffolding three stories high. *"It'll be ready in a month."* Holmes introduced me to Lieutenant John Roper. Roper had joined the Navy for the duration of the war; in real life he was an architect, a distinguished builder of fine homes in Rockcliffe. This meeting was the beginning of a long friendship, and one that gave me a leg-up when I was stationed in Ottawa. In later years he introduced me to the Royal Ottawa Golf Club and the Rideau Club.

Roper was having trouble getting access to the Asdic equipment that he had to design into the building. The boxed equipment was in the Esquimalt naval stores and was labelled 'Secret.' Roper had been unable to get at it. He had not been 'security-cleared' to 'Secret.'

At this stage of my life I was still surprised to find really stupid people in the job of 'boss;' the civilian architect denied access to equipment that would be explained to 400 teenagers attending my classes! I promised myself to wear my uniform if I got as far as the pearly gates of Heaven.

The extent of the equipment was a bit alarming, so were the copious installation instructions; written by my alma mater in Campbelltown, Scotland. The equipment consisted of five complete Asdic sets; one for the fast destroyers, one for minesweepers, one for small patrol boats such as Fairmiles, and two sets for corvettes. Roper and I laid out the equipment on blueprints. John Roper completed the school on time; he used three shifts of workmen.

This new school was complete, right down to blackboard brushes, slide projectors and water fountains. On the lower floor, the Asdic sets were in an orderly line, 100 feet long. The underwater parts, the domes, protruded into the lower level through a steel-grill floor that represented a ship's hull. The walls were painted pale blue. **"You are under your ship,"** signs announced.

The one ton domes that housed the transmitter could be raised and lowered as though they were in a ship. The transmitters could be heard to squeak if you had ears



CLOCKWISE TOP TO BOTTOM

(1) March 1942 – We were the ‘Advance Party.’ L to R: Leading Seaman Biggs, Petty Officers Butchart and Bowditch, and the author. Each of us had awards for sinking U-Boats. [Apologies for the as-is image quality, Ed.]

(2) Admiral Roy Beech cuts the ribbon to open the school. Captain Holmes is nearest. 400 students were in classes three months after the first sod had been turned. John Roper and West Coast workmen had done it!

(3) The Under-Way Training Staff – Front Row: Lt. Ed Bowser (later was the VP of a bank), myself, Lt Drummond Brooks (later Marketing VP of Sylvania Electric), Second Row: PO Fred Jones (later LCdr), PO Dorkin (took part in the sinking of three U-boats), PO Harry Tripp (Cockney humour specialist). Sorry, but I knew the names of the rest of them at the time.



These graduation certificates became colorful and ornate; a group of lady volunteers took over production. They featured ‘Olde English’ lettering, gold paint and red sealing wax. Their manufacture was above criticism—my captain’s wife, Nita Holmes organized it. The training staff had been sent from the anti-submarine school in Halifax. All had practical experience in the Atlantic. I was delighted to see the face of Ray Bowditch; he had been the senior Asdic

heir to a shirt manufacturing company.

They had all recently acquired knowledge of the properties of sound-in-water, the root of our business.

In addition to the school building and its occupants, there were two ships assigned to me. I called it “Under-Way Training.” The ships sailed every day and did their work in the Strait of Juan de Fuca, a ten minute trip from the wharfs of Esquimalt. The weather was kind, the sea was calm and, most rewarding, the water had no temperature gradients. It allowed 16 kilocycle echoes to bounce back from 3,000 yards. Never again would our trainees experience such agreeable conditions!

The whole thing had been carefully planned by the people in Ottawa, Halifax and *Naden*. All I had to do was contribute a bit of special knowledge and maintain some sort of order. Had I not insulted Captain Humphrey McMasters, I would have been somewhere else.

Petty Officer George Tripp had the job of sorting through the young seamen, fresh recruits, to select those suitable to be Asdic operators. He usually got first dibs; ahead of the press-gangs from gunnery, engineering, communications, cooks, etc. He was an English cockney, therefore everything had comic possibilities. Sample: Tripp addressing several hundred recruits in a gym:

that detected 16,000 cycles per second. Special generators provided the 220 volts direct-current the power used in our ships.

Captain Bill Holmes checked progress; he was to provide the stream of trainees. Sixty a week were needed as Asdic operators. In addition, there was a class of ten to be trained as equipment technicians. Then there was to be a course for twelve officers every two weeks. I remember being taken aback at the number of certificates to be handed out, and that I signed personally!

operator in *St. Laurent* when we did in the U-boat in 1940. He had advanced from able seaman to petty officer.

The officers I was given were all reservists. They had a variety of skills not directly related to sinking submarines. Two were Bell Telephone account supervisors, one was a banker and three were school teachers. My Executive Officer, Drummond Brooks, had been a marketing manager for the Sylvania Company and knew everything about light bulbs. Another officer was

HMCS *Sans Peur* – 960 tons, 13 knots. The Duke of Sutherland's linen, china and beds were on board. Her captain, Roger Halliday, was included when she was loaned to the RCN. He became an instant RCNR Lieutenant and expert at training my officer's courses. Halliday allowed me to have private parties on board!



"I need sixty of you this week; the job is to listen for faint echoes from a submarine." Tripp then held up a little wooden submarine, *"When your equipment gets an echo, you tell your captain whether it's a fish or a German U-boat."* Tripp explained the job made honest people out of liars, *"If you make a mistake you'll be torpedoed. Here's your chance to reform and get paid for it."*

The school operated six days a week; on the seventh we overhauled the equipment. Sea training also operated six days a week, usually twelve hour days. Our original failure rate was about 10%. I didn't want anyone to fail; we had too much time invested in them. Tripp became better at sorting them out, *"You can't be deaf or stupid, and it helps if you can sing and play the jew's harp."* If we thought a recruit didn't hear properly, we went to the extreme of sending him to a doctor! After a few months we failed none. Those who quit didn't count ...only a few

did.

My other job was called "Staff Officer Anti-Submarine." In this role I reported to the Flag Officer Pacific Coast. That was the title of Rear Admiral Roy Beech who was in charge of all naval activities on the West Coast. I didn't have a predecessor in either of my jobs so there were no skeletons to inherit. The Admiral told me: *"Just see that the new ships are trained as well as you can."*

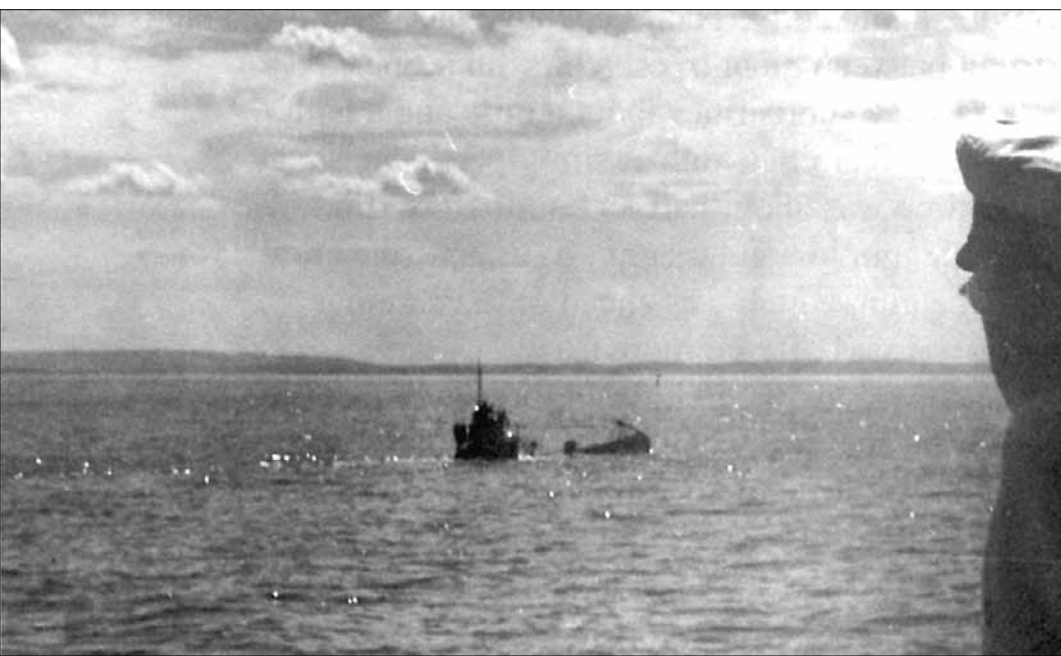
At this time, early 1942, the ship building programs on the West Coast had begun to turn out corvettes, minesweepers and wooden patrol boats, Fairmiles. A training organization much like what I had organized in Pictou was just being set up, so I got the anti-submarine training into the program from the beginning.

