



Volume VII, No. 79, Summer 2017

Starshell

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



Naval Association of Canada

We started small with greater things to come!

When war broke out in September 1939, the Royal Canadian Navy had in commission only six destroyers, four minesweepers, the motor vessel *Skidegate* and the training schooner *Venture*. The great and immediate need was for large numbers of small vessels for coastal patrol, the examination and control of merchant shipping, harbour service and a variety of similar tasks. Many of these small vessels were purchased or requisitioned from various government departments and from private owners, but a few were acquired as free gifts from patriotic citizens. **HMCS Ambler** was one of the vessels acquired in this way when her owner, Mr. C. H. Sheppard of Waubaschene, Ontario, turned her over to the RCN at Midland, Ontario early in May 1940. The steel diesel-driven yacht **Ambler** was a fairly old vessel which had been built in New York in 1922. She was converted and armed at Québec City leaving on 20 July 1940 for Rivière du Loup where she was to be based for patrol duties on the St. Lawrence River. In October 1941 she was transferred to Halifax as tender to HMCS *Stadacona*, and in 1942 to HMCS *Cornwallis* as a training ship. She was paid off to reserve at Sydney on 20 July 1945 and sold into Greek registry in 1947.

Naval Historical Section, Naval Headquarters, Ottawa, Ontario, with thanks to the CFB Esquimalt Naval & Military Museum.

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DON'T MISS OUT ON HISTORIC ST. JOHN'S!



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

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

The National Conference will be a one-day event hosted by the Fisheries and Marine Institute of Memorial University on Friday, 20 October. The Conference theme is The North Atlantic: Past and Present. Further details are posted on the NAC website <http://www.navalassoc.ca> The AGM will be held on Saturday, 21 October at HMCS Cabot. If there is sufficient interest, a partner program will be available on 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's Cove, St. John's, NL A1C 6H1, www.murraypremiseshotel.com phone (709) 738-7773 or (866) 738-7773. 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.

PROGRAM, REGISTRATION AND FURTHER INFORMATION

St. John's is serviced by Air Canada, WestJet and Porter Airlines. Details on the conference program and a registration form are available on the NAC website at <http://www.navalassoc.ca> For any additional information, please email Conference Co-Chair Ed Williams at edgarwilliams@nl.rogers.com or Margaret Morris at margaret_morris@nf.sympatico.ca We look forward to seeing you in St. John's in October!

A large, modern grey warship, identified as a Type 26 frigate, is shown from a side-on perspective, moving across the ocean. The ship has a complex superstructure with various radar masts and antennas. The sea is dark blue with white wake behind the ship. The sky is a mix of light blue and orange, suggesting a sunset or sunrise. The overall tone is professional and technological.

We provide **competitive solutions** that meet current and future needs

Type 26 represents the latest in ship design options and this adaptable solution allows for the accommodation of different combat systems, sub-systems and equipment in order to meet specific customer requirements.

BAE Systems is a world leading shipbuilding company with the skills and expertise to design, build, integrate, test and commission complex warships to deliver the varying demands of our customers.

A note from your editor

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



My appeal for a successor has thus far, and not for a minute surprisingly, led to nil returns. I have committed to continuing in the position of editor to and including the Autumn 2017 edition, having reached the conclusion that it is time for a change. While it's been a lot of fun to develop *Starshell* into its current form over the past **20 YEARS** (*that's right, not 10 as previously incorrectly stated, a foible of the aging brain?*). I've come to the conclusion the time has *definitely* arrived to retire and make way for new blood! With the evolution from NOAC to NAC and the subsequent growth in the organization's raison d'être, I believe there is definite need for an editor located closer to the action in Ottawa, not in relatively remote southern British Columbia. **IF YOU ARE INTERESTED IN DONNING THE EDITOR'S CAP, PLEASE CONTACT THE EXECUTIVE DIRECTOR OR MYSELF AS SOON AS POSSIBLE!** You'll find our 'coordinates' in the masthead on page two of every issue of *Starshell*.

With this edition we bid farewell to a good friend and colleague, Executive Director Ken Lait, who for the past number of years has served the organization well and good through thick and thin, including our complex metamorphosis from the NOAC to NAC. It has indeed been a plea-

sure to work with Ken over the years and on saying goodbye, we are pleased to welcome David Soule aboard as his successor. You'll find David's contact data in the masthead on page two.

Suffice to say it's been (and still is as I write) a very hot, dry and smoky summer thus far here in southern British Columbia, and as I write we are praying for rain (preferably minus lightning!) to help put an end to the current province-wide wildfire disaster. By God's good graces we've managed thus far to escape the province-wide conflagration here in Kamloops, which as I write serves as the principal evacuation centre for those displaced by the fires. We've experienced little to no rain (mostly no) in the province throughout the summer, certainly nothing of significance, and what there's been of it is accompanied by both 'wet' and 'dry' lightning which, of course, serves as the major catalyst in igniting new fires. On checking this morning's Environment Canada website, there is no rain forecast for our area for the next seven days with temperatures continuing in the mid-30's ... definitely not good ... but what the hell, here in jolly 'ol Canada, winter's always just around the corner ... better get out the shovel eh!

Yours aye, George

The front desk

Ken Lait, Executive Director, executivedirector@outlook.com



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. In addition, our President, Jim Carruthers has advised the Board that he will resign his Directorship early, effective the October AGM.

The following Directors will continue with their service to NAC (term and dates are in parenthesis): Dennis Baird (2018), Bill Conconi (2019), David Coulson (2019), Jeff Gilmour (2019), Rowland Mitchell (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 6 new Directors whose terms will expire in 2020.

After the call for nominations in the spring edition, the nominating committee has exercised its due diligence and confirmed the seven candidates who were nominated by the membership. Later in this *Starshell* edition [pages 9 to 11] you will find a proxy form to exercise your voting rights as a member in good standing of the NAC should you not be able to attend the AGM on 21 October 2017. The Proxy Form contains the names of the seven candidates and full directions for proper completion.

The endorsements of the seven candidates, along with an electronic version of the Proxy Vote Form, can be found on our website at <http://navalassoc.ca> and you are encouraged to review them before selecting your preferences and casting your votes. Should you not have web access, paper copies of the endorsement and Proxy form are available on request. The top six vote totals, from those members in attendance at the AGM and all valid proxies received by the submission dates noted in the directions, will constitute the elected replacements for the retiring Directors.

The nominations for the 2016 NAC Awards will have been reviewed and deserving members approved. I would like to thank the individuals and Branch Executives who took the time to put pen to paper to recognize their fellow members in this annual activity. Last year I advised Branch Presidents before the AGM of successful applications but didn't advise the actual nominators of the Award. This year I will advise both so that the nominee can be advised in advance and hopefully all can be acknowledged at the AGM.

The Endowment Fund Grant Applications are also being finalized by the Endowment Fund Committee as I write this.

The team in St. John's has been hard at work on the planning for the 2017 AGM and conference. The program promises to be a great event in true Newfie style. Registration forms are available via the web and I encourage all out of town visitors to book in early. I would ask that all members planning to attend the AGM and Dinner, whether attending any of the other events or not, register so that we may ensure we have enough seating and that we know who will be present for recognition when Awards are presented.

This is my last Front Desk article for *Starshell*. By the time

this is published I will have completed my turnover to David Soule as announced by Jim Carruthers in *NAC News*. It has been a pleasure serving the membership. Since taking up the task in 2010, there have been many major changes in the Association. I would like to think that they have been positive. I know that you will support Dave as you have supported me.

Yours aye, Ken Lait

Dear fellow NAC members:

It is with great pleasure that I assume the position of NAC Executive Director from Ken Lait. As Ken has mentioned, there have been a great many changes to the Association over the past few years. I look forward to working with you to advance these activities and new initiatives to ensure that member needs are met, no matter whether you are from a small or large Branch.

I will be speaking with Branch Presidents over the coming weeks and I am keen to work with all members of this Association as long as I serve in this position. For those coming to St. John's in October for the AGM, I very much look forward to meeting you there. It should be a great event, as we meet and celebrate as an Association as well as participate in celebrating The Crow's Nest 75th anniversary.

I want to thank Ken for his mentorship to me over the past few weeks and acknowledge his fine service to the Association.

Yours, Dave Soule



From the bridge

Jim Carruthers, National President, jimc@rruthers.com



As you will see in Ken/Dave's column, I will resign my Director position prior to the election at St. John's AGM. It has been a privilege to serve as your President for these past 4+ years. I take great pride in this organization which has delivered so much for Canada.

This is something like my 17th "From the Bridge" column and by the time the AGM rolls around, I will have written 225 issues of NAC NEWS. You have probably heard more than

you ever wanted to hear from Carruthers! Unfortunately, perhaps, these columns are preserved on the website so I can dredge up back columns in one last attempt to reinforce what I believe are important points:

- My first column was entitled "SOME OBSERVATIONS ON WHERE WE ARE AND THE WAY AHEAD." <http://www.navalassoc.ca/wp-content/uploads/2015/02/SSFromthebridge-Summer2013.pdf> I hope we have made solid progress

in achieving the goals laid out—although we have a way to go.

- Under the headline “WE ARE MORE THAN MEETS THE EYE” I attempted to address the fact that we are different things to different people and while Branches are and will continue to be very different in their outlook, our common calling is to help ensure Canada has a capable and effective Navy. <http://www.navalassoc.ca/wp-content/uploads/2015/12/Autumn-2015.pdf>

- Earlier this year I laid out our position as presented to the House and Senate Committee working as part of the Defence Review under the title “WE ARE MAKING WAY” <http://www.navalassoc.ca/wp-content/uploads/2015/02/Naval-Affairs-We-Are-Making-Way.pdf>

- The role of educating Canadians has been one we have discussed most often and has been the focus of much our efforts. The RCN cannot directly engage Canadian leadership to promote the need for a navy—but on their behalf we can and have. Over the past year or so we have accomplished the following:

- A special spring 2016 issue of the *Canadian Naval Review* [CNR] was funded. It was directed at developing arguments which could be used by 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 ‘Recapitalizing the fleets of the Government of Canada.’ <http://www.navalassoc.ca/naval-affairs/canadian-naval-review/>

- Our, [the royal ‘our’ as all work is done by NAC-O], BOA GALAS. In addition to hosting and recognizing our BOA veterans, this unequalled 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 Minister at this dinner than could ever be achieved otherwise. <http://www.richardlawrencephotography.ca/clients/nac/boa2016/>

- Appearance before defence review roundtables by members across the country. <http://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/2016/11/20161018-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 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/> can now more accurately be labelled a magazine due to members’ expanding contributions. NAC NEWS is passed on to many outside the NAC membership.

Not only did we write and speak but from all accounts we had an impact on decisions. The government seems to have listened to what we said, and has put forward a vision of the RCN that exceeded expectations—at least my expectations. However, as we move forward and continue the good work

of the Association, there are still issues we need to address.

One challenge is that while some Branches have grown by welcoming a wider membership and are actively expanding, others are not. How do we create conditions so that all Branches grow? The membership tools we have created should help. The Introductory Membership [IM] can and should be offered to all Naval Reserve personnel who are full time students—in the same way as we have recruited 52 Naval Cadet members at Royal Military College. It will take some time to deliver full memberships but some will maintain an attachment and some may join years down the pike. Nevertheless, exposing future Canadian leaders to our thinking will undoubtedly be of value. The IM is also valuable in drawing those retiring—perhaps the means by which we have most grown over the past few years.

All of our work is carried out by volunteers—that would be us. Can we continue to enjoy the dedication needed to not only carry out this work but generate the necessary funding? NAC-O has been carrying the load through the BOA GALA with the financial support of our sponsors. Will sponsor support diminish once contracts are awarded for the new surface combatants?

OUTREACH has not succeeded in the way we hoped.

There are some who say attempting to influence Canadians in general is impossible and we should narrow our sights to 350 parliamentarians rather than 35 million Canadians. Can we make an outreach type program work?

We have developed a strong cadre of informed members focussed on and willing to put in countless hours on Naval Affairs. The work of this group, led by Daniel Sing, stands out among such efforts as evidenced by the Defence Review <http://dgpaapp.forces.gc.ca/en/canada-defence-policy/index.asp>. Can we continue to develop our NA efforts to further develop the rationale for a capable and effective Navy?

I submit we are an organization that makes a positive contribution to Canadian defence thinking, particularly Naval Affairs. To quote our CRCN with respect to the Defence Review: "...the NAC's significant and outstanding body of work educating Canadians on the important role of our Navy contributed to this outcome."

Exciting times; new membership, new President, new Executive Director and new leadership for Naval Affairs. Wish I could be there ... it has been a privilege.

Yours aye, Jim

REQUIRED IMMEDIATELY ~ NEW STARSHELL EDITOR

As many of you are probably already aware, our esteemed editor of *Starshell*, George Moore, is stepping down following twenty years of fine service to the NOAC and NAC. I am aware that many members rely on *Starshell* to keep up to date on fellow NOAC/NAC members, many of whom were fellow shipmates and/or companions over the years. It also serves to keep us informed about key NAC events and activities involving NAC National and NAC Branches.

If you are interested in taking over from George or have the name of someone who would make a good editor, please let me know soonest by email at executivedirector-nac@outlook.com or telephone 613-837-4026. I would also urge you to contact George at starshell@shaw.ca or telephone 250-314-1284 to learn what is involved before making a commitment.

David Soule, Executive Director NAC

PROXY/BALLOT FORM
The Naval Association of Canada
Annual General Meeting
St. John's Newfoundland and Labrador, 21 October 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. In addition, our President Jim Carruthers has advised the Board that he will resign his Directorship early, effective the October AGM.

The following Directors will continue to serve NAC (term end dates are in parenthesis): Dennis Baird (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 six **(6) new Directors.** Their terms will expire in 2020.

Instructions for completion of the Proxy/Ballot Form:

1. Item 1 - For Ballot Item 1, you can vote "Yes" (**Yes - to a maximum of six (6) votes**) or "Withhold" for any or all the nominees. Director Nominee information is posted on the NAC website. **This is an individual member only ballot. Your vote cannot be transferred to your appointed proxy.** "Withhold" is not a vote "against" a particular candidate, it only ensures that there is not a vote cast in your name for that candidate.
2. Item 2 -All relevant information in regard these items will be available on the NAC website not later than 1 September 2017.
3. Item 3 - Insert your name and the name of the individual you appoint to be your proxyholder. If you do not know a member who will be attending, you may appoint the National President or the Executive Director as your proxy.
4. Item 4 - Sign and date your form. Ensure to include your phone number and/or email address
5. Return your form as follows:
 - a. via mail to NAC Executive Director, 1138 Sauterne Park, Orleans, ON K1C 2N8 to arrive not later than end-of-day Monday 16 October 2017;
 - b. by email to the Executive Director at executivedirector-nac@outlook.com not later than end-of-day Monday 16 October 2017. The emailed version does not have to be signed but must be from your account registered with the Executive Director. (a PDF signed version is preferred)
 - c. Only Proxy Forms that are submitted to the Executive Director not later than end-of-day Monday 16 October 2017 will be considered valid and allow your vote to be counted at the AGM. You may give a copy of your completed form to your Proxyholder. The Executive Director will reply by email to you indicating your proxy form has been received.

This form can be downloaded in Word format for easy completion from the NAC website: <http://navalassoc.ca/>

This form consists of two (2) pages

PROXY/BALLOT FORM
The Naval Association of Canada
Annual General Meeting
St. John's Newfoundland and Labrador, 21 October 2017

1. I vote for the following Nominees for the NAC Executive as listed below (to a maximum of six (6) yes votes)

<u>NOMINEE</u>	<u>YES</u>	<u>WITHHOLD</u>
Brian Cook	<input type="checkbox"/>	<input type="checkbox"/>
John Dugan	<input type="checkbox"/>	<input type="checkbox"/>
Michael Hoare	<input type="checkbox"/>	<input type="checkbox"/>
Rod Hughes	<input type="checkbox"/>	<input type="checkbox"/>
Ian Parker	<input type="checkbox"/>	<input type="checkbox"/>
Mark Philips	<input type="checkbox"/>	<input type="checkbox"/>
Barry Walker	<input type="checkbox"/>	<input type="checkbox"/>

2. I vote for:

- | | | |
|--|--------------------------|--------------------------|
| | Yes | No |
| a. Approval of the 2016 AGM Minutes | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Approval of the Reviewed Financial Statements | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Approval of the Reviewer | <input type="checkbox"/> | <input type="checkbox"/> |

3. Proxy Appointment

_____ (Your name)
of _____ (Your Address)
Being a member of the Naval Association of Canada (NAC)

HEREBY APPOINT; _____
(Person's name or the NAC President or the Executive Director)

To be my proxy, and to attend and vote on my behalf for items not listed above that require a vote at the 21 October 2017 NAC Annual General Meeting and at any adjournments thereof.

