



Volume VII, No. 78, Spring 2017

Starshell

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



The Naval Association of Canada

OUR COVER ~ GOOD OL' NAVY RESOURCEFULNESS!

No, this is not intended to show the RCN at its worst but rather at its best, resolving a potentially disastrous situation by exhibiting good old navy ingenuity! Built for the RN at Vancouver but transferred to the RCN for manning, the Bangor-class minesweeper *Lockeport* was commissioned on 27 May 1942 and served with Esquimalt Force until 17 March 1943 when she sailed for Halifax. Upon her arrival there on 30 April, she was assigned briefly to WLEF and in June to Halifax Force. In November and December 1943 she was loaned to Newfoundland Force but was withdrawn due to engine trouble. On 9 January 1944, while enroute to Baltimore for refit, her engines broke down during a storm and she made 190 miles under improvised sail, sewing hammocks together and lashing them to the masts as a foresail and mizzen, before being towed the rest of the way to her destination. Upon her return to Halifax in April, *Lockeport* was ordered to Bermuda to work up, and on the homeward journey she escorted the boats of the 78th Motor Launch Flotilla. Returning to Sydney Force in 1944 she was frequently an escort to the Port-aux-Basques ferry. She left Canada on 27 May 1945 for the UK and was returned to the RN at Sheerness on 2 July to be broken up three years later.

Royal Canadian Navy Photograph / Public Archives Canada

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Starshell

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Don't miss out on
historic St. John's...



The Naval Association of Canada, Newfoundland & Labrador Branch In cooperation with the Crow's Nest Officers' Club Is pleased to host the 2017 NAC National Conference and Annual General Meeting in historic St. John's, 19 ~ 22 October.

NATIONAL CONFERENCE AND AGM, ST. JOHN'S

The National Conference will be a one-day event hosted by the Fisheries and Marine Institute of Memorial University on Friday, October 20th. The Conference theme is: "The North Atlantic, Past and Present." Further details will be posted on the NAC website. The AGM will be held on Saturday, 21 October at HMCS Cabot. If there is sufficient interest, a partner program will be available on Friday and Saturday mornings which will include a city tour and lunch at the Provincial Archives.

75TH ANNIVERSARY OF THE CROW'S NEST OFFICERS' CLUB

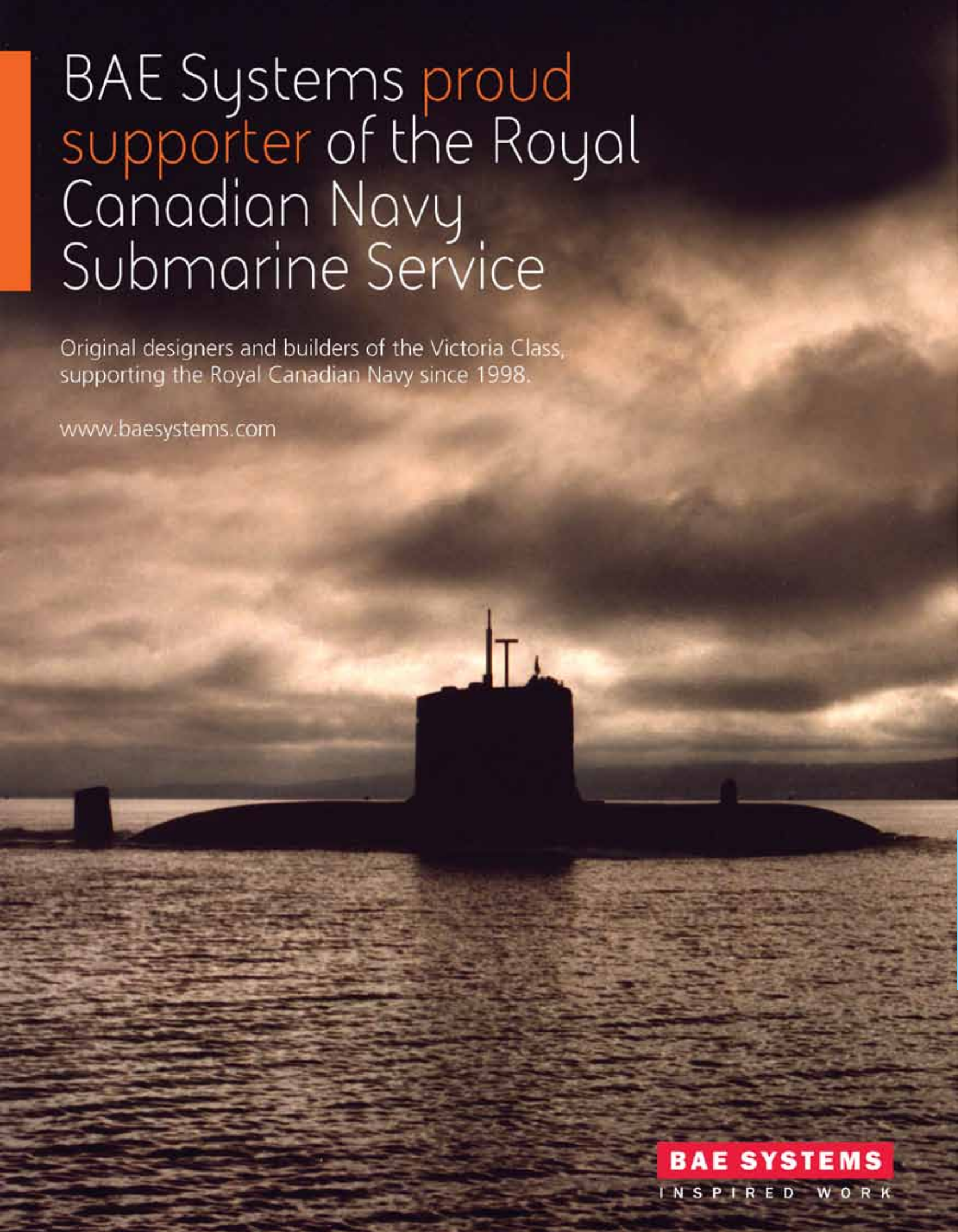
2017 marks the 75th Anniversary of the establishment in 1942 of the Sea-Going Officers' Club near the St. John's waterfront. It is now a National Historic Site. As part of the anniversary celebrations, there will be several special events including a naval mess dinner at CFS St. John's on Saturday, 21 October.

ACCOMMODATIONS

Rooms have been reserved at the Murray Premises Hotel/St. John's Executive Suites, 5 Beck Cove, St. John's, NL A1C 6H1, telephone 709-738-7773 or 866-738-7773, <http://www.murraypremise-shotel.com> The group block is under the name of the Naval Association of Canada and delegates should ask for this block when calling. Complimentary continental deluxe breakfast is offered along with complimentary parking and Wi-Fi. Delegates should book by 19 September after which date any rooms remaining will be released but may be booked after that date if still available.

FURTHER INFORMATION

Further details on timings, registration, conference program will be provided on the website <http://www.navalassoc.ca> It is hoped to have this information available by early May. In the meantime, for any additional information, please email Conference Chair Ed Williams at edgarwilliams@nl.rogers.com We look forward to seeing you in St. John's in October 2017. St. John's is serviced by Air Canada, Westjet and Porter Airlines.



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INSPIRED WORK

A note from your editor...

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



During the course of a recent epiphany I came to the sudden and genuinely unanticipated realization that I have, concurrent with this issue of *Starshell*, been serving as your editor for a total of seventy-eight editions over a period of ten years! Wow ... time sure flies when you're having fun ... right? Regardless, with that many 'moons' behind us, there's good cause to wonder if the time has finally come to lower my 'shingle' and move on, making way for fresh 'blood' and a 'fresh approach.'

Having briefly stated my case, kindly allow me to bore you with a little personal history. I launched this 'little' publishing business (Cascade Creek Publishing) upon my retirement from Canadian Pacific Railway's Legal Services department in the mid-1990s in an effort to keep the neurons viable and functioning at an acceptable level. To that end, over the years and in addition to *Starshell*, I have served at various times as editor and/or publisher of the Naval Officer's Association of Canada Calgary Branch, *The Bowline*, the Naval Museum of Alberta Society's *The Ensign* and the Calgary Naval Veterans Association's *The Bosn's Call*. As I'm sure you will agree, this collectively equates to a not insignificant number of hours spent at a typewriter in the early years and the present day computer keyboard. I can attest to the fact that it has indeed kept the neurons firing as anticipated, but not without taxing a great deal of my personal time.

So, you might ask, why has he broached this subject now? Well, the effort to keep the neurons firing at an acceptable level as one journeys into the 'fog' of their senior years has, I believe,

proved effective, but at the cost of wearing out at least one typewriter and currently doing my best toward the same end on my third Mac computer. But I'm straying off course ... the question is, am I prepared to continue for another year or two; or more to the point ... are you prepared to continue to tolerate my editorial approach for an extended period of time?

To more accurately state the case: is there someone now out there simply 'dying' for the opportunity to take the helm of our national publication? If there is, my phone isn't exactly ringing off the hook (nor would I ever expect it to), and no one has/is beating a path to my door or email in-basket.

Having debated the circumstances with my beloved wife Gloria of some sixty-two fantastic and exciting years—as we pulled up stakes numerous times to move across this beautiful country of ours at the behest of the almighty CPR—I've managed to convince myself that perhaps I've reached my **best before** date insofar as *Starshell* is concerned. In any case folks, please give this some serious thought, and should there be any of you out there simply jumping at the opportunity to get your editorial claws into our venerable—and in my humble opinion at least—still relevant house 'organ,' how about dropping me a line and I'll add your name to the list of potential successors; "list" he says ... what an optimist! In the meantime I'll continue to 'soldier on' for a couple more issues as I suspect, or you our members should confirm that I am indeed in a downward spiral failing to satisfactorily fulfil NAC's *Starshell* editorial mandate. *Yours aye, George*

The front desk

Ken Lait, Executive Director, executivedirector@outlook.com



After a record breaking (not in a good way unless you were a dedicated skiing enthusiast) winter for many of us across the country, it is time to look forward to better times—golf, sailing, BBQs, and of course, top of the list as we look even further forward, the 2017 Conference

and AGM being held in St. John's 19-22 October (See the notice from Ed Williams and NLNAC on page three of this edition). Early registration is encouraged to ensure that you have a place to stay as there are other events in close proximity that could impact accommodation availability.

At the AGM, members will once again be voting for five (5) new National Directors. The three year terms for John Anderson, Brian Cook, Tony Goode, Dave Hudock and Daniel Sing will be complete. The following Directors will continue with their service to NAC (term end dates are in parenthesis): Dennis Baird (2018), Jim Carruthers (2018), Bill Conconi (2019), David Coulson (2019), Jeff Gilmour (2019), Rowland Marshall (2018), Charles O'Leary (2018), John Pickford (2019), Ron Skelton (2018), William C. Thomas (2019) and Ed Williams (2018).

In this issue you will find a Nomination Form and guidance [see pp. 8-9, Ed.] for making a nomination for the five Directors positions. There is a timeline of events with due dates for actions in the process and I encourage you to be aware of those important dates. In 2017 there will be some changes to the voting process which will eliminate the show of hands and require all members, attending the AGM or not, to vote by ballot. Details of the process changes will be published in the Summer *Starshell*.

Calls for the 2017 NAC Awards and Endowment Fund Grant requests have been made and you will no doubt have seen them in *NAC News* or from your Branch Presidents who were all personally sent a copy. Due dates are later as they are set to meet the deadlines required to have both finalized in time for announcement at the October AGM. Forms

and additional guidance are provided on the NAC web site at <http://www.navalassoc.ca/national/nac-awards/> and <http://www.navalassoc.ca/national/nac-endowment-fund/> and in the NAC Administration Manual at <http://www.navalassoc.ca/national/nac-governance/> or from your Branch Presidents, and finally the forms are also available in this issue.

I have been encouraged by the recent increasing number of members who are opting to read this magazine online in full glorious colour as opposed to receiving the printed version in the mail. We are now saving mailing costs to just over 10% of our membership, a significant savings that has allowed the magazine to expand to 48 pages with printing costs remaining relatively stable. If you haven't checked out *Starshell* online at <http://www.navalassoc.ca/naval-affairs/starshell/> I recommend that you do so. Not only will you find the current issue but you also have, at your fingertips, issues back to Spring 2011.

Finally, I encourage you all to visit our website frequently at www.navalassoc.ca as our webmaster, Bob Bush, with inputs from the Branches, has been kept busy with new updates and information. In particular, registration for the 2017 NAC Conference and AGM will be available soon.

Yours aye, Ken



From the bridge...

Jim Carruthers, National President, jimc@rruthers.com



Why the RCN needs NAC or a NAC-like organization...

The thesis of our work is that Canada needs a capable and effective Navy and the NAC accepts that as its goal. We undertake to do so in three ways:

- Educating Canadians and particularly Canadian leaders as to the need for a capable and effective navy.
- Developing a professional home for serving members—think of the other navies' institutes as a long-term goal.
- Continuing our 'traditional' role of camaraderie—an

alumni association.

■ EDUCATING CANADIANS

The role of educating Canadians has been the one we have of late, discussed most frequently.

The RCN has difficulty in directly engaging Canadian leadership to promote the need for a navy, however, this is a task NAC can take up. While we aim to increase the intensity of our efforts, over the past year we have accomplished the following:

- A special Spring 2016 issue of the **Canadian Naval Review** was funded. It was directed at developing arguments which could be used those involved in the defence review then getting underway. <http://navalassoc.ca/wp-content/uploads/2016/11/CNR-Vol.12-No.1.pdf>
- Another special spring issue of CNR in 2017 that we funded is in effect the proceedings of our fall conference which examined 'recapitalising the Fleets of the Government of Canada.' <http://www.navalassoc.ca/naval-affairs/canadian-naval-review/>
- Our BOA GALA's. In addition to hosting and recognizing our BOA veterans this first rate event provides a venue where Canadian parliamentary, business and naval leaders can associate in a naval environment. Such relationships are essential to our future. A recent CRCN remarked that he had more one-on-one time with the MND at this dinner than could ever be achieved otherwise. <http://www.richcardlawrencephotography.ca/clients/nac/boa2016/>
- Appearance before defence review roundtables by members across the country. <http://www.navalassoc.ca/wp-content/uploads/2016/11/20160427-NAC-Input-to-DPR-Roundtable-in-Vancouver-King-Wan.pdf>
- We provided professional editing assistance and support of printing in helping the RCN launch LEADMARK 2050. <http://navalassoc.ca/wp-content/uploads/2016/05/Leadmark-2050-13-May-2016.pdf>
- On 19 September Drew Robertson represented NAC at hearings of the Standing Senate Committee on National Security and Defence. VAdm Robertson's remarks are available at <http://navalassoc.ca/wp-content/uploads/2016/11/20160919-NAC-Input-to-SSCNSD-Robertson.pdf> The Committee Chair then requested further comment addressing capability gaps. Our reply was <http://navalassoc.ca/wp-content/uploads/2016/11/20161016-NAC-Supp-Input-to-SSCNSD.pdf>
- On 18 October Drew Robertson and Daniel Sing again represented the NAC in testifying before the House of Commons Standing Committee on National Defence. VAdm Robertson's remarks are available at <http://navalassoc.ca/wp-content/uploads/2016/11/2016/11/20161018-NAC-Input-to-NDDN-Committee-18-Oct-16-Robertson.pdf> and Cmdre Sing's submission at <http://navalassoc.ca/wp-content/uploads/2016/1018-NAC-Input-to-NDDN-Committee-18-Oct-16-Sing.pdf> At closing the Committee Chair requested we provide further details which were subsequently delivered in the form of this letter <http://navalassoc.ca/wp-content/uploads/2016/11/20161024-NAC-Input-Supp-to-NDDN-Committee.pdf>
- Our 20 October 2016 Conference was entitled "Recapitalising the Fleets of the Government of Canada—What Next for Canada's Shipbuilding Strategy?" [<http://navalassoc.ca/wp-content/uploads/2016/10/Recapitalising-the-fleets-of-the-Government-of-Canada1.docx.pdf>] intended to inform and stimulate discussion on recapitalization of Canadian Government Fleets, what comprises an appropriate investment, and which elements need to be changed or reinforced within Canada's Shipbuilding Strategy. The conference sold out early, the speakers were outstanding and I submit we achieved our objective.
- Through great leadership Branches worked to educate members by developing and presenting local programs. Members devoted hours to writing, editing and publishing excellent Branch newsletters: <http://navalassoc.ca/naval-affairs/other-publications/Starshell> <http://navalassoc.ca/naval-affairs/starshell/> could now more accurately be labelled a magazine due to members expanding contributions. NAC News is passed on to many outside the NAC membership.
- Taking the message to community groups such as service clubs across the country through our Branch based OUTREACH program.
- Developing community based memorials such as the sailor's memorial in Victoria, the BOA Memorial dedicated in London, Ontario this past weekend, initiating the establishment of SACKVILLE as a national memorial and small projects such as the placement of the plaque on Juneau Beach now underway.
- Writing and publishing 10 volumes of naval historical articles known as SALTY DIPS with work on Volume 11 well underway.

All this work was carried out by our volunteer members and I believe has helped educate Canadians, including our Canadian leadership, as to the need for a capable and effective Navy. As always, when working in this area we must take care in ensuring "we do no harm" by making sure we understand the course of the RCN.