Captain McMaster's actions in Ottawa had managed to get a super ship for anti-submarine training; the yacht *Sans Peur*. She was owned by the British, Duke of

Sutherland. *Sans Peur* had been fitted out in the UK with two complete Asdic sets—two domes under the hull, two operator rooms and two bridge controls. She was 270 feet long; had no guns or torpedo tubes to clutter her smooth teak decks. Forward-looking officers in the British anti-submarine school had earmarked her before the war began and designed the Asdic setup; two crews could be trained simultaneously.

Apparently the Royal Navy had commandeered her, but as a sop to the Duke promised not to risk her, the safest place was deemed to be the west coast of Canada. She arrived in Esquimalt two weeks after the school opened, a masterful stroke of timing by Ottawa headquarters. They did that right!

We didn't have a real submarine to practice on. I asked my Admiral if he could persuade the US Navy to provide one; their submarine base at Bremerton was only forty miles away. The Americans had just come into the war and maybe they would like to help out! In the meantime I started training at sea with a towed transponder. This was a British device; 'a poor man's submarine' which a tug towed over its stern on a 200 foot cable. It looked like a metal fish and we called it the 'Porpoise.' Inside were electronics that cleverly repeated the Asdic



US Navy Lt. Cdr Bob Keating's submarine off Esquimalt in 1942. Later he became an 'Ace' in the US Submarine *Barbel*, sinking many Japanese ships.

transmission that it heard. The resulting artificial echo closely resembled a real one and provided good training for operators. It was not so good for the captains as the presence of the tug gave away the 'submarine.' Anyway, I made them use the Welland Plot, submarine or not.

The artificial submarine had the same tight security applied as the Asdic itself, mainly because its electronics would give away the supersonic Asdic frequencies, 14 to 22 kilocycles. Later in the war, in about 1944, the Germans had twigged to the frequencies and had made a device that when released from the submarine, did what our 'Porpoise' did, 'ape' a submarine. Many of our ships were drawn away from the real U-boat by their phony one.

The Germans had another device to confuse the Asdic. It had the amusing name of *Pillenwerfer*, and was a bubble generator, like Alka Seltzer. It was released from the U-boat and hung in the water making bubbles that reflected the Asdic transmission and therefore providing an [false] echo. Bubbles in the wake of one's own ship, or any other ship, gave great Asdic echoes. But none of these false targets would confuse an expert Asdic operator like George Bowditch or 'Buzz' Biggs. Only a real submarine returned the magic echo that had a whiff of doppler and a tinge of steel somewhere in its music.

Admiral Beech asked the US Navy in Bremerton [Washington State] for a submarine on the grounds we were now in the war together. Two weeks later it sailed into Esquimalt, the Captain's name was Bob Keating. The Admiral and my other boss, in *Naden*, Captain Bill Holmes, made a big fuss over Keating and his crew, giving them a choice berth, access to all the facilities, and had a cocktail party for the officers and their wives who made the trip from Bremerton. Bill Holmes saw to it that the crew went to the dances and parties held in *Naden*.

I took Keating and his Executive Officer through the school; I let them see the equipment and told them how it worked. They were openly skeptical that a ship could hunt them down if they chose to escape. They

had never heard of echo ranging, the Asdic principle. Keating's boat was equipped with listening hydrophones. I put to sea in *Sans Peur* to exercise with our new mate; I organized the hunting as for Hans Soede's *O 15*. As we passed over the submarine, it was to release a flare when they heard our explosive charge. The exercise area in the Strait of Juan de Fuca was 30 miles long and 10 miles wide; the water was deep enough to permit a dive to 200 feet. When Keating surfaced at the end of six hours, we had made 20 attacks; we had never lost him on the Asdic. We had kept 'Welland' plots of his course and speed; we compared them that evening with his own recorded courses and speeds. The two plots fitted exactly.

"How the hell did you do that?" He admitted to deliberately trying to shake us but also knew we had him on the sound beam the whole time. "*The US Navy has nothing like it.*" That was true, as I later discovered.

A Japanese submarine visited in June; it fired a few shells at Estevan Point lighthouse which is located at the entrance to Barclay Sound near Port Alberni. The news flew around Victoria. Next day's newspapers speculated on the imminent invasion. The admiral provided me with a high-speed boat called *Yorkholm*, that could make 40 knots. "*I need to calm people,*" he said. "*Make a quick trip.*"

The lighthouse keeper and his wife greeted me and offered tea. They were a comfortable couple, about sixty. Their vegetable garden showed signs of recent tilling, laundry hung on a line strung between giant trees, a blissful scene.

"*I saw the submarine, about a mile and a half distance, steaming south at slow speed,*" he said. "*The time was about half an hour before sundown. My wife got binoculars onto it; we saw the crew man the gun which was ahead of the conning tower.*" I was offered more tea. "*Then we saw the gun flash; it flashed once more before we realized we were being shot at. The first shell passed through the upper branches of the trees, so did the second, then we heard the boom of the gunfire. One shell uprooted some earth near our beach. They fired a few more shots but must have been high. Then it was over.*"

The lighthouse keeper said they could see the crew leave the gun, then the submarine dived, still going south. "*I don't think they meant to hurt us, the shells didn't even explode, maybe practice ammunition.*" His wife remarked, "*In the first war my husband was in the artillery.*" The ex-artillery lighthouse keeper was not impressed by naval gunnery!

Admiral Beech told the Press a submarine had fired a few shots, no harm was done and it had left the area. The newspapers took several pages to embellish the event. The next day and for days to follow, the ferry to Vancouver was laden with Victorian evacuees fleeing the island with their daughters and silverware. This is true. Resolute bravery in the face of the enemy!

The submarine repeated the lighthouse shelling a day later of the Oregon coast at Astoria. This gesture by the Japanese navy furnished the ammunition for the BC government and Ottawa to run hate-campaigns against the Japanese-Canadians who had been living on the west coast for years. They were rounded up, deprived of their property and sent to prison camps in the BC interior. The US government behaved in the same fashion. Not many Canadians are proud of our government's conduct at that time.



The Governor General, the Earl of Athlone, visits the school. The Admiral lightened his load by sending visitors to the mysterious 'House of Asdic.'