4. Signature

Signed on this ____ (Day) ____ day of ____ (Month) ____ 2017

(Your signature)

(Your contact phone number and/or E-mail)

This form consists of two (2) pages

Naval Association of Canada

(More information on the nominees can be found on the NAC website under NAC AGM 2017)



Brian Cook: NAC Branch: NOABC, Vancouver since 2012. Offices held: President (2013-present). Occupation: Naval Officer (Ret'd. Jan 2012). Naval service: 1966-2008, rank: Cdr. Positions held: Director, Dispute Resolution Centre, CFB Edmonton (2002-2008). CO HMCS *Nanaimo* and HMCS *Edmonton* (1999-2002); Sea Training Pacific (1996-1999); CO HMCS *Discovery* (1988-1991); CO HMCS *Cowichan* and HMCS *Chaleur* (1988-1989). Brian wishes to continue as Director representing NOABC but also participating more actively nationally particularly as NOABC prepares for its Centenary in 2019. He wants to contribute to active educational and promotional efforts on behalf of the RCN and the importance of maritime interests in Canada.



John Dugan: NAC Branch: Edmonton Br., since 1988; Offices held: Director since 1992, President 1993-97; NOAC/NAC Awards: Exceptional Service Award 1993, Bronze, Silver and Gold. Occupation: Veterinarian (Retired 2015), Naval Service 1949-55. Dr. John Dugan is a longtime member of NAC/NOAC, has represented the Edmonton Branch as its National Director for about twenty years and has served on the boards of a number of other non-profit organizations as well. He feels it is important for a Board to preserve its corporate memory and to be mindful of going forward of past "lessons learned." He is prepared and admirably qualified to provide his insights to the Board in that regard. Since NAC is looking to the future while learning from its past. He recently completed the Governance Essentials Program for Directors of Not-For-Profit Organizations at the University of Alberta's School of Business Institute of Corporate Directors.



Michael Hoare: NAC Branch: London, ON, member since 1997; Offices held: President and Vice-President; NOAC/NAC Awards: Bronze (2009). Occupation: Psychologist/Administrator (Civilian), PSEL Navy (Ret'd. 2005); Naval Service 1997-80 & 1996-2005, Rank LCdr, Positions held: CO HMCS *Prevost*, Central Region PSO, Director, NAVRES PD Program, CF Harassment Investigator. Michael Hoare has demonstrated leadership in the London Br. as VP and President. He was an active participant in the transition from NOAC to NAC and the rewriting of the documentation required to meet the new Not for Profit Act. He has continued his involvement in NAC daily operations as a member of the NAC Awards Committee. He was Chairman for the Battle of the Atlantic Memorial Committee for the 2010 Phase 1 and 2017 Phase 2 at HMCS *Prevost*. As 5th Naval Officer in 127 years to be President of RCMI he is a strong advocate for the Navy in an army-centric organization.



Rod Hughes: NAC Branch: NOAVI since 2013. Offices held: Director 2014 to present, Vice-President 2016 to present. Occupation: Naval Officer (Ret'd) 2012. Naval Service: 1974-2012; rank: Cdr., positions held: Various, most recent as Commander of the Regional Cadet Unit Pacific. Rod has been very active in Branch leadership and in representing the NAC both locally and nationally. In addition to his role as a Director-at-Large and VP, he has assumed many responsibilities with Reserves and Cadets attending parades and presenting awards. As a Branch Director he guided the process on bringing the By-Laws into compliance and in the process, upgrading the Branch guidance manual. For the Branch publication *Lead and Line*, he has taken on writing a veteran's corner bringing forth information of interest to veterans. Rod is also very involved in the Legion and is on the Board of the local "Legion Manor." Rod has also served two years as a National Director where he gained experience and knowledge of the National workings of NAC.



Ian Parker: NAC Branch: Ottawa since 2005. Office held, Director NAC-O. Occupation: Naval Officer (Retired) 2017, Naval Service 1968 - 2005, Rank: Capt(N) Ret'd., positions held: Seagoing, Personnel, Force Development, Chief of Staff, Command. Ian Parker has extensive service over a broad range of disciplines and provides unique insight when approaching ways to exercise NAC support for the RCN of the future. He is also very aware of NAC issues based on his previous experience as a Director on the NAC-O Board.



Mark Phillips: NAC Branch: Toronto since 2002. Offices held: 2nd VP Programming 2011-2017, President 2017; NOAC/NAC Awards: Bronze. Occupation: Logistics Manager; Naval Service 2001 to present; rank: Lt(N). Positions held: CO Cadet Corps; Deployed to Sudan February-August 2008 as UN Department of Peacekeeping Operations, 'Chief General Supply Unit (P-4). Mark has been a very active member of the Toronto Branch since joining and has successfully run our Speakers Series from its inception, presenting over 50 monthly speakers to the membership. He has also been very active in Branch activities. Mark was elected at our AGM as President of the Toronto Branch in 2017. He is a current serving Naval Officer with the Cadets and is the Commanding Officer of the Oakville Army Cadets. Mark would make an excellent and contributing member of the National Board of Directors and present a younger face to the organization.



Barry Walker: NAC-O since 2012; Offices held: NAC-O Director 2013-2017, President 2017. Occupation: Public Service - IT Specialist; Retired 2012. Barry Walker joined NAC upon retirement from the Naval Staff in 2012. He has contributed to the publishing of NAC-O's history series *Salty Dips* and has been a key organizer for the NAC's Battle of the Atlantic Gala dinners in Ottawa from 2014 through 2017. He has also been active as an organizer and participant in the 2014 and 2016 NAC Conference and AGMs held in Ottawa. Barry devoted 25 years of his public service career to the RCN, beginning with the development and implementation of the Maritime Command Operation Information Network (MCOIN) in 1982 and concluded his service as Director of Maritime Information Management Requirements. Along the way he also served in various incarnations of DND's Information Management organization, and established the standards and principles that guide the development of DND/CF information systems and networks. He is a graduate of the Canadian Forces Command and Staff College and an Ancien of the NATO Defence College in Rome. Barry's experience will be a valuable asset to the NAC National mission in support of the RCN of the future.

Remembering our naval successes

By Commander (Ret'd) Fraser McKee



Taking nothing away from the importance of honouring our fallen, Fraser recently complained to me that we as Canadians, tend to dwell on our losses at such times as Battle of the Atlantic Sunday in May, overlooking our many important and hard-won successes. So, lest we forget ... taking Fraser at his word, here's a narrative he put together recently of one of our — not to be forgotten — victorious Battle of the Atlantic encounters with the enemy. Ed.

A Neat Piece of Naval Cooperation

HMCS Drumheller, HMS Lagan, the Fleet Air Arm and the RCAF Sink U-753

THE ATLANTIC WAR IN THE SPRING OF 1943...

In May of 1943, the U-boat war in the Atlantic was about to change in the Allies' favour, although they did not yet clearly perceive this. From the bleak days of 1942 and the first four months of 1943, when convoy after convoy was attacked by up to forty U-boats¹ and few escaped without sunken merchantmen, by May three major changes in the anti-submarine war had taken place. At long last enough long range aircraft had been made available to pretty well close 'The Black Gap' in protective air cover in mid-Atlantic where heretofore, the surfaced U-boats had only to face the escorts; small escort aircraft carriers were being added to some convoys as extra protection, even if only equipped with the venerable² Swordfish biplane; and enough and better escort warships were at last arriving to allow longer hunts for detected U-boats rather than the too-few escorts simply driving them off and then hastening after their lightly guarded convoys.

As well, the quality of the sailors and airmen had been improved. For the RCN this was largely simply through hard-won experience, for which the British command had insisted they be withdrawn to gain some time for training under their more skilled tutelage in the fall of 1942.³ Another vital element to future successes, and the point of this article, the seamen in the escorts and airmen flying the long-range patrol aircraft such as the RCAF's *Sunderland* and *Canso* flying boats had developed an easier ability to communicate, at least by flashing 'Aldis' lamp, with each other. It is hard to conceive now how often there had been almost no ability to communicate between the two forces, especially by radio, and often

no appreciation whatever of each other's tactical doctrine, even between Navies, let alone between Navies and Air Forces. There were similar, although less absolute problems in establishing communications between escort groups and Canadian, British and American forces unless carefully worked out beforehand. The lack of ability of escorts to communicate with their merchant ship charges was notorious, by light, flags or radio, almost to the end of the war. One tends not to appreciate that many elderly merchant ships had no radios, or only one operator who kept but sporadic watches. In the case of this story, all these factors came smoothly together to produce success.

CONVOY HX 237, MAY 1943:

This convoy of 48 merchantmen (by the date of this attack)⁴ left New York on May 1st bound for Britain. For its mid-ocean passage it was to be defended by the now venerable and experienced Canadian Close Escort Group C-2, consisting of the RCN corvettes *Drumheller*, *Chambly* and *Morden*, and including the elderly British destroyer HMS *Broadway*, with LCdr E. R. Chevasse RN as Senior Officer. There were frigates of the 5th Escort Group in support as well,⁵ to a very satisfactory total of eight escorts. The RCN corvettes had featured in several convoy battles already, *Chambly* helping sink U 501 in September 1941 and *Morden*, U 756 in September 1942 (although this latter success was not discovered until careful post-war research in the 1980s.⁶ Of great value as well, sailing in the rear centre of the convoy was the escort carrier HMS *Biter* (Capt E. M. C. Able-Smith, RN), with her flight of anti-submarine *Swordfish* aircraft. The convoy was

advancing at a speed of about 10 knots, organized in ten columns of five or six ships each, spread across some six miles of ocean. The convoy sailing had been identified by German code-breakers and three 'wolf packs' of U-boats, Groups *Elbe*, *Rhein* and *Drossel*⁷ had been sent to attempt to locate and attack it and another nearby slower convoy. This attacking force consisted of up to 40 U-boats (the total on any one day depended on boats leaving due to damage or technical problems, lack of fuel, or the need to find *milch* cow supply submarines to supply additional spares, fuel and even torpedoes.) This action took place in the Eastern mid-Atlantic, northwest of the Azores.

The destruction of *U 753* began through several unrelated changes. On May 11th the merchantman *Fort Concord* was hit by torpedoes and sunk. Late on the 12th of May, two more merchantmen were hit in U-boat attacks on the convoy. One, the Norwegian 9,432-ton tanker *Sandanger*, hit by *U 221* (K. L. Hans Trojer)⁸, dropped astern as she sank, although her wireless office managed to inform LCdr Chevasse in HMS *Broadway*.

Fifteen of her crew were able to escape into the tanker's lifeboats. *Drumheller*, commanded by Lt Leslie P. Denny, RCNR, was sent back by that Senior Officer to rescue them. When there were enough escorts to continue reasonable protection of any convoy, this was always attempted, for both humanitarian reasons and because the rescue of experienced seamen contributed valuably to the continuation of the battle to supply Britain.

In the early hours of May 13th *Drumheller* had found and picked up the merchant seamen and was hurrying, at her maximum speed of about 15 knots, to catch up to the convoy again, some ten miles ahead. At first light, with the masts of the distant ships at the rear of the convoy just visible, the bridge lookouts saw a Sunderland aircraft patrolling out to starboard of the merchantmen and escorts, some ten miles from the convoy. Then as the corvette came closer, at about five miles they noted the aircraft drop lower and begin circling an unseen matter of interest.

The Officer of the Watch, Lt. K. B. Culley, RCNVR, the ship's 1st Lieutenant, altered toward that location and called his captain, Lt. Denny to the bridge. Just then the *Sunderland* flashed *Drumheller* by 'Aldis' lamp, saying she was attacking a surfaced U-boat and needed help!⁹ Lt Denny, "a cool type" says Culley, told him not to sound the action alarm bells but just to have the pipe made "*Action stations bell will be in five minutes time.*" That pipe brought all the crew to their stations without the unsettling clamour of the loud bells.¹⁰

THE SINKING OF *U 753*:

This aircraft was Sunderland 'G' of RCAF 423 Squadron, part of the RAF's Coastal Command 15 Group, operating out of Castle Archdale, Lough Earne, Northern Ireland. She had left base a few minutes before midnight, May 12/13, with F/L John Musgrave commanding a crew of eight. He was sent out specifically to find and protect Convoy HX 237 which he did just before 8:00 am on the 13th, flying at 3,000 feet.¹¹ Almost at once he sighted a fully surfaced U-boat heading north, about ten miles from the convoy. Musgrave, using cloud cover, descended and attacked the boat by machine gun fire (the Sunderland was not called 'The Flying Porcupine' for nothing, with several four-barrel, power operated machine gun mountings), prior to a planned careful depth charge attack. But this U-boat had an augmented armament of anti-aircraft guns firing 20 mm shells, and her commanding officer elected to remain surfaced and promptly returned the fire, shortly hitting the aircraft with both machine guns and 20 mm cannon fire. Because of the size and relative low speed of these aircraft, in accordance with Coastal Command orders, Musgrave broke off his attack and contacted the Senior Officer of the convoy, suggesting he send assistance. He then saw *Drumheller* coming up from astern but heading in his direction. Musgrave was looking for heavier fire power against the belligerent U-boat.

In most records, until recently, it was thought this U-boat was *U 456*. That boat had been attacked by Liberator 'B' of the RAF's 86 Squadron from Aldergrove who had sighted her in the early afternoon the day before, about 100 miles southwest of the position of this new attack on the 13th, and attacked with an air-dropped acoustic homing torpedo (referred to in all records as a 'Mk. 24 mine,' to disguise the fact that the Air Force had developed such a weapon). This had seemed to damage the U-boat, and it was only in further research, again in the 1980s, that it was proven that this attack had in fact sunk *U 456*. Most postwar histories presumed it was this damaged U-boat that was again attacked the next day by *Musgrave's* Sunderland.¹² Later assessors had put two and two together, but in a much later re-analysis the answer wasn't 'four', or *U 456*.¹³

This boat involved with the Sunderland was in fact *U 753*, commanded by KK Alfred Manahardt von Mannstein. She had sunk three merchantmen over the past year and damaged two more, for a total "score" of just under 30,000 tons, some achieved just off the Gulf coast of Florida.¹⁴ This was her second Atlantic patrol operating out of La Pallice

Continued on page 36



Question:

Name the Royal Navy officer who inadvertently set the stage for the greatest British loss of life at sea attending a single event during the Second World War.

Answer on page 38.

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Defence Policy Review 2017

A Brief Overview

By Jeff G. Gilmour, NAC Calgary Branch

1. Introduction – Minister of National Defence Sajjan on page 8 of the DPR document stated:

“It is my privilege to present this new defence policy on behalf of the Government of Canada. Strong, secure, engaged is a long-term, fully funded plan ... the policy also includes a new framework for how we will implement that vision.”

The document clearly makes references to how defence policy will be used to buttress broader foreign policy and national security policy.

2. NATO target equals 2% defence spending of GDP. It is estimated that this review increases DND spending from 1.2% to 1.4% by 2024-2025 although international observers estimate that the figure should be an increase closer from 1% to 1.2%. It is unlikely that in the near future Canada will reach the 2% standard, unlike several other NATO countries.

3. Current Federal Fiscal Deficit for 2017 = \$20 billion.

4. Current DND budget for 2017 = \$18.9 billion.

5. Proposed DND budget increases:

- Over the next five years = \$6.6 billion.
- From years six to ten = \$24 billion. In year ten, DND's budget is expected to be \$32.7 billion.
- Over twenty years it is anticipated the budget increase for DND will be \$48.9 billion on an accrual basis, \$33.8 billion for the acquisition of capital assets and \$15.1 billion for operating requirements.

6. Capital Spending Forecasts for DND

For the RCN, 15 ships at a projected cost of \$60 billion. It is anticipated the first of these new ships will be delivered in 2026 (page 102). Based on this projected timetable, the RCN will be operating with 12 warships for at least ten years before the new ships are available for the

fleet to patrol our three oceans.

- For the RCN \$17.5 billion is anticipated to be spent on new equipment projects (page 102).
- For the RCAF up to \$19 billion will be spent on acquiring 88 new fighter aircraft to replace the CF-18's.

7. Matters not mentioned in the Paper:

GENERAL ISSUES:

- No timelines or implementation plan.
- Such policy should be linked to a strategy that clearly identifies potential threats to Canadian interests. This policy is consistent with recent history and is more values driven which makes any case for intervention abroad more easily sold to the Canadian public. It does not appear that any link to Canadian interests need be a prerequisite for interventions abroad.
- There was no mention of possible peacekeeping operations in Africa as mentioned by the Government in August 2016.
- There was no specific mention in the paper of purchasing 18 Super Hornet aircraft from Boeing, although the Paper did mention the government is looking at an “interim measure” until a more permanent replacement is found for the CF-18.