■ A PROFESSIONAL HOME FOR OUR SERVING MEMBERS

We believe that naval professionals, starting their careers, serving or having retired and others who pursue such interests need a welcoming place where issues can be discussed and debated. Of our three pillars this will take the longest to implement, however we are starting to make some progress.

We have now mounted five national conferences which have examined issues of importance to the future of the RCN bringing together government, industry and naval leadership as evidenced by our recent Ottawa conference. A look at the attendance list and the detailed program of this most recent conference will illustrate its value.

Considerable effort has been expended to engage our young Naval Cadets at Royal Military College with the result that we now have 52 NAC members at the college. Our information such as that contained in NAC NEWS, STARSHELL and SOUNDINGS provides an important link to things naval—a rarity in the overwhelming army environment at our service colleges. NCDts have travelled to NAC conferences and we will have 40 in attendance at the upcoming Battle of the Atlantic GALA.

Branches have started to reach out to young officers with a meeting/weepers/BBQ recently held at *Venture* regarding engagement of young NTO graduates under training on the coasts.

The founders of CNR tell me they set out to establish the magazine as a parallel to the US Naval Institute's *Proceedings*, based on the belief that the RCN needed a place for debate and discussion. We will continue to examine how we can engage more fully to help develop the national naval journal Canada needs. Meanwhile, in the past year we have invested in the neighborhood of \$55K in support of CNR.

■ A NAVAL ALUMNI ASSOCIATION

One of our traditional roles, and indeed a driving force in establishment of the Association following World War II, 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.

The Deputy Minister of Veterans Affairs, Walt Natynczyk, in a recent discussion explained that the department has learned that providing funding is not enough. Most veterans join the RCN straight out of high school and after serving find—but do not know it—that they may feel an undefined sense of loss when they retire. What they are missing money cannot provide—they need a link back to their mates and things naval. I submit that the Naval Association of Canada is the organization which has and can continue to provide this connection.

■ SUMMARY

Every day countless NAC volunteers across the country are, through their efforts, providing real tangible value to the RCN. Our focus in the past year has been on explaining why we need a capable and effective Navy to Canadians, including Canadian leadership. We have worked to establish a professional home for serving members. Last but not least we provide a link easing retiring members into a new life.

For the Naval Association of Canada to continue and expand its efforts it needs a strong partnership with the leadership of the RCN. This will require some time and effort that I suggest is both a wise and necessary investment.

Yours aye, Jim



Join the NAC!

- *The Naval Association of Canada actively supports the Royal Canadian Navy.*
- *We educate, we do not lobby.*
- *We produce position papers not opinion papers. Members are encouraged to state opinions but NAC does not.*
- *With naval ships being a 50+ year endeavour we educate all politicians of all parties for they will certainly change.*
- *We welcome all who are interested in ensuring Canada has an effective, capable Navy for all three oceans.*
- *Local Branches in many major cities across Canada with local activities, social and otherwise.*

Dues are set locally to include membership in the NAC and the Branch.

Dues are reduced 1 July for the National contribution.

Visit the NAC website <http://www.navalassoc.ca> for contact information to your local Branch website to determine their current dues.

All memberships include a subscription to *Starshell*.



Call for Nominations Board of Directors 2017

At the 21 October 2017 AGM the following Director's terms are due to complete: John Anderson, Brian Cook, Tony Goode, Dave Hudock and Daniel Sing.

The following Directors will continue with their service to NAC (term-end dates are in parenthesis): Dennis Baird (2018), Jim Caruthers (2018), Bill Conconi (2019), David Coulson (2019), Jeff Gilmour (2019), Rowland Marshall (2018), Charles O'Leary (2018), John Pickford (2019), Ron Skelton (2018), William C. Thomas (2019) and Ed Williams (2018). The Board of Directors has set the size of the Board at 16. Therefore, for this election, there will be openings for **5 new Directors** whose terms will expire in 2020.

TIMELINE

The timeline for 2017 in preparation for the elections at the 21 October 2017 AGM is as follows:

- a) Spring *Starshell* and NAC website ~ Call for Nominations;
- b) 13 June 2017 ~ Nominations submitted to the Nominating Committee Chair, Jim Humphries with an information copy to the Executive Director as Secretary to the Nominating Committee;
- c) Nominations can be submitted either by mail or by electronic means. At the end of this notification you will find a nomination form. An electronic version will also be posted on the NAC website. **Nominations submitted electronically must be time dated on or before 13 June 2017. Mailed in nominations are to be posted in advance enough to ensure delivery no later than 13 June 2017;**
- d) The Nominating Committee will develop the final nomination list by 7 July 2017, dealing with the nominators and nominees as required. The Nominating Committee will also seek out additional candidates should there be a shortage of nominees to fill the requirement;
- e) Summer *Starshell* and NAC Website ~ A list of nominees and a Proxy Voting form will be published allowing all members sufficient time to review and make their decisions before the AGM;
- f) All Proxy Votes, both electronic and mailed in copies, must be received by the Executive Director no later than Wednesday, 11 October 2017;
- g) Voting will be by secret ballot and will take place at the Annual General Meeting, Saturday 21 October 2017. Additional direction

on the completing of Proxy Forms to support a secret ballot will be published in the summer *Starshell*.

The best interests of the Association are served if the Board has representation across the Association. This can best be achieved by you, the membership, by searching out good candidates from your Branch and getting their approval to put their names forward as nominees. The responsibility for the nomination of candidates to be a Director rests entirely with individuals who are paid up and registered members of NAC. The nomination form is attached at the end of this article.

A member cannot nominate themselves, so if they are interested in standing for election they must seek a sponsor. It is incumbent upon the sponsor, whether nominating an individual with their consent or at their request; to ensure that the nominee fully understands his or her duties as a Director and, if elected, will execute those duties accordingly;

Director responsibilities and obligations to the Association have been detailed in the Act. Directors do not represent a Branch, but they do represent the membership at large and are responsible to make decisions and take action that is in the best interest of the National Association. Directors have legal responsibilities, obligations and rights defined in the Act and I encourage all candidates to read the Act on this issue. I also encourage those making a nomination to read the Act so that they understand what they are asking of their candidate. The Act can be found on the Industry Canada website at <http://www.canlii.org/en/ca/laws/stat/sc-2009-c-23.html> and the relevant sectors are Parts 9 and 10.

Additional detail is available in the NAC Administration Manual posted on the web at <http://navalassoc.ca/national/nac-governance/>

There is no formal campaigning and the process does not involve travel or personal expenses.

In recognition of the expense incurred by Directors who are distant from Board / AGM meeting locations to attend said meetings, compensation for transportation up to the amount of the least expensive airfare or actual cost of transportation whichever is less.

The majority of Board meetings will be conducted by teleconference, however there is every expectation that Directors will attend the AGM and the following Board of Directors meeting which will be attended by the current and newly elected Directors.



NAC Board Member Nomination Form ~ 2017

(Add text below as required)

1. a) Nominee: Surname _____ Given Names _____

Address: _____

Phone: _____ EMail: _____

NAC Branch _____ Year Joined _____

(b) Offices held in the Branch, with years: _____

(c) Other Branches attended, with years: _____

(d) Number of NOAC/NAC AGM's Attended: _____

(e) NOAC/NAC Awards held, with year of Award _____

(f) Other Honours _____

(g) Occupation: _____ Retired: No [], as of dd/mm/yyyy _____

(h) Naval Service: yyyy – yyyy Rank: _____ Positions Held: _____

2. Reasons for nomination (max. 250 words, max. 5 bullets)

3. Nominated by: Surname _____ Given Names _____

Address: _____

Phone: _____ EMail: _____

NAC Branch: _____ Br. Member Since: yyyy _____

4. Seconded by: Surname _____ Given Names _____

Address: _____

Phone: _____ EMail: _____

NAC Branch: _____ Branch Member since: YYYY _____

Please include a recent picture of the nominee (in .jpg or .gif format if submitted electronically).

Delivering as Promised



Federal Fleet Services Inc. and Chantier Davie Canada Inc. are pleased to report that the Resolve Class AOR will be delivered as promised. MV ASTERIX will be able to resupply the Royal Canadian Navy (RCN), its Task Groups, and its Allies at sea starting in the fall of 2017. The Resolve Class was conceived and is being executed by a dedicated team that includes RCN veterans who are committed to delivering the ability to resupply RCN ships at sea, a capability currently lacking in the Canadian Armed Forces.



Schober's Quiz #75

By George S. Schober | NAC-Victoria

Questions:

1. Who was the First World War Royal Navy officer who introduced a novel form of *land* warfare?
2. What was the innovation concerned?

Answer on page 35.

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Starshell Spring 2017



NAC Endowment Fund - Donors in 2016

The Trustees of the NAC Endowment Fund would like to acknowledge the generosity of the following who generously donated to the fund in 2016.



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Williams, Edgar
Zuliani, Anne
Zuliani, Ray

\$100 OR LESS

Abbott, Arthur H.
Abbott, Harry D.
Allard, Bernard
Anderson, John
Austin, James E.
Baird, A. Melvin
Barber, M. J.
Baugniet, Robert
Beaudoin, Yvette L.
Bell, John
Bey, Peter
Bialek, Murray
Bialkowski, W. L. (Bill)
Bissell, Philip
Boulianne, Octave
Broughton, William J.
Browne, Nicholas
Bruneau, Gaston
Campbell, Peter (Victoria)
Clark, Gavin C.
Clark, Michael
Cobham, Rachel
Collins, David B.
Cowie, Jeffrey
Cumming, James M.
Del Col, Roy
Dodgson, James
Dougan, Robert
Douglas, W. A. B.
Duffy, Joseph
Evans, Roger E.
Falstrem, Edwin
Fisher, Elaine
Fleck, John

\$100 OR LESS

Gaynor, Peter O.
Gilbert, David S.
Glass, Saul
Hallett, Thomas
Harrison, Lynn
Hayes, Bruce W.
Herrndorf, Frederik
Heseltine, James, C. W.
Hinchliffe, Douglas R.
Hindle, Roy
Hoare, Michael
Hodgson, Michael
Hughes, Rod
Irwin, F. Elaine
Jessup, Pat
Kidd, Derek
Knight, Dr. Charles J.
Krupka, Ivo
Lee, J. David
Little, James H.
Lovett, James F.
Ludlow, Dr. Wayne
Macintosh, Macgregor F.
Mackay, Liz
Mackay, Robert
MacKay, Rusty
MacKeen, Jim
Maginley, Charles D.
Mathews, Richard
McKee, Fraser M.
McKeown, Michael
McKinnell, David
Meloche, Terry
Melville, Bruce
Miller, Duncan
Milne, Terry
Mitchell, David H.
Mofford, Calvin
Moore, W. Michael
Moriah, John Christopher
Murphy, Tom
Murray, John B.
Naval Ass'n of Edmonton
Nicholson, Charles
Nicholson, Elizabeth
Noble, William James

\$100 OR LESS

O'Connor, John F.
Okros, Richard D.
Oland, Richard H.
O'Reilly, Eileen
Parker, Eric Stanley
Parker, Orville J.
Pastorius, Walter
Paulson, G.
Pickford, John
Plunkett, William
Porter, H. T.
Rackham, John A.
Reader, Peter V.
Reid, Ernest
Robbins, Carl W.
Robinson, Bruce W.
Roots, Fred
Roquet, Paul E.
Ross, Stirling M.
Rowland, Douglas
Rushton, David I.
Schramm, Gilbert G.
Shaw, Lea
Shead, W. D.
Shenstone, Peter W.
Sine, James D.
Soule, David
Sproule, J. P. Hugh
Stewardson, P.
Taillon, Pierre
Tate, M.
Taylor, William J.
Thomas, William C.
Traves, Peter
Urquhart, Glen
VanDenBossche, Mark
Waddell, Harvey R.
Ward, Peter
Wheeler, Lorne
White, Robert W.
Whiteley, Nigel
Williams, Lloyd
Winslow, Edward
Wynnyk, Jaroslaw
Young, Keith M.

If you made a donation through your Branch in 2016 and your name does not appear here, please contact your Branch Treasurer.



NAC Endowment Fund Annual Summary for 2016

Every year at about this time, the NAC Endowment Fund Trustees provide a summary of the Fund activities for the previous year. In 2016, the Fund received donations totalling just under \$32,000—about 6% less than the previous year. However, our investment portfolio performed very well and we were able to maintain the granting level of the previous year while continuing to build the portfolio—at the end of 2016 the portfolio had a market value which was approaching **\$800K**. In doing this, your trustees are working toward two objectives—to continue to make grants which are consistent with NAC’s mission while also growing the fund (which in turn will allow us to increase the grants).

In 2016, the Fund made grants totalling \$30,000. These were as follows:

■ Remembering the Past...

- Completion of an accessible walkway for the Battle of the Atlantic Memorial at HMCS *Prevost*, London, Ontario – \$4,500;
- \$4,500 to The Friends of HMCS *Haida* to replace life raft bags and continue work on the HVAC system;
- \$1,000 to NAC Ottawa to complete their program to provide prints of HMCS *Haida* stopping to pick up survivors from the sinking HMCS *Athabaskan* to naval and maritime museums;
- \$1,000 to the Canadian War Museum to cover the cost of refurbishment of the original contractor’s scale model of HMCS *Bonaventure*.
- \$2,500 toward erection of a memorial to Lt. Robert Hampton Gray VC in Esquimalt, BC (this is ‘on hold’ pending municipal approval of the project and the site).
- \$1,500 toward publication of a history of the Crow’s Nest Club in St. John’s; and,
- \$2,000 to the Canadian Battlefields Foundation to cover cost of replacement of a plaque (at Omaha Beach, Normandy) which commemorates the role of the 31st MS Flotilla during the D-Day landings.

■ Supporting Today’s Navy...

- \$2,500 to the Veterans Memorial Lodge at Broadmead to refurbish two patients’ rooms, and,
- A \$4,500 contribution to the Naval Museum of Manitoba toward the cost of a travelling educational display depicting the role of the RCN in the Battle of the Atlantic.

■ Building for the Future...

- \$5,000 to the Royal Canadian Sea Cadet Education Fund (RCSCEF) for scholarships; and,
- \$1,000 toward an essay contest at RCSCC *Victory* (Montréal) to develop research and writing skills among Cadet-Instructor-Cadre officers and sea cadets.

■ NAC Endowment Fund ~ Annual Summary for 2016...

The need for funding to support the type of work we do is ongoing—typically, the deserving requests for grants are considerably in excess of what we are able to fund and there is every reason to expect that the level of requests will grow as the NAC Endowment Fund becomes better known. As your Trustees, we ask your continuing support to assist us to grow the fund. Tax-deductible donations can also be made through Canada Helps, by donations of securities or as part of your estate planning.

Thank you for your generosity!

Your Trustees...

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Derek Greer
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The mail bag

Letters to the editor...



"RCN Air Branch 1945-1968," page 36, Issue #77, Winter 2016-17 *Starshell*.

I read with great interest the summary of the RCN Air Branch 1945-1968 in the last *Starshell*. Not only did I serve in HMCS *Bonaventure* as an operations officer in its last months as the fleet flagship, but I also served in a destroyer, HMCS *Ottawa*, where the ship's highly effective main armament was a Sea King helicopter. But the reason for my interest goes beyond just my career occasions—the RCN naval air branch actually had a significant impact on my family history.

The story starts with my father serving in the Territorial Army (the militia) in the Royal Artillery with the British Expeditionary Force in Belgium and France at the beginning of the Second World War. When in 1940 the Allied lines either side of the BEF collapsed in the face of the German blitzkrieg, the British had to fight a rear guard action in a retreat to the Channel coast. Dad found his way to the beaches at Dunkirk, on the French-Belgian border. There he was taken off the beach by the British destroyer HMS *Impulsive*—his first introduction to the navy. Back on English soil, his unit was assigned to the coastal defence guns on the cliffs above Hastings. Dad was made a roving, motorcycle-based mechanic, but this came to an end when in the blackout conditions he had a serious accident that smashed his leg—enough that he was de-mobbed from the army. After spending six months in a cast, Dad was hired by Fairey Aviation, the maker of the Swordfish torpedo-bomber that helped sink the *Bismarck*. At

this time Fairey was building Firefly fighter and anti-submarine aircraft for the Royal Navy. Dad became a member of the inspection branch, now called quality assurance.

Just after the end of the war, Dad was sent to the RN's naval air station in Eglinton, Northern Ireland. The Canadian aircraft carrier HMCS *Warrior* was alongside and was taking on board upgraded Fireflies. Dad's job was to be one of the company's representatives and he bunked with the Canadian chief and petty officers. The photo shows dad second from the right [with apologies for the poor quality, Ed.] with other company colleagues and some naval personnel in front of a Firefly. The fellow in the flying suit looks like the company test pilot. Dad later told me he was very impressed with the friendly, open and more-or-less classlessness of the Canadians. (In 1977 I was exposed to still strong British class strictures when I was at the RN's Greenwich staff college, and later on the staff of HMS *Dryad*.)