TO BE CONTINUED NEXT ISSUE



Bill's Corner

By Bill Clearihue | NAC Toronto



Niobe Day ... The Canadianization of October 21st

The official RCN Niobe Day proclamation (October 15, 2014) gave a perfectly sensible reason for its creation and the implicit abandonment of Trafalgar Day.

Niobe Day gives RCN personnel a chance to reflect on their collective accomplishments since 1910, what it means to be members of the profession of arms, and what is required of them to ensure the RCN's continued excellence, both at sea and ashore, in the years to come.

Trafalgar Day is a Royal Navy celebration which Canada enthusiastically inherited, first as a Colony, then as a Dominion and then as a Royal Navy client until 1910.

The Bicentennial of Trafalgar Day was a large international event and *Starshell* (Summer 2005) ran a four page guest editorial entitled: "Why is the Commemoration of Trafalgar Still Relevant?", with a colour picture of Nelson.

Within the Canadian naval community, Trafalgar Day is not going to disappear any time soon, but twinning it with Niobe Day will certainly focus attention on the legacy of the name Niobe, which extends beyond the service of HMCS *Niobe* (1st). HMCS *Niobe* (2nd) was the Scotland-based RCN headquarters during World War II, and postwar Niobe HMCS *Niobe* (3rd) was the office of the Senior Canadian Naval Officer attached to

the UK Embassy up until 1966. An official *Niobe* ship's badge first came into being post-1948 and is the badge now used by RCSCC *Niobe* in Bridgewater, NS.

"Niobe, wife of King Amphion of Thebes (as a woman represented heraldically by the lozenge) boasted of her 14 children. The titaness Leto (who had only 2 children) decided to punish her boasting and sent her son and daughter Apollo and Artemis to slay all of Niobe's children with their bows (the two arrows). Niobe, grief stricken, wept for her slain family (the fourteen teardrops) in the midst of their spilt blood (the red field). Zeus took pity on her and turned her into a rock on Mt. Sipylus [present day Turkey] where she supposedly still cries when the snow melts (the white in the Lozenge)."

During the brief lifespan of *Niobe* (1st) the Senior Midshipman was Percy Walker Nelles and The First Sea Lord of the Admiralty was Winston Churchill. During the lifespan of *Niobe* (2nd), now Admiral Nelles was the RCN Chief of Staff and Winston Churchill was the British Prime Minister. The propitious discovery of an anchor used on *Niobe* (1st) just days before the 2014 proclamation, must have been a Public Affairs Officer's dream come true. Perhaps a new October 21st toast will arise ... "To Her Immortal Memory?"



2016 CNMT Calendar Still Available!

The Canadian Naval Memorial Trust 2016 calendar is now available for purchase at \$10.00 (plus tax and shipping) from the Gift Shop, HMCS *Sackville*. Bulk orders should be sent to Doug Thomas, Executive Director CNMT at 902-721-1206 or douglas.thomas@forces.gc.ca We will pay for shipping bulk orders of 30 or more.

2016 Calendar / Calendrier 2016

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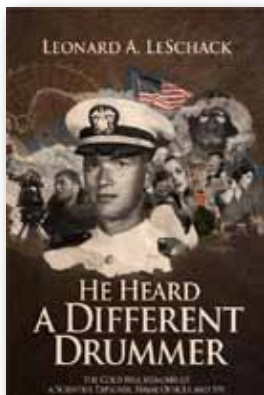


HMCS Sackville in North Atlantic during WW II / HMCS Sackville dans l'Atlantique Nord pendant la Seconde Guerre II
Yves Berube - Maritime Museum of the Atlantic / Musée maritime de l'Atlantique



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Starshell book reviews



HE HEARD A DIFFERENT DRUMMER: The Cold War Memoirs of a Scientist, Naval Officer and Spy, Vol. 1 and Vol. 2

By: Leonard A. LeSchack

Vol. 1 – Self-published (2006), 409 pp, illustrations, index, soft cover, US\$17.85, ISBN 978-0-69223-814-1.

Vol. 2 – Self-published (2006), 569 pp, illustrations, index, soft cover, US\$17.34, ISBN 978-0-69239-119-8.

To purchase go directly to the Amazon website by 'Googling':

<http://www.amazon.com/Heard-Different-Drummer-Volume-Scientist/dp/069223814X>

A Review by Colonel P. J. Williams

Do you remember that scene from the 1960s James Bond movie "Thunderball," or a similar one in the Vietnam film, "The Green Berets?" It's the one where people are extracted from the ground (or the Caribbean Sea in James Bond's case), through a combination of a wire tethered to a balloon, this apparatus then caught by a Y-shaped device on the nose of the approaching aircraft? Once successfully snared, the wire with its accompanying personnel cargo attached, are then safely hoisted aboard the aircraft. Well, the author of this highly entertaining account and a member of NAC Calgary Branch, was actually the first person in history to be operationally extracted by what became known as the 'Skyhook.' It was May 1962 and LeSchack, then a US Naval Reserve Lieutenant and a companion, had recently parachuted onto an abandoned Soviet scientific ice station in the Arctic, on an intelligence gathering mission christened Operation COLD-FEET. He was subsequently awarded the Legion of Merit for his services in this operation, a rare honour for such a junior officer.

This is one of the many adventures recounted in this two volume biography of a man who, though he never saw active combat, clearly packed a lot into a life which combined careers as a naval officer, geologist, scientist and entrepreneur. Indeed, at

one point his military superiors thought he was trying to be the American James Bond.

Leonard LeSchack was born at the height of the Great Depression in the United States. Having gained an interest in science at an early age, he was selected to be a member of the 1957 US Antarctic Expedition (enduring temperatures as low as -81°F), and subsequently studied geology at university. Soon after he began to think of a military career and eventually chose to become a naval officer. Upon completion of his training, instead of opting for the traditional sea duty route, he decided to pursue a 'different drummer' and joined the Office of Naval Research Arctic Program, reasoning that with the Cold War intensifying, the Arctic would gain increased prominence.

Thus the stage is set for a rather unusual and remarkable career in which LeSchack (which is how he refers to himself throughout his memoirs, writing in the 3rd-person) alternates between duty as a naval reservist (once his regular service commitment was finished) and his work as a scientist and businessman. And so, we are treated to adventures ranging between both Poles (including with the Argentine Naval Antarctic Expedition) to Siberia, where he undertook permafrost engineering research. He even found time to be part of the Canadian Polar regions project at Montréal's Expo 67, at one

point has his own yellow submarine and has a mountain in Antarctica named after him! Later in life, as a Reservist, he transitioned to intelligence work and became focused on studying political terrorism. His final post in uniform was as a naval captain and Commanding Officer of the Naval Reserve Unit supporting Commander US Forces, Caribbean. He retired in 1985, subsequently spending time in Canada working in the energy sector. From all accounts, such opportunities would not have been made available to him had he decided at the outset of his military career to opt for sea duty. Throughout his careers LeSchack proved himself what we'd call today a great 'networker' and was able to leverage his various contacts to find himself in many of the exotic locales which populate this account.

The blurb on the back of the book states that among other things, LeSchack was an "...ardent lover of women," and this appears to have been the case. The cover portrays a drawing of what seem to be *femmes fatales*, and the book contains many photos of the women in his life, though the author states in the introduction that he changed most of the names of people in the book to respect their privacy. This was likely sound, as without going into detail, his description of his romances which culminated in marriage to a Canadian woman, are expressed in what I can only call a romantic stream of consciousness. In any case, LeSchack claims that these interludes provided him in many ways with inspiration for his work in other military and scientific fields.