SPECIFIC ISSUES:

- No mention of costs to modernize four Victoria-class submarines.
- No final cost estimates to build five to six Arctic/Offshore Patrol vessels (AOPS).
- Costs in building two Joint Support Ships (JSS) in Vancouver. The first ship is expected to be delivered in 2021-2022. Although an interim supply ship is due to be delivered this year, it still leaves the fleet on one coast dependent on a contract with a foreign country for resupply.
- Costs to upgrade the support facilities at Nanisivik in Nunavut.
- For the Canadian Army costs to acquire the listed investments outlined on page 37 of the document.
- For the RCAF costs to replace the CC-150, CP-140 Aurora

and Twin Otter aircraft.

8. **GENERAL CONCERNS:**

The Liberal Government, in this paper, plans to spread the costs for acquiring capital equipment for DND over a period of twenty years. There is no guarantee they will be in power in twenty years. In addition, Government priorities could dramatically change during this period. History would suggest there is little political fallout from slashing DND budgets in support of broader fiscal restraint programs.

- Although the paper reports to expand the forces by 3,500 personnel, the Auditor General's report casts doubt on DND's ability to recruit such numbers.
- The Australian Air Force plans to acquire 100 F-35 aircraft. This paper states the Government wants to buy 88 aircraft to replace our CF-18's. Ottawa has already spent close to \$400 million as a partner in the development of the F-35. Why is it not possible to immediately go to an open tender process to replace the CF-18's?
- You could also argue that 88 aircraft is inadequate since the first CF-18's first became operational in the early 1980s, after approximately 35 years of duty, there has been an attrition rate of 61 machines. At this rate, assuming the same life cycle for the new aircraft, the RCAF would be left with about 30 aircraft.
- There are really only three sources for the funding: reallocation from other socio-economic programs, additional taxation or deficit financing. None of these are likely to garner public support given Canada's lack of an overall military tradition, and in all likelihood the budget is going to get axed should funding get tight any time over the next 20 years. There would be little political fallout from doing so (as has been the case so often in the past).
- Does Canada have adequate shipbuilding capacity to deliver on the promised augmentation of the fleet (15 surface vessels, Arctic patrol, supply vessels)? If not, does the affect the delivery schedule? Are there other options for design / build / delivery? Part of the benefits of the proposed ship procure-

ment program is jobs, jobs, jobs, so I can't see Cabinet going off shore for construction. But if there isn't adequate domestic shipbuilding infrastructure, where will they come from?

- Hopefully we will have enough ships in the RCN to protect the coastlines of our three oceans as well as contributing to support missions such as NATO.

9. **CONCLUSION:**

In my opinion this policy is a compilation of strategically unfocused promises including those which cannot be realistically delivered and threatens to dissipate military means over too many proposed ends. The document violates the fundamental strategic principles of concentration and discrimination; and does not describe how the new policy "includes a detailed framework for how it will be implemented."

There is reference in the document about transparency of the defence budget (page 47) with respect to a "Defence Investment Plan" to be delivered in 2018. This plan is supposed to identify major capital equipment and infrastructure spending and investments over \$20 million for goods and services over a five year period.

In terms of CF interventions abroad, the policy is consistent with past Government strategies in that CF interventions are designed to support broader foreign policy agendas, where "just enough" CF resources are sent down range in order to provide the government with greater influence around other diplomatic tables.

It is difficult to foresee, with its existing fiscal deficit, how the government intends to fund all the capital projects listed in this document for the three services. Realistically, it is difficult to remain optimistic when historically, DND budget matters have been sidelined in the past for other Government priorities based on the 20 year window of opportunity.

LCdr Jeffrey G. Gilmour, KStJ, CD, LLB -- LCdr (Ret'd) Jeff Gilmour graduated from the Dalhousie Law School in 1978. He attended the National Defence College in 1989-90, is a Board member of NAC Calgary Branch and a National Board member of NAC. He is a Foundation member of the US Naval War College since 2012 and a Research Associate of the Arctic Institute of North America (AINA) since 1998, which is affiliated with the University of Calgary.

[Editor's Note: A brief summary of the Defence Policy Review will be found on page 25.]

Why not read *Starshell* on line in full glorious colour? 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/> we 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!



The NAC 2010 Battle of the Atlantic Essay Contest

By Richard Archer, with thanks to Elaine Irwin, Tom Dykes, Arden White, John Stuart, Fraser McKee and Jean-Claude Michaud

It was with great sadness that I learned of the passing of NAC Toronto member, D-Day and Murmansk Run naval veteran Andy Irwin on June 1st, just two days after his 92nd birthday. On May the 25th, he had been declared the 2017 Mississauga Citizen of the Year. But he wasn't only a Mississauga treasure, he was a national treasure.

As it turned out, I had been mulling the possibility of recounting my experience with the NOAC 2010 Naval Centennial Essay Contest as another of the sea stories I contribute to the NAC-Ottawa newsletter *Soundings*. I had been the national executive director at the time. But on hearing of Andy's death, I knew that this aspect of his legacy should find its way into *Starshell*.

In 2008, NAC was casting around for identifying projects to be led by either NAC National or by individual branches to help celebrate the RCN centennial. At this time Toronto Branch's Andy Irwin was approached by a retired history teacher from the area who, with the support of the principal of his past high school, was pursuing the education of students in the Battle of the Atlantic. His name is Tom Dykes.

Tom was born and raised in Liverpool, UK, a port steeped in the history of the Battle of the Atlantic, and as a *Liverpudlian*, young Tom had learned all about it. Regardless, when he was a teacher in Canada his high school history book had only 12 lines mentioning the RCN's role in World War II.

As one of a number of related projects, Tom wished to organize a visit by his students to HMCS *Haida*, moored dockside in Hamilton, Ontario. The idea was to use a mess area as a classroom in order to teach an introductory lesson on the Battle of the Atlantic for a grade 10 Canadian history class. But due to perceived visitor safety and liability concerns, the *Haida* Historical Society and Parks Canada were balking. Tom was therefore put in touch with Andy, who sorted things out. Coincidentally, Andy was a fellow member of the Port Credit Yacht Club with none other than Werner Hirschman, who had been an *oberleutnant* and the engineer officer of *U-190*. Werner was on board when *U-190* sank HMCS *Esquimalt* off Halifax the month before the war ended, and when his submarine surrendered to two Canadian warships shortly after VE-Day. Both Andy and Werner, along with Toronto's Fraser McKee and the sister of a sailor lost with the wartime HMCS *Athabaskan*, were invited by Tom to speak

to his students in *Haida*.

In the margins of the event, Tom mentioned his idea for an essay contest on the Battle of the Atlantic and the RCN's role in it. Andy took this idea and ran with it, proposing to his NAC branch that such a contest be the branch's contribution to the centennial. Getting at least a tentative nod and approval-in-principle from the branch, Tom and Andy spent the next couple of months identifying the parameters. In due course, the contest received the endorsement of the national board of directors and it became a national project.

The main idea was to challenge Grade 10 to 12 high school students with thinking about and reporting on the battle and the RCN. Products could be an essay, poetry or artwork. There would be one winner from each province plus one from the territories. A winner's prize would be a grant of \$2,000 plus an all-expense-paid trip to one of the two 2010 international fleet reviews, in either Halifax or Victoria. In addition, a grand winner would see his or her prize increased to \$5,000. The target number of submissions from across the country was 500. A judging committee was established under the leadership of NAC-Ottawa past president and Navy Command Historian, Dr. Rich Gimblett.

For his part, Tom agreed to pursue an educational training resource for history teachers. It was to be called *An ABC of the Battle of the Atlantic*. Leading up to the centennial this resource was developed in parallel with the contest. Tom engaged the collaboration of his own high school along with other schools in St. John's, Halifax and in Liverpool and Newcastle Upon Tyne in the UK.

Okay, so far so good. Now for the hard part. In early 2009, Tom and Andy did their sums and developed a budget to cover all aspects of the contest and the educational resource. The amount they came up with was \$118,000. An obvious starting point for getting this funding challenge underway would be the NAC national endowment fund, and as national executive director this is where I came in. I told Tom and Andy that I would approach the trustees of the fund to agree to some significant seed money, money that would encourage other donors. Importantly, I was informed that another of Andy's yacht club compadrés was a senior executive banker at ING Canada. This led to an approach to the ING CEO, who promised that ING would match any donation that came from the Endowment

Fund. Tom, Andy and I agreed that a sum of \$20,000 from the fund would be a reasonable kick-starter.

I knew that the 2008 endowment fund grants had already been allocated, and that the trustees set an annual limit for the total grants, in those days, around \$10,000. So I came up with some creative accounting ... I proposed to the trustees that \$7,000 be allocated out of the 2009 fiscal year, along with \$7,000 out of 2010 and finally, \$6,000 out of 2011. The 2010 and 2011 grants would be provided to the contest as advances on the fund and would be called upon as needed. Well, you can imagine this did not go down too well with the trustees. I knew that this would entail dipping at least temporarily into the invested principal rather than into just the fund income, but some arm-twisting, especially from the national board of directors, finally convinced them to go along, if reluctantly. And as it turned out, later in early 2010 they were still resisting, and they had to be reminded of the agreement. Even so, as I'll mention, it did pay off for them at the end. In any case, Andy took this agreement as cast in concrete and joyfully approached his banker friend with the news. ING approved the allocation of a further \$20,000 for the contest. The endowment fund agreed to manage the accumulating money and they set aside a separate account for the contest. Getting there!

As the next step, Tom and Andy had the brainwave of approaching every municipality in Canada that had had an RCN vessel in World War II named for it, the so-called namesake cities and towns. In cooperation with Rich Gimblett they drafted individual letters to each municipality, reminding them of their namesake ship and the part it played in "the longest battle of the war." They asked for \$1,000 and used my offices as executive director to get these letters signed by the national president and out on NAC's dime. I had permission from President Jean-Claude Michaud to use an electronic version of his signature. I had to research the name and address of each mayor, but it wasn't too onerous. I gave my address as where to send cheques and it wasn't long before some started arriving. I forwarded them to the Endowment Fund account and dispatched *boilerplate* thank you notes. Each municipality that contributed was also presented with a framed image of its namesake ship. Things were looking up.

In the way of fund raising I did my own bit to help. I approached a fellow RMC graduate and billionaire high tech entrepreneur Michael Potter, and duly received \$5,000 in the mail. The entrepreneur son of the late retired admiral Denny Boyle donated \$5,000. I approached the late NAC member and ex-UNTD Senator Bill Rompkey and he passed my letter out to his funding base with his blessing. It may have been because of Rompkey that I unexpectedly received another cheque for \$5,000 from Potter. With the navy centennial honcho, Capt(N) John Pickford, I explored the possibility of approaching certain naval honorary captains for possible contributions but was told (unfortunately for the contest) that the navy avoided such overtures. And of course we encouraged all members across the country to donate to the contest fund, and many did. In the end

through all these efforts we managed to raise \$95,000. Short of the original budget, but still do-able.

Even so, the project almost collapsed. In mid-2009 Andy went into hospital for some elective surgery, and while there contracted a life-threatening affliction. For a while he was at death's door. Without him as the driving force the project stumbled. I managed to convince Toronto branch to nominate someone to stand in until Andy could get back on his feet.

Coincidentally, the 2009 NAC national AGM was hosted by NO-ABC in Vancouver. I asked the NAC President to convene a special meeting of the national executive committee, which comprised the national officers and branch presidents from Vancouver Island, Toronto, Ottawa and Halifax. Other essay stakeholders were also present.

A number of those present were very glum about the expected loss of Andy Irwin and the state of play of the contest. Admittedly there was still a ton of work to do, and without Andy there seemed to be no one to lead it. Some of those present at the meeting even started musing about, "How do we return the money to donors?"

Fortunately, led by the President, we agreed that even though Tom Dykes was very busy with his *ABC of the Battle of the Atlantic*, he could keep the essay contest momentum moving forward, with his links to NAC being the Toronto Branch stand-in (I regret that his name escapes me) and myself. By the end of the meeting, those of us still confident about the project managed to prevail, but it was a near-run thing.

Eventually and thankfully, after his health battle Andy rejoined the fray, and at the beginning of the 2009-2010 school year the contest was advertised through a commercial service to every school in the country, seeking their support and their forwarding of the contest prospectus to the history departments of all of their high schools. A donation from the Toronto Fire Fighters Credit Union helped with the cost.

There were a series of minor setbacks and the need to continue to convince people. But Andy overcame.

In due course entries arrived and they were triaged by Tom Dykes and teachers from his high school. In the end we received about just shy of 300, but this was reduced to about 50 and, after eliminating all references to gender, age and high school and the assignment of just a serial number, they were forwarded to Rich Gimblett. The judging panel got to work, and they found excellent winners from each province and one from Northwest Territories. Prizes were awarded in all three categories—essay, poetry and artwork. With her essay, the Nova Scotia winner was deemed to be the overall best.

Taking the cash prizes and going to the international fleet review in Halifax were the winners from New Brunswick, Nova Scotia, Prince Edward Island, Québec and Ontario—three boys and two girls. Those going to the fleet review in Victoria, were from Newfoundland and Labrador, Manitoba, Saskatchewan, Alberta, British Columbia and the Northwest Territories—four boys and two girls. The reason the Newfoundlander went to the west coast was because he was a

sea cadet who was scheduled to win a separate prize at the same time as the Halifax review, scheduled for late June and early July. He therefore asked to go to the Victoria review in mid-June. (I hear he graduated from RMC in 2015, and is now a MARS officer.) Andy engaged the services of a travel agency to sort out travel and tickets.

NAC branches stepped up at this point. Representatives travelled to the high schools of most winners, often at a fair distance, to have a cheque presentation ceremony in the school's auditorium.

But before the tickets were distributed, a disturbing event occurred. A student from California on a field trip fell to his death off the Capilano suspension bridge outside Vancouver. This of course sent a chill through those of us involved in the contest, as it raised the spectre of personal liability amongst NAC principals and of being sued for any misadventure on the winners' trips to Victoria or Halifax. I was the one mailing the tickets out, and when I did so, I included a letter calling upon each winner and parent to sign. It used all the language I could muster to save harmless everyone I could think of in the NAC officers, the national board of directors and the contest organizers, and generally exempt us from any liability. I don't know how well such a signed letter would stand up in a court case, but we believed we had reduced the risk to an extent. In any case all letters duly signed were returned to me. The other thing I did was to check up on the current liability insurance that the NAC Board had obtained through Volunteers Canada. I was told it didn't apply to the contest. I therefore pursued extra liability insurance for all of NAC just to cover the contest—but it had to be for a whole year minimum, so it wasn't cheap. The Board agreed to this, but I can't recall if the cost came out of NAC operating funds or the contest budget.

While all of this was going on, Tom Dykes was very busy with his *ABC of the Battle of the Atlantic*. To his own satisfaction and that of the four high schools, he had completed the learning resource for history teachers to take to their students. Besides distributing DVDs of interviews with veterans like Andy Irwin, along with CDs and hard copies to the collaborating high schools, he then spent untold hours mailing the package to every school board in Canada. He also had the package published electronically on the Historica Canada site, along with, eventually, four other "ABC's" dealing with the first and second world wars in general, plus the war in the Pacific and D-Day. These packages are there today.

As for the essay contest, it was time to get the show on the road, and this is where first NAC Vancouver Island and then NAC Nova Scotia stepped up to the plate.

In Victoria in mid-June, branch member Steve White took on the responsibility of making arrangements for the winners to be accommodated in the Naval Officers Training Centre (NOTC), crafting the five-day visit program and making other administrative arrangements. But he was completely immersed in all the other local preparations for the naval centennial, and so his wife Arden took on the job of mother hen. Arden rented a van, picked up the winners at the airport and got them settled at NOTC. Unexpectedly, the NOTC

authorities said that these teenagers couldn't be left unsupervised, so Arden had to pack a suitcase and move in herself. Over the next few days, she took the winners everywhere in the van, and they all had a great time. On the day of the fleet review they boarded current branch president Bill Conconi's power yacht, the *Echolark*. Leading the flotilla of Royal Victoria Yacht Club boats, they sailed out into the Royal Roads anchorage and passed between the lines of the ships.

Later in the month, the Halifax Branch had its opportunity to host its own group of winners for the international fleet review. Like on the west coast, Nova Scotia president John Stuart used his connections to engage the Navy in the way of accommodation. The winners were bunked at the sea cadet camp at Shearwater. Two naval officers associated with cadet affairs in Halifax, LCdr Marie Bourinot and Lt(N) Valerie Wojdylak, took on the role of mother hens. They too led a comprehensive program that culminated with the winners embarking on board HMCS *Sackville* for the review. There, the winners were acknowledged by Her Majesty the Queen and the Duke of Edinburgh.