In 1952, the Canadian aviation company A. V. Roe, based near Toronto, came calling. Apparently, in light of the Korean War the Canadian government wanted the company to go to three shifts (i.e., around the clock) on production of the CF-100, and they needed to recruit candidates with Dad's capabilities. Remembering the way he liked Canadians, he told me, he and my mother made the decision to leave behind a secure job, relatives and friends and to accept the position in Toronto. In early 1953 he went to Canada by himself, and in September the rest of us, Mom, my older sister, me and my younger brother, followed. Seven years later, motivated by my strong interest in all things that flew, I joined the RCN through the *Venture* program. My aim was to fly Banshees off *Bonaventure*. This was not to be, but instead I did get to Royal Roads and to graduate through Royal Military College, leading to a full career as an executive type. Both of my parents made it clear that the biggest reason they pulled up their roots and headed off to the unknown Canada was to give we three children more opportunity. In England we were definitely members of the working class, and the chances of me going to the "right" school and being accepted as an officer candidate in the Royal Navy were next to zero. Being in Canada had opened up to me all sorts of opportunities in education and career. My appreciation therefore goes out to those sailors and airmen of HMCS *Warrior*.

Richard Archer, NAC Ottawa



I read with some interest the article on the RCN Air Branch in the latest issue of *Starshell* magazine. I always find these interesting as many years ago General Robbie Hughes and I assembled biographies of as many members who had flying duties and published two editions which were well received by aviators and others alike. In the intervening years I have kept the list updated online and managed to increase the list by several hundred names. Your members might find it—and the biographies of more than 35,000 other Canadian naval personnel of interest.

The Naval Aviators are in a nominal list of 2,177 names at <http://www.nauticapedia.ca/Articles/NavalAviator.php>

All other names can be searched at:
http://www.nauticapedia.ca/dbase/Query/dbsubmit_Biography.php

We (a very small group of volunteers) get three million hits per year from around the world—and I get 200 emails a day, many providing updates from personnel, family members and researchers. There are other lists as well—and I keep the admirals biographies up to date on line as well as in the book recently reviewed. We updated the entries every eight weeks or so—and the admirals will be up to date in the next upload of the additions and corrections to the database.

John MacFarlane, FRGS

Bill's Corner: "Sir Galahad, etc." Issue No. 77, Winter 2016-17, page 27.

As usual a splendid issue (No. 77), but just wanted to point out to Bill Clearihue that Walter Kingsmill was promoted to full Admiral during the First World War, even though the Sea Cadet Branch named after him is named "Vice-Admiral Kingsmill." In all other respects, Bill is right on.

Cheers, 'Alec'

Alec Douglas, NAC Ottawa

Front Cover Image, 'The Jaunty,' Issue No. 77, Winter 2016-17.

You were enquiring about who that was in the photo. I don't have a clue but it hung in the Seaman's Mess of HMCS *Prevost* [London, Ontario] in 1953 as I served there at that time. I transferred to RCN in January 1954 and returned to *Prevost* in 1960 and the photo was not there then. In the interim

Prevost had moved from Richmond Street to its present location on Becher Street. That's all I know. Maybe someone else can shed a little light on the subject.

Keith B. Roden, CD LCdr (Ret'd)

Dear Editor: I am kind of confused about this being a WWII picture. If you look at the uniform, he is wearing the 1951 blouse with button sleeve cuffs and a zipper all the way down the front of the jumper.

I went through HMCS *Cornwallis* commencing mid-September 1951. I was a new entry in St. Laurent Division and much to our displeasure, we were the first division to be issued this NEW type of uniform. The older WWII uniform had to be pulled on over the head and was much tighter fitting than this newer type—they were also stowed by rolling inside out to maintain the inverted 'V' on the sleeve.

Although the carriers *Warrior* and *Magnificent*, cruisers *Ontario* and *Quebec* as well as all the destroyers had their names on the cap tallies, many of the frigates, e.g., *Swansea* (before reconfiguration) and many small ships still wore the "HMCS" cap tally. When on the brow in those days we never (even when in Korea) carried a side arm, but often carried a 'billy' and a flashlight like the one shown. We wore belt and gators but no lanyard, and the killick would have been called the "Corporal of the Gangway" and not the "Jaunty." That name was reserved for CPOs and POs of the old long gone Regulating Branch.

Personally, I think this is a staged picture, one to be sent home to loved ones of which I have been guilty on several occasions. Hope this helps—I loved the picture.

Yours aye, 'Hugh.'

J. P. Hugh Sproule

EDITOR'S NOTE:

I received one final letter regarding this Starshell cover photo from Ed Stewart of Oakville, Ontario. It concerned his brother Jim who served aboard the corvette HMCS Eyebright during the Battle of the Atlantic. This image (see following page) shows Jim serving a similar watch to our cover subject aboard HMCS Eyebright.

Jim joined the navy in 1941 and often spoke of his experiences while escorting convoys in Eyebright.

He described his years aboard the corvette as a nightmare ... "You would be on watch during the night when suddenly it would light up like day—a tanker had been hit!"

Ed shared some of the family photos with me and these included the image of brother Jim serving his gangway watch aboard Eyebright [see following page, Ed].



Ed Stewart's brother James Stewart serving his gangway watch aboard HMCS *Eyebright* during the Battle of the Atlantic.

Ed Stewart, Oakville, Ontario

Front Cover Image, 'The Jaunty,' Issue No. 77, page 6, Winter 2016-17 *Starshell* -- "Midshipmen's Hi-Jinks" [Mail Bag 'CORRECTED VERSION' Ed.].

enjoyed Rod Hutcheson's letter on MIDSHIPMEN's HI-JINKS which brought back memories of my own time as a Midshipman. One good yarn always deserves another.

In 1955, after two years in Royal Roads or RMC, six of us aspiring engineers chose to complete our engineering with the Royal Navy. At the outset we were promoted to Midshipmen and appointed to sea-going billets in various RN ships. Denny Boyle and I, the two RR grads, were sent to the Gunroom in the aircraft carrier HMS *Bulwark*, home ported in Portsmouth.

The Gunroom was a cross between a mess deck and a junior wardroom ruled over by a Sub-Lieutenant. There were about twenty of us all told. We were expected, unwritten and unspoken, to engage in some 'skylarks,' the more unique the better. We raided HMS *Vanguard*, the last and then decommissioned battleship but few if anyone noticed.

During an extended stay we had in Portsmouth an incident occurred in London that excited the infamous Fleet Street tabloid papers to near hysteria. A Variety Troupe was performing at a London theatre with a couple of week's run.

These shows were very popular in the UK at that time and as the name suggests, included various acts, comedians, magicians, dancers and singers, etc. Also included in this show was a young lady named 'Peaches Page' who stripped off and posed nude just before intermission. The law in England at that time was that it was OK to strip

but absolutely no movement was allowed after the final unveiling. Hence the final act then the curtain. It seems that on the night in question, a mouse had run across the stage and Peaches fled before the curtain came down.

This was mana from heaven for the tabloid press. The debate raged for days, should Peaches lose her license? Should the Troupe be suspended? All accompanied by pictures and interviews of the Troupe and the lovely Ms Page, who were now famous beyond belief in the UK and much of the continent. The weighty matter of punishment if any, fell to the Lord Chamberlain, an advisor to the Queen no less.

While this debate was raging, someone in the *Bulwark* Gunroom noticed the next port of call for this Troupe was the Old Royal Theatre in Portsmouth in a couple of weeks. We quickly booked the three two-person boxes on either side of the stage for opening night.

The London bookmakers were giving odds that because of the extenuating circumstances, no sanction was likely. This proved to be the case and on opening night, twelve young gentlemen in de rigueur gray flannel suits with detachable collars back to front took up our box seats as young clergymen out for a night. The place was packed and the press was out in force as were the local constabulary.

The show proceeded and Peaches took centre stage and as she approached her final pose, the young 'clergymen' removed from their pockets gondolas with handkerchief sized parachutes attached and with white mice in the gondolas, floated them onto the stage. Peaches left. Pandemonium ensued.

Most of our group escaped but a couple of us who had the misfortune of being in the top box furthest from the foyer, were hauled off to the local police station. The constables, explaining the situation to the desk Sergeant all ended up howling with laughter. The ship was called and we were released to the care and custody of *Bulwark's* OOD. The jig was up however and the next morning we were paraded in front of Captain Villiers, CO of *Bulwark*.

To us it was like appearing in front of GOD. Punishment was quickly determined: 12 strokes of the cane for the Brit Mids to be administered by the Sub of the Gunroom, and as we colonials were not allowed to be caned, we were given 30 days stoppage of leave. Villiers stood us at ease and withdrew a naval message from his jacket pocket and said he had been instructed to read this to us. From their lordships at the Admiralty to Villiers/*Bulwark*, "Understand young gentlemen under your command responsible for the headlines in this morning's national newspapers. They are to be given an unofficial WELL DONE."

Ed Healey RCN, Ret'd.

The briefing room

All that's news and then some...



New RCN Badge



Old RCN Badge

Navy Command Badge Re-designed

The Royal Canadian Navy (RCN) has adopted a redesigned command badge that better reflects both the current RCN makeup and its traditional identity.

The original badge was adopted in 1968 with the stand-up of Maritime Command after unification. It has been out of date since 2011 when the historic names of the Canadian Armed Forces (CAF) three services—the RCN, the Canadian Army (CA) and the Royal Canadian Air Force (RCAF)—were restored.

"Like the return of our historic name, the redesigned command badge recognizes our heritage and many years of proud RCN service," says Dr. Rich Gimblett, the RCN's Command Historian. *"It takes its core inspiration from the pre-unification command badge."*

The redesigned command badge incorporates the following modifications:

- The background light "air force" blue has been replaced with dark navy blue, which matches the pre-unification badge and better reflects the RCN's traditional blue;
- The central device (anchor) has been flattened to reflect the device found on the pre-unification badge and for consistency with the anchor found on the CAF badge. Also, the eagle has been removed to better reflect the RCN's current makeup, and
- The motto "Ready Aye Ready" already translated for common use in French as "Toujours la toujours prêts," has been translated to the Latin "Parati Vero Parati" for consistency with the army and air force badges. The English and French translations will be used below the badge where appropriate.

For uniformity within the CAF, the redesigned command badge retains the standard CAF command badge style with a central circular rope surround and maple leaves clustered at the bottom.

And while the RCAF design element of the eagle has been removed from the new RCN command badge, Dr. Gimblett says it will continue to be a central part of the Canadian Naval Ensign (flag) flown aboard warships.

"The eagle is inappropriate on the command badge as the RCN does not maintain an air branch within the command anymore," explains Dr. Gimblett.

"However continued incorporation of the eagle on the Canadian Naval Ensign is entirely appropriate because our warships are CAF assets and the embarked RCAF air detachments historically have been, and are expected to remain, critical elements of their combat capability."

The introduction of a redesigned command badge follows a number of other important changes in recent years that recognize the importance of the RCN's history and origins. These include restoring the Executive Curl for naval officers in 2010; reinstating the command's historic name in 2011; and in 2013 authorizing warships to fly a distinctive Canadian Naval Ensign, consistent with standard Commonwealth naval practices.

"These changes have not only been well received, but have quickly become part of our core identity and pride of service," says Dr. Gimblett.

What is a badge?

A badge is a distinctive sign, symbol or emblem used to visually identify a military organization and foster the pride and cohesiveness necessary for operational effectiveness.

Official badges formally identify an individual branch, formation or unit, and the primary badge of each organization is personally approved by the Governor General as the Commander-in-Chief of the Canadian Armed Forces.

Navy primary badges evolved from ship figureheads and unofficial insignia. In Canadian service, they were centrally regulated based on the use of common badge frames and ship livery colours beginning in the middle of the 20th century.

Darlene Blakeley
Editor, Crowsnest Magazine via Lookout

Endowment Fund Donation



Ottawa Branch Vice President Tim Addison (right) and well known Branch member Alec Douglas (left) present a NAC Endowment Fund cheque for \$2,000.00 to Marcel Cloutier of the Canadian Battlefields Foundation to pay for the refurbishment of the plaque on Omaha Beach which commemorates the 31st Canadian Minesweeping Flotilla's support to the D-Day Landing operations in June 1944.

Twice to get it right...



The photograph at the bottom right of page 15 of the Winter edition of *Starshell* incorrectly identified the name of the award presented to NAC Member Bill Shead (above).

The caption should have read that Bill was presented with The Royal Military Institute of Manitoba's "Twice the Citizen Award." My apologies to both Bill and the Institute.

The Starshell Editor

Longtime Winnipeg Branch member fêted



Winnipeg Branch President Ron Skelton recently presented the NAC Long Term Service award to Robert (Bob) Watkins. Bob has been a fixture around HMCS Chippawa for a very long time and many of those passing through the Winnipeg Reserve Division will remember him (*including your editor ... Bravo Zulu Bob!*). He is still going strong at 92 years of age and is a Past President of Winnipeg Branch.

The Starshell Editor

Editor's Note

As your editor, I welcome Branch news for publication in *Starshell*, especially where members are being honoured for their various achievements, but in all fairness to these individuals, please ensure that you provide me with full and accurate accompanying captions properly identifying the occasion and everyone pictured. I simply don't have the time to go 'hunting!' Many thanks! GAM

Donation to Navy League of Canada



Ottawa Branch Vice-President Tim Addison (left) presents a Naval Association of Canada Endowment Fund cheque for \$5,000 to Harry Harsch, Navy League of Canada Vice President Maritime Affairs and Chair of the Royal Canadian Sea Cadet Education Foundation.

The cadets who directly benefited from the donation are Susan Gornall of Belleville, Ontario; Kevin Langois of Kemptville, Ontario; Brian Lawless of Victoria, BC; Zeke Huber of Langley, BC and Brandon Rodier of Rothesay, New Brunswick.

Congratulations to all!

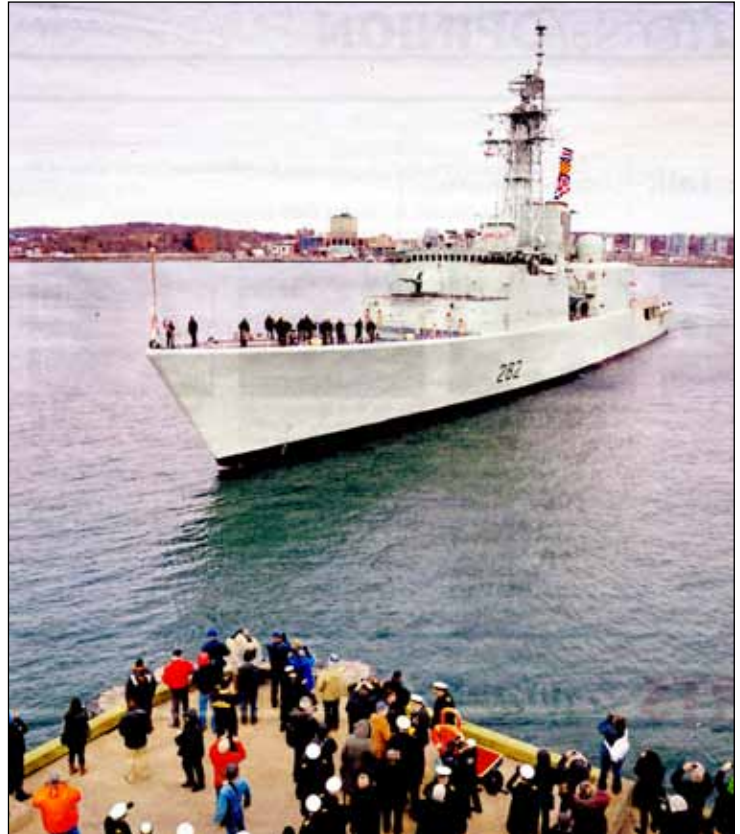
Tim Addison, NAC Ottawa Branch

HMCS *Athabaskan* takes final salute

HMCS *Athabaskan* was paid off during a ceremony at HMC Dockyard in Halifax on Friday, March 10th. *Athabaskan*, the last of the four Iroquois-class Area Air Defence destroyers, served the Royal Canadian Navy (RCN) with distinction for more than 44 years.

"Today we celebrate the end of an era," said Vice-Admiral Ron Lloyd, Commander of the Royal Canadian Navy. "When Canada put this ship into service the technological achievements were so impressive that the Tribals were referred to as the 'sisters of the space age.' For those of us fortunate to have sailed in these ships we celebrate the important leadership role that *Athabaskan* and her sister ships fulfilled in the defence of Canada and in support of our partners and allies. Canadians can proudly reflect on

Photo: MCorp C. A. Stephen, Formation Imaging Services, Halifax



HMCS *Athabaskan* pulls into port at Halifax Shipyard for the last time on March 10th. The last of the Iroquois-class destroyers was paid off after more than 44 years of service.

Canada's response to the occupation of Kuwait, the terrorist attacks of 9/11, Hurricane Katrina and the devastating earthquake in Haiti. I know that those of us serving today are proud to continue to follow in the wake of all those who have so brilliantly served in HMCS *Athabaskan* during the last 44 years. We stand here today as equally committed and dedicated as those who walked aboard her on the day of her commissioning."

The Iroquois-class were a 'made-in-Canada' solution to the defence and security challenges of the Cold War and Post-Cold War era of the late 20th Century. They introduced state-of-the-art Canadian sonar technology to undersea surveillance, and perfected the combat operations of two large maritime helicopters from each of their flight decks.

Under the auspices of the National Shipbuilding Strategy, the RCN is in the midst of one of the most comprehensive periods of fleet modernization and renewal in its modern history. Despite the retirement of the Iroquois-class and its long-range air defence capability, the modernized Halifax-class Canadian Patrol Frigates, Kingston-class Maritime Coastal Defence Vessels and Victoria-class submarines are the bridge to the future fleet.