Clearly, as the title states, Leonard LeSchack followed the beat of a different drummer and did so without regret. I was reminded in some respects of an account¹ by a young Englishman who spent several years in the French Foreign Legion in the 1960s. At the end of his book, he states that if the young reader is looking to do something

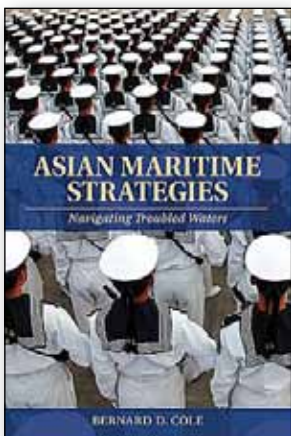
adventurous, such as joining the Foreign Legion, that they should do so and that they would be “happy at sixty,” as I recall.

Leonard LeSchack, having chosen to live life as he did, is clearly a happy man, and to those who seek similar happiness, his highly

entertaining biography might offer some useful advice for those thinking of taking the road less travelled by.

¹ Simon Murray, “Legionnaire: Five Years in the French Foreign Legion,” New York Random House, 2006.

Colonel Williams is Director Arms Control Verification on the Strategic Joint Staff in Ottawa. A naval history buff, the Colonel’s reviews appear frequently in Starshell.



ASIAN MARITIME STRATEGIES: Navigating Troubled Waters

By: Bernard D. Cole

Naval Institute Press (2013), 320 pages, Hardcover and eBook
US\$34.95, www.usni.org ISBN/SKU 978-1-59114-162-4.

A Review by Commander E. G. Forward, RCN

Bernard Cole has written a timely and comprehensive work that outlines the current maritime issues, policies and strategies of the Pacific Rim. Moreover, he provides a snapshot of naval strength by nation and a reasonable forecast of the future of individual navies. Peppered with opinion and conjecture, to his credit, Cole disentangles an extremely complicated geopolitical snarl and provides the reader with a ready resource to understand many of the issues that plague Asian maritime relations. Unfortunately, his book, while well-written and reflecting a wealth of research, is on the verge of obsolescence after only two years in print. Such is Asia and its dynamic nature.

Cole starts his work by setting the scene. He takes us on a textual tour of the ‘Indo-Pacific’ highlighting the various players, how history has intertwined their current situations and the numerous choke points that keep ‘area denial’ proponents up at night. He educates us on the staggering volume of goods and cargo that traverses Asian waters to fuel the world economy and he reminds us that incidents concerning maritime freedom of passage in Asia reverberate around the world and affect global markets.

In his initial chapter, Cole touches on some historical case studies of interest including Japan’s wars with China and Russia in 1895 and 1905 respectively and the development and application of the US War strategy against Japan. The chapter also includes how current bilateral and multilateral treaty structures in the area as well as multilateral organizations affect the maritime arena. Finally, and most importantly, Cole discusses the United Nations Convention on the Law of the Sea (UNCLOS) with a focus on current disputes in the Asian region.

The book then embarks on a series of chapters that address the region’s major nations and groups of smaller maritime states of which Canada is a part. The United States, China, Japan and India are studied in detail with smaller states grouped under geographical headings. In examination of each country, Cole speaks at length of their maritime strategies, policies and outlooks. In this regard, he notes that Canada holds a particularly envious position.

“The Canadian maritime strategy appears to be the most coherent and inclusive of the maritime strategies published by Pacific nations, enhanced by its brevity.”¹

Despite this nod our way, any reader of

this work will note it is the only bright point in a very dim future. China is on track to surpass the US in the next fifty years in terms of relative maritime strength in the Pacific. This may very well change with a political shift however, barring a catastrophic economic change which would hurt us as much as ‘them,’ we should be prepared to see the Communist red of China’s flag hanging on many more taffrails in the future. Japan’s fleet is the envy of the Pacific but Singapore’s or Malaysia’s may soon surpass it. India is growing by leaps and bounds and is starting to look east, wary of an emerging China. Vietnam and Indonesia are beset by political instability while overlooking some of the most contested waters in the Pacific, and Australia, recognizing that her future lies in Asia’s fortunes, is hedging her bets with multilateral agreements that include Japan and Brunei. With few exceptions, all navies in the Asian area are modernizing and increasing size which leaves Canada’s stagnation on par with Myanmar and Bangladesh. Cole acknowledges that we are professional and relatively modern but also that we are small with our strength lying at the negotiation table, rather than in the ops room.

Cole concludes his work by summing up the preceding chapters and offering the reader the opportunity to judge whether the work’s goals have been met. He notes that, “Despite the risks inherent in forecasting the future, the conclusion attempts to do just that...”²

Cole’s treatment of a very complicated and multi-layered topic is admirable and very readable. The reader runs the risk of getting lost occasionally in some of the UNCLOS discussions as indeed, he is summarizing years of legal wrangling in a few words, but nevertheless, I thoroughly enjoyed this book. Cole manages to weed

through all the rhetoric and present an objective view of Asia today and Asia tomorrow that, if trends continue, will see less US dominance and more and more Chinese influence. In reading this book, I could not help wonder where all that will leave Canada. Increased dependence on Asian markets and sea routes with practically nothing military

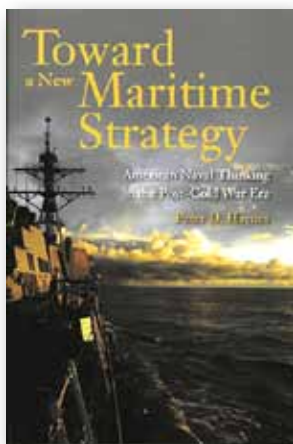
with which to defend our interests or lean on our competitors ... but I digress. This book's value lies in its highly readable and well-researched text that gives the reader an appreciation for Asian maritime issues and how they influence global affairs.

Recommended for the geo-politico at heart, but also for the informed Canadian.

¹ Bernard D. Cole, "Asian Maritime Strategies, Naval Institute Press (2013), p.190.

² *ibid.*, p.22.

Commander Forward currently serves with the Strategic J4 of Strategic Joint Staff. He is the author of several historical novels of Newfoundland and Labrador.



TOWARD A NEW MARITIME STRATEGY: American Naval Thinking in the Post Cold-War Era

By: Peter B. Hayes

Naval Institute Press (2013), 320 pages, Hardcover and eBook
US\$34.95, www.usni.org ISBN/SKU 978-1-59114-162-4.

A Review by Colonel P. J. Williams

Normally, books about strategy aren't my first choice for non-fiction reading, and the title led me to believe that this would be a book devoted to Blue Sky, theoretical thinking. I was certainly wrong on the latter and will now revise my views somewhat on the former. In this highly engaging volume, the author, himself a US Navy (USN) Captain, with vast experience as a strategic planner, tells the story of how the USN developed, and in 2007 published, its "A Cooperative Strategy for 21st Century Seapower," a document which was subsequently updated earlier this year. According to the author, this new strategy represented a fundamental shift in the way the USN viewed itself in relation to US interests.

As the reader will find out, the road to 2007 was not an easy one by any means and in writing the book, the author aims to answer two questions:

- Why did the USN not develop a maritime strategy earlier in the post Cold War era? and,
- What explains why it did eventually develop a maritime strategy?