After a truly remarkable few days in both Victoria and Halifax, all winners got back home safely. So sighs of relief all around. The two branches had fulfilled Andy Irwin's dream and confirmed his legacy.


A few days later I had a wrap-up chat with NAC President Jean-Claude Michaud. One loose end was that not all of the \$95,000 that had been amassed for the contest and the ABC had been spent. About \$10,000 remained, but what to do with it? We considered giving it back to the principal donor ING, but didn't think that would work. In the end, with the Board's concurrence, we decided to return the money to the general NAC endowment fund as a windfall donation. The trustees were certainly pleased.

We also chatted about how, through the efforts of Victoria and Halifax, we had dodged the liability bullet. Phew!

All in all, Andy Irwin's legacy—for the greater understanding of the Battle of the Atlantic and for the self-confidence of the Naval Association of Canada—was secure.



At the 2016 NAC Battle of the Atlantic Gala Dinner in the Canadian War Museum, Andy is flanked by wife Elaine and then-Commander of the Navy, Vice-Admiral Mark Norman.




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Letters to the editor...



**“HMCS *Athabaskan* takes final salute,” page 22,
Issue #78, Spring 2017 *Starshell*.**

An article about HMCS *Athabaskan* appeared in the Spring issue of *Starshell*. Readers of *Starshell* may be interested to learn that more than four years ago, I launched a project whose object was the recognition and acknowledgement of the concept of Ocean War Grave and the designation of the wreckage of every ship of the Royal Canadian Navy lost in WWII, but principally in the Battle of the Atlantic as protected places. Inasmuch as the wreck sites of HMC Ships *Athabaskan* and *Guysborough* are located within the Exclusive Economic Zone (EEZ) of

France, I entered into negotiations with the French Military Attaché in Ottawa, the result of which is that the foregoing wreck sites are now under the protection of the Heritage Code of France.

Upon learning in 2002 that the government of Germany had asked the UK government to designate as protected places under the UK Protected Military Remains Act, 1986, all the wreck sites of U-boats in UK territorial waters, a request that had been granted, I approached the Royal Navy (administrators of the UK Act) to designate as protected places under the UK Protected Military Remains Act 1986, the wreck sites of HMC Ships *Alberni*, *Trentonian* and *Regina* which, like the wreck sites of the U-boats which sank them, lie in UK territorial waters. Negotiations were

proceeding most favourably; subsequently my activities were brought to the attention of MP Karen McCrimmon by the President of the Naval Association of Canada, Ottawa Branch. Almost immediately thereafter, a communiqué was passed to the British High Commission stating, in effect, that the Government of Canada would not send a letter in support of my activities; by such action the opportunity of obtaining designation as protected sites under UK law for the above-named ships has been lost—in all probability—irrevocably, unless your readers can convince the Government of Canada to reverse its position in this matter.

Captain(MN) Paul L. Bender, MSc, MNI., (Ret'd)
[90 year old Battle of the Atlantic Veteran]

Search for a Royal Naval Air Service (RNAS) Uniform

Does anyone out there know where we might find a Royal Naval Air Service uniform which is available for donation, loan or purchase? I am making this appeal in my capacity as President of the Royal Canadian Military Institute (RCMI) located at 426 University Avenue in Toronto.

RCMI maintains a military museum as an integral part of its military education mandate. Our collection is maintained by a professional curator assisted by a committee of members.

Among our extensive collection of artifacts, we currently have a comprehensive collection of World War I Royal Flying Corps and Royal Air Force uniforms, including outer flight gear, but we still lack the basic RNAS service dress.

Any assistance you can give us in our attempt to locate this uniform will be greatly appreciated. My contact information is drmh@hay.net or 519-852-7412. Thank you for your consideration.

LCdr/Dr Mike Hoare, President RCMI and Past President, NAC London Branch

USS DETROIT

In the Spring edition of *Starshell*, Bill Clearihue's accurate account of the history of the USS *Detroit* and the subsequent commissioning of the current USS *Detroit* on October 22, 2016, had

special meaning to me as a Naval Vet in Windsor, Ontario.

Immediately following the formal ceremonies that day, I had the honour and privilege, along with some shipmates from the Royal Canadian Naval Association, to be given a private tour of the new Freedom-class Littoral Combat Ship by the Commanding Officer himself, Cdr. Michael Desmond.

It was particularly meaningful for us, given that Windsor, Ontario was her first port of call and an international one at that.

Please convey to Bill Clearihue my thanks for the insightful article from his "Corner."

The following is an on-board photo of that memorable occasion.

Dave Cassivi, NAC Windsor Branch



USS *Detroit*'s first port of call to Windsor, Ontario, October 22nd, 2016. L to R: Ken Stevens, Cdr Michael Desmond USN, Cliff Porter and Dave Cassini.

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A convenient donation form will be found in every issue of 'Starshell.' Please see page 21 of this edition.

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Canada unveils new defence policy...

Through Canada's Defence Policy, the Department of National Defence (DND) and the CAF will

- Invest \$198.2 million over the course of the policy to implement a new Total Health and Wellness Strategy that will expand wellness beyond the traditional healthcare model to include promotion, prevention, treatment and support, and provide a greater range of health and wellness services and programs.
- Invest an additional \$6 million per year to modernize family support programs such as Military Family Resource Centres, to provide better support to families when members are deploying or during periods of absence.
- Increase the proportion of women in the military by one percentage point annually, to achieve 25 percent representation by 2026 to our operational advantage;
- Transform the transition process to better support CAF members and their families by establishing a 1,200-person CAF Transition Group. The creation of this new group means all of our women and men will be taken care of as they transition back into the CAF following illness or injury, or out of the CAF and into civilian life at the conclusion of military service.
- Implement teams at Military Family Resource Centres to prevent and respond to gender-based violence.
- Increase the size of the Regular Force by 3,500 (to 71,500) and the Reserve Force by 1,500 (to 30,000) members. The Reserves will also become more integrated into the total force, providing agile and effective full-time capability through part-time service.
- Replace the CF-18 fleet with 88 advanced fighter aircraft through an open and transparent competition, to improve CAF air control and air attack capability;
- Provide the funding required for the full complement of 15 Canadian Surface Combatants;
- Improve land capabilities including ground based air defence, combat support vehicles, heavy logistics vehicles and training simulators.
- Create a new CAF Cyber Operator occupation to attract Canada's best and brightest talent to cyber functions.
- Invest in a range of remotely piloted systems, including an armed aerial system capable of conducting surveillance and precision strikes.
- Launch a new program, Innovation for Defence Excellence and Security (IDEaS), which will see \$1.6 billion invested over the next 20 years to modernize the way National Defence generates solutions through new co-operative partnerships with the private sector, universities and academics.
- Establish up to 120 new military intelligence positions, some of which will be filled by Reservists, and add up to 180 new civilian intelligence positions.
- Grow the civilian workforce by 1,150 employees to enable and support military operations.
- Meet the federal target to reduce greenhouse gas emissions by 40 percent from the 2005 levels by 2030, excluding military fleets.
- Strengthen relationships with the defence community, including academia and the private sector. Today, more than ever, innovation, technology and problem solving are critical to meeting evolving defence and security needs.
- Improve the procurement process within National Defence to reduce departmental approval times by 50 percent, allow over 80 percent of defence procurement contracts to be managed by National Defence and increase transparency.



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LOOKOUT, June 12, 2017.

NAC NTO Shield Presentation

DND photo



On Friday, 23 June 2017, Mike Moser of Nova Scotia branch presented the annual Naval Association of Canada Shield to SLT Jean P. C. Boudreau, the top ranking student in last year's Naval Technical Officer Indoctrination course. The recipient was on course in the UK in April at the time of the annual Naval Technical Officer awards ceremony and mess dinner so I was unable to make the presentation then.

Mike Moser, NSNAC

Interim AOR Ship on track to be in Halifax this fall

Davie Shipbuilding



The newly-built accommodation superstructure was recently lifted and transported onto the MV ASTERIX, which is being converted by Davie Shipbuilding in Québec to deliver interim AOR capabilities to the RCN. The vessel is expected to be delivered to Halifax in September.

The unique project that involves converting a 26,000 ton commercial container ship to deliver AOR capabilities to the RCN is running on schedule, with the fully converted MV Asterix set to be delivered to HMC Dockyard this September.

The goal of the contract signed with Project Resolve Inc. is to bridge the RCN's replenishment-at-sea capability until the arrival of the Queenston-class Joint Support Ships through the leasing of a privately owned vessel, with a core crew, maintenance and

operational management all provided by the prime contractor. When at sea, a 36 civilian crew on board will be complemented at anytime by 40 to 67 CAF crew members, responsible for RAS, small boat and flight operations, and medical/dental duties, among other tasks. The ship will also be equipped with six .50 cal. machine guns, along with small arms for force protection.

Members of the interim AOR project team recently visited CFB Halifax from Ottawa to give an update on the Project Resolve to interested members of the fleet, including many of those who have been tapped to be part of the initial crew and command team of the Asterix. The briefing was meant to be a basic rundown of the project; the team will be back on the East Coast through the Spring and Summer with more details as the delivery date nears and crews begin to train and prepare for the ship's arrival.

"We just wanted to give an update on what the ship is all about, what the Asterix looks like, what the ship's capabilities are and what some of the timelines are," said Cdr Jake French who led the presentation at the CFMWC on May 10.

The ship will be available to deploy overseas in non high-threat areas including the Arctic if accompanied by an icebreaker. It's capable of housing two CH-148 Cyclone helicopters, and its rear helicopter deck can also land a CH-147F Chinook. Its large amount of storage space and potential for housing more advanced medical facilities could also be a benefit should the ship be involved in humanitarian missions. But the primary goal of the project is to provide consistent at-sea RAS capability for the ships of the RCN fleet.

"All my work and my focus over the next few months is to make sure the ship is ready to do RAS," LCdr French said.

The conversion is nearing its final stages with the latest milestone being the arrival of the ship's 2,200 ton, 100-metre long superstructure, which houses the bridge, accommodations and office space for RCN personnel, as well as messes, galley and provision stores. The construction of the superstructure was contracted to the AMALCO Group of Finland, and the completed piece arrived in Québec on May 9.

This phase of the project will wrap up over the summer, with delivery in September and acceptance trials scheduled for October. Once fully in service, the Asterix will initially participate in exercises off the coast of Nova Scotia, and will then sail to the West Coast in the Spring of 2018.

The project team also took questions from sailors following the briefing, touching on things like training timelines, overseas deployments and responsibilities regarding cooking, cleaning, damage control and repairs, which will almost entirely be the job of civilians on board.

The Provision of Services Agreement with Davie is for the Asterix to support the RCN for five years, with options to extend available at the discretion of the Government of Canada. Ideally, the interim vessel will be in service until the delivery of the second Queenston-class Joint Support Ship, the future HMCS Chateaugay,

which is expected in 2022. Construction of the Queenston-class ships is set to begin early next year as Seaspan's Vancouver Shipyard.

By Ryan Melanson
Trident Newspaper, Halifax

HMCS Margaret Brooke keel laying marks next step for AOPS project

The second of the planned *Harry DeWolf* class Arctic Offshore Patrol Ships recently passed an important date in a ship's life, with the RCN and Irving Shipbuilding holding a keel laying ceremony for the future HMCS *Margaret Brooke*. The small gathering took place at Irving's Halifax Shipyard Assembly Hall on May 29.

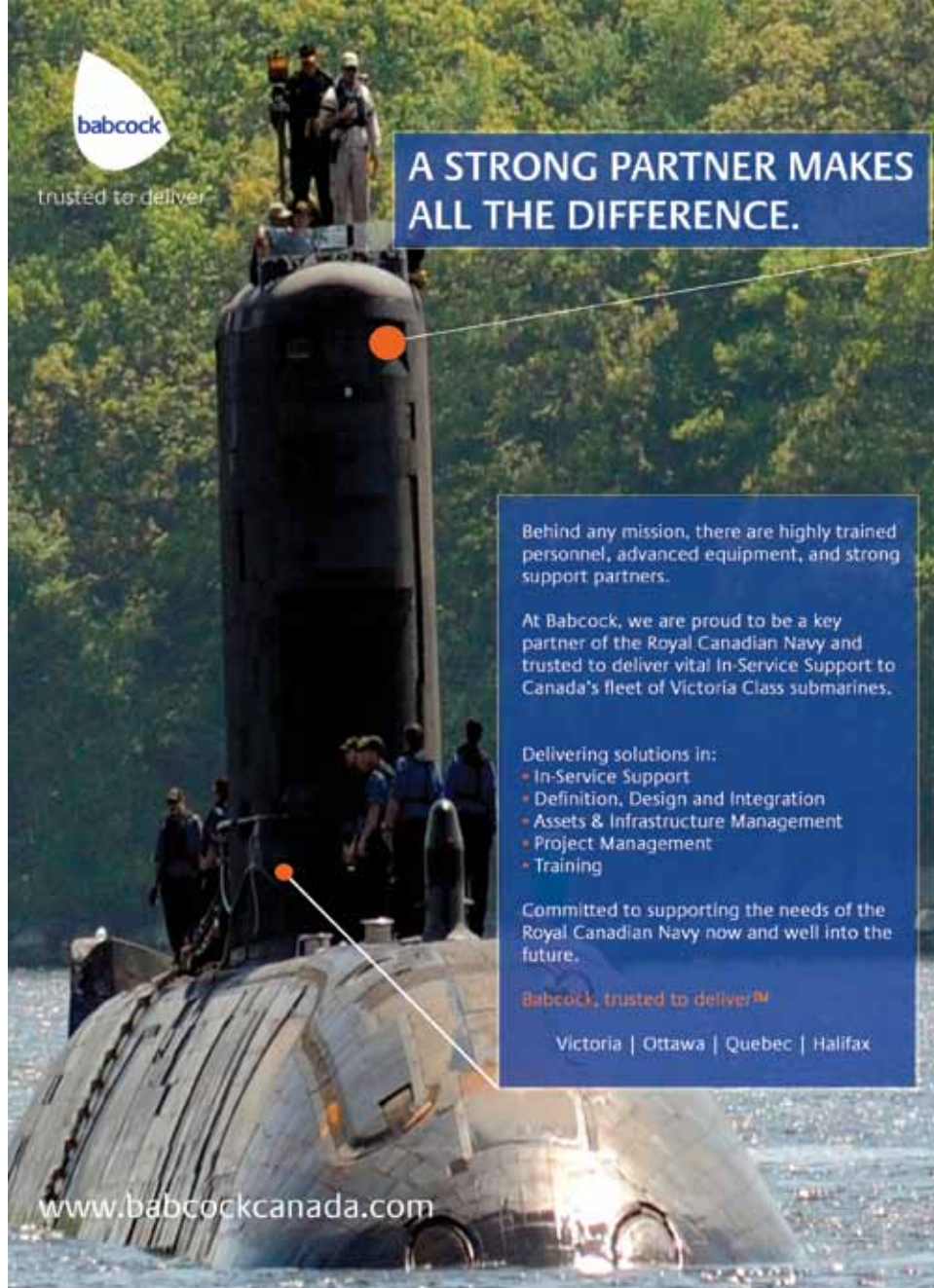
A significant moment in a ship's construction, the ceremony involves placing a coin on the keel of the ship, which will remain in place throughout its years in service, and is meant to bring good luck to all those who sail in it. And the coin placed on the future *Margaret Brooke* may even bring extra good luck, thanks to the four-leaf clover depicted on it. The ship is named after LCdr Margaret Brooke decorated for gallantry during WWII, who was known to carry two four-leaf clovers in a silver locket for good luck following her survival of the sinking of the ferry SS *Cari-bou* off the coast of Newfoundland in 1942. LCdr Brooke was named a Member of the Military Division of the Order of the British Empire for her bravery and attempts to save others during that deadly wreck.

RAdm John Newton, Commander MARLANT and JTFA, who attended the ceremony along with Formation Chief CPO1 Pierre Auger, said the Navy couldn't have chosen a more fitting individual to honor with the first Canadian warship to be named after a woman. LCdr Brooke died in early 2016 and it was recently announced that her niece, Ms. Margaret Elizabeth Brooke will be the sponsor of the ship that bears her aunt's name.

And adding to the significance of the event, the group was joined by Cdr Michele Tessier who has been appointed the first Commanding Officer of HMCS *Margaret Brooke* and the first female CO of the *Harry Dewolf* class.

And on hand to perform the important duties of the shipbuilder during the ceremony was Olivia Strowbridge, a certified ship spray painter and the first woman in a trade supervisory role at the Halifax Shipyard.

Strowbridge placed the coin on the keel of the future ship before declaring to the small crowd that the keel had been "well and truly laid" completing the proud naval tradition. "There's been significant learning for us here at the Shipyard, and I think it shows



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we're heading in the right direction," McCoy said.