These platforms will sustain the role of the RCN in the defence of Canada and protection of sovereignty on three oceans. More-

over, the RCN will continue to provide the Government of Canada with globally deployable maritime force options that serve the national interest in defence, security and capacity building in foreign states and humanitarian aid. It is with great anticipation that the navy awaits the first of the DeWolf-class Arctic Offshore Patrol ships and a leased solution from industry for the

provision of an underway replenishment ship to support the long distance deployments of a navy widely recognized for its global reach and effect. It is the Canadian Surface Combatant, however, that will return the navy to its full potential, just as the Tribal-class destroyers did during their remarkable era of service from 1970 to 2017. On Friday [March 10th] the sailors

of *Athabaskan* gave a last cheer to the ship and marched off for the final time, followed by the Commanding Officer being piped ashore as the commissioning pennant, Jack and Ensign were hauled down and the port flag hoisted. A fitting tribute to a warship and its sailors who served with distinction.

Courtesy DND



HMCS *Athabaskan*. [This class of destroyer was the ‘cream of the crop’ when your editor paraded in his new ‘bus driver green’ duds aboard HMCS *Chippawa* in Winnipeg in the mid-1970s!]



Bill Thomas honoured

On behalf of the Governor General, Mayor Fred Eisenberger of Hamilton, Ontario, presented the Sovereign’s Medal for Volunteers to SLt (Ret’d) The Reverend Canon William C. Thomas (right), who addressed the Hamilton City Council on the importance of supporting and honouring veterans.

Bill is a member of the national Board of Directors of the Naval Association of Canada and Vice-President of NAC Toronto Branch.

He was honoured for over fifty years of volunteer service to the community in education and with naval veterans.



Please consider a donation to the Naval Association of Canada's

Endowment Fund

By doing so, you will support our Navy of Yesterday, Today and Tomorrow

A convenient donation form will be found in every issue of 'Starshell.' Please see page 12 of this edition.

Income tax receipts will be issued.

Delivering as Promised



Federal Fleet Services Inc. and Chantier Davie Canada Inc. are pleased to report that the Resolve Class AOR will be delivered as promised. MV ASTERIX will be able to resupply the Royal Canadian Navy (RCN), its Task Groups, and its Allies at sea starting in the fall of 2017. The Resolve Class was conceived and is being executed by a dedicated team that includes RCN veterans who are committed to delivering the ability to resupply RCN ships at sea, a capability currently lacking in the Canadian Armed Forces.



This will have to do!

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

"Let's go ... Speed 30!"

At the end of Part 13, we left Welland in command of the Tribal-class destroyer HMCS Haida in early 1945, having just taken part in three carrier attacks along the Norwegian coast. We now find him in Greenock.

I was ordered to proceed to Greenock; our next task was to take a convoy to Russia. On arrival I was told the arrangements for Russia had been delayed a few days. The British Commodore in charge of local operations asked if *Haida* was in shape for a high-speed escort; the *Queen Mary* would be leaving for Halifax the next day. He explained that it was necessary for her to be escorted as far west as possible. Apparently the Admiralty had smartened up after the scandalous loss of the *Empress of Britain*. The merchant troopers were finally being

given the same favoured treatment as battleships!

The next morning the *Queen Mary* glided out of Greenock. I had sailed an hour before her and swept the harbour entrance for lurking U-boats. I had been told that the captain of the *Queen Mary* would tell me where he wanted to position us; he was in charge.

"Greetings *Haida*," the great liner flashed, "Keep about a mile ahead; I may zig-zag." I replied, "I have 36 knots if the wind doesn't freshen."

He flashed, "Let's go ... speed 30." The *Queen Mary* and the *Queen Elizabeth* were the biggest and the fastest, 80,000 tons, and could make 32 knots. The destroyers and cruisers had an edge on speed, but, not if the weather got rough and the Atlantic

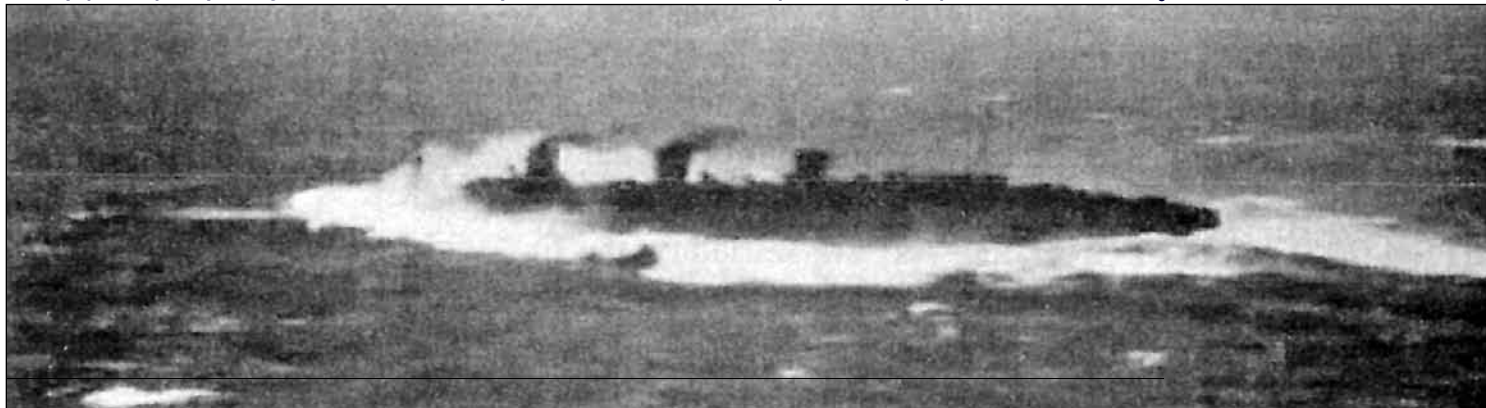
was rarely quiet. The speed of these great ships precluded the use of Asdic by the escort; it didn't work above 24 knots. The role of the destroyer was that of "Safety Net" in the event a U-boat got in a lucky shot. At least the disaster would be reported!

When we passed across the top of Ireland the west wind was in our teeth at 15 knots, the occasional white-cap crested. *Haida* began to take water over the foc's'le. I eased the speed to 28 knots. "I won't be able to keep this up much longer," I flashed. *Queen Mary* replied, "Take station astern and don't damage your fine ship."

I steered so *Queen Mary* passed within 200 yards, gradually overtaking us. The seas were beginning to roll over our foc's'le; I reduced revs to 26 knots. As the great liner passed us hundreds of figures lining the

A very poor quality image of the *Queen Mary* at 30 knots. No warship could keep up!

All images author's collection unless otherwise noted.



decks waved; many had coloured handkerchiefs; those would belong to war-brides heading for a new life in Canada. The Chief Yeoman asked if he could give a few hoots on the ship's siren. That made them wave even more! *Queen Mary* drew slowly ahead; soon she was a mile away, her great form drowned in spray as she plowed ahead. She would be in Halifax in three days, alongside Pier 21.

"Follow me for an hour and that will do. Thanks and good luck."

I replied: "Will do. You are a majestic sight. Our regards to Canada."



Nickoli Ivliev and Me

When *Haida* returned to Greenock a message awaited, the Commodore in charge of operations 'Requested my attendance.' In naval parlance this meant, "You are to be here." In a briefing room were six Russian naval officers, the British Commodore, his Chief of Staff and me. The Russians were my age, smartly dressed and had the same rank stripes as the Royal Navy and us.

The Commodore explained there were eight new patrol boats lying in Greenock; they had been turned over to the Russians and were to sail to Polyarno. *Haida* would escort them; we would be fitted out with special fuelling pumps and additional stores to make the voyage possible. I met Lieutenant Nickoli Ivliev who was assigned to ride with me in *Haida* as a liaison officer. He spoke excellent English.

Three days later we sailed for Greenock. By this time I had met the captains of each Russian boat by having them onboard for drinks. Patterson and Phillips and many of the Chiefs and PO's had become familiar with the engine room crews and upper deck people. We brought each boat alongside to show them how to refuel at sea. Gordie Welsh acquainted them with the route



to Russia. The signalmen learned enough of each others language, in Morse, to be able to make some sense. Lt. Ivliev was the only professional Russian officer, all the others were reservists doing their bit for the motherland. They were almost too enthusiastic.

Haida led the way out of Greenock. As dark settled on the first night we were a little flock of 'ducks;' two rows of four with mama *Haida* two hundred yards ahead. The misty hills of Scotland stretched away to port and starboard, speed 14 knots, course 010. We had 1,700 miles to go; through the North Sea into the Arctic Ocean, around the top of Norway into the Kola Inlet, past Polyarno and into Murmansk. A piece of cake.

An east wind blew up, gathering speed to forty knots, stirring up very choppy waves that caused the 'ducklings' to stray. As the night wore on, our radar had only four on the tube and some of those blips could be Scottish fishermen! We had gone 150 miles and I had already lost half of them, which Welsh extrapolated: "All eight would be lost by noon tomorrow, 1,500 miles short of delivery."

I remember this as the night when the sun was stalled below the horizon for a week. Finally, a grey windy dawn emerged with only three boats in sight. I went alongside the senior Russian's boat and had Nickoli yell at him through the bullhorn. Russian is a strung-out language; they never use ten words with fifty will do. I was sure the horn's battery would go flat before the simple message was understood: "You lead these on course 010, I will find the others. Goodbye."

The senior captain was six foot three, Lieutenant Ivanovich Gorski, whose real vocation was that of operatic tenor at the Bolshoi Theatre, as I later discovered. He waved a 'theatrical' farewell as I turned *Haida* back toward Greenock to locate the missing.

"Maybe they don't want to go to Mother Russia," said Ray Phillips.

"Do we?" said Welsh.

"Shut up!" I said.

We found the stragglers taking shelter in the lee of an island. As the second night descended all boats were back in formation

steering to the north at 14 knots. We were only 100 miles short of the plan and no one had drowned. I told Ivanovich to follow me, keep up, and burn a light on the stern of each boat so stations could be held. Nickoli questioned me about the light giving the positions to German submarines, but I told him it was a chance that had to be taken. I did not tell him that no sane U-boat captain was going to waste a torpedo on a 110 foot motor boat.

When dawn finally arrived, *Haida* was towing two boats and had dropped another hundred miles behind plan. Their engines had just stopped, so I decided to tow them. It was a long night with a lot of shouting. There was nothing wrong with their courage, tenacity, or will to do the right thing ... just their skill; they couldn't tie a knot properly or even get out of the way of a towing hawser. But they were big and strong and willing.

Patterson went on board one and found the fuel tanks full; all that needed doing was to open a valve and let the fuel transfer to the ready-use tank. Patterson put one of his stokers into each boat for the next day. The fuel system was very clearly described in the engine manual in flowing prose ... in English!

The weather worsened, and the boats couldn't keep station at any speed, but the Faeroe Islands were not far off. We charged about shoing boat after boat into the shelter of the port, Thorshaven, and told them to anchor and wait. I decided we were going to have a day of rest in the calm. Nobody had drowned, 1,400 miles to go, 250 miles behind plan and counting.

Bad seas with apologies for another terrible image!



"It would be a good idea for your crew to get to know our people," said Nickoli Ivliev, *"We have a long way to go."* Of course it was a good idea, I wished I had thought of it.

By mid-morning we had the eight Russian boats alongside with gangways to *Haida's* upper deck. Ray Phillips, always a party promoter, suggested a noon time issue of rum as a good starter. We had plenty of it, in gallon jugs. So it was served in the naval tradition, on the open deck from a ten-gallon wooden cask with brass lettering saying, *"God Bless the King."*

The sun shone, musical instruments magically appeared. Russians formed circles and danced, musicians played 'Kalinka' while Russians sang and both Canadians and Russians danced. Russian cooks and ours exchanged hats and served food. All the officers gravitated to our wardroom. Our piano never had a greater workout; more than one Russian was a pianist, all of them sang. A Russian officer quietened the party, *"And now I present Ivanovitch Gorski."* Whereupon the senior officer, Lieutenant-Commander Gorski, made his entrance. He was stripped to the waist, a red-rag bandana on his head and waving a sword. He bowed to us, flourished his sword, gestured to his pianist and then sang Pinafore! In English! *"I am the Master of the Queen's Navy..."* This from a star tenor of the Bolshoi! His huge voice took the paint off the walls or whispered like a breeze. He sang pieces we knew and threw in 'Kalinka' for me. Three of the Russian officers were expert at Cosack dancing. One comic from the Bolshoi kept us laughing for half an hour. The

party wasn't only in the Wardroom, it was going from the foc's'le to the quarterdeck, it included everyone on board all the ships. The rum and the vodka didn't get into the fuel—we sailed for Russia at first light! The weather held fine, a west wind helped us along.

Provisioning the boats became routine. Cooks exchanged their best efforts and bread, passing it over on heaving lines. Gorski's boat made a special omelet for me, and it arrived hot with a jigger of vodka.

The Germans always attacked convoys going to Russia; Ju-88 bombers could easily reach a convoy from their air bases in Norway. The U-boats also gathered near the entrance to the Kola Inlet, the gateway to Murmansk. The naval intelligence service were forecasting air attacks and up to twenty U-boats off northern Norway. The Germans must have known they were going to lose the war, but they were not giving up.

Haida and her eight boats made up the lost time. We were scheduled to join up with a full convoy, the rendezvous point was to the south of Bear Island, just inside the Arctic circle. This convoy's escort was unusually strong, eight destroyers and twelve corvettes. In addition there was a small aircraft carrier loaded with Firefly aircraft that could handle a Ju-88 and also rocket-attack surfaced submarines. This escort force was under the charge of a Royal Navy commander, 'Egg' Burnett. He had been one of my instructors at the anti-submarine school four years earlier and we had met in Londonderry several times when I commanded *Assiniboine*. As soon as the chief yeoman could raise Burnett's ship on the flashing light I reported in. I was expected.

"Do your Russian friends have ping?" he flashed.

"No ping," I replied, *"Their max speed is 18 knots and they are full of fuel. They have 20mm guns. They don't do English, but I have a Russian officer who does."*

"Suppose I put four each side of the convoy for entering and we tell them to stave off aircraft." This was typical Burnett; making me feel good. He didn't have to get my opinion.

Burnett flashed his entering plan: the 22 ships in the convoy would form two lines, spaced 500 yards apart, with ships keeping 400 yards apart, speed 12 knots. The Russian boats would patrol outside the convoy lines, zig-zagging at 16 knots, prepared to flash off aircraft and run down periscopes.

Burnett said eighteen U-boats were known to be waiting our arrival. He assigned three destroyers to range up and down the convoy sides at Asdic speed, 18 knots. He sent one of his destroyers to the offshore convoy side to make smoke and sent me to make smoke on the inshore side. He stationed the corvettes around the convoy. The plan was simple to execute, made sense and I liked *Haida's* role.

At dawn, the convoy of 22 merchant ships formed into two lines; they would remain in that formation until they passed the harbour gate at Polyano. The ships were carrying 80 aircraft on their decks, stowed below decks were 200 tanks, four ships carried 50,000 tons of aviation fuel and in addition, there was 100,000 tons of other equipment. The convoy's load would probably be known by the Germans; they might even know what ship carried what. The spying services on both sides had become quite proficient by this stage of the war. We were approaching Polyano and the Kola Inlet.

All hands had eaten breakfast; everyone had changed into clean clothing (to reduce infection if wounded), face masks, ear plugs and metal helmets were carried by those exposed or near the guns. All boilers were coming on-line; the electrical supply was split between generators, damage control shores and pumps were placed. Sound-powered phones were run and tested; emergency steering was made operational. The doctor and his sickbay were ready with morphine; the cooks had made five hundred sandwiches. Every man was at a fighting position or had a ship-saving duty. We would have only hand-held food for the next sixteen hours. We were as ready as we could be. It was the 25th of April, 1945.

The fight started on the seaward side of the convoy. Eight Ju-88s made a low level run at the leading ships. Two destroyers and four of the Russian boats took them on; they shot down three, damaged the others and were not hit. One merchant ship caught fire in the bridge area but contained it. The weather was perfect for both sides; hardly any wind, clear blue sky and daylight was going to last for 16 hours.

The aircraft carrier inside the convoy flew off Fireflies to patrol ahead. One of these planes reported engine trouble and soon ditched, not far from *Haida*. I sped to the position and spotted the two-man crew in their orange dinghy and took the ship to it. One of the Russian boats arrived a few minutes later.

Ray Phillips and his upper deck crew had the downed airmen in Dr. David Ernst's sickbay in minutes. They were wet but unhurt.

Haida's job was to shield the convoy from submarines by laying a smoke screen. The smoke should lie parallel to the convoy track and about a mile clear. An added feature to make difficulties for the U-boats would be our 36-knot propeller noise; it would 'spoil' their 'ears.'

Laying smoke is an exercise in geometry. The convoy was steering 040 at 12 knots, the wind was from 170 at 15 knots. *Haida's* speed was to be 36 knots. What course should be steered to lay smoke parallel to the convoy's track? And where would be the best places to drop smoke-floats? A solution is required for each of the to-and-fro courses. *Haida* could make funnel-smoke, which was black; chemical smoke from a generator, which was white, and from smoke floats that could be dropped over the side or burned on deck.

Gordie Welch was still messing around with the problem when I set the first course. I had been chewed out six years earlier, as a Midshipman at sea in HMS *Emerald*, when my solution to a similar problem was judged a non-starter. So I told the helmsman to steer 020.