The book is arranged in chronological order beginning actually with what the author terms as the seminal event in USN history, victory in the Pacific in World War II, which being enabled by a carrier navy, enabled victory, *from the sea*, vice *victory at sea*, which had been the case for navies prior to this. In the early stages of the Cold War which followed, 'operations' gained primacy in the USN, at the expense of 'strategy.' This, as well as other factors in the author's view, became the status quo, which combined with a technological mindset, reinforced by the development of nuclear submarines, left the USN leadership woefully unprepared to define the place of the Navy in the new strategic environment which emerged with the demise of the Soviet Union. It also put the USN in danger of being considered irrelevant, particularly in light of the first Gulf War, in which the Army and Air Force received the lion's share of publicity.

Thus setting the stage, the author then takes us through how various successive Chiefs of Naval Operations (CNOs) responded to these new circumstances. In this respect, what could easily have been a dry

story of how various strategies were able to evolve, or not, is given a very human face by the author, who describes how each CNO in turn, working in collaboration (or not) with his service Secretary, and leveraging more junior officers who were strategic planners, acted in their specific circumstances. The author makes a strong and somewhat compelling case that the education and background of each of those naval leaders (several of whom had not attended such higher institutions as the Naval War College) drove the extent to which they were willing to accede to the need for a maritime strategy at all. Some CNOs felt that 'strategy' was the purview of their superiors, and that all they needed at service level was a document which could justify their programs while also preserving tenets such as forward basing which they held as a *sine qua non*, and which they believed is what Congress (who controlled their budgets) wanted to hear anyway. Thus experience in programmatic or management tended to be increasingly prized over one's skills as a strategic planner. Personality also played a role at the level of the USN's main 'communities' of aviation, surface and sub-surface, at one point led by powerful three-star admirals, and whose influence waxed and waned (along with their ranks it must be said) over time, as various CNOs sought to rein in their influence, so that a strategy to fit the new global environment might be developed.

In the end, in the author's view, the real heroes of the book are Admiral Mike Mullen (later a Chairman of the Joint Chiefs of Staff) and Vice Admiral John G. Morgan, who were able to see "A Cooperative Strategy" finally published. For what seemed to be the first time the USN was able to develop

a document which expressed the need for the US, in the current strategic environment (where globalization was acknowledged as a factor which could not be ignored) to maintain both Regionally-Concentrated, Credible Combat Power (i.e., carriers able to intervene in the Persian Gulf of the Western Pacific), as well as Globally Distributed, Mission-Tailored Maritime Forces, which catered for the need for facing threats further left on the spectrum of conflict. All neatly summed up in a series of Venn diagrams. Looking at it now, one wonders why something so seemingly self-evident was not developed much earlier. However, as the author explains, making 'rudder shifts' in an organization as complex as the USN, where personality, vested interests and the need to (as we now call it) 'socialize' ideas across a wide range of stakeholders, can take a long time. Looking ahead, the author makes various recommendations regarding the training of officers to think strategically so as to ensure such expertise in future. I found that it all made for fascinating reading.

In terms of sources, the author relied on many secondary US sources. It is also quite clear that in his capacity as a strategic planner in the past that he was able to gain access to many of the key USN leaders who were involved in the strategy development process over many decades. And so, throughout the very extensive Notes pages at the end of the book (which themselves run to some 30 pages), one sees reference to discussions and emails from various *dramatis personae* involved. Haynes does not shy away from being highly critical of various senior officers and other officials who, for various reasons, were themselves obstacles in the path toward the development of "A Cooperative Strategy."

At the time of writing this review, Canada is engaged in a federal election campaign. Regardless of whatever government next assumes power, it is perhaps highly likely that a review of the extant *Canada First Defence Strategy* will be called for or that the development of an entirely new strategy will take place. Either way, there will be a wave of work for strategic planners at both the

Departmental/Canadian Armed Forces and Level 1 (e.g., service, operational command, etc.) echelons. To those who will be engaged in such vital work, the story of how the USN went down this route should prove very useful and instructive.

Highly recommended.

Colonel Williams is Director Arms Control Verification on the Strategic Joint Staff in Ottawa.

A SELECTION OF NAVAL NOTES

By Cecil Woods, World Ship Society, Vancouver BC Branch

- The Russian Navy is building its own icebreakers. A new class of vessels, 85m long, 20m wide and of 6,000 tons. They (four are planned, will have unique Azipod-type steerable propellers and be capable of moving forward, backward and sideways in the ice. They will be available as ice tug-boats.
- The rapid rise of Chinese capabilities and the choke points for shipping such as the Straits of Malacca, Singapore and Taiwan have brought about increased spending on naval capabilities by nations in the Asia-Pacific Region. The navies of both China and India are building new high-technology ships such as nuclear ballistic submarines and aircraft carriers. The smaller nations in the area are concentrating on fast attack craft, corvettes and coast guard cutters. Japan is building larger helicopter ships and improving their Soryu class of submarines and Aegis-equipped destroyers. South Korea is adding new submarines and Aegis-equipped destroyers. Taiwan is looking at building submarines and more surface craft. India has awarded a contract to Goa Shipyard to build 12 mine countermeasure vessels (minesweepers).
- The construction of naval ships for the RCN has been delayed by the Canadian federal government [prior to the election] removing funds from the Navy programs to re-equip the Canadian Army and Air Forces that went to Afghanistan military operations. If this diversion had not happened, the RCN would probably not be in the dire situation it is in with a lack of ships.
- The Canadian Forces Commendation was presented to the USS *Sioux* for exceptional support to the officers and crew of HMCS *Protecteur* when they experienced a major fire at sea last year. Another commendation was bestowed on the crew of the USS *Chosin* for their assistance with the *Protecteur* as well.
- The navy of the Netherlands has a new support ship for amphibious operations, the JSS *Karel Doorman*. The ship has the capacities of: 8,000m³ of ships fuel; 1,000m³ of helicopter fuel; some 450m³ of potable water and some 400 tonnes of ammunition and other supplies. The ship is also well equipped with weaponry and electronic communications and scanning systems.
- Russia's naval shipbuilders are having continuing problems in completing construction of new warships—with the exception of building submarines. Russia's National Defence magazine is suggesting the Russian Navy in the Pacific ask Chinese shipbuilders to build the ships the Russian navy requires. The Chinese Type 054A frigate is the preferred warship. These were designed and built with Russian assistance. The Russian Navy's only functional warships are of the Soviet era—"old, over-used, and/or under long term maintenance."
- The Russian navy received combustion turbine engines from Ukrainian builders—these are now lost to the Russians due to the political unrest in the area.
- The US Naval Academy is to begin teaching celestial navigation again. The realization that satellites and GPS can be vulnerable to cyber attack has the Academy reinstating the 'old' tools—sextants, nautical almanacs and volumes of tables. The new students will be taught to use these tools to chart courses. The navy is getting help from the US Merchant Marine Academy as it still requires its graduates to be comfortable using celestial navigation.
- The RCN's *Athabaskan* was caught in a Sea State 9 with 65 knot (120 km/hr) winds. The storm caused the loss of 10 drums with 3,000 litres of oil; jerry cans with 180 litres of gasoline, and four drums of hazardous waste overboard.
- The government of the UK has announced that £859 mn is to be invested in new Type 26 frigates for the Royal Navy which will be built on the Clyde in Scotland. It is expected 13 ships will be built by BAE Systems.



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 Vancouver, BC Branch
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Fraser McKee's Navy...



Visiting Admirals

I was the Executive Officer at HMCS *York* in Toronto, thus Wardroom President when in about 1968 we asked Vice-Admiral Ralph Hennessy, DSC, CD, then Chief of Personnel in NDHQ, to be our speaker at a dinner on a week day. Wanting to 'get it right,' I phoned his office and spoke to his senior aide, asking what he would probably like to drink and anything else that would help. I was told he drank brandy and after the dinner would most likely enjoy a game of poker.