The RCN is anticipating the delivery of *Harry DeWolf* in 2018, with *Margaret Brooke* to follow soon after; the final ships of the class are expected to be in service by 2021 and 2022.

RAdm Newton highlighted the importance of the new capability that will come with the AOPS project, allowing a warship to serve Canada in a way other vessels haven't been able to, and allowing the RCN to be a stronger partner to the Canadian Coast Guard and to Indigenous communities in the north.

"At the same time, I have no doubt this ship will sail around the world, in the most dangerous oceans," he said. "Whether it's dealing with drugs, refugee patrols, or working on NATO's northern plank or in the deep Pacific, we have real, new capability coming."

By Ryan Melanson
Trident Newspaper, Halifax



This will have to do!

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

Part 16 ~ "Return to Halifax!"

Any and all comments and opinions expressed herein are strictly those of the author and not to be deemed as those of the Naval Association of Canada, its officers and/or its members.

As the European War ends, we find the author and Haida in Scapa Flow. It's the end of May 1945 and Welland awaits the order that will send them home to Canada. Alas, his orders read: "Proceed to Trondheim", Norway.

A week after the official ending of the war, the Canadian destroyers *Huron* and *Haida* were sent to Trondheim. Our task was to demonstrate to the still-occupied Norwegians that our side, and theirs, had won. The Norwegian government, in London, had asked that Canadian ships do the job because of the great association of our peoples and our joint war effort. I would sooner have been off to Halifax, but there we were. As we approached the coast the landscape could have been British Columbia; towering mountains and solid green from the seashore to the sky.

A German navy minesweeper lay off the harbour entrance. It flashed: "Please follow me. I will lead past the minefield." *Huron* was leading the way (Harold Groos, her captain, was senior to me). *Huron* flashed: "Would Haida like the honour of leading us into Trondheim?" This was a fine gesture on Harold's part, but a poor joke. I replied, "Senior officer's privilege, especially under the circumstances, apres-vous." Then I add-

ed, in case Harold hadn't thought of it, "I am getting all hands on the upper deck while traversing minefield." He replied, "Me too." I got the crew onto the upper deck and ordered the watertight-doors shut throughout the ship.

We passed only yards from the German minesweeper; our men on deck waved, the Germans waved back. They were even younger than us, blonde-haired kids.

The last days of May 1945 were filled with emotion for the Norwegians and for us. The sun shone, the air was still, the great cliffs of the fjord rose all around. As we anchored in the harbour, 200 yards from the wharfs, we saw people jump in and swim toward the ship. Others rowed little boats, all heading our way. They were men, youngsters, women; they crowded around the gangway to be hauled aboard. Before any drowned in the happy melee, our scramble nets went down and our rescue-swimmers went in to help.

A crowded rowboat arrived; three strong blonde women helped an old man onto our deck; he was clutching a bouquet of flowers. "Sir, I am the mayor," he said in English. "Welcome to Trondheim, we have waited a long time." He shook my hand and didn't want to let go, there were tears in his old

eyes. The robust maidens who brought him went one better, they gave me a hug and a kiss. Then they kissed the quartermaster and the officer of the watch. I got hugged and kissed by little girls and their mothers, and had a quart of tears shed on my blue



Harold Groos, captain of *Huron*. His wife Betty was Stephanie's best friend and Michael's godmother.

Author's collection.

uniform. The younger sailors did even better.

The ship was soon filled, five hundred people, all laughing, shaking hands, kissing. The crew put out the welcome mat; all the kids were soon eating chocolate bars and potato chips. These goodies were the canteen stores. Adults were eating loaves of bread, tearing pieces off to share, the cooks were handing out our food for tomorrow. I saw the emergency ration boxes being pried open and given to our guests, concentrated food; biscuits, chocolate.

A Norwegian Air Force major arrived by rowboat; he was tall, slim, a Viking. *"I am Ulestad,"* he said, *"Your liaison officer."* He spoke English like a BBC announcer. He knew the mayor and said that he should have brought him, but the girls hijacked him. Ulestad said there were 85,000 German troops still in Trondheim, they were still armed but had caused no trouble since the peace was declared. *"The mayor wants you and your other ship to land your men for leave and recreation; he says they will show the Germans we have won and they should now go home."*

Without more talk I got Ulestad and the Mayor into our 25-foot motorboat and went over to see Groos in *Huron*. She was anchored nearby and had even more impromptu visitors than *Haida*.

Harold and I decided to take the Mayor's advice; we would land the maximum number of men, about 350, and if they returned within 24 hours, no questions asked! They would be told about the Germans and the odds on fighting were about 2,000 to 1 in the Germans' favour. I had almost no doubts that this was the right thing to do; Harold also felt the risk was small but there certainly was some; just one drunk with a knife could turn into something much worse.

After an hour or so of welcoming the mass of visitors, we offered them boat rides back to their city. They were so pleased to have welcomed us; they liked the little presents of food and cigarettes. But it was so apparent that the purpose of their visit was just to give us a hug.

Our doctor, David Ernst, reported to me:

"I have given away my entire medical supplies. Please don't get sick."

He explained that some of the women who came on board were nurses, they said the Germans had long-ago conscripted all the doctors, that no drugs had been available for six years, not even aspirin, and could he help? *"What was I to do,"* said Ernst. *"They were politely rifling all the drawers while the other two kissed me."* He said we now had no band-aids, no scalpels or scissors, no morphine ... nothing! *"I'll raid the hospital ship in Scapa,"* he said.

Boats started moving about the harbour, most were being towed; soon there were a dozen alongside. We had given away the canteen, the sick bay, the emergency rations and now we were giving away our diesel fuel. After all, our stokers were expert at filling foreign boats with diesel; we had just done that all the way to Russia. *"I've given away 25 tons,"* Patterson told me.

We stayed two days at anchor in Trondheim; the doctor helped in the hospital, our engineers helped in the city power plant. There was not a single nasty incident with our libertymen. The mayor had Harold and me to a pickled-herring lunch at his home. A photograph of a young man was on the wall in the mayor's house. *"That's Matt, he lives in Nanaimo, British Columbia. He's my younger brother, he left here when he was sixteen."*

Then *Huron* and *Haida* proceeded north up the long fjord; our purpose was to demonstrate to the Norwegian people that we and they had won. We were to discover that many German warships were lying in the fjord. *Huron* and *Haida* went separate ways, there were many places to visit.



A nice 'peaceful' Junkers JU 88.

Major Ulestad and I had devised a procedure should we encounter a German warship. He wanted to ensure they admitted they had lost. I agreed with the objective, but didn't want to provoke an incident. I didn't need any more trouble—I'd had six years of that. It was possible some nut was ready to take a final shot at us.

In the course of two days we sailed into eight different small harbours where German warships were lying. Some were destroyers, some minesweepers, most were submarines. I had the white ensign flying from the masthead, the Canadian blue ensign flying from the jackstaff on the foc's'le and another white ensign flying from the quarterdeck. The large red maple leaf on the after funnel got a new coat of paint for the occasion. Our guns were trained fore and aft, elevated and not manned. Our crew lined the guard rails. There was to be no waving or cheering, even in response. That's the way we did it. The German crews stood idly on their decks, dejected, and not one of them yelled or waved. So I guess we did it right. I felt just fine; we had finally beaten them and we had rubbed it in just about the right amount.

On our list of surrenders to be taken was a German Air Force station named Namsos. The name was familiar; Namsos had been launching planes against us for years. *"Expect a strike by JU-88's. Namsos are now readying aircraft."* Then half an hour later:

"Six JU-88s from Namsos may be in your area about 11:30." These messages were sent from naval radio stations in northern Scotland and the Faroe Islands. It was pretty obvious that our spook organization had a 'working relationship' with Namsos. I appreciated their information, but wondered about the safety of the spy who was bravely reporting from the airfield. Because of this past 'working relationship' I was most interested in visiting the place.

I took the ship alongside a short wharf located at the end of the road leading to the airfield. A dozen or so women suddenly appeared from behind a shed, they ran toward the ship, laughing and yelling and carrying flowers. I welcomed them when we got the gangway down. Ulestad spoke and made them laugh. Ray Phillips invited them on board.

As this happy scene developed, a Mercedes staff car arrived at the wharf. It was black, the roof was down and two uniformed men were in the front seat. One, a German Lieutenant, got out and saluted; he held the door. Ulestad and I got into the back seat, the Lieutenant got in with the driver.

We drove for twenty or so miles on a hard-surfaced road; scrub spruce trees grew on rocky hillsides, it was a scene from northern Ontario. Then abruptly we arrived at the airfield.

On the tarmac were hundreds of men in uniform drawn up in ranks. A backdrop was formed by fifty or more JU88's, Dornier 217's and Heinkel 111's. They were parked in tidy rows.

I had never seen these aircraft parked. I had never seen them with wheels down, or with the propellers stopped. Here at Namsos they looked so innocent and disappointingly small!

An Air Force colonel, wearing sword and medals, saluted as Ulestad and I got out of the car. We said nothing and neither did he. Awkward. He led the way to a wooden dais raised four feet above the tarmac; we climbed the steps. The Lieutenant indicated where we should stand. The Colonel then addressed his men, about 1,200 of them, and went on for five minutes. Ulestad

translated: "He is saying he appreciates how well they have fought, they should not be ashamed., and to remember their friends who have died for their country and the war is now over."

The Colonel then turned, took off his sword and offered it to me. I said to Ulestad, "It would be better if you took his sword." "Please give it to the Norwegian major," I said. This was the first word between us. "As you wish," said the German Colonel, in English. He handed the sword to Ulestad, politely, hilt first.

Had Ulestad and I rehearsed this event, I'm sure we would have slapped the Colonel on the back as he handed over his sword and said, "You can't win them all," or "Better luck next time." But we were just awkward, and so was he.

The Colonel led us back to the car, we got in and the driver immediately drove off. As we passed the 'Ontario' rocks and scrubby trees, Ulestad said: "That hurt him badly," then added, "And thanks for the sword."

We returned to Trondheim after this event. Harold Groos and I attended a civic lunch where we were praised, a bit more than necessary. Then we were publicly instructed on how to make a toast in the Norwegian manner. One is to stand tall, click heels, look the recipient directly in his/her blue eyes, pause (no giggling, grinning or smiling) then say in a firm voice: "Ein skoal, dien skoal, ala vaka skoal." Then put the shot glass (full of 70% aqua-vite-vodka) to your lips and drink the contents in one gulp. Then bow to the recipient. Those instructions should have been adequate but they were not. Neither Harold nor I did it properly the first five times and received additional training. The pickled herring tasted just fine!

Steer West for Nova Scotia!

When we got back to Scapa the sailing orders said: "Return to Halifax." We fuelled and provisioned. Doctor Ernst restocked his sick bay. We set the course for home, the shortest way. The three destroyers sailed together, Adams in *Iroquois*, Groos in *Huron* and me. Adams

hurried us along but made sure the fuel would last until we reached Nova Scotia. We steamed with the lights on. Creeping about in the dark for six years can become habit forming; I remember being surprised to see other ships with their lights blazing and feeling uncomfortable with our own.

On the morning of June 11th, 1945, the three destroyers passed the Chedabucto lighthouse and entered Halifax harbour. The fireboats, spraying rainbows in the morning sunshine, accompanied us to the berths. The Navy band played zippy tunes. Our families were on the wharf. Maybe there was a dry eye.

I could see Stephanie in the crowd. I made a smart 'alongside' and ran down the ladders to the upper deck to meet her. The little guy with her was walking. Why not, he was twelve and a half months old.

We arrived in Halifax 32 days after the German war ended. We were the last ships to return. Several hundred destroyers, frigates and corvettes had arrived home weeks before. Even so, much was made of our return.

When the war against Germany ended, a month before our arrival, there had been a lot of disorder in Halifax. The local authorities, civic and naval, made bad decisions which resulted in rioting and looting. We



had heard of these unhappy events whilst being hugged and kissed by Norwegians and were a bit nervous about our reception. But we were welcomed in spite of it!

Political Duplicity

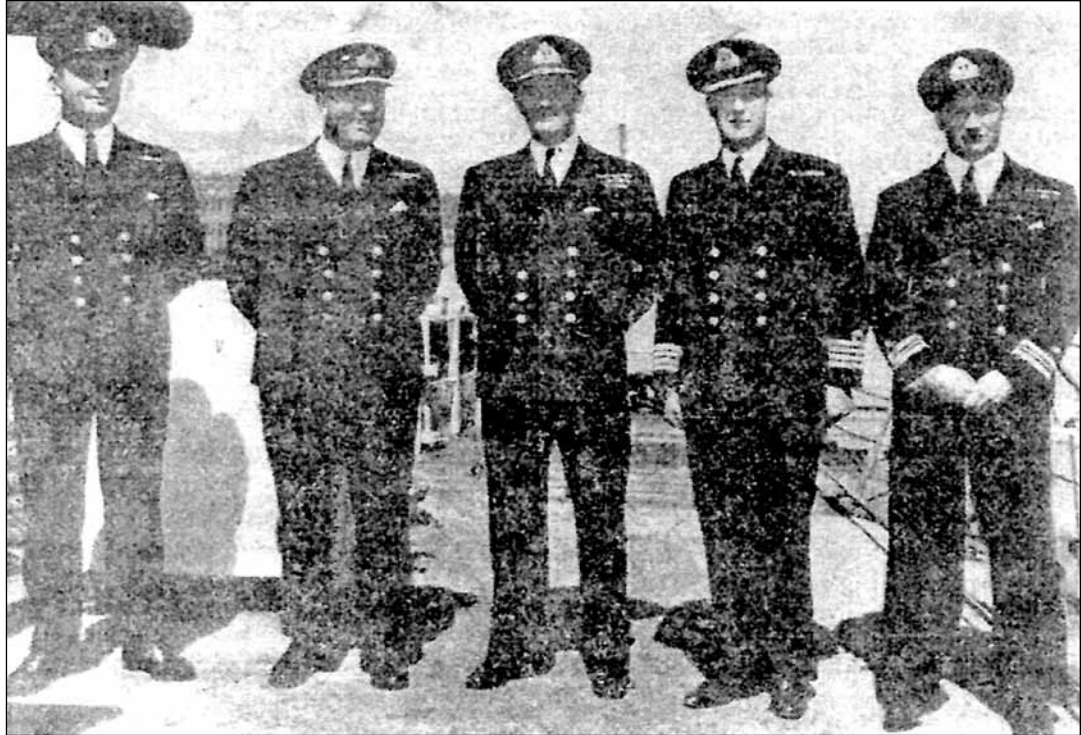
The Liberal politicians, led by Prime Minister McKenzie King, had come up with a novel stunt so as not to upset Québeckers. A federal election was coming up and under no circumstances could the population of Québec be offended by the Liberals. A trifling number of young Québeckers had joined the service for active fighting, but the majority had stayed at home, or jumped ship to the USA to avoid conscription. It was okay with them to let the rest of Canada do the fighting. The war against Japan was still on and Canada had undertaken to continue in the fight alongside our allies, the USA and the British Commonwealth.

This was the stunt. Every person serving in the Armed Forces was told either to volunteer for overseas service or not to volunteer. Every one of us had to sign a piece of paper recording our choice. In practice, this applied to our war then going on against Japan.

Because Québeckers had shown huge reluctance to serve overseas in the military, this option gave those in the services the opportunity to skip for safer ground. The intended political result would be that all Québeckers, whether in the services or not, would be officially relieved of their responsibilities and vote Liberal with a nice clear conscience.

This charade was made known to our three destroyers when we were in Scapa, having just returned from the liberation of Norway. Ken Adams, who understood Ottawa shenanigans better than Groos and I, summed it up, "*What a shitty country we belong to.*"

This demand put everyone of us into a difficult and embarrassing position with our family and our shipmates. How could I, a professional officer, not volunteer to continue to serve my country? On the other hand,



[With apologies for the poor quality image – "Welcome to Halifax," L to R: LCdr Harold Groos, captain of *Huron*, Cdr Ken Adams, captain of *Iroquois*, Admiral 'Jetty' Jones, the Chief of the Navy (visiting from Ottawa), Captain Jimmy Hibbard, Dockyard Halifax (and an ex-captain of *Iroquois*), Acting Lt. Cdr. 'Rapid' Robert Welland, captain of *Haida*. Adams, Groos and Welland were to remain in command and take their ships to Japan.

how fair was my volunteering to Stephanie and Michael who would again be abandoned while I went off on another high-risk escapade when I had the legal opportunity to turn it down? Everyone of us who had any sense of being a decent Canadian was put into the same position as was I.