We needed to go fast, starting at the rear of the column of ships, going up to the front of the column,



A Fairey 'Firefly' attack aircraft.

Wikipedia

turning around and doing it repeatedly. The aim being that no convoy ship was visible to a submarine.

It is always a good day for the crew of a destroyer when circumstances allow the engines to be run-up. Patterson had come to the bridge and asked me if he could tune the engines to get maximum speed. He said he had pumped our last fifty tons of fuel into the forward tanks to keep the bow down; he had also removed thirty tons of fresh water forward. Our forty tons of diesel was gone, having fuelled the Russians. So the ship was as light as she would ever be; the sea was calm. Why not see how fast she would go?

Full speed was considered to be 380 propeller revolutions per minute, the speed this produced depended on the weight of the ship. At full load, 380 revs gave her 36.5 knots. But today we were 700 tons lighter, so more than 380 revs should be possible and what speed would that produce? The



engineers gradually built the propellor revolutions up to 408. The bow wave was higher than the fo'c'sle. She heaved through the swells, up and down the convoy line. I ordered smoke only when there were blanks in the wall that obscured the convoy. Occasionally I ducked through it to show the convoy ships why the weather had changed. Their deck hands waved at us.

Gordie Welsh and I agreed that we reached 39.6 knots. Patterson said it just had to be 40! Ray Phillips said it was just wonderful, but his crew would have to repair both funnels as the paint had burned off. Killjoy!

We got the convoy into Kola Inlet. No ship was lost. They sailed on in the sheltered waters to Murmansk. It was a different escort trip, with a flourish at the end.

The convoy was numbered JW.66. A German report of its arrival off the Kola Inlet published after the war, stated that twenty-one U-boats were waiting to intercept it. The U-boats did not claim to have torpedoed any ships "Owing to the strong escort force."

We docked in the naval port of Polyarno and said goodbye to our Russian guest, Lieutenant Nickoli Ivliev. He had become popular with us in his two weeks aboard. His cool method of dealing with the gang of inexpert reservists who manned the boats got unanimous praise.

Never again did we see the singing, dancing, Russians or their boats; they were sent to a different port than ours. That was a disappointment because Ivanovitch Gorski of the Bolshoi had promised to take me elk hunting.

In 1996, fifty-one years after the preced-

ing event, Admiral Nickoli Ivliev wrote me a letter. He asked if I remembered him; he hoped our friendship still existed. He said he had followed my progress through the ranks and knew that I commanded our fleet during the Russian/Cuban crisis in 1962; he was pleased the 'cold war' was finished. He said he would always remember the voyage from Scotland to Russia as a high point of his career. He said he was ill and unable to travel. I wrote back, but never received a reply. We were the same age. It was a high point in my career too.

The return convoy, RA.66, consisted of 24 ships and sailed on the 29th of April. The Canadian destroyers *Iroquois*, *Huron* and *Haida* were again part of the escort force. It was known the U-boats intended to strike hard and that up to sixteen were in the area. The same tactics were employed by 'Egg' Burnett: highly-active defence, smoke, random depth-charge drops, patrolling aircraft. At one point of our high speed smoke-making, a signalman on the bridge 'thought' he saw torpedo tracks on the port bow. Seeing torpedo tracks (wakes) can be a reality or a porpoise, or just plain imagination. But it was not my practice to quibble. I instantly ordered "Port 30" to comb the tracks and so reduce the chance of being hit. I fired a ten-charge pattern [of depth charges] where the submarine might be, then resumed smoke-making.

In a recent German account of the naval war, the submarine *U 427* commanded by Lt. Gudenus, fired two torpedoes at *Haida* on this occasion! So I guess the signalman saw what he saw and probably saved the ship. Lt. Gudenus also reported hearing 678 depth-charge explosions as several

corvettes and frigates hunted for him and others. In this affair our forces sank two U-boats and lost none of the convoy. As a further postscript to this, and during the past month (May 2002) I have heard more of Lt. Gudenus. His son, named Stefan, sent me an email when he read *Haida's* internet website [hrc@sympatico.ca] of my account of this event. Stefan reported that his father is now 81 in good health and sends me his regards. I responded in kind and congratulated both of us for not killing each other on April 29th, 1945. Stefan's email is [stefan.gudenus@tortec.at].

That convoy, RA.66, was the last convoy of the war. Note that Gudenus was 23 when he tried to torpedo me and I was 26 when I tried to sink him.

Friendly Fire!

When we broke off from this convoy as it neared Scotland, we returned to Scapa Floe. On approaching the Floe we encountered a large group of cruisers and destroyers exercising thirty miles north of the Orkney Islands. The flagship, the cruiser *Belfast*, flashed a message instructing us to take up a position on the starboard side of the formation and join in the exercise. I replied that we were independently returning to Scapa from a Russian convoy and knew nothing of the exercise.

"Take station. Instructions follow," was the brusque reply.

It was raining, visibility two miles, wind 30 knots; a miserable day and now things being put upon us. I was thinking of how to get out of it by claiming shortage of fuel, a sick aunt, or whatever, when a signalman standing beside me on the bridge suddenly collapsed with a great moan. I personally turned him over and found my hands covered with blood. We stripped of his clothing. Our doctor, David Ernst, got to the bridge in moments. A bullet had entered the man's left shoulder near his neck and exited low down his back, creating large wounds. The bullet, an Oerlikon 20 mm, an inch wide and three inches long, was lying



HMS *Belfast* during World War Two.

Imperial War Museum

beside him. The ship was rattled by other shells hitting us. Obviously we were in the area where expended anti-aircraft shells were landing. The wounded man was carried below.

Then the Chief Yeoman yelled, "*Periscope!*" He pointed at it. Six people on the bridge saw it. I ordered "*Port 30, full ahead*" and pressed the Action Station alarm bell. The Officer of the Watch ordered a 14 charge pattern set at 100 feet. He told the Asdic operator the bearing and guessed at the range. I steered for where the submarine would be, the Asdic had no chance with the propellor noise of full speed and the ship heeled over 30 degrees. I straightened her up, waited for the moment, then ordered "*Fire.*" The Chief Yeoman had his men flashing the other ships the submarine alert. Our charges went off, throwing great columns of black water into the air. I slowed the ship, preparing to make an attack that would nail the U-boat for good and all.

The submarine surfaced in the midst of the depth charge boil, only a few hundred yards away. I pushed the Cease-Fire bell so hard my thumb almost broke. The submarine was a British 'T' Class; it had the large Asdic dome on the top side of its bow. Everyone yelled, "*Cease Fire!*" All our guns were levelled at her. I think I prayed none of the gunners would pull the trigger.

Then the conning tower emerged. The submarine was at an impossible up-angle, probably fifty degrees. She was stopped and blowing tanks. I steered to get alongside her. Then a cruiser in the fleet three miles off, opened fire with heavy guns. The shells landed short, throwing great columns up and exploding; then she fired a second salvo. "*You stupid bastards,*" I heard the Chief Yeoman say, as he tried to flash them. I deliberately took *Haida* between the submarine and the cruiser. It stopped firing, but it flashed, "*Clear the range.*" Instead I went right alongside the submarine. Then the conning tower hatch opened. I looked down and recognized 'Dinsey' May. He had taken passage with us from Halifax the previous January; not only that, he and I had been together as midshipmen in the

Glasgow six years before.

"*Dinsey,*" I yelled, "*Are you OK?*" He recognized me right away.

"*Welland, why are you doing this?*" He was choking a bit and being followed by his crew. They were crowding into the conning tower.

"*Nobody told me you were here,*" I yelled back.

"*Take my men off,*" he shouted. "*We're gassing.*" (He meant chlorine gas was escaping from damaged batteries.)

Ray Phillips already had two boats down and the scrambling nets over the side. In five minutes we had his crew on board, plus ten officers who were doing the "Submarine Command" course!

"*I'm staying with the engineers,*" Dinsey yelled, "*Can you tow us?*"

We got a wire onto his forward towing bollard and started for Scapa with the submarine close alongside. Dinsey and his engineers gradually got her floating level. He asked us to put pumps on board to cope with flooding. Three hours later I anchored in the Floe and kept him secured alongside. He said there was no danger of her sinking if our pumps kept working.

Our cooks served a ration of rum and a steak dinner to the crew of HMS *Trusty*. The wardroom did the same for the officers. The trainees, ten future commanding officers, complained to Dinsey that he had introduced too much realism!

This event was caused by plain stupidity. Not mine. I was later congratulated by the British Commodore in Scapa for our conduct. The report by the Board of Inquiry held in the flagship stated:

*"Haida should not have been dra-
gooned into the exercise in the first
place. The signal to the fleet explaining
the exercise was not read by Haida, nor
did it need be, as she was not one of the
participants in the exercise. Haida was
not told, when she was ordered to join
the anti-submarine destroyer screen,
that a friendly submarine was part of the
exercise or was in the area. Haida was
correct in assuming the periscope was a*

U-boat."

The *Trusty* had indeed suffered; her diesel engines were partially dismantled, her batteries were a shambles, her hull was split in several places. She was never repaired. Dinsey got a new submarine to command, so it wasn't all bad.

I have been interested to learn that there have been efforts within the Royal Navy to revise history and place the blame for this incident onto me and *Haida*, and to exonerate themselves entirely. Their point was/is that the exercise program had been broadcast and all ships should have known that our submarine was taking part. Rubbish! *Haida* was not part of the exercise and had no need to decode the training message, moreover the Flagship had no authority to dragoon *Haida*, as we were not part of that officers' command. This Royal Navy attempt to whitewash their bad management at my expense is rather typical of history being rewritten when it is assumed the participants have expired or become victims of Alzheimer's disease. Anyway, it was their submarine that got bonked; *Haida* had no damage and no one blamed me at the time and I was soon promoted for doing it all quite well ... so there!

The sailor aboard *Haida* who was hit by the 20mm bullet recovered completely. When I complained to the Commodore in Scapa Flow that I had not been advised of the danger of spent bullets plastering my ship he said: "*A Board of Inquiry will find that the officer conducting the exercise was stupid, and I already know that.*" 'Friendly fire' in any armed force is always a hazard. In my experience it is usually committed by junior people with the root cause in the senior ranks. Like not telling the juniors of the presence of other 'friendly' forces in a manner that is understandable.

The war was winding down, our soldiers and airmen were finishing their work in Europe. Our anti-submarine ships were now actively hunting submarines instead of waiting around convoys for them to attack. The U-boats were being sunk at an horrendous rate, but they fought on right to the last day.

Then the European war was over. It was the middle of May. We were in Scapa. The ten or so ships anchored in the harbour blew a siren for a moment or so. I ordered "Splice the Mainbrace," and we all had a tot of rum on the Navy.

We had been away for so long; we had done the job, we were

alive and safe. I 'itched' for the order that would send us back to Canada.

"Proceed to Trondheim," the sailing orders said!

TO BE CONTINUED



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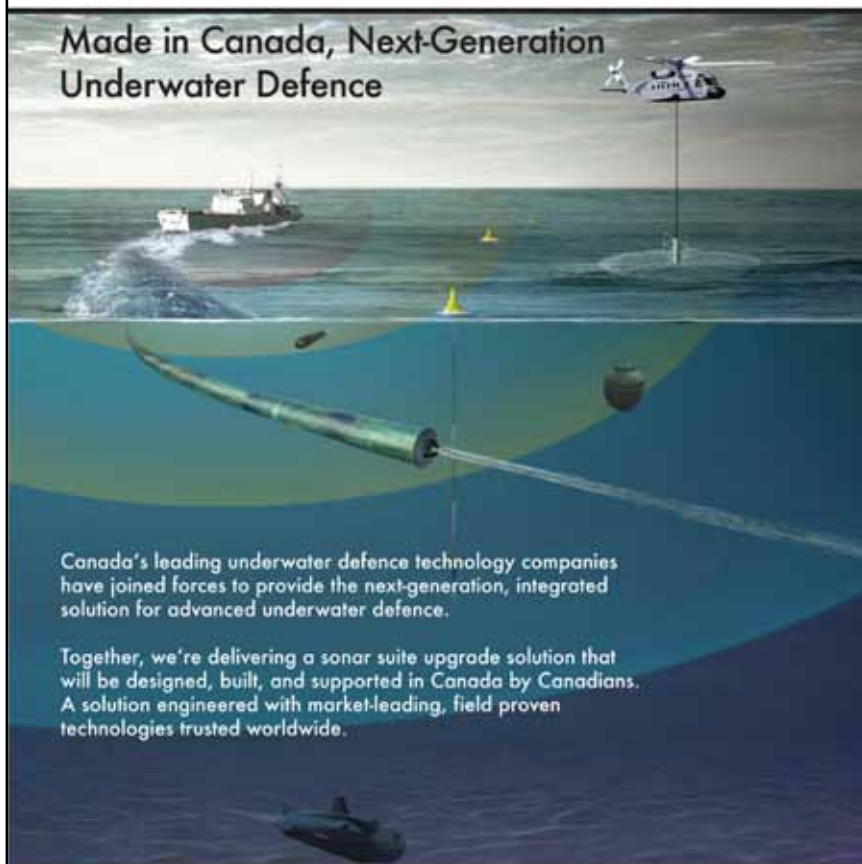
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A few great insults...

"A graceful taunt is worth a thousand insults" ~ Louis Nizer (1902-1994).

"I feel so miserable without you, it's almost like having you here." ~ Stephen Bishop.

"He is a self-made man and worships his creator." ~ John Bright.

"He has all the virtues I dislike and none of the vices I admire." ~ Sir Winston Churchill.

"A modest little person with much to be modest about." ~ Sir Winston Churchill.

"I've just learned about his illness. Let's hope it's nothing trivial." ~ Irvin S. Cobb.

"I've never killed a man, but I have read many obituaries with great pleasure." Clarence Darrow.

"He has never been known to use a word that might send a reader to the dictionary." ~ William Faulner (writing about Ernest Hemingway).

"He sat on the fence so long that the iron has entered his soul." ~ David Lloyd George.

With the usual nod to Fraser McKee, Ed.



Detroit ... Everything old is new again...

On October 22nd, 2016, the Freedom-class Littoral Combat Ship USS *Detroit* (sixth of six) LCS-7, was commissioned in her namesake city and then moved a half-mile across the namesake river to come alongside at Dieppe Park in Windsor, Ontario for four days, her first port of call thus being an international one.

The ceremonies on the United States side were elaborate with some 4,000 attendees and numerous ship's tours. The ceremonies in Windsor were decidedly less so and were meant to invoke the current good relations and common history between the two countries. A particular focus was on the naval connection going back to 1812 and the first appearance of *Detroit* as a warship's name.

The senior Canadian naval officer present on the occasion of the port visit was Captain(N) Alan Offer. The Commanding Officer of USS *Detroit*, Cdr. Michael Desmond, was presented with a picture of HMS *Detroit* (2nd of two) and the keys to the City of Windsor.

A tip of a very wide-brimmed chapeau must first go to Antoine de la Mothe Cadillac who founded "Port Pontchartrain du Détroit" in 1701. As that settlement developed into 'Motor City, USA,' the largest auto company named their premier car in his honour. The name Cadillac is now solidly in our lexicon as being anything top-of-the-line [a fact your editor can attest to as the owner of a 2016 SRX]. When the RCN launched the St. Laurent Class of destroyer escorts (DDEs) in the mid-1950s, they were quickly dubbed "Cadillacs" and are still historically referred to that way.

US Navy Photograph



The Freedom Class Littoral Combat Ship USS *Detroit*.

The current USS *Detroit* was built in Marinette, Wisconsin, on the shores of Green Bay, with the necessary transit through the Great Lakes and the St. Lawrence, enroute to San Diego, affording the opportunity for the October ceremonies to take place in Detroit and Windsor. Marinette itself is a French family namesake that invokes the days when the entire Great Lakes area fell within New France and later the British Province of Québec in 1774.

It was the war of 1812 and particularly the engagements in the Lower Lakes from which the current USS *Detroit* derives her heritage. During Brock's capture of Detroit in August 1812, the American built USS *Adams* was taken as a prize and was renamed HMS *Detroit* (1st). Scant weeks later she was tenuously recaptured by the Americans and on that same day, was set adrift and destroyed.

HMS *Detroit* (2nd) was British-built, launched at Amherstburg, south of present day Windsor, in August 1813. She was captured and became USS *Detroit* (1st) but was so badly damaged that she saw no further

meaningful service. The combined operational life of those first two namesake vessels was no more than two months.

In recognition of its various occupiers, the City of Detroit flag incorporates five Fleur-de-Lis and 3 Lions Passant Guardian, alongside 13 stars and stripes. The main device of the USS *Detroit's* Coat-of-Arms is that same flag.

Intimately tied to the history of HMS/USS *Detroit* and numerous other War of 1812 land and water engage-

ments, suffering wounds and imprisonment in the process, was Provincial Marine Lt Frédérick Rolette, who will be the namesake of our fifth of sixth Arctic Offshore Patrol Vessels (AOPVs), pennant number 434.

In 1812, the British crossed the river and received the surrender of Detroit and first used that name for a warship. In 2016, the Americans crossed the river in the sixth such-named warship to peacefully accept the keys to the City of Windsor, Ontario.

Everything old is new again ... in Detroit anyway.