This I laid on; he was as usual, a great guest and speaker, indeed drank brandy and was delighted to be asked if he'd like a game of poker afterward.

About six of us stayed behind. This pursuit went on, and on, and on ... the Admiral showing no ill effects of many brandies and no weariness as the time advanced.

As I recall, very little money changed hands ... if any!

About 5:00 am I suggested to the Admiral that being Reservists, most of our officers had jobs or studies to go to and that maybe we could call a halt. He happily agreed.

I took him back to his room at the Royal York Hotel, very much still in good spirits. My own reception at home was less cheery, as my wife met me in a fury at not being called when I hadn't turned up at home by about 1:30 am! I had not thought it politic to depart the game to make a call after that, when I presumed she'd be asleep.

'Spike' Hennessy wasn't everybody's favourite Admiral, but as Bill Landymore told Mickey Stirling, he and 'Scruffy' O'Brien, someone had to stay behind and fight the Navy's battle from within. I found the Admiral a most pleasant and valuable fount of knowledge on many later contacts.

Blessings,

Fraser

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Answers to Schober's Quiz #69 on page 19

Answers:

(1) The sole USN ship was transferred under Lend-Lease. The reason for the transfer of the RN ships was more complex. Italy capitulated to the Allies on 3 September 1943. The Soviet Union wasted no time laying claim to one third of the remaining Italian battle-fleet, as its share of war reparations. The Western Allies considered this demand as somewhat premature, and were in any case reluctant to agree with it—especially since Italy had smartly changed sides and joined the fight against the erstwhile Axis allies. It was largely to mollify Stalin for temporarily refusing his demands for Italian booty that the British offered the Soviet Navy the loan of a somewhat equivalent number and types of warships—with the proviso that they be returned to the Royal Navy the same day as the 'Italian' ships allocated to the USSR were delivered to them.

It is evident that with the possible exception of the four submarines, all of the ships loaned to the USSR were, to say the least, obsolescent and of limited fighting value. *Royal Sovereign* was completed in 1916 and *Milwaukee* in 1923. Neither had been modernized. All of the 'Four Stacker' destroyers had seen hard usage during the Battle of the Atlantic, their places now taken by an abundant supply of new construction Anti-Submarine vessels. The absence from the Royal Navy's Order of Battle of the ships loaned to the Soviets therefore represented no significant loss to the fighting strength of the RN or USN.

(2) British Ships transferred on loan to the USSR

Note: The Royal Navy name of ships is followed by their Russian name.

'Royal Sovereign' Class Battleship

Royal Sovereign / *Arkhangelsk*

'S' Class Submarine

Sunfish / *V1*

'U' Class Submarines

Unbroken / *V2*; *Unison* / *V3*; *Ursula* / *V4*

'Wickes' Class ex-USN (Four-stacker) Destroyers

Chelsea / *Derzkiy*; *Roxborough* / *Doblestnyi*; *Georgetown* / *Zhotki*; *St. Albans* / *Dostoinyl*; *Leamington* / *Zhguchi*; *Lincoln* / *Druzhny*

'Clemson' Class ex-USN ("Four-stacker") Destroyers

Churchill / *Dyatelnnyi*; *Brighton* / *Zarkij*; *Richmond* / *Zivuchij*

US Navy Ship transferred on loan to the USSR

'Omaha' / Class Light Cruiser *Milwaukee* renamed *Murmansk*

Epilogue:

The largest Italian ship ceded to the USSR, the 28,800 ton 'Conti di Cavour' Class battleship *Giulio Cesare*,¹ was duly transferred to the Soviet Fleet on 4 February 1949. On the same day, the battleship *Royal Sovereign* was returned to the RN at Rosyth. On subsequent inspection the British sailors were revolted by her filthy state, finding her mess decks covered in human feces. But what really shocked the inspecting party was the discovery that every last one of the battleship's guns—from her eight 15-inch cannons down to the 2-pounder pom-poms—was fully loaded and ready to fire. This, some four years after the cessation of hostilities!

The Soviets were in no hurry to return the other ships, which were handed back in dribs and drabs over the next three years. The last one, the destroyer *Georgetown* / *Zhotki*, was not returned to the RN until 9 September 1952. *Milwaukee* / *Murmansk* was returned to the USN on 16 March 1949.

Two vessels were not returned. One, the submarine *Sunfish*, renamed *V1*, never made it to Russia in the first place. On passage from Dundee to the Kola Inlet she was sighted by an RAF aircraft and sunk in error with all hands—because her new Soviet captain failed to comply with established safety protocol. The other ship not returned was the destroyer *Churchill* / *Dyatelnnyi*, torpedoed and sunk by *U-956* in the Kara Sea on 16 January 1945.

¹— Renamed *Novorossiysk*, she served in the Black Sea as a training-ship. At anchor off Sevastopol on the night of 28/29 October 1955, she blew up without warning, capsized and sank, taking 608 men with her. The cause of the explosion was attributed to one, or possibly two, undiscovered German ground mines from WWII.



Obituaries

Compiled by Pat D. C. Barnhouse

'Starshell' Obituaries Editor
pat.barnhouse@sympatico.ca

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

Apocrypha, Matthew 44:7-8

♦ LCdr Frank Clements ALLWOOD, CD, RCN (Ret'd)

NAC-VI in Norfolk, UK 20/06/15. Conway trained, jn'd. RCN as A/Lt(SSA) 07/56 at *Naden* (sen. 12/55 and confirmed Lt(SSA) and later RCN Lt same day). App't. *Jonquière* 09/56, thence *Cowichan* 12/57, James Bay 06/60 and *Sussexvale* (XO) 01/62. Prom. LCdr 09/62 fil'd. by *York* (RCAF Staff College) 09/63 and *Bytown* (DNT) 08/64. Ret'd. in '71. [RB]

♦ Cdr Frederick Robert FOWLOW, CD*, RCN (Ret'd)

Calgary Br., 91 in Calgary 11/07/15. Jn'd. RCNVR as Prob. SLt 04/42 at *Unicorn*, thence *Kings* and SLt 06/42, fil'd. by *Blairmore*, *Fleur de Lis* and *Noranda*. Prom. Lt 01/44 thence *Kings* ('n' cse.). *Kenogami* and tsf'd. RNVR FAA, fil'd. by HMS *St. Vincent*, RNAS Arbroath, RNAS Rat-tray (qual. 'O') and *Warrior*. Rls'd. 11/46. Jn'd. RCN under CANDIV 47 program as Lt(S) (sen. 07/47) thence USN Naval Supply Cse. in '50, *Naden* in '51, *Athabaskan* (Korea) in '51 and *Naden* (SO Supply Sch.) in '52. Prom. LCdr(S) 07/55 thence *Niagara* (USN Exchange) in '55, *Shearwater* in '58, UWO (MBA Program) in '58 and *Bytown* in '60. Prom. Cdr 01/64, fil'd. by *Cornwallis* in '64, USN Senior Supply Mgmt. Cse. in '66. *Stadacona* (HMC Dkyd) in '66, *Bonaventure* (SupO) in '67, NDHQ in '69 and Commandant CF Management School in '70. Ret'd. in '72. Civ. career as Registrar and Director of Admissions at Mount Royal College in Calgary. Br. Pres. 1979-80, Bronze ('83), Silver ('90) and Gold ('05) Medallions. [GAM, *Calgary Herald* and "Canada's Naval Aviators"]