At this time we had one warship, a cruiser named *Uganda* (later re-named *Quebec*), on active duty with our allies fighting the Japanese. This ship, with a crew of about 800, was serving alongside the Americans, British, Australian, Dutch and New Zealand ships fighting the Japanese.

The ship was called back to Canada from front-line service in the Pacific because most of her crew volunteered **NOT** to serve overseas! This event was a disgrace to our country. McKenzie King and his self-serving politicians should have been jailed for aiding the enemy. Had the American or British governments done this thing to their servicemen the war against Japan could have been lost.

Even today, over fifty years after this event, I cringe to recall it. Our government disgraced their servicemen before our allies

in the face of the enemy. We quit. A shitty country indeed. I cannot imagine the American public or the British people putting up with such political conduct then or now.

Angus L. McDonald of Nova Scotia, then a Minister in King's government resigned in protest after having been unable to alter the decision. I am surprised to be still angry about this affair, especially after having spit on McKenzie King memorabilia at Kingsmere!

Haida immediately went into the dockyard to prepare her for the Pacific fighting. She was to get improved anti-aircraft weapons and sail as soon as this was done. The ship would be able to sail; 70 percent of my crew had volunteered for the Pacific, the highest number of any ship destined to go. I was to remain in command. All the officers volunteered.

I wasn't proud that such a high percentage volunteered to continue fighting. Whether they volunteered was not my business. My attitude, and that of the other volunteers, regarded this stunt as a normal continuation of the government's behaviour toward Québec throughout the war.



This photo was taken in Scapa Flow at the end of the German war. We knew that on arrival in Canada we'd be dispersed and this was the last opportunity. I am over the 'I', Phillips is on my right side, Patterson on my left. I knew everyone else at the time. May 1945.

Appease the cowards and they'll vote for you. Hey, it worked for them!

So we volunteers girded up to continue fighting for our shitty country. We had an abundance of respect for ourselves because none of it was wasted on the Liberal government or the Québeckers.

Within a week of our sailing for the Pacific the Americans 'nuked' the Japanese. The war was over.

That happened on August 12th. So we did not go to Japan. I had been looking forward to another great adventure, but I was relieved when the chance was removed.

What to do?

Stephanie, Michael and I were still in Halifax when the Japanese gave in. All work on *Haida* stopped and I expected my job to end as abruptly. It did. I was called from 'Officers Appointments' in Ottawa. A captain said I was finished with *Haida* and that I

could choose between three "Appointments" that would soon be vacant.

I was given a week to make my choice. The 'choice' thing was a complete surprise; I had always been told where to go and when.

One of the choices was on the West Coast to the naval college, Royal Roads, as the executive officer. I knew the place from my days in 1942 of running the Anti-Submarine School; I had given the odd lecture to the officers under training. Even if I hadn't liked the idea of going west, we would have gone. "Whoopie!" yelled Stephanie, and began packing up our little room and the baby. Our entire belongings went into a couple of suitcases.

Finding the way

Stephani, Michael and I boarded the train in Halifax, destination Victoria. We had a room to ourselves, apparently an entitlement of mine courtesy of the

Navy, because I had a family. The train was packed with soldiers, sailors and airmen, a quarter of them women. They were going home. And having a lot of fun doing it; singing, waving to whoever was outside the windows as we *clickedy-clacked* across the country. As the train approached scheduled stops, like Moncton, Rivière du Loup, Sault Ste. Marie, the conductor passed through the car shouting, "Stretch your legs for 20 minutes!" Everyone piled out and horsed around, playing leap-frog, press-ups, carrying girls on their backs. When the conductor shouted "All Aboard!" and blew his whistle, half the passengers lugged a case of beer; Moosehead in Moncton, Molson's in North Bay. Maybe a conductor-conspiracy to keep the customers happy? Anyway, it did—all the way to Vancouver. The faces changed at the major stops, but the train was full for all three thousand miles. In quiet moments it was easy to guess that many of the happy riders, staring out the windows, were wondering what Canada held when they stepped off the train. To find their own way. It was their last party of the war.

Michael, age 14 months, was finding his 'train' legs; he teetered along the passage-ways helped by a hundred hands. We had trouble keeping him in our cabin; he was treated the way a ship's dog is. After five days his ability to manoeuvre had improved ten times.

Captain Humphrey McMasters had got in touch with me a few days after the Japanese surrendered. He was returning to his previous position as the President of 'Slazengers' in Montréal. He offered me a job, "At twice the money you are getting now." He asked me to phone within a week. Stephanie and I talked about it; she was neither for nor against in any certain way, and I had the same feelings. I liked being in the Navy; I had been given exceptional jobs, better than others of my age and better than many officers senior to me. I expected to continue to move ahead. Stephanie enjoyed her part in our life; she liked the excitement of moving about the country, she had a string of friends who might be lost if we became Montréalers. We decided that the only

advantage to me quitting would be more money. For some reasons we decided we didn't need any more. Stephanie knew what having a lot of money meant; her mother's family in Toronto were wealthy, "... and never stop fighting with each other!" So I told Captain McMasters I was staying in the Navy and thanked him. It would not be truthful if I said I never gave this decision a second thought. Especially twenty years later when we had three kids in university at the same time, owed \$20,000, and were driving a ten-year old Ford station wagon. What if? Who knows?

I was now the Executive Officer of The Royal Canadian Naval College. Its mission was to produce junior officers to serve in the fleet. At the time of my arrival there were 230 cadets in residence. Each cadet had been recruited at the age of 17-18 with senior matriculation to spend two years in the college. He would then serve in a ship as a Midshipman, or specialize in engineering, flying or other advanced disciplines. Those were the objectives. They were not realized in my time, or later.

My captain was Wallace Creery. I had met him early in the war, in 1940, when he was a destroyer captain operating off the hostile French coast at the time of the Dunkirk evacuations. He was then a Lieutenant-Commander and I, a most junior Lieutenant. He had a reputation for being skilled at handling his ship and amusing in handling his crew; he was an amateur actor whenever the opportunity arose.

My predecessor had left prior to my arrival so I had no turnover. There were plenty of documents in my office, plus a professional (civil service) secretary, so it was not difficult to unravel my duties. I could have asked the captain, I suppose!

During the first day I concluded my task would not be as onerous as driving a high-powered destroyer off an enemy coast in the dark. This transpired to be correct.

For the next two weeks I became an exemplary model for the cadets: I was always well turned out; I stood tall with my hands not in my pockets. I was amiable so as not to frighten them, but mean enough to

ensure they were well behaved and polite. I was tactful with the maintenance foreman so he would not have to upset the unionized civilian gardeners, painters and other retainers. I was accommodating with my captain on all weekdays, year in-year out, in the playing of the game of golf. "Meet me on the tee at 1330," were his daily instructions. I had plenty of time for Stephanie and Michael. I had a soft, unproductive time under ideal circumstances for two whole years. Only occasionally did I remember there were ships in the Navy and salt water in the ocean.

The golf course was the Royal Colwood, right across the road from the house in which Stephanie, Michael and I lived. My handicap crept down to seven under the tutelage of the Pro at the course. He was kind enough to include me in his paid obligations to instruct the cadets; it was part of their syllabus.

The instructional staff was headed by Commander Bill Ogle, ex-RMC from Kingston, as were the other senior instructors. The syllabus was therefore much the same as the Royal Military College and cast in 'old concrete.' There was little mention of modern technology, no arrangements to give cadets a chance to snipe at the Navy. And in my opinion not much fun or excitement for the eighteen-year-old would-be naval officer-adventurers. In any event I lost my burning urge to change things once I discovered that fewer than 20% had the slightest intention of becoming professional permanent-force officers. Eighty percent or more would return to civilian life.

Royal Roads operated under the same odd arrangement as did much older Royal Military College in Kingston. The boys accepted for training (largely at government expense) had no obligation to serve in the permanent forces. Most of the cadets were the sons of families that had some sort of distinction, like

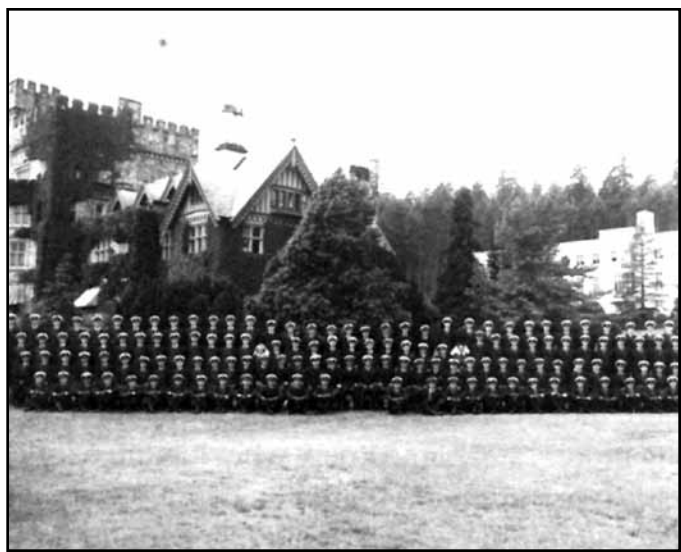
Royal Roads, Dunsmuir Castle with the graduating Midshipmen July 1946. Only 10% would become permanent-force officers; none would reach admiral's rank.



"Let's stay in the Navy." September 1945.



Captain Wallace Creery, "See you on the tee."



wealth or a political or military connection. Graduating from Royal Roads or RMC was thought by many parents to be an important pedigree, more impressive than a mere certificate from McGill or Queens or U of T. The boy could attend those places later in his young life and become a doctor, lawyer or whatever. Or just inherit the family fortune. The system was a hangover from colonial days when the level of technology in the military was the same as the farm: pitch forks, whippetrees and croupes. It had worked then! This uniquely Canadian arrangement for the production of professional officers was practiced in no other country; their taxpayers would not have put up with it. More on this (admittedly boring) subject when we come to the demise of Royal Roads and the start of a different system.

The Admiral commanding the Naval establishments on the West Coast in 1945 was Victor "Scottie" Brodeur. He and my captain, Wallace Creery, had known each other for years and were friendly but enjoyed putting each other on. Victor Brodeur was universally known as "Scottie;" that had come about when he was a midshipman under training in England. A British gunnery instructor mistakenly took his French accent for Gaelic and called him "Scottie;" it stuck forever. Brodeur was a better golfer than Creery; he would cause Wallace to miss two-foot putts by casually mentioning tree shadows, bird noises, anything. Creery should have stopped playing with "Scottie," but some compulsion drove him on. Golf can be like that.

The Admiral inspected Royal Roads as a routine matter once a year. In my first year I was particularly careful to have the place in top shape for the occasion; my captain's reputation was on the line.

I was leading the inspection party through the dining hall of the cadet block. On passing a hot-water radiator Brodeur stopped and asked Creery why a tomato can was needed for the heating system. To my chagrin, someone had put the can under the radiator after I had inspected it just an hour before. Creery waffled appropriately then

we moved along. There were no further problems.

The following year, Creery sent for me just prior to the arrival of the Admiral, "Put the same can under the radiator," he said. As our procession passed the radiator, Brodeur saw the can, hesitated, but said nothing. Creery maintained a straight face and we all moved along.

Stephanie, Michael and I lived on the college grounds in a stone house. It was our first home and a big step up from the piddling apartments we had in St. John's and Halifax. Stephanie was again amongst the people she had grown up with. The bridesmaids at our wedding visited to see Michael. They also had the opportunity to speculate on what her, then, bulgy tummy would produce next. Her father, Gordon and I, remained good friends. Her mother Evelyn, steadfastly maintained her dislike for things naval, including me. The only exception she allowed was her son, Craig. He had stayed on in the Navy after having served throughout the war. He had become a ship's captain and had survived its torpedoing; he was her pride and joy. He was also a good friend of mine and has remained so.

It was of particular interest to me that Stephanie was unable to train little Mike to cozy up to her mother. She managed to teach him not to burst into tears at the sight of her, but there was no way he was going to put on his charm act. I thought that most discerning of one not yet two!

Stephanie discovered cookbooks, publications that were entirely strange to her. "*I was never allowed in the kitchen,*" she told me. "*Wong would not permit it.*" The bad-tempered Chinaman who ran her family home had cornered all jobs and the space that went with them. On her first attempt to roast a chicken, she had an instinct that it ought not to be put into the oven with its insides still in and its feet on. As with arithmetic, she caught on quickly. "*I learned nothing useful at school,*" she told me after she nearly electrocuted herself in a fuse box, "*What's a fuse?*"

We often drove back to the beaches we had strolled along a few years before. Now

two hands to hold while walking on the sand. She never blackmailed Mike into eating raw oysters off the rocks.

Tony arrived on January 15th, 1947.

That DRB Lackey

In the autumn of 1947 I was appointed to Ottawa; Captain Creery had kept his promise that I would be relieved at Royal Roads. I knew I shouldn't have been there as long as I was; new ships were being talked about. They were of greater interest than the deportment of cadets or even getting my handicap down to five. Stephanie and I with our two little boys got onto the CPR for Ottawa.

We bought our first house, it cost \$12,500. It was in the south end of Ottawa and the developer said the area would soon be called Alta Vista. It was, a year later, and we got city water to replace the well that often went dry. The house was new and we painted the interior to save money. I built a garage and planted a dozen apple trees in the back yard. Harold Groos, my old buddy from the wartime convoys and relief of Trondheim, helped dig the garden. Harold was extremely strong; he weighed 240 pounds and used it all on the end of a fork; he uprooted sod like a front-end loader. Later, he helped garner the harvest; he would pull a carrot, bang it on his knee and eat the whole thing. Then he would try the beets and potatoes, "Great" he would say, spitting out whatever mud and roots were left over. When Harold was around I was a picky wimp. Stephanie was immediately at home in this strange city. The Navy wives swarmed her, taking the kids off her hands while she shopped for the house. We were instantly members of the naval mess on Lisgar Street in downtown Ottawa. Moving one's family around the country meant renewing past friendships, not struggling in a strange place. Parties were given to welcome us; one such was given by Margot and Dan Hannington at their home in Manotick. Much more on these Hanningtons as we move ahead.

TO BE CONTINUED



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in Western France as part of III Flotille.¹⁵ She was probably planning on attacking the convoy after dark that night and just keeping within distant sight of the ships. The U-boat arm had been suffering serious losses in the past month, and this was the usually ordered wolf pack attack method. When discovered by the *Sunderland* as *Drumheller* approached, in Culley's words "*The sky was full of tracer.*"¹⁶ Evidently the U-boat crew, concentrating on driving off or shooting down the circling aircraft didn't see the corvette coming up astern. *Drumheller* arrived at 0837 and opened fire about 4,000 yards, two miles, rather a long range for a corvette's small 4-inch gun on a lurching, unstable platform. As soon as these shells fell around the U-boat and within two minutes, von Mannstein dived, taking only about 30 seconds to submerge, appreciating he could not take on the two adversaries on the surface, although his surface speed on diesels of over 17 knots was several knots faster than the corvette's if he had been able to run on a straight course. *Musgrave* at once circled back over the estimated diving position and dropped two depth charges from a height of 50 feet which exploded within 30 seconds of the U-boat's disappearance, with unidentifiable results. A Type VII_B U-boat could go down to over 300 feet and was a tough nut to crack. Seeing *Drumheller* arriving on the scene and another ship also approaching, *Musgrave* left to return to his patrol around the convoy once more.

In the meantime, a *Swordfish* from *Biter's* 811 Fleet Air Arm Squadron had been sent out and she flew across the area to drop a smoke float to mark the datum of the *Sunderland's* attack. Also, the RN frigate *HMS Lagan* (LCdr Albert Ayre, RNR) had been dispatched on receipt of the *Sunderland's* first sighting report, to add yet more weight to a promising hunt. *Drumheller* arrived in the sector where the U-boat had dived, commenced a search and shortly gained a strong asdic contact. She made a depth charge attack, dropping a pattern of five charges at medium depth. She regained a good contact again as she altered around afterwards, with the U-boat moving slowly away at about three knots. As *Drumheller* circled for another attack, *Lagan* arrived. In a perfect example of cooperation, Lt Denny signalled to the *Lagan* that he had a good A/S contact, he would stand off at about 1,000 yards and con the frigate onto the U-boat for the next attack rather than go in again himself before *Lagan* could gain a clear contact and plot it. Thus the frigate, running at a modest and quiet nine knots on her steam reciprocating engines, her asdic silent, could come onto her target deep below before Mannstein was aware she was there, hearing only

Drumheller's more distant and unchanging asdic pulses and thumping engines.