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Answers to Schober's Quiz #75 on page 11

ANSWER No. 1

Acting Commander Charles R. Samson CMG, DSO & Bar, AFC, Croix de Guerre, Royal Naval Air Service (RNAS) (8 July 1883—5 February 1931). The pioneering aeronautical exploits of this officer—one of the first three RN officers to qualify as a pilot in 1911—were highlighted in Schober's Quiz #74. During WWI Samson performed a remarkable number of extraordinarily diverse assignments, including command of the seaplane tender HMS *Ben-my-Chree*. Following the amalgamation of the RNAS and the Royal Flying Corps into the Royal Air Force on April 1st, 1918, Samson transferred to the RAF, in which he served in a variety of senior appointments until his retirement as an Air Commodore in 1929, due to ill health.

ANSWER No. 2

At the outbreak of WWI Samson was Commanding Officer of No. 3 Squadron RNAS, which was deployed in the vicinity of Dunkirk to operate against the advancing Germans in Belgium and North-Western France. Samson had brought along his private car to France. Before long he put it to work, sallying forth from base to retrieve pilots who had gone down behind enemy lines. One day the Germans opened fire at him during a rescue mission. Samson thereupon had a machine-gun mounted on his car.

When more of his squadron officers brought over their cars, Samson also had their cars armed with machine-guns, and then organized his officers to carry out roving patrols in their cars, behind the German lines. After a number of fire-fights, the next step was to provide protection to the cars and occupants, by armouring the cars with boiler plate. This led to a number of different improvised armoured-car designs.

Before long a detachment of Royal Marines augmented Samson's original nucleus force, and there was a need for standardized, purpose-built armoured vehicles. Churchill, then First Lord of the Admiralty—who invariably espoused novel forms of warfare—gave his blessing, and a sizeable number of custom-built cars were ordered from Rolls-Royce.

Samson's group of 'road-warriors' was initially called the "RNAS Armoured Car Section," but in November 1914 it was designated as the "Royal Naval Armoured Car Division" (RNACD). By now, the forays made by Samson's armoured cars behind the German lines—reminiscent of light cavalry

raids of yore—were officially recognized as a new, effective form of warfare. Consequently, the size of the RNACD quickly grew to 20 squadrons, some deployed far afield from the Western Front.

But once Belgium had fallen to the Germans and the front had settled into static trench warfare, the usefulness of armoured-cars in France became severely limited. What was needed there was an all-terrain, tracked armoured fighting vehicle—i.e., the tank—and it wasn't long before British tanks made their appearance on the Western Front. Consequently, the RNACD was transferred to the Army in the summer of 1915, becoming the "Motor Branch of the Machine Gun Corps."

Nevertheless, the Rolls-Royce-built cars continued to prove their worth throughout WWI and afterwards, in secondary theatres of war like Galipoli, the Middle-East, Africa and Russia. Quite remarkably, some of these former RNACD armoured cars again saw action in the Middle East during the Second World War. The last known use of the 1914-vintage Rolls Royce armoured-cars was in India, in 1945.

EPILOGUE

When the Royal Navy lost control of the RNACD to the Army, the Admiralty retained one of its squadrons with an eye to the future development of a "land battleship." Accordingly, it is not altogether surprising that the tank was conceptualized in the Admiralty, at the behest of the ever-imaginative, First Lord—Winston Churchill. (See Schober's Quiz #48.)



A novel sight: Rolls Royce armoured cars flying the White Ensign.



A very early conversion incorporating a small cannon (possibly a 3 pdr.) and a .303 Vickers machine gun. The car is armoured with boiler plate. Note the mix of uniforms worn by the crew.



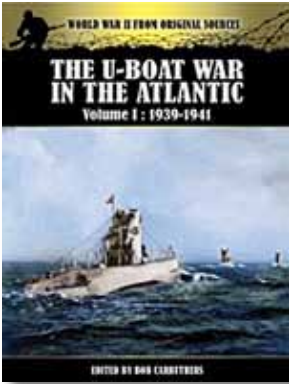
Rear view of a Rolls-Royce armoured car. Note the variety of uniforms worn by the crew.



RNAS car squadron in Belgium: A RNACD squadron consisting of an early standardized type of armoured car.



Samson Team: A/Commander Samson with some of his "team." Location unknown. Note the variety of uniforms worn by the men in the photograph. Samson is at centre, wearing a Royal Flying Corps uniform.



The U-Boat War in the Atlantic, Vols. I, II and III

By: Freg. Kapt. Günter Hessler,
ed. by Bob Carruthers

Pen & Sword Maritime Books, Barnsley, S, Yorkshire, UK 2013. Vol. II, 253 pp, notes & sources, 1 appendix, no index. ISBN 978-1-78159-160-4, £12.99; \$19.85 (US\$). Other vols. similar.

Reviewed by Cdr (Ret'd) Fraser McKee

As the war in Europe reached its final months in 1945, the German headquarters were somewhat anxious that their records, meticulously maintained in detail and a good portion surviving the increasingly heavy bombing raids, not fall into Russian hands. The same with many of their senior officers, as well as Allied POWs. This fortunately meshed with the Allies' desire to examine those records, especially most of the Allied Naval staff in Britain and the US. They were anxious to learn how the Kriegsmarine had fought their war—what they knew as it went on and as much they didn't know—what had worked, what had not.

From a careful review especially of the vital Battle of the Atlantic records from a German viewpoint, there were potentially many sharp lessons to be learned. Fortunately, the bulk of at least the daily records of the Flag Officer U-boats (FO U-boats for most of the war, Admiral Karl Dönitz) fell into Allied hands. Also, just as fortunately, so did Fregattenkapitan Günter Hessler, for most of the war Dönitz' senior staff officer in BdU—the U-boat fighting headquarters—himself also an experienced U-boat commanding officer in the first years of the war.

So it was arranged that he would, under the Allies' authority, write a history of that battle from their perspective based dispassionately on those records—wireless in and out messages recorded so carefully and in many cases the actual U-boats' *kriegstagbuch* or narrative logs.

It was also an advantage that Hessler was Dönitz' son-in-law. This was done in three volumes, still available, but at considerable cost.

Now Pen & Sword Books have republished those works in

three soft cover volumes at about US\$20.00 each, a very real boon for anyone with a serious interest in the Battle of the Atlantic. As a test of the usefulness of this re-issue, I bought just the middle volume. It makes for fascinating reading. Once recovered from the Christmas expenses, I was tempted to acquire the other two—early and successful days, and the final dénouement of later 1943 to May 1945.

In this Volume II there is no preamble—it opens on page six with “America Enters the War,” followed naturally with Chapter 4: January-July 1942; and plunges into the story.

All sections are consecutively numbered (in this volume from 164 to 333, Temporary Evacuation of the North Atlantic.” There are very occasional spelling errors, even typesetting ones, but these are rare. No photo illustrations, but a multitude of convoy battle charts for most of those battles or patrol lines and areas, and fuelling U-boat rendezvous set up.

To read even most of the basic detail in these charts one needs a magnifying glass—the details are there, but they are small. With the number of them and their value in the following events, larger charts would have helped, but significantly increased the size and presumably the cost of these volumes. This one ends with two full page charts: monthly chart of U-boats operating in the Atlantic and Caribbean (reaching a maximum of 188 boats in May 1943), their losses (about 10 to 12 a month in the period covered); and average sinking of Allied and neutral shipping (the BdU estimate vs. actual—not all that different, but theirs always higher by some 25 to 45%, especially as their war became tougher); and an eight page table of U-boat operational sailings during the period—dates and base only.

Both of these make for sober consideration, to some extent justifying Churchill's comment postwar that the Battle of the Atlantic was the only one that truly scared him, and illustrating clearly the increasing introduction at last of more long-range air cover. While 82% of convoys sailed safely with minimal losses, the other 18% were assuredly at deadly cost—in ships, cargoes and lives.

The chapters are divided into two and three month time periods, occasionally a single month's battles, and by locations—Western Atlantic, American coastal operations, Caribbean, in “remote areas” (within the Atlantic *milieu*, several sections), Bay of Biscay. There are also assessments by BdU of Allied A/S defences, radar and tactics; their boats' attacks on Mediterranean convoys and those aimed at Operation

Torch for the invasion of North Africa. And finally, the collapse of the Atlantic battle during late May 1943. Hessler describes the problems of meeting demands of the German High Command that ran counter to the anti-shipping war Dönitz was determined to fight.

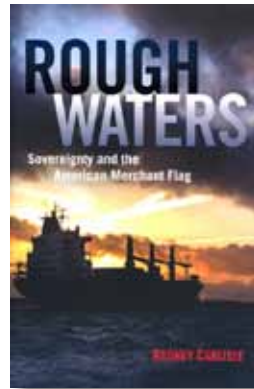
There are occasional notes added, possibly in this edition by both Hessler as to what was really occurring compared to what they thought had happened, or actual losses compared to claims; and a few by the editor when he felt Hessler's comments deserved to be challenged. But these are rare. One interesting quote is when Hessler says in late-1942 they were surprised the Allies didn't move the convoy routings further north or south after a series of heavy losses. Carruthers notes in a footnote this was due to serious problems with escort at-sea refueling at that time which didn't permit deviation far from the shortest great circle routes (p.116).

It is reading the details involved in actual single operations that very really takes the reader into the map room of BdU: dispassionately moving lines of anything from four or five up to twelve and fourteen U-boats around to try and intercept known convoys at sea; ensure boats low on fuel or food or even torpedoes were met by Type IX *milch* cow boats; noting changes, sometimes improvements in the Allies' countermeasures, and thus what to do about them. Trying to make sense of the continual stream of messages being received—from boats in contact or unable to locate a convoy as ordered, or from their own successful radio intercepts and code-breaking, and thus juggling boats via outward messages. All of which became such a boon to our A/S forces when the boats' Enigma machine codes could be read—which the BdU never ever knew, even though they suspected on occasion and queried the Berlin technical staff. They were assured it was impossible.

All of this rather ties in neatly with the recent popular movie on the breaking of these codes, "The Imitation Game." It is a chess game, as several historians have noted, where you only see some of the pieces of your opponent and must perforce guess at his next move, plot your counters to that, and how much he may know—or be able to deduce—or your own plans.

A fascinating read for those who know the Allied and Canadian Battle of the Atlantic story, but like chess, only a shadowy awareness of what went on at Lorient, Paris and Berlin. Almost vital reading for anyone writing or trying to follow that struggle's details and well worth the money.

Commander (Ret'd) Fraser McKee is a frequent contributor to and former editor of Starshell and author or co-author of several authoritative books dealing with the history of the Royal Canadian Navy.



Rough Waters, Sovereignty & the American Merchant Flag

By: Rodney Carlisle

US Naval Institute Press, <http://www.nip.org>
(2017), 278 pp, photos, charts, notes, index,
hardcover, US\$31.95, ISBN 978-1-68247-009-1.

Reviewed by Col (Ret'd) P. J. Williams

Kerguelen, you say, what, or where is that? Well, with apologies to the 'Friendly Giant,' look down ... look way down and you'll find this very lightly-inhabited archipelago (also known as the Desolation Islands) in the middle of the Southern Ocean, between the Cape of Good Hope and Antarctica. Coming under the governance of the District of the French Southern and Antarctic Lands, it was, between 1998 and 2003, used as a place for foreign-owned vessels to be registered in a location other than in their state of ownership, akin to what Panama, Liberia and a host of other nations had been doing for decades. The history of this practice, whether one calls it using "flags of convenience," or simply good business practice, particularly if it affects US-owned merchant shipping (which by the 2010s was mostly foreign-registered and flagged) is the subject of this book.

This work is part of a series called New Perspectives on Maritime History and Nautical Archaeology. The author is a former history professor at Rutgers University in the US and has authored over thirty books. His aim is to describe the history and the roles of flags on US merchant ships as well as the history of the US merchant fleet itself.

The book is organized chronologically, with the author first spending time on the maritime *Code Duello* and the importance of honour in terms of defending one's flag, a particularly important issue for the nascent US in the 18th Century. The honour of the flag extended to trading ships at sea to the point whereby an attack on a flagged vessel could be grounds for going to war with the attacker. Later it was the US Civil War which gave rise to the practice (started by the North) of registering their merchant vessels abroad in order to avoid them being seized by Confederate warships.

In the 20th Century and while the US remained neutral at the start of both World Wars, the practice continued, with Government consent, in order to enable US ships to ply increasingly U-boat infested waters. This is traced to the rise of locales such as the free city of Danzig, Panama, Liberia and many other places as nations which offered "flags of

convenience" for US (or any other nation's) vessels. There is somewhat of a dark side as the author concludes that, "For unscrupulous owners, who were not concerned with ship safety or maintenance, or who conducted smuggling operations of one kind or another, registrations with the least effective and least enforced regulations were naturally the most effective."¹ And so the practice continues. Canada gets several mentions in this book and indeed it was the Canadian-owned *Belen Quezada* which was perhaps the first vessel to be registered in Panama, through their consul in Vancouver.

The author has made extensive use of archives in the US, the United Kingdom and Liberia. The eventual Bibliography runs to nine pages, supplemented by thirty-three pages of detailed notes. This book can be rough going at times, however as the author explains, the intricacies of maritime law, second registries and regulations regarding trade unions and ports.

At the time of publication, it is somewhat sobering to note that while the US Navy (USN) is the world's strongest, its merchant fleet is ranked only 22nd in the world in terms of tonnage.² US-flagged vessels can travel overseas, with all the risks involved, as seen in the *Maersk Alabama* hijacking of 2009, under the provisions of the 1954 Cargo Preference Act which stipulates that 50% of government cargo be transported by US flagged vessels, *to the extent that such ships are available* (reviewer's emphasis).

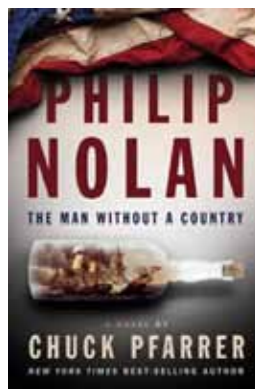
Brexit and the rise of extreme nationalism in some countries notwithstanding, globalization is accepted by many as a good thing and that the regulated free movement of goods, services, people and capital is in everyone's interests. While this may be the case, one wonders whether the practice of what the author called "flagging out" really benefits those who crew such ships and whose conditions of employment would not necessarily meet the standards expected in the owner state. Further, when a foreign-flagged vessel is involved in an incident at sea, such as an oil spill or hijacking (which have not been unknown) to what extent does the owner state have obligations? For those with an interest in maritime law and for the crews of Her Majesty's Canadian Ships who will no doubt encounter such foreign-flagged vessels at sea, this book will provide very useful context and background.

Recommended.

¹ Rodney Carlisle, *Rough Waters: Sovereignty and The American Merchant Flag*, US Naval Institute Press, Annapolis, 2017) p.212.

² *Ibid.* p.1

Colonel (Ret'd) Williams' last appointment prior to his recent retirement was as Director Arms Control Verification on the Strategic Joint Staff in Ottawa. He is a frequent contributor to "Starshell."



Philip Nolan: The Man Without a Country

By: Chuck Pfarrer

Fiction, 2016, US Naval Institute Press, <http://www.nip.org>, 320 pp, hardcover, US\$29.95, Members: US\$23.96, ISBN 978-1-59114-564-6.

Reviewed by David Collins

For those of us versed in the tradition of the exploits of Horatio Hornblower or Jack Aubry, this sea tale is a bit different. It is American for one and based on the life and times of the US Navy during the advent of Jacksonian democracy. More interestingly, it is effectively two tales in one: a swashbuckler on the one hand, and the story of an ex-Army officer exiled from his country, effectively imprisoned by the US Navy, to live out his days never being allowed to return home or to even hear or learn about what is happening in his country.

The author, Chuck Pfarrer, is an ex-Navy Seal who has written two books about life as a Seal, and one other book of fiction. He has a firm grasp of American naval affairs as they were in the 1820s to 1850s and his battle descriptions are evocative of time at sea in the time of sail. The text and story both move quickly and while this might not be a book one could not put down for a break, it is in keeping with the Hornblower/Aubry tradition, i.e., a good read.

The story line involves a young US Army artillery officer, Lt Philip Nolan, who gets mixed up in former Vice-President Aaron Burr's attempt to take Texas in 1807. Burr is acquitted of treason at his trial but his despatch rider, Nolan, is falsely accused of deserting his post. He also kills a provocative and useless militia colonel in a duel which does not help his cause. Found guilty as a scapegoat he denounces his country and in his distress he shouts that he hopes he may never hear of his country again. The judge accommodates him by ordering him to spend the rest of his life aboard USN ships and that he shall never hear of his country spoken again.

He spends twenty-plus years in a variety of warships, occasionally treated well but usually harshly, or correctly. He comes to be transferred aboard USS *Enterprise*, a frigate on anti-piracy and merchant protection duties off the Barbary Coast and in the Mediterranean. It turns out that the captain, Arthur Pelles, had sailed with Nolan previously and that they had developed a friendship. In this ship, Nolan is also befriended by a junior lieutenant, Frank Curran, who had in fact been his escorting officer on joining *Enterprise*. Without

spoiling the tale for readers, suffice to say that Nolan offers his services in various tight situations and in fact loses his life in a final battle where again he proves his love and devotion for the country that has scorned him. It is an irony that this man proved to be a more devoted citizen and protector of the United States and her interests than some of the poltroons the reader will meet in the book.

The Philip Nolan story was first aired publicly in the *Atlantic Monthly* in 1863. Its author, Edward Hale, wanted to portray the United States as a country standing up to the then world super power, and antagonist, Great Britain. He meant to depict a strong country of united states at the time of the Civil War. It was believed at the time that Nolan was in fact an actual character and this helped fuel Hale's contribution to a patriotism that contributed to support the North's effort to "preserve the union."