♦ Cdr(E)(A/E) Eugene GOSH, CD*, RCN (Ret'd)

NAC-VI, 91 in Victoria 08/07/15. Jn'd. UNTD at *Cataraqui* in '43 as Stoker 2/C. Tsf'd. RCN as SLt(E) (sen. 09/46), thence *Stadacona* and *Warrior* in '46. Prom. A/Lt(E) and thence confirmed Lt(E) (sen. 09/45), fil'd. by RNEC in '47, HM Ships *Glory* and *Theseus* in '48, RNEC (A/E specialization) in '49. RNAS Yeovilton in '50, *Shearwater* in '50 and *Ontario* in '52. Prom. LCdr(E)(A/E) 09/53, thence *Shearwater* (VX 10) in '54 and *Bytown* in '57. Prom. Cdr 06/62 fil'd. by DESRON 2 (SqN Tech O) in '62, *Naden* in '65, CFHQ in '67, *Niagara* (Ass't. Naval Attache) in '69 and CFB Esquimalt in '73. Ret'd. in '74. Civ. career with BC Government and as a consultant. [WC, *Times Colonist*, "Canada's Naval Aviators"]

♦ Lt(S) William Hamilton GRAY, RCNVR (Ret'd)

Winnipeg Br., 98 in Winnipeg 24/07/15. Jn'd. RCNVR as Prob. Pay SLt 04/43 at *Naden* and later confirmed Pay SLt same date. Prom. Pay Lt 04/44, thence *Prestonian* 09/44 and *Stadacona* 07/45. Tsf'd. to Ret'd. List in '45 as Lt(S). Civilian career as a chartered accountant and active

in community service. [RS, *Winnipeg Free Press*]

♦ Lt(S) the Hon. Thomas Baird McMEEKIN, RCN(R) (Ret'd)

Calgary Br., 78 in Calgary 03/09/15. Jn'd. RCN(R) at *Nonsuch* as UNTD Cdt(S) 01/57. Prom. SLt(S) 07/59 and jn'd. *Tecumseh* 09/59. Tsf'd. *Cataraqui* 09/60, prom. Lt(S) 07/61 and thence *Tecumseh* 09/63. Srv'd. post-unification. Career as a lawyer and later appointed to the Alberta Provincial Court. Bronze Medallion '78. [WC, *Calgary Herald*]

In Memoriam (non members)

♦ Cdr William Henry Isaac ATKINSON, DSC, MiD, CD*, RCN (Ret'd)

93 in Peachland, BC 16/07/15. Jn'd. RCNVR as Leading Naval Airman 01/43, tsf'd. to RCNVR 03/44 and RCN 12/45. Prom. PO RNVR 03/44, A/SLt RCNVR 04/44, SLt(P) 10/44, Lt(P) 03/45, Lt(P) RCN 03/45, LCdr(P) 05/53 and Cdr 01/62. Srv'd. HM Ships *St. Vincent*, *Ravager*, *Patroller*, *Indomitable* and *Formidable*; RNC Greenwich, RNAS's Puttalan, Lee-on-Solent and Eglington; *Naden*, *Royal Roads*, *Stadacona*, *New Liskeard*, *Portage*, RCAF Centralia, *Magnificent*, *Shearwater*, *Bytown*, CJAT Rivers, RCAF Staff College, *Nootka* (XO), *Niagara* (USN VX 1), *Haida* (i/c), *Venture* (i/c) and CDLS(W). Ret'd. in '73. [RD, "Canada's Naval Aviators"]

♦ Ord Cdr Orval Walter BENNETT, CD*, RCN (Ret'd)

96 in Ottawa 02/09/15. Jn'd. RCNVR as Prob. SLt in '44 and prom. SLt(SB)(E) 02/45. Tsf'd. RCN AS Ord Lt (sen. 09/43), prom. Ord LCdr 09/51 and Ord Cdr 07/54. Srv'd. *Cornwallis*, *Scotian*, *Naden*, *Haida*, *Bytown* and *Niobe* (three app'ts. – RMC of Science, UK Staff Cse and *Niobe* Staff). Ret'd. in '65. [Citizen]

♦ LCdr Bernard Homer BRINEN, CD**, RCN (Ret'd)

88 in Middle Sackville, NS 20/07/15. Jn'd. RCN in '45, CFR'd as CMD O 05/62, prom. Lt 01/65 and LCdr 01/71. Srv'd. inter alia, *Granby* and *Cape Scott*. Ret'd. in '82. [SR, *Chronicle Herald*]

♦ ♦ LCdr(L) Alistair Gordon CARR, CD, RCN (Ret'd)

92 in Ottawa 13/09/15. Jn'd. RCN in '51 as A/Lt(L) (sen. 01/51), confirmed Lt(L) (sen. 06/49) and prom. LCdr(L) 06/57. Srv'd. *Crescent*, *Magnificent*, *Stadacona*, HMC Dkyd Hfx and *Bytown*. Ret'd. in '65. [Citizen]

◆ **Ord LCdr Tristram Edward COFFIN, CD, RCN (Ret'd)**

89 in Dartmouth, NS 28/09/15. WWII service. Jn'd. RCN as A/Ord Lt (sen. 09/50) 11/50, confirmed Ord Lt (sen. 09/49) and prom. Ord LCdr 09/57. Srv'd. *Naden, Haida (Korea), Stadacona, Saguenay, Bytown* and *Cape Scott*. Ret'd. in '65. [Citizen]

◆ **Surg Lt Lawson Bruce CRONK, RCN(R) (Ret'd)**

91 in Belleville, ON 24/01/15. Jn'd. *Cataraqui* 03/48 as Surg Lt (sen. 03/46) and rls'd. in '50. [Queen's Alumni Review]

◆ **LCdr Michael Joseph Patrick CROWLEY, CD*, RCN (Ret'd)**

86 in Halifax 07/07/15. Jn'd. RCN in '48. CFR'd as CMD O 05/62, prom. Lt 01/65 and LCdr 01/73. Srv'd. *Naden, Stadacona, Portage, Wallaceburg, Quebec, Bonaventure, Cape Scott, Crescent* and *York (i/c)*. Ret'd. in '79. [SR, Chronicle Herald]

◆ **A/Surg Lt Paul George DYMENT, RCN(R) (Ret'd)**

78 in Topham, ME, USA 14/07/14. Jn'd. as UNTD Cdt 01/54 at *Cataraqui*, prom. A/SLt 07/56, tsf'd. to Ret'd. List in '57 and redesignated A/ Surg Lt 07/58. [WC]

◆ **Cdr Anthony George Scott GRIFFIN, RCNVR (Ret'd)**

Former Toronto Branch NOAC, 104 in Toronto 04/09/15. Pre-WWII RMC graduate. Jn'd. RCNVR in '40, prom. Lt 07/40, LCdr 07/43 and Cdr 11/45. Srv'd. *Stadacona, Pictou (i/c), Avalon* and *Toronto (i/c)*. Tsf'd. to Ret'd. List in '45. [WC, e-veritas]

(Starshell Editor's Note: *Commander Tony Griffin's significant naval memoirs were serialized in Starshell beginning with Issue No. 6, Spring 1999 and concluding in Issue 13, Winter 2000-2001.)*