And that is exactly what happened: *Lagan*, conned by Denny, settled in astern of the U-boat and gradually overhauled her. Then at a range of some 200 yards, *Lagan* fired a full-pattern "hedgehog." This was a relatively new and interim anti-U-boat weapon, fitted in escorts on their fore-castle. It fired an elliptical pattern of 24 63-pound "bombs" ahead of the attacker. This was a much surer system than with the depth charges, where the attacking ship had to pass over the submarine, thus losing contact in the last minutes, before dropping. Also, the hedgehog bombs, landing in an oval 140 ft. x 120 ft, sank at 25 feet per second versus the depth charges' ten feet per second. Another major difference was that depth charges all exploded at pre-set depths, at least creating concerns and morale effect even if they did no serious damage. The hedgehog bombs were contact exploded—no hit, no explosion. Thus no morale effect, but they gave a definite indication if a hit was scored. The 35 pound torpex charge in each bomb was enough to punch a hole a foot or more across in almost any submarine, enough to sink her if it was in a vital compartment.

After *Lagan* had fired, both ships circled for half a minute, the crews watching the gradually disappearing ripples where the 24 bombs had splashed into the sea. Then there was a dull 'thud' followed shortly by a modest hump in the water, then an upwelling of oil, bubbles and debris. Of the U-boat there was never a sign, nor any further contact. It had only taken one hedgehog bomb from one attack to send *U 753* to the bottom, miles below. There were no survivors.

Drumheller survived the war, a "warrior for the working day," not sinking any more U-boats, but valiantly defending her charges. *Lagan*, the very next day, in company with *HMS Broadway* and again 811 *Swordfish* from *Biter*, sank *U 89*. But unfortunately *Lagan* had her stern blown off in September that year, although she survived to be towed home. *Biter* also survived the war¹⁷. Lt Denny did not receive the customary DSC for this success, as there was no definite evidence that a U-boat had been sunk for the hard-nosed Admiralty Assessment Committee. Many boats, though damaged, subsequently were found to have crept away. However, he did receive that award later for sinking another U-boat when commanding the larger corvette, *HMCS St. Thomas*.¹⁸

For its day, this attack with its teamwork and cooperation between four services was a rare example of how it could be done, and an example for the future which it took many long months to perfect.

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Fraser McKee is a retired Naval Reservist now writing Canadian naval history. His most useful and best known co-authored book is "The Canadian Naval Chronicle, 1939-1945" by Vanwell, giving the details of all RCN successes and losses in the Second World War as well as those of the Canadian merchant ships. Fraser resides in Toronto, is a former Editor of *Starshell* and frequent contributor to this publication.



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Answer to Schober's Quiz #76 on page 14

Captain Guy D'Oyly-Hughes, DSO and Bar, DSC, RN, a brave and distinguished veteran of submarine warfare in the 1914-18 war.

Captain Guy D'Oyly-Hughes was appointed in command of the aircraft-carrier HMS *Glorious*—then on the Mediterranean Station—on 14 June 1939. Displacing 22,500 tons, *Glorious* was completed on 31 December 1916 as a battle-cruiser, with a main armament of 4-15 inch guns. She was converted to an aircraft-carrier during 1924-1930, under the terms of the Washington Naval Treaty of 1922.

Except for a short stint in the Indian Ocean in late 1939, searching for the German raider *Admiral Graf Spee*, *Glorious* remained in the Mediterranean until the outbreak of the Norwegian Campaign in April 1940, when she was recalled to provide badly needed air-support for the Home Fleet in Norwegian waters.

While the celebrated evacuation from Dunkirk was under way *Glorious* and the aircraft-carrier HMS *Ark Royal*, were operating together in northern Norwegian waters. *Glorious'* previous deployment there had, however, been marred by serious dissension at the highest level. Captain D'Oyly-Hughes had ordered his Commander (Air)¹, Commander J. B. Heath RN, to mount an air strike against an inland target. After consulting with his three senior Air officers, Heath told the Captain that such an operation was not viable, his slow, obsolescent naval aircraft were unsuited for the task and likely would be lost. But the Captain decreed that the operation go ahead regardless. A heated argument between D'Oyly-Hughes and Heath ensued. When the Commander (Air) still refused to proceed with the mission the infuriated Captain summarily relieved him of duty pending court martial for failing to carry out his order. Shortly afterwards *Glorious* briefly put into Scapa Flow for logistics. When she sailed again for Norway, it was without a Commander (Air)—who had been landed in Scapa Flow to await court martial.

At about this time the relentless German advance into France necessitated the withdrawal of the Anglo-French Expeditionary Force from Norway. The evacuation, code-named "Operation Alphabet" was effected in two Groups. Group I sailed from Norway on 7 June and Group II the following day. *Glorious*, along with the aircraft-carrier *Ark Royal*, two cruisers and six destroyers comprised part of the escort for Group II.

At 0300 GMT² 8 June *Glorious* flashed the following signal

to Vice-Admiral L. V. Wells (Vice-Admiral Aircraft Carriers) in *Ark Royal*: *Request permission to proceed ahead to Scapa Flow for the purpose of making preparations for impending court martial.*

The request was quickly approved and *Glorious* detached from the Main Body 53 minutes later, to proceed independently to Scapa Flow, escorted only by the destroyers HMS *Acasta* (Cdr C. E. Glasfurd RN) and HMS *Ardent* (LCdr J. F. Barker RN). What the Royal Navy did not know at the time was a powerful German battle-squadron was prowling the Norwegian Sea. The German force, under the command of Vice-Admiral Wilhelm Marschall, consisted of the battleships *Gneisenau* (Flag) and *Scharnhorst*, heavy-cruiser *Admiral Hipper* and four destroyers. The German force was conducting Operation *Juno*, aimed at interdicting supplies bound for the Allied Expeditionary Force in Norway. The *Admiral Hipper* and four destroyers detached from the squadron at 1230 8 June to refuel at Trondheim, leaving only the two battleships at sea.

At 1546 on the day *Glorious* had detached from the Fleet, *Scharnhorst* sighted her on the horizon, believing her to be *Ark Royal*. At 1601 *Glorious* sighted the German battleship and ordered *Ardent* to investigate. At the same time, hasty preparations were begun to launch five torpedo-armed Fairey *Swordfish* aircraft. At 1618 the British positively identified the two German battleships. Two minutes later *Glorious* sent the first of two enemy reports, 15 minutes apart, each transmitted on two frequencies: one for receipt by shore stations, the other by British warships. For some reason neither transmission was picked up by any shore station. Although *Gneisenau* intercepted and fully recorded the first transmission, it was not received by any Royal Navy ships. The second enemy report was, however, picked up by a British ship located less than fifty miles from *Glorious*—but deeming the transmission too garbled to be intelligible, she took no action. Thus it came to pass that the fate of the aircraft-carrier and her two attendant destroyers remained unknown to the British until the following day, when news of their sinking was broadcast over German radio.

At 1627 *Gneisenau* opened fire on *Ardent*, hitting her in the forward boiler-room with the first salvo, reducing the destroyer's speed. *Scharnhorst* opened fire on *Glorious* at 1632, hitting the carrier with her third salvo at a remarkable range of 26,450 yards. The 11 inch shell penetrated the flight

deck, bursting in the upper hangar and starting a fire which soon spread to the flight deck, preventing aircraft from flying off.

The engagement thereupon turned into a gunnery duel. The British ships' combined total of 24 – 4.7 inch guns was no match for the Germans' 18 – 11 inch, 24 – 5.9 inch and 28 – 4.1 inch guns. Moreover, the German ships could make 32 knots compared to *Glorious*' maximum of 29.5. At 1656 an 11 inch shell hit the carrier's bridge, demolishing it and killing all present including Captain D'Oyly-Hughes.

The two destroyers fought valiantly in a vain attempt to save the carrier, laying smoke-screens and conducting repeated torpedo attacks. It was to no avail—although one of *Acasta*'s torpedoes hit *Scharnhorst*'s starboard quarter, putting her after 11 inch turret out of action and reducing her speed. By 1815 it was all over: *Glorious* and *Ardent* had sunk and the gallant *Acasta*—whose Captain richly deserved a posthumous Victoria Cross (and didn't get one!) — finally sank under the concentrated fire of the two German battle-ships.

Gneisenau and *Scharnhorst* dipped their battle-ensigns in tribute to the two British destroyers' sacrificial heroism, and then without stopping to pick up survivors, immediately set course for Trondheim at *Scharnhorst*'s best speed of 20 knots. This was justifiable, with the British Home Fleet somewhere in

the area, it would have been risky for the Germans to tarry for what would certainly be a lengthy rescue operation.

Consequently, over 1,500 British survivors from three British ships were left floundering in the icy water, awaiting rescue. Some 54 hours later a passing Norwegian steamer picked up 39 survivors. Subsequently, a Norwegian fishing vessel rescued five more Britons. A German sea-plane picked up one survivor, who died on arrival at hospital.

The grand total of British lives lost during the encounter was 1,515—a heavy price to pay for Captain D'Oyly Hughes' unseemly haste to attend Commander Heath's court martial.

Epilogue

The court martial cleared Commander (Air) Heath of all charges and he continued to serve with distinction, attaining the rank of Captain.

But the rationale for Vice-Admiral Wells to imprudently allow *Glorious* to sail independently remains controversial to this day.

¹ In charge of the ship's Air Department and in overall command of all Air Squadrons embarked

² All times in this account are Greenwich Mean Time (GMT).



HMS Acasta



HMS Glorious



Gneisenau



Capt D'Oyly-Hughes

Apologies for photo quality.



Commander Heath is seated 3rd from left next to 1st Sea Lord A. B. Cunningham, taken in 1944.

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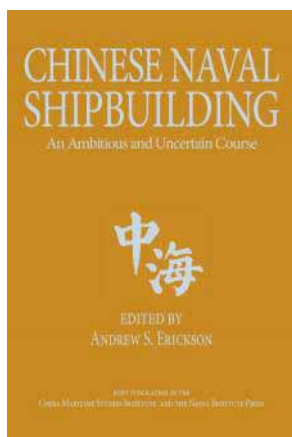
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CHINESE NAVAL SHIPBUILDING: An Ambitious and Uncertain Course

Edited by Andrew S. Erickson

US Naval Institute Press, <http://www.nip.org> (2016), 357 pp, maps, charts, notes, index, hard-cover, US\$47.33 (discount for USNI members), ISBN 978-1-68247-081-7.

is titled, *"Monitoring Chinese Shipbuilding Facilities with Satellite Imagery."* The contributors have clearly done their homework and the book is replete with quite startling statistics which tell, for instance, that by 2008 China annually produced some 1,500 maritime engineers and naval architects, roughly seven times the graduates from US institutions.¹

The editor does a good job here in making a potentially challenging subject somewhat more comprehensible to the lay reader. He lays out the key findings early in the book, which I found made the subsequent essays easier to digest. Among those findings are that the expansion of China's shipbuilding industry has been more rapid than any other in recent times, and that by 2030, the People's Liberation Army Navy (PLAN) will be *"...quantitatively and perhaps qualitatively on par with the US Navy."*²

Ponder that for a moment. The 9-11 attacks are further back in our memory than what this book portends for the future of the PLAN.

However, as disturbing as this prospect may be for some, the contributors go to great lengths to illustrate the many challenges that remain, including information technology, propulsion and aviation and a lack of dual-use (that is, civilian and military) standards. Indeed, China has four sets of maritime shipbuilding standards: national, military, industry and those set by the China Classification Society (CCS).

Perhaps not so intuitively, there are challenges that fall on our side of the ocean as well. In an essay titled, *"Resources for China's State Shipbuilders,"* the question is posed as to how would US policy makers react if a European or a Canadian pension fund (reviewer's emphasis) purchased a major debt issue by one of the two main Chinese shipbuilding conglomerates that was in part embarked to upgrade (PLAN) military production capabilities?

How indeed.

In terms of the implications for the US Navy, and perhaps by extension the RCN, the contributors state that while opportunities for increased cooperations with a growing PLAN in areas such as counter-piracy, the increasing capabilities required by the US and its partners to track PLAN submarines operating further from home ports and the *"image of a Chinese global navy"* to use one contributors words, could potentially overtake that of the USN and its Allies in maritime

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

Having realized very early on in my undergraduate studies that the sciences and I would *most certainly not* be having a love affair, it was with some trepidation that I signed up to review this rather daunting volume. Ambitious and uncertain indeed.

Less a chronological history of China's involvement in this perhaps most complex of engineering undertakings, what the editor has set out to do in a series of some 18 essays is to explore, with the timeframe out to 2030 being the period under consideration, a series of three questions discussed during a two-day conference of the China Maritime Studies Institute (CSMI) held at the US Naval War College in May 2015, and which included Canadian participants.

- *What are China's prospects for success in key areas of naval shipbuilding?*
- *What are the likely results for China's navy?*
- *What are the implications for the US Navy?*

The book is organized into five parts: Foundation and Resources; Shipyard Infrastructure; Naval Architecture and Design; Remaining Shipbuilding Challenges, and Conclusions and Alternative Futures. The numerous contributors represent a broad spectrum of the US national security, academic and private sector communities, many being Chinese-language proficient. Extensive notes, many from Chinese-language primary sources, accompany each essay, and the book is liberally illustrated with numerous charts, or "Exhibits" as they are called here. One particularly interesting essay

regions of the world where their presence may have predominated in the past.

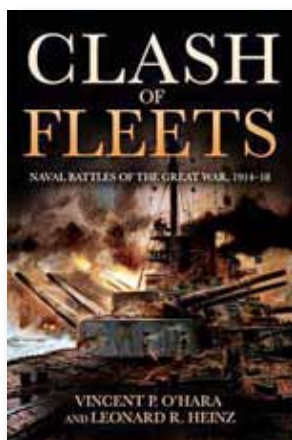
The leaders of our neighbours to the south have pledged to “Make America Great Again.” One could make the case after reading this book that through naval shipbuilding, China seeks to do the same for the People’s Republic. The recent launch of the PLAN’s first indigenous aircraft carrier has garnered much worldwide attention. Indeed, it has been said that, “China’s navy has been launching new ships like dumping dumplings [into soup broth].”³ For that reason alone, this book should have a wide readership in higher military, diplomatic, political and economic circles across our land, even if you’re an “artsie” like myself. Highly recommended!

¹ *Chinese Naval Shipbuilding: An Ambitious and Uncertain Course*, by Andrew S. Erickson (Ed.), Annapolis: Naval Institute Press, 2016), p. 271.

² *Ibid.*, p.7.

³ This widely circulated quote was published in Duowei, a New York City Chinese language newspaper owned by a Hong Kong media businessman.

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 currently serves as the Executive Director of the Royal Canadian Artillery Association and is a frequent contributor to Starshell.



CLASH OF FLEETS (Naval Battles of the Great War, 1914-18)

By Vincent P. O’Hara and Leonard R. Heinz

US Naval Institute Press, <http://www.nip.org>
(2017), US\$34.95 (discount for USNI members),
hardcover.

Reviewed by David Collins, NAC Ottawa & Victoria

After an orgy of material last year concerning the Battle of Jutland, one might well ask if there is any room for another tome on naval events of the Great War. Perhaps surprisingly, the answer is yes.

O’Hara and Heinz are not academic historians but both have extensive interest and backgrounds in naval history. What they have created in “Clash of Fleets” is not a history of navies *per se*, or an in depth study of one fleet action but, rather, a compendium of 144 surface fleet actions that occurred during the First World War—large and small. We all know about the Dogger Bank, Jutland, Otranto,

perhaps Coronel and the Falklands, but who has heard of Kiuno Island or the Pellew Convoy? They are all here.

There are four themes to this volume:

- That sea power played a vital role in the Great War.
- That surface combat and the ability to impose combat power was a key capability of navies throughout the war.
- That surface combat was fundamental to the application of sea power in all aspects; and,
- That new technology was difficult to apply and sometimes diminished rather than enhanced naval combat power.

This book is constructed logically. Chapter One discusses the fleets at play: British, German, Austro-Hungarian, Russian, Italian, Ottoman and French. Ship types and capabilities are laid out. The role of mines, submarines and air power are noted, but in the case of the latter two, as this book is concerned about surface combat, their roles are rather underplayed. Further paragraphs on gunnery, signalling, propulsion and torpedoes help the reader understand what went into the mix to support a fleet action. The intellectual underpinnings refer extensively to Mahan and his *Influence of Sea Power Upon History*. Corbett’s work on the Russian-Japanese war is referenced. Aspects of strategy and tactics and overall doctrine as it developed are noted as well.

The book then runs chronologically through each of the years of the war at sea, with short descriptions of each engagement. Those readers with expert naval knowledge of the Great War may find these short exposés to be mere teasers: for the neophyte they are useful in giving the broad stroke of each action. And there is enough detail in each description to satisfy the why and the how. The final chapter sums up five years of war at sea in all ocean and sea areas.

There are some interesting conclusions drawn in the book.