The construction of the book itself is solid and the narrative flows well. Pfarrer develops rich characters from a motley assortment of individuals among the crew; former RN pressed sailors, former slaves and the commissioned officers in the ship. There is more than a hint of distaste with political correctness found in Washington by both Pelles and Curran who write to higher authority to gain a pardon for Nolan, based on his outstanding and brave services. These are denied and Nolan is left in anonymity by officialdom. And yet, having been a commissioned officer, he is still treated as a

gentleman, even when incarcerated afloat. It is in *Enterprise* however that he comes into his own and his love of country is ultimately revealed and validated.

Readers who have absorbed the details of the sea going sailing Royal Navy life during the Napoleonic era will find life aboard a USN ship similar even if the practices are somewhat different. Pfarrer uses the term 'Exec' for the ship's first lieutenant which grates a bit on our ears and I have not been able to determine whether the USN actually used that term in the 1830s. He also has a few errors in terminology such as equating a knight of the realm to a peer, or in advising us that an ambassador and his chargé d'affaires would be present together. But these are minor quibbles. There is rarely used vocabulary in the book which will be of interest too: who has used the word quiddity lately? So the book is highly recommended. It is available on Amazon, and for members of the US Naval Institute, it is offered with a discount.

David Collins studied history at Queen's University and was commissioned while serving in HMCS Cataraqui. He served for seventeen years in the Naval Reserve, at home and abroad, and qualified in supply and naval control of shipping. He served for over thirty years as a trade commissioner and diplomat. We heartily acknowledge and celebrate his by-line in our 'Starshell' book review column! Ed.



'Fraserisms' by Fraser McKee...



Don't believe all you read!

The authorized history of the ships of the firm Upper Lakes Shipping tells the story of the loss of their little 1,724 grt laker *Robert W. Pomeroy* on April 1, 1942 while in the coal trade along the east coast of Britain. She had been requisitioned by the Ministry of War Transport and despite her small size, crossed the Atlantic. According to presumably reliable records she broke her back in heavy seas near Norfolk, was safely abandoned and sunk by an escorting destroyer to ensure she was not salvaged by the enemy as she drifted to the east.

However, according to MWT, RN and Shipping Casualty Section interviews, the actual story is quite different. The

weather was, in fact, quite reasonable, about Force 2 with a clear sky and moonlight for southbound Convoy FN.40. The *Pomeroy* was in ballast in about 11 fathoms when at 0230 there was a muffled thump of an explosion amidships on the port side that blew off hatch covers, opened a large hole amidships and stopped her engines. Four minutes later there was another more violent explosion port side aft. In the meantime, thirteen of the ship's crew had jumped overboard! The escort trawler HMS *Basset* was going to their rescue when the second explosion also damaged her steering. The men climbed into a lifeboat which had also been blown overboard but overturned by the second explosion,

so that it took some time for *Basset* to reach these survivors.

The Master and seven men forward were unable to get aft to the other boat due to the torn deck plating, but the even smaller Danish merchantman *Marx* next astern in the convoy bravely closed the now sinking *Pomeroy* and her boat took them aft.

One naval DEMS gunner had been killed in the water by the second explosion and two crew injured.

There is no doubt from these records and later investigations into German mine-laying plans that the *Robert W. Pomeroy* was mined. So no matter what "the records" show, it's always worth re-checking.

John Evelyn, writing to Samuel Pepys in April 1862 stated: "*It is not imaginable to such as have not tried what labour an historian (that would be exact) is condemned to, he must read all ... before he can lay a foundation.*"

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Defence Procurement INSIDE and OUT

In reviewing the book “Charlie Foxtrot” found in the previous edition of *Starshell*, it reminded me of my own experiences in the field of defence procurement and the lessons I learned. I started in this field in 1975 when I was posted to the Directorate of Maritime Requirements, Sea (DMRS). There, among other things, I was part of the group that wrote the operational requirements (SOR) for the Canadian Patrol Frigate. I was later transferred to the MARE Combat Systems trade where I cut my teeth on some minor requirements and later as an engineer in the Tribal Class Update and Modernization Project (TRUMP). After leaving the Navy in 1988, I worked for a defence contractor on the Maritime Coastal Defence Vessel (MCDV) project. I later became a consultant to the Maritime Helicopter Project and then part of a team of Project Management Professionals (PMPs) who carried out reviews of capital projects where we reviewed 16 projects in 20 months. I finished my career as the project manager for the Minor Warship and Auxiliary Vessel (MWAV) In-Service Support Contract. Those are my credentials.

Although the book “Charlie Foxtrot” puts a large part of the blame for unsuccessful procurements on the federal cabinet, I cannot comment on that other than what I said in the referenced book review.

There is a flow to defence procurement just as there is for most endeavours. It begins with the identification of a need or deficiency and once that need has been endorsed, it forms the basis for the initiation of a project. An option analysis usually follows to see how the project should be shaped including, if the analysis is done properly, the option of not doing anything. Once a viable option is selected and a decision to proceed is made, a project definition is undertaken. This is where a lot of the real work takes place usually culminating in a Request for Proposal (RFP) and the accompanying Evaluation Plan. This is the package that is ultimately sent

to industry for them to bid on. Note that the process to this point takes about a minimum of three years. Industry, hopefully, responds to the RFP, a winner is selected in accordance with the Evaluation Plan, a contract is signed and the winning company proceeds to fulfill the contract. When all of the requirements of the contract have been delivered, the contract is closed and the project terminates.

It all sounds so simple and straightforward, but were it ever thus. Unfortunately, during each of the phases mistakes take place, imperfect documents are prepared and get accepted, government insinuates itself into the process, evaluation of bids is challenged, contract disputes with the contractor arise, unsuspected risks are discovered, there proves to be insufficient money available, bad publicity gets the public involved asking awkward questions, and a government with different priorities gets elected. These are just some of the things that typically upset that nice, neat flow of a project. Some of them are within the purview of DND to cure or solve, remembering that it is better to cure a problem before it arises than to try to solve it later.

So, what are some of the things that DND can cure before they arise into problems? Here are some of the most significant and frequent.

REQUIREMENTS

Requirements are the most fundamental documents in any project. The initial Statement of Requirements (SORs) sets out the operational needs of the operations branches which will use the equipment. Yet the Canadian military frequently does not do a very good job of this. Problems are widespread ... but two jump to mind. Too often, SORs describe what the military wants, sometimes in extreme detail, but NOT what the military needs. There is a

*“It all sounds so simple
and straightforward,
but were it ever thus.”*

difference. This leave industry little leeway to suggest creative solutions and the military finds itself with equipment that has lots of bells and whistles but is not really useful in solving the original need. The SOR is followed by the Technical Statement of Requirement (TSOR) which is the actual requirements statement that, along with the Statement of Work (SOW) (a *pig of a document?*) forms the heart of the contract. It is not a true reflection of the operators' SOR and it can lead to some very unhappy customers. In the end, the TSOR must be testable because it is against this statement that the final product will be measured to make sure it fulfills the contract. Lack of testability is frequent, leading to dissatisfaction and arguments with the contractor. I could write an entire article on requirements ... which I actually did in the MARE Journal a few years ago (The Requirement of Requirements).

COSTING

Cost is the next big hurdle for a project. DND and then the government demand that a cost be put on the project. Cost is not just for the pieces of equipment being purchased, but includes for the contractor, everything from the plans and documents prepared for the government in accordance with the SOW, the development costs for any development work, follow-on support costs, travel and meetings, the project management costs, training of the customer, duties and taxes, the cost of risk mitigation plus his overhead and profit.

For the government there is the cost of running the project management office which can include salaries, office rentals, travel, document preparation and printing, and a myriad of minor costs plus a contingency for unforeseen items arising as the project progresses. All of these costs must be estimated quite early in the project because the cost must be put into the departmental five year plan and the government's budget projections. And unfortunately, these costs tend to become written in stone. Any delay in the project, for example, makes the cost estimates rise. A good example of this is the Joint Support Ship (JSS). The original cost estimates were made in 2000 for three ships. The actual procurement didn't start until 2006 and the final bids not submitted until 2008. In the meantime, the costs for labour, steel (by 60%) and copper (by almost 100%) had risen markedly, but the original estimate was still expected of the bidders. Obviously, no bidder was able to meet those estimates and both were declared non-compliant. Now we will have to wait for several more years for two of these ships at a cost that is significantly higher than the costs bid in 2008. Final costs can only realistically be determined when the bids have been evaluated and the winning bidder has been identified. But this is too late in the government's budget cycle.

WE VERSUS THEM

Although the defence industry tries to understand the government by such means as hiring ex-military and public servants, and industry-government forums, the same cannot be said for the government side. My experience has mostly been with the defence and procurement departments so I am primarily speaking about them when I say the government. In general, military and civilians of those departments neither understand nor trust industry. I have heard over and over the complaint that the contractor is only out to make lots of money and deliver an inferior product. Suspicion of the contractor grows and a toxic environment ensues.

Government personnel seem to forget that most companies in this business are international companies whose aim is to deliver their products to as many customers as possible and that a bad reputation earned in one country would damage their sales in other countries. The government also has the right to bar these companies from bidding on future projects if they prove overly incompetent. Government oversight of projects is important, but unreasonable suspicion and the resulting interference of the contractor is not. They have chosen this contractor for a reason, and that reason should include trust in the way he does business. Government requirements that change the way the contractor builds his product and conducts his business (project management, quality management, risk management) can only lead to disaster. Some of this comes from the inexperience, particularly of the military people who are brought into project management offices with no clear understanding of the procurement process or project management principles. Newcomers to a project office usually have little or no experience in other projects. They need a course to guide them in their work, but such courses usually come after they have been in office for one or two years, or just about the time they are waiting for a new posting to a more exciting job.

RISK

DND and the government pay a lot of lip service to risk, but not enough attention to detail. They want the contractor to take full responsibility and risk for a project and they demand that the contractor carry out a robust risk management program. They insist that the contractor report on all of the risks that could affect the project cost, schedule or performance. That is not a bad thing, but the government fails to realize that all of those risks have to be dealt with by the contractor anyway as part of his normal business practice. DND's mistake comes about when they try to interfere in the contractor's running of the project. The most common way

they do this is by insisting on approving such things as the design or design process. Approval means that the government now “owns” the design and the contractor, if there are any questions that arise because of design problems, can rightly point out that that is now the government’s approved design and the contractor is no longer responsible. What the government can legitimately approve are the plans to carry out and control the work (project management plans, system engineering plans, quality plans, risk plans, and test and acceptance plans), and the final test and acceptance results that constitutes the final acceptance of the product. The government has every right to review and comment on the design during its evolution and the contractor can be requested to respond to these comments. But too many people in project management offices think they know better than the contractor how things should be done and what the design should be. This is a dangerous assumption that can ultimately cost the government dearly.

REMEDIES

Are there ways to improve the process? Yes, of course there are. Let’s concentrate on the problems mentioned above.

Requirements: Project staff must better understand the role of the Statement of Requirements which is to address the deficiency that needs to be filled, not to describe in great detail their idea of the solution. There must be close cooperation between the operations and engineering staff who are charged with translating the SOW into the contractual Technical Statement of Requirements so that the essence of the need is not lost. Project staff must also be prepared to listen to industry when they provide changes to improve the requirements statements. A rigorous review process by independent analysts would make a significant difference in many cases.

Cost: as hard as it may be for projects and government, there must be more flexibility in costing. Yesterday’s cost estimates must be updated as inflation, the cost of materials and additional expectations add to the price. Ideally, the final budget for the project should not be set until the proposals from industry are received and evaluated. Certainly industry should have to justify their costs in their proposals, but they should

not be found non-compliant if their bid exceeds a budget set years earlier. One possible solution is to separate the development portion of a project—where all of the plans and preparations to actually build a product are determined—from the procurement portion where the actual product is built and delivered. This is how the US military deals with large scale procurement. However, this approach can also bring other issues to light, like how to fund and control the development process.

We versus them: Government personnel entrusted with projects entailing industry must be given more opportunity to understand industry and learn how to deal with them. In recent years the government has tried to curtail the use of outside consultants in project offices. This was a mistake because these consultants often brought a far greater understanding, not to mention project management skills, to such offices. Many had experience not only in the military or government, but also in industry. They were able to impart this experience to mentor inexperienced project staff and to bring practical lessons learned to the table. A judicious combination of practical experience from consultants and the up-to-date knowledge of military staff is a very good way of ensuring project success.

Risk: Government personnel must make a decision about how they want to address risk. They can accept all of the risk themselves and thus be able to control all aspects of the project. But government is generally risk averse, so such a decision is unlikely. The other way is to assign all the risk to the contractor. The contractor will, of course, charge more for this approach but in the end it could save the government millions of dollars in a large procurement. But if this decision is taken, project staff must be absolutely sure they do nothing to assume any risk. During the Canadian Patrol Frigate project, this was called negative guidance; “We’ll tell you if we think it is wrong, but not how to fix it.”

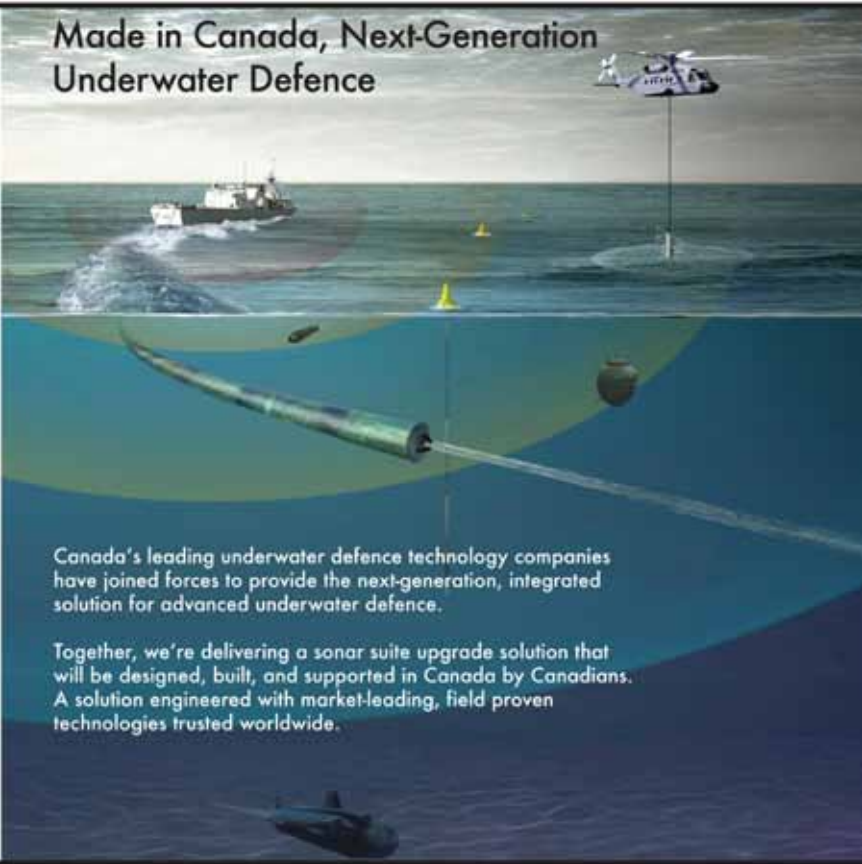
Attention to these four areas and remedies, as I have suggested, could go a long way toward making capital projects more successful and lead to more acceptable outcomes.

LCdr Gordon Forbes (Ret’d) is an ex-Project Management Professional and frequent contributor to our ‘Starshell’ book review column.

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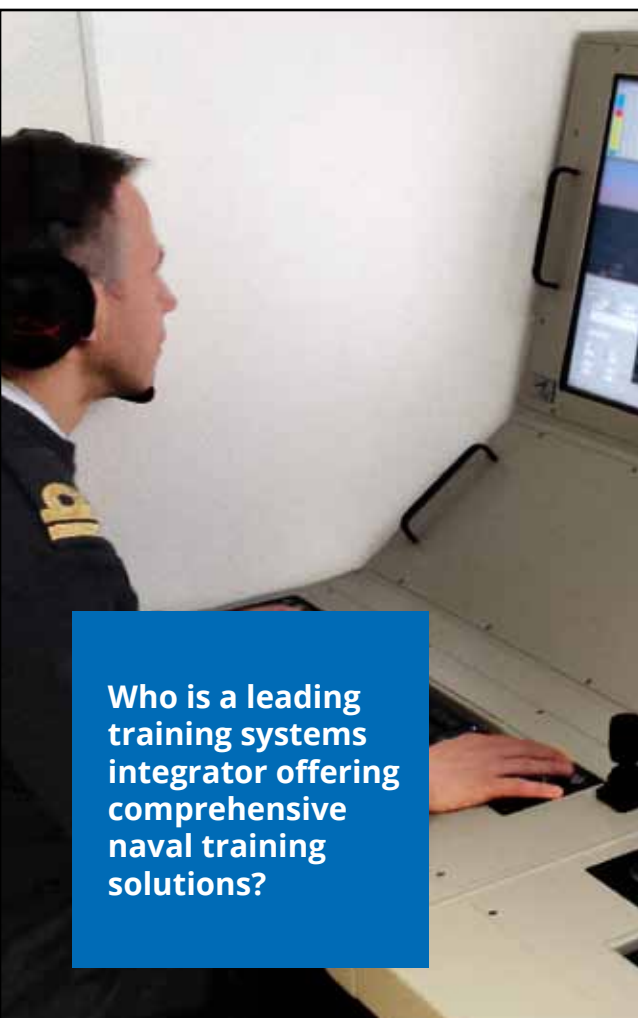
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Obituaries

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, Ecclesiasticus 44

♦ Lt(SB) David Hugh CASTLEMAN, RCN(R) Ret'd.