◆ **Lt the Hon. Justice Benjamin LAMB, QC, RCN(R) (Ret'd)**

Former Toronto Branch NOAC, 87 in Toronto 19/09/15. Jn'd. UNTD in

'46 at *York* as OS (Officer Candidate), prom. SLt 09/49 and Lt 09/51. Tsf'd. to Ret'd. List in '57. [WC, Toronto Star]

◆ **Maj (Ret'd) Brian Thomas NORTHROP, CD****

69 in Ottawa 13/08/15. Sea King pilot. [PB, Citizen]

◆ **Capt [Col(PLT)] David Henry TATE, CD*, RCN (Ret'd)**

84 in Yellowknife, NWT 02/10/15. Jn'd. RCN AS Mid(SSA) 06/50 and prom. A/SLt(P)(SSA) 09/52, SLt(P)(SSA) same date, Lt(P) 09/53, LCdr 09/61, Cdr 01/66 and Col(PLT) 01/75. Srv'd. *Stadacona*, RCAF Centralia and MacDonald, *Shearwater*, RNAS Lossiemouth and Culdrose, HMS *Triumph*, *Magnificent*, RCAF Trenton, RAF Farnborough (Empire Test Pilots Cse.), Boscombe Down, *Iroquois, Athabaskan, Micmac, York* (RCAF Staff College), *Bonaventure*, CFB Cold Lake, NATO HQ, NDC, (Cse. 28, flt'd. by Directing Staff), CFB Moose Jaw (Base Cdr) and Detachment Commander CP-140 Aurora Program Burbank, CA. Also served VF-870, VF-871, VT-40, VX-10 and VS-880 (i/c). Ret'd. in '81. [PB, JC, "Canada's Naval Aviators"]

◆ **LCdr Burtus TEMPELAARS, CD**, RCN (Ret'd)**

83 in Halifax 02/08/15. Jn'd. RCA as Bandsman and later posted to *Stadacona* Band. CFR'd as Lt 01/79 and prom. LCdr 01/84. Srv'd. *Stadacona* (including Director of Music) and *Naden* (Commandant CF School of Music). Ret'd. in '88, thence Director National Band of the Naval Reserve. [SR, Chronicle Herald]

◆ **Cdr Richard Hunter VOGEL, QC, RCN(R) (Ret'd)**

Former NOABC, 85 on Salt Spring Island, BC 28/08/15. Jn'd. Discovery as UNTD Cdt(S) 01/50, prom. A/Inst SLt 09/53, Inst. SLt same date and Inst Lt 09/55. Srv'd. Scotian ca. 1954-57. Tsf'd. to Ret'd List in '59. Later active in Naval Reserve at Discovery and prom. LCdr and Cdr (srv'd. as Aide to BC Lieutenant-Governor). [JB, Vancouver Sun]

“We will remember them.”

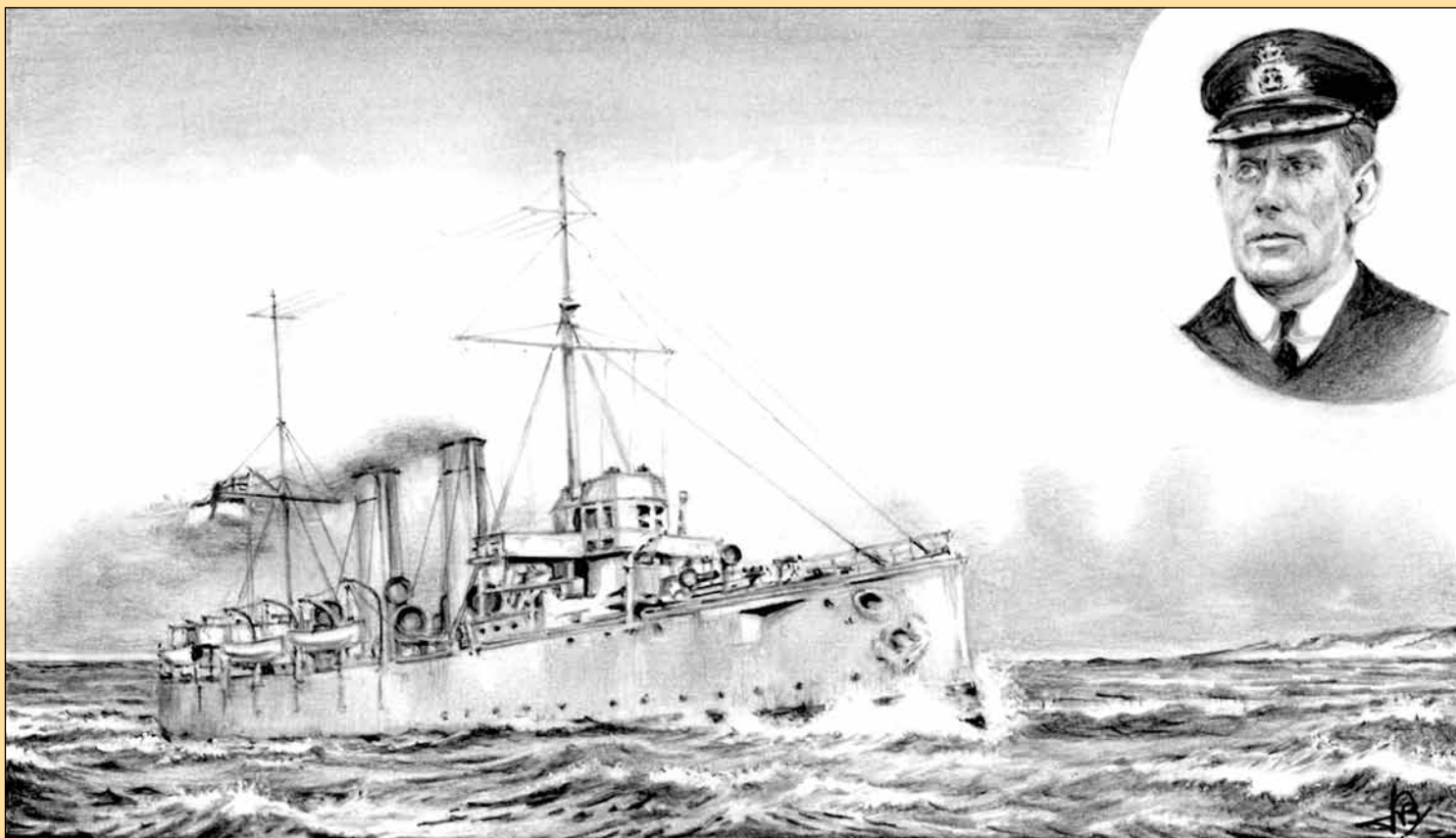
Kindly forward all obituaries to Pat D. C. Barnhouse, 'Starshell' Obituaries Editor
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based on a sketch by James Holland

'Our Navy'

By F. R. (Hamish) Berchem CSMA

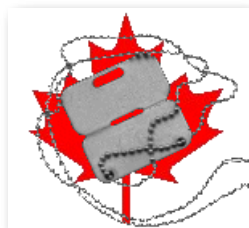


"REMEMBER NELSON AND THE BRITISH NAVY"

HMCS RAINBOW, Commander Walter Hose, sailed from Esquimalt, BC on 3rd August 1914. Armament was 2 x 6-inch, 6 x 4-inch and 8 x 6-pounder guns; a poor match had there been an encounter with the German cruiser LEIPZIG, more modern (1906 v. 1893), mounting 10 x 4.1-inch guns with high-explosive shells and with much superior gunnery. Canada's cruiser was inspired by a message from Naval Headquarters: "Remember Nelson and the British Navy. All Canada is watching."

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