NAC Ottawa, 93 in Chelsea, QC, 09/02/17. Jn'd. Carleton as RCN(R) Lt(SB) 07/53 and tsf'd. to Ret'd List in '59. Long time naval radar engineer in NDHQ and volunteer with many Gatineau Hills organizations. [Ottawa Citizen]

♦ LCdr(L)(P) Seth Walter GROSSMITH, CD, RCN (Ret'd)

NAC O, 94 in Ottawa 17/03/17. RCAF Plt. WWII. Jn'd. RCN(R) 08/52 as Lt(P) (sen. 07/49) thence *Star* and *Shearwater* in '52. Tsf'd. RCN as Lt(P) fl'd. by *Shearwater*, *Niagara* (USN Trg.), *Shearwater* (VU-32 as 'L' Officer and Plt.) in '54, *Niobe* (Empire I Test Pilot Cse.) in '55 and *Shearwater* (VX-10) in '60, Sikorsky Aircraft and USNAS Ream Field for helicopter acceptance and trg. in '63, and *Hochelaga* (Pratt & Whitney CHSS-2 Program) in '64. Ret'd. in '66. Second career in government and industry test pilot; member Canadian Aviation Hall of Fame, Fellow Canadian Aeronautics and Space Institute and winner Trans-Canada (McKee) Trophy in '88. [Citizen, "Canada's Naval Aviators".]

♦ A/Lt the Hon. William Hubert ROMPKEY, PC, RCN(R) (Ret'd)

NACNL, 80 in Ottawa 21/03/17. Jn'd. Cabot as UNTD Cdt 01/55, prom. RCN(R) SLt 07/57 and A/Lt 07/59. To Ret'd List in '60. Teacher, author, MP, Cabinet Minister and Senator. [WC, Citizen]

♦ Capt Henry William SCHAUMBURG, CD**, RCN (Ret'd)

NACVI, 78 in Victoria 09/04/17. Jn'd. RMC as RCN Cdt 09/58, prom. SLt 05/62, fl'd. by *Hochelaga* 09/62, *St. Croix* 01/63 and *St. Laurent* 04/64. Prom. Lt 09/64 thence *Columbia* 11/64 and CDLS(W) (PG Trg.). Prom. LCdr 06/69, fl'd. by NDHQ 06/72 and CFCSC 08/74. Prom. Cdr 07/75, thence NDHQ 07/75, *Gatineau* 07/76, CDLS(W) 07/78 and NDHQ 08/81. Prom. Capt 08/83, fl'd. by SACLANT 08/83, SRU(P) 07/86, CDLS(W) (NAAWS Project) 07/89 and NDHQ 08/91. Ret'd. 10/93. [JC]

♦ Inst LCdr Eugene Ross WEBER, CD*, RCN (Ret'd)

NAC-O, 90 in Ottawa 17/01/17. Jn'd. RCNVR as steward in '43 and rls'd. in '45. Jn'd. UNTD at *Unicorn* as OS (Officer Candidate) in '47, thence RCN(R) Cdt 09/48. Tsf'd. RCN as Inst. Lt. (sen. 01/48), 06/50,

thence *Cornwallis* 09/50, *Shearwater* 01/52, *D'Iberville* 04/54 and *Cornwallis* 09/54. Prom. Inst. LCdr 01/56, fl'd. by *Bonaventure* 01/57, *Stadacona* 07/58, *Naden* 09/62 and *Carleton* in '68. Ret'd. in '69. Second career as high school teacher. Br. Pres. 1998-2000, Bronze (01) and Silver Medallions (02). [SK, WC, Citizen]

In Memoriam (non-members)

♦ A/Lt(MED) Michael Stewart ALLEN, RCN(R) (Ret'd)

81 in Toronto 09/01/17. Jn'd. York as UNTD Surg Cdt 01/54, prom. RCN(R) A/SLt(MED) 01/56 and A/Lt(MED) 05/58. To Ret'd. List in '59. [WC, Toronto Star]

♦ Lt Robert Henry BRILL, CD*, RCN (Ret'd)

78 in Ottawa 15/01/17. Jnd. RCN 07/63 as AB and prom. LS same date. CFR'd as SLt 12/69 and prom. Lt 12/72. Srv'd. CFB Gander, CFB Kingston, CFCC HQ and 764 Comm Sqn. Ret'd. 12/83. [Citizen]

♦ LCdr Ronald Arthur CAUGHT, CD**, RCN (Ret'd)

90 in Ottawa 06/03/17. Jn'd. RCN 02/45, CFR'd as A/Cmd Off 07/58, prom. Lt 04/60 and LCdr 08/66. Srv'd. RN for Trg., *Stadacona*, Dky'd. Esq. and CFHQ. Ret'd. 08/77.

♦ Lt Stephen M. COLLINS, CD, RCN (Ret'd)

45 in Cole Harbour, NS, 30/12/16. Jn'd. as OS 08/92, CFR'd as SLt 05/07 and prom. Lt 05/10. Srv'd. CFRS *Cornwallis*, CFNES Hfx. (For tech trg. St. John's, NL), FMG(A), *Iroquois*, *Athabaskan*, CFB Hfx., *Charlottetown* and MARLANT. Ret'd. 12/12. [SR, Chronicle Herald]

♦ LCdr William Lorne Douglas DAVIDSON, CD, RCN (Ret'd)

92 in Ottawa 22/02/77. Jn'd. RCN as SLt(SB) 08/51, prom. Lt(SB) 08/53 and LCdr 08/61. Srv'd. Quebec, *Gloucester*, *Stadacona*, Churchill, Bytown, Inuvik, York (RCAF Staff College) and CFSRS HQ. Ret'd. in '71. [Citizen]

◆ **Cdr Thompson Seelye DURHAM, CD*, RCN(R) (Ret'd)**

86 in Winnipeg 13/12/16. Jn'd. *Cataraqui* as UNTD Cdt 02/49, prom. RCN(R) A/SLt 07/51, Lt 01/55, LCdr 08/63 and later Cdr. Srv'd *Star*, *Buckingham* and *Chippawa*. CO *Chippawa* 1969-73. [WC]

◆ **Lt(S) Dorothy Eileen DOYLE, WRCNS**

99 in Ottawa 25/01/17. Dietitian who joined WRCNS as Prob. 3rd Off. 04/43. Prom. Pay SLt same date and Pay Lt (later redesignated Lt(S) 04/44). Srv'd *York* as Dietitian for Reserve Divisions. Rls'd. in '46 and later RCAMC Captain for Korea. [Citizen]

◆ **LCdr Russell FREEMAN MiD, CD**, RCN (Ret'd)**

98 in Halifax 18/01/17. Jn'd. RCN as Boy Seaman in 1935, CFR'd as Gnr(TAS)(T) 02/43, prom. Lt* 07/48, Lt (star removed) 07/49 and LCdr 07/57. Srv'd. *Haida*, *Uganda*, *Cordova* (i/c), *Huron* (Korea), *Ste. Thérèse*, *Stadacona*, *Bytown*, *Naden*, *Niobe* and *Crescent* (XO). Ret'd. in '70. [SR, *Chronicle Herald*]

◆ **Cdr Brian John FISHER, CD**, RCN (Ret'd)**

75 in Bedford, NS 04/03/17. Jn'd. RCN 09/59 as Cdt at *Donnacona* (for *Concordia* U), prom. SLt 09/63, Lt 11/66, LCdr 07/72 and Cdr 08/84. Srv'd. *Stadacona*, *Sussexvale*, *Yukon*, *Rainbow*, *Okanagan*, 1st Cdn. Sub Sqn., MARCOM HQ, *Saguenay*, CFFS Hfx., CFCSC, NDHQ, *Cormorant*, SACLANT and QHM Hfx. Ret'd. 08/95. [FH, SR, *Chronicle Herald*]

◆ **Lt Daphne Rose HOCKINGS, CD, RCN (Ret'd)**

89 in Annapolis Valley, NS 08/03/17. Jn'd. RCN as A/SLt(MN) 02/57, prom. SLt(MN) same date and Lt 02/63. Srv'd. *Naden*, RCAF Stn. Rockcliffe, *Stadacona*, *Shearwater*, *Cornwallis*, 3 Wing Germany, CFB Kingston, CFB Shilo and CFS Masset. Ret'd. in '73. [SR, *Chronicle Herald*]

◆ **LCdr Peter Anthony KIRK, CD, RCN (Ret'd)**

82 in Ottawa 27/01/17. Jn'd. Royal Roads as RCN Cdt(L) 09/53, thence RMC 09/55. Prom. A/SLt(L) 06/57, SLt(L) 05/58, Lt(L) 01/59 and LCdr 07/66. Srv'd. *Star*, *York* (for U of T), *Stadacona*, *Niagara* (for S/M Trg.), *Bytown*, *Grilse* and NDHQ (ADM S&T), Ret'd 12/74. [WC, *Citizen*]

◆ **SLt Thomas Gordon McLeod McINTYRE, RCN(R) (Ret'd)**

84 in Toronto 01/03/17. Jn'd. *Prevost* as UNTD Cdt 01/52 and prom. RCN(R) SLt 09/54. Tsf'd. *York* 02/55 and to Ret'd. List in '57. [WC, *Toronto Star*]

◆ **LCDR Neil Stuart ROBERTSON, CD, RCN (Ret'd)**

86 in Sidney, BC 05/03/17. Post-WWII srv'd. in RAF and RCAF. Jn'd. RCN as SLt 07/59, prom. Lt(P) 07/59 and LCdr 07/66. Srv'd. *Cornwallis*, *Shearwater*, *Stadacona*, *Bonaventure*, *Athabaskan*, *Pickle*, *Greenwood*, *Summerside*, CFB Halifax and *Preserver*. Ret'd. in '75. [RD, *Times Colonist*, Canada's Naval Aviators]

◆ **Cdr Arthur William ROWSE, CD**, RCN (Ret'd)**

85 in Victoria, 17/01/17. Jn'd. *Royal Roads* 08/49, desig. RCN(R) Cdt 04/50, tsf'd. to RCN as Mid 08/51, prom. SLt 12/52, Lt 03/55, LCdr 03/63 and Cdr 08/83. Qual. C1 D. Srv'd. RN for trg., *Sussexvale*, *Magnificent*, *Granby*, FDU(P), MARPAC HQ, FDU(A), FMG(P), NDHQ and CDLS(L). Ret'd. 01/86. [WC, *Times Colonist*]

◆ **A/Lt William Kenneth Rodney SAMPLE, RCN(R) (Ret'd)**

93 in Victoria, 03/03/17. WWII service in *Orkney*. Jn'd. UNTD as OS (Officer Candidate) in '45 at *Unicorn*, prom. RCN(R) SLt 02/49 and A/Lt 08/51. Ret'd. in '57. [WC, *Times Colonist*]

◆ **Lt(P) Gary Rollitt SAUNDERS, CD, RCN (Ret'd)**

82 in Ottawa 12/01/17. Jn'd. as Mid. 07/53, prom. A/SLt 07/54, SLt(P) 07/55 and Lt(P) 02/57. Srv'd. *Cornwallis*, *Ontario*, *Niagara* (USN Pilot Trg.), *Shearwater*, *Bonaventure*, *Stadacona*, *Saguenay*, #101 Communications Flt., MARCOM HQ (Area Sea Cadet Officer) and NDHQ. Ret'd. in '73. [Citizen, SR, "Canada's Naval Aviators"]

◆ **Lt Arend Jan STANHUIS, RCN(R) (Ret'd)**

88 in Kelowna, BC 16/01/17. Jn'd. *Discovery* as UNTD Cdt in '54, prom. RCN(R) A/SLt 05/56 and Lt 05/58. Ret'd. in '60. [WC]

◆ **Lt Alexis Serge TROUBETZKOY, RCN(R) (Ret'd)**

82 in Toronto 22/01/17. Jn'd. as UNTD Cdt at *York* 01/54. Prom. RCN(R) SLt 09/56 at *Donnacona* and Lt 09/58. Ret'd. in '63. [WC, *Montréal Gazette*]

◆ **Cdr Astrid Gertrude VIK, CD*, RCN (Ret'd)**

83 in Halifax 21/03/17. Registered Nurse, jn'd. RCN as SLt 04/60, prom. Lt 04/66, LCdr 07/79 and Cdr 07/85. Srv'd. *Stadacona*, *Naden*, *Cornwallis*, CFH Kingston, CFH Europe (Baden), MARCOM HQ, CFB Hfx. and NDHQ. Ret'd. in '90. [SR, *Chronicle Herald*]

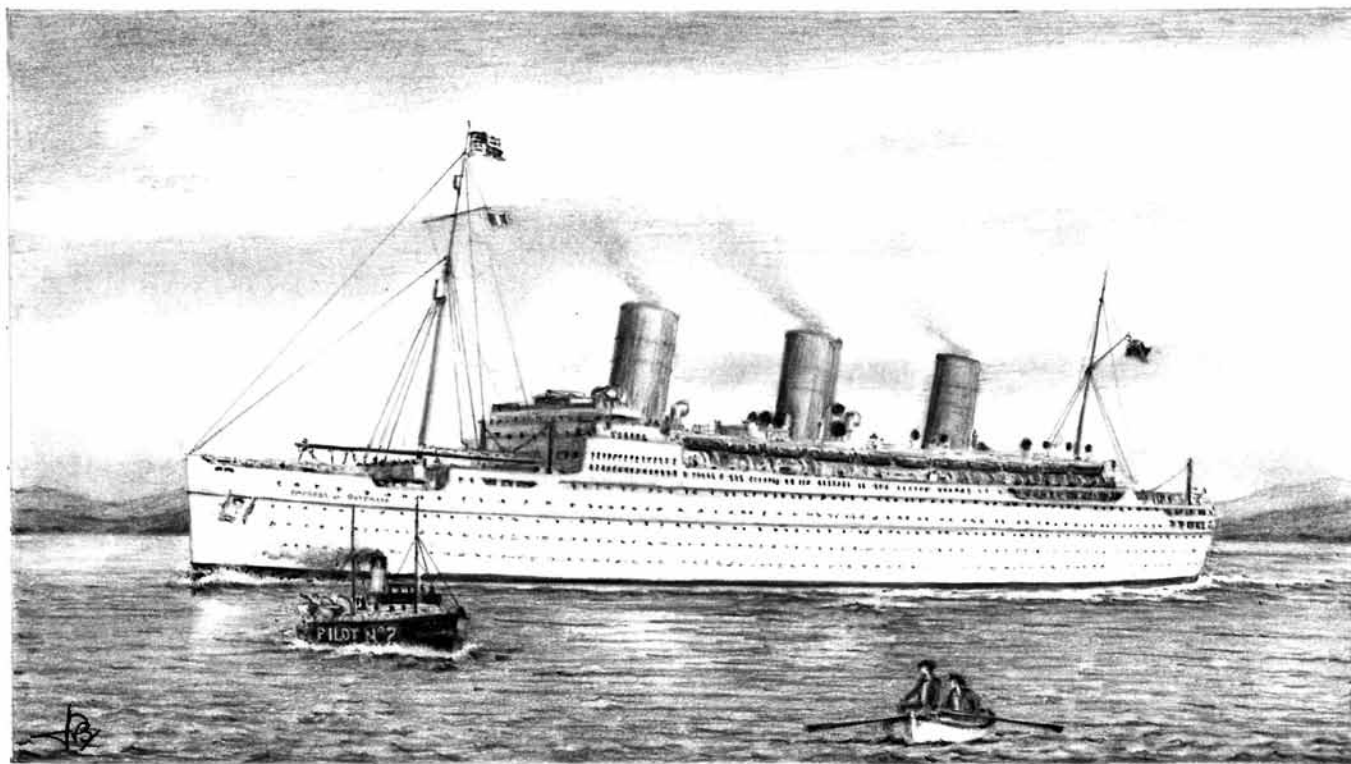
◆ **Cdr(NR) (Ret'd) Alan Donald WALKER, CD***

69 in Kingston, ON 14/01/17. Class 1970 RMC and onetime CO HMCS *Cataraqui*. [e-Veritas]

Kindly forward all obituaries to Pat D. C. Barnhouse,
'Starshell' Obituaries Editor,
535 Kenwood Avenue, Ottawa, ON K1A 0L7
or by email to pat.barnhouse@sympatico.ca

'Our Navy'

By F. R. (Hamish) Berchem CSMA



Empress of Britain - Flagship of Canadian Pacific Steamships

In 1939 the EMPRESS OF BRITAIN became the first ship to carry a British Sovereign under the Red Ensign of the Merchant Service instead of the customary White Ensign of the Royal Navy. On 26th October 1940, the ship was attacked by a German Focke-Wulf 'Condor' four-engined bomber some 60 miles northwest of Ireland. Badly damaged and on fire, she was evacuated and taken in tow. In the early hours of 28th October the Empress of Britain was torpedoed and sunk by U-32. The 42,000 ton vessel was the largest Allied liner to be sunk during the war. U-32 was sunk two days later.

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