- In the great majority of actions one side immediately tried to break contact or was fighting unwillingly;
- nearly half of the actions were unexpected; relatively few actions resulted from attacks on specific targets, and,
- while actions could be large, relatively few ships were sunk or heavily damaged.

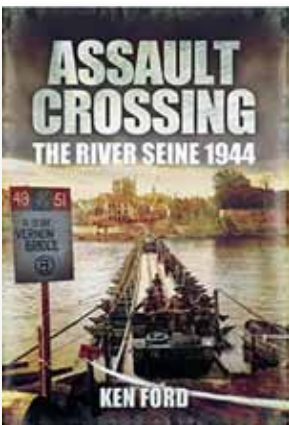
Of the lessons learned, the principal was that surface combat power remained paramount. Surface torpedo attacks never achieved their potential in the Great War. The development of submarines certainly had an impact on fleet dispositions, especially as convoying was instituted from 1917 on. Night fighting was never popular with the Royal Navy even though the Kaiserliche Marine was skilled at it from the outset. And despite the advances of technology in communications and fire control, the authors conclude that, in fact, very little changed in naval warfare from the advent of the war to its conclusion. While acknowledging the advances in submarine and air warfare, the final judgement is that it took the experience of the

Second World War to produce the next revolution in naval warfare.

The authors write in a straight forward, easily understandable style. The volume is handsomely produced and major actions have mini-maps showing how the fleets were deployed. There are useful tables of the ships in each national fleet and some in-depth analysis of all 144 actions, appropriately compiled. The book has an extensive bibliography of both primary and secondary sources with useful but not over extensive footnotes. The book will appeal to both those new to naval history who want a compendium of naval surface combat in the Great War, as well as those with greater knowledge who need an accessible *vademecum*.

Well recommended.

David Collins studied history at Queen's University and was commissioned while serving in HMCS Catarauqui. He served 17 years in the Naval Reserve and qualified in supply and naval control of shipping. He served for over thirty years as a trade commissioner and diplomat.



Assault Crossing: The River Seine 1944

By Ken Ford

Pen & Sword Military, Barnsley, So. Yorkshire, UK
(reprint 2011/1988; www.pen-and-sword.co.uk.
ix. + 102 pp, illustrated, charts, appendices, bibliography, index. ISBN 978-1-84884-576-3 (From
Naval&MilitaryPress@nmpbooks.com for £5.00 + postage.

Reviewed by Fraser McKee

Although not directly a naval history, this book does involve water (an assault across the River Seine) and various “boats” of one sort or another (Army DUKWS and RE’s storm boats). But it’s review is still worth the space as this reviewer found it to be one of the best written descriptive histories of a military action I have ever read.

Ford tells in detail the three or four day action by the British Army’s 43rd Wessex Division to force a crossing north over the Seine after breaking out of the Normandy bridgehead in late August 1944. Not only is this complicated operation clearly described, almost hour by hour, but the charts and photos included are sufficient, clear and valuable in following the action and illustrative. The appendices give a clear idea of the size of the forces involved and their pre-battle orders.

Throughout it is an excellent example of how such mini-battle histories *should* be written and well worth searching for a copy.

While the concept of an assault crossing of the 400m. Seine at

Vernon seems simple enough, it was vastly complicated by four factors: the Germans, although with a depleted defence division, had dominant high ground overlooking the proposed crossing site and manned defensive positions in the local village, the river was rather swift-flowing to the northeast and with sporadic shallows, these complicating boat use; information provided by the Free French (FFI) Maquis often proved wrong and the two local bridges had been partially blown to prevent reinforcement by the German forces in Normandy; and the Americans were moving a large division, including tanks and a thousand vehicles, at right angles and on the near side to the British planned assault. Although the latter complication was handled by excellent coordination between the two Forces’ generals, the others created an almost murderous series of assault actions.

After a commendably brief ‘prologue’ to set the scene of events following the two month Normandy lodgement battles and how the Wessex Division arrived on the scene and the senior personnel to be involved, by page 12 Ford is describing the Wessex’s arrival in Vernon and its detailed plans to attack.

His ‘O Group’ decisions are clear, the plans made are reasonable with, post-action assessments of them helping us follow events as they unfolded.

The two main crossing attack regiments, Wessex and Somerset Light Infantry, had major unanticipated problems in getting enough cross-river transport in DKWS and assault ‘storm boats’ to land sufficient and equipped troops on the enemy side, even with adequate artillery fire support, use of smoke (often dissipated in brisk breezes).

Often, especially at night, there was the difficulty of the troop commanders to determine what was happening in the two assaults, separated by about 1,000 metres and complicated by steep and muddy banks on both sides.

The whole picture lasts about four days from arrival in Vernon to finally obtaining a secure lodgement on the other shore and driving the Germans out. Included are occasional quotes from soldiers, FFI, platoon and company commanders, to lend “artistic verisimilitude” and a clear picture of unfolding events facing the small separated fighting units.

As one later reviewer says, the whole operation can be, and is, used in training today’s units “how to do it,” how to avoid problems that arise, what might have been done better—had anyone known. Right down to the platoon section levels and ancillary arms’ requirements for such an enterprise. It was, in its way, ‘a near run thing.’ Apart from potential educational value, the way Ford covers the story is a great example of such writing for others to follow.

Fraser needs little introduction to Starshell readers, he is a former editor of and frequent contributor to this publication and the author and co-author of several historical works on Canada’s navy including “The Canadian Naval Chronicle 1939-1945,” Vanwell Publishing, St. Catharines, Ontario, 1996 which he co-authored with Robert A. Darlington.



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(NR) (Ret'd) Richard John DAYCOCK**

Winnipeg Br., 73 in Winnipeg 17/05/17. Jn'd. UNTD as Cdt in *Chippawa* 1962, prom. RCN(R) A/SLt 09/64 and later Lt. One time President of a Vancouver yacht charter and sailing school. [CT, WC, *Winnipeg Free Press*]

♦ **Capt Ralph William EDWARDS, CD**, RCN (Ret'd)**

NAC-O, 98 in Perth, ON 09/04/17. Jn'd. RCN in '39 and CFR'd as Wt. Eng 05/43, thence *Avalon* 05/43 and *Warrior* 05/45. Prom. Lt(E) 01/47 fl'd. by *Naden* 01/47, *Ontario* 02/50, NSHQ (Bytown) 09/51 and *Haida* (Korea) 08/53. Prom. LCdr(E) 06/54 thence *Niobe* 03/55, *Bonaventure* (Snr. Eng.) 01/57 and NSHQ 07/57. Prom. Cdr(E) 07/58 and Capt 01/65, fl'd. by Trg. Cmd. HQ. Ret'd in '72. [Citizen]

♦ **Surg Cdr John Alexander FOREMAN, CD, RCN(R) (Ret'd)**

London Br., 91 in London, ON 24/12/16. Jn'd. UNTD at *Prevost* as OS (Officer Candidate) in '46 and reclassified as Surg Cdt in '48. Prom. Surg. SLt 02/50 and Surg Lt (sen. 06/49). Jn'd. *Carleton* 07/51, thence *Donnacona* 02/57, prom. Surg LCdr 10/57 and later Surg Cdr. Ret'd in '69. Specialist in ophthalmic surgery. [WC]

♦ **Cdr(E)(A/E) John Frederick FRANK, CD, RCN (Ret'd)**

NAC-O, 92 in Ottawa 29/06/17. Jn'd. RCN as Cdt at *Royal Roads* 10/42. Prom. Mid (E) 08/44, thence RN for trg. (RNEC, RN Ships, Cranfield College of Aeronautics) and prom. SLt(E) 09/45 and Lt(E) 12/46 whilst on course. Jn'd. *Shearwater* in '51, *Magnificent* in '53 and NSHQ (Project Officer de Havilland and for CS2F Acquisition in '54. Prom. LCdr(E) (A/E) 12/54, thence *Niobe* in '56 and *Bonaventure* (Snr. Eng. 07/57) 01/57. Prom. Cdr(E) (A/E) thence NSHQ in '59. Ret'd. 09/62. Civ. career in printing business, culminating in Board Chairman and CEO of RL Crain. [Citizen, "Canada's Naval Aviators"]

♦ **Lt (NR) (Ret'd) Lynne HIGGINS, CD**

NAC-O, 60 in Saskatoon 12/04/17. Jn'd. Naval Reserve at *Unicorn* and srv'd. 20 years. Professional Engineer (Civil) and a volunteer with many organizations. [SK, *Saskatoon Star Phoenix*]

♦ **Andrew Aubrey IRWIN, RCNVR (Ret'd)**

Toronto Br., 92 in Mississauga, ON 01/06/17. WWII RCNVR navigator's yeoman and gunner in *Assiniboine*. Instigator of high school teaching aid, "*ABC's of the Battle of the Atlantic*." Mississauga Citizen of the Year

in 2017. Br. Pres 1996-99, Bronze ('99) and Silver (2000) Medallions. [F.McKee]

♦ **A/LCdr Richard Frank MATHEWS, CD, RCN(R) Ret'd.**

Calgary Br., 98 in Calgary 10/05/17. Jn'd. RCNVR in *Tecumseh* in 1939 and srv'd. *Naden*, *Wasaga*, *Prince Henry*, *Sans Peur* and MLs. Cmn'd. as Prob SLt., *Kings* 11/43 and thence *Cataraqui* 04/44. Prom. SLt 05/44 fl'd. by *Tecumseh* 06/44 and *Grou* 03/45. Srv'd. *Aldergrove*, *Antigonish*, *Cayuga*, *Jonquière* and *New Waterford*. XO *Tecumseh* as A/LCdr 05/54. Ret'd. in '56. Manager. of laundry and linen companies. Br. President '68; Bronze Medallion '76. [MB, *Calgary Herald*]

♦ **LCdr David MOLLINET, CD, RCN (Ret'd)**

NAC-O, 87 in Ottawa 13/05/17. Jn'd. RCN(R) as UNTD Cdt at *Malahat* 09/48, thence *Discovery* and tsf'd. to RCN as A/SLt 08/51, fl'd. by *Ontario* 06/52 and *Sioux* 01/54. Prom. SLt 09/53 fl'd. by RN for trg. Prom. Lt 09/53, thence *Sioux* 01/56, *Cornwallis* 08/57, *Haida* 01/60 and *Bytown* (D. Nav. Info.) 04/62. Prom. LCdr 05/63 and ret'd. in '65. Civ. career in federal government (Government Travel Bureau). Bronze Medallion '01. [Citizen, WC]

♦ **Cdr Harry PALMER, CD*, RCN (Ret'd)**

NAC-VI, 92 in Victoria 24/04/17. Jn'd. RCNVR 01/43 at *Discovery* and srv'd. *York*, *Nonsuch*, *Stadacona*, *St. Hyacinthe*, *Peregrine*, *Chaleur*, *Naden*, *Gavinchy* and *Coppercliff*. Rls'd. 12/45. Jn'd. RCN 04/46 at *Discovery* and srv'd. *Givinchy*, *Warrior*, *Rockcliffe*, *Crescent* and *Naden*. Prom. to Cdt 09/49 and srv'd. *Discovery* (for UBC). Designated Cdt(L) 08/50. Prom. SLt(L) 06/53, thence *Ontario* 05/53, *Cornwallis* 10/53, *Stadacona* (Long L Cse.) 12/53 and *Naden* 10/54. Prom. Lt(L) 03/55, fl'd. by *Athabaskan* 02/56, *Bytown* 10/57 and *Niagara* (USNPGS) 07/60. Prom. LCdr 03/63 thence *Bytown* 07/63. Prom. Cdr 09/66. Ret'd. 05/69. Civ. career in federal government and ship-building industry. Former President MASC. [LP]

♦ **Orville J. PARKER**

NAC-O, 90 in Ottawa 15/03/17. WWII veteran. [SK, Citizen]

♦ **Capt Robert Claude Kenwick PEERS, CD*, RCN (Ret'd)**

NAC-VI, 90 in Victoria 14/04/17. Jn'd. *Royal Roads* as RCN Cdt 08/44, prom. Mid 08/46 and RN for trg. (incl. battleship *HMS Vanguard*). Prom. A/SLt 11/47 fl'd. by *Antigonish* 05/48. Prom. Lt 11/49 thence *Sioux* (Korea—two tours) 01/50, NSHQ 02/52, RN (TAS Cse.), *Stadacona* (TAS School) 04/54,

Huron 08/55, *Trinity* (i/c) 12/56 and *Chignecto* (i/c) 04/57. Prom. LCdr 11/57 thence *Niagara* (USN Exchange—USS *Valley Forge*) and NSHQ 08/60. Prom. Cdr 01/62, thence *Stadacona* 08/64 and *Annapolis* (1st CO) 12/64. Prom. Capt 01/66 fl'd. by Cdr. Sea Trg. (Hfx.) in '66, then Cdr 2nd Escort Sqn. and Commandant *Royal Roads* 08/70. Ret'd. in '76. Active in various non-profit activities. [RW, *Times Colonist*]

◆ **Lt Paul Emile ROQUET, CD***, RCN (Ret'd)**

NAC-O, 69 in Ottawa 03/05/17. Jn'd. RCN(R) at *Carleton* in '66, selected for ROUTP in '67, tsf'd. to Regular Force in '70 and srv'd. minesweepers and *Preserver*. Tsf'd. to Reserve Force in '74 at *Carleton* (i/c Pogo for CORK '76 Summer Olympics), thence NDHQ (D Res & Cdts) as LCdr (NR). Tsf'd. back to Regular Force 10/79 as Lt, thence NDHQ (D Res & Cdts) as LCdr(NR). Tsf'd. back to Reg. Force 10/79 as Lt, thence *Annapolis* 10/79. CFB Hfx 07/82, *Preserver* 05/83, *Annapolis* 06/86 and NDHQ 06/92. Ret'd. 04/09. [HP, WM, *Citizen*]

◆ **Cdr (LCol [PLT]) James William STEGEN, CD**, RCN (Ret'd)**

NSNAC, 83 in Dartmouth, NS 01/05/17. Jn'd. RCN as OS 09/50, srv'd. *Cornwallis*, *Goucester*, *Churchill* and *Huron*. Prom. SSA Mid 06/53 thence *Cornwallis* in '53 and *Ontario* in '54. Prom. A/SLt 07/54 fl'd. by *New Glasgow* in '54 and *Niagara* (USNAS Pensacola for plt. trg.). Prom. SLt(P) 07/55 thence USS *Saipan* for CARQUAL in '55, *Shearwater* (VT-40 and VU-32) in '56. Prom. Lt(P) 12/56 and awarded permanent commission thence *Shearwater* (VS-880 and 881) in '59, *Bonaventure* in '59, *Lanark* in '61, *Stadacona* (JOLT Cse.) in '61, *Cornwallis*, *Buckingham* and *Victoriaville* (UNTD Trg.) in '62, and Fleet School Hfx in '64. Prom. LCdr 01/65, thence *Columbia* (XO) in '66, *Venture* in '67, CFCSC in '68 and MARCOM HQ in '70. Prom. LCol(PLT) 07/70, thence CFHQ in '70, CFB Winnipeg in '73, CFB *Shearwater* (i/c MR-880) in '73, Cdr Recruiting Zone HQ (Atlantic) in '77, and SHAPE HQ in '80. Ret'd. 08/85. Civilian career in data and computing fields. [PB, SR, *Chronicle Herald*, "Canada's Naval Aviators"]

◆ **Capt(NR) (Ret'd) Herbert Frederick WALLACE, CD****

NAC-O, 81 in Ottawa 19/04/17. Jn'd. RCN as Ord. Cdt. at *Unicorn* 09/54, prom. A/Ord SLt 06/58, thence *Haida*. Prom. Ord SLt 01/59 fl'd. by RN for trg. Prom. Ord Lt 01/59, thence *Chaudière* 04/60, SUPPLANT 01/62 and *Stadacona* 09/62. Rls'd. in '63. Jn'd. RCN(R) at *Scotian* in '63, fl'd. by *Tecumseh* in '68, *Nonsuch* i/c in '75 and *Carleton* in '78. CO 1987-90. Ret'd. in '90 as Naval Reserve Capt. Bronze Medallion '75. [Citizen, WC]

◆ **LCdr Malcolm David WILSON, CD*, RCN (Ret'd)**

NAC-O, 87 in Renfrew, ON 26/04/17. Jn'd. *Royal Roads* 09/57 and desig. Cdt RCN(R) 04/49. Prom. Mid RCN 08/49, thence RN for trg. Prom. SLt 12/50, fl'd. by *Niobe* 10/52 and *Magnificent* 12/52. Prom. Lt 06/53, thence *Cornwallis* 05/54, RN (for P&RT Specialization), *Stettler* 02/55, *Venture* 09/56, *Cornwallis* 10/58, *Micmac* 05/60 and *Stadacona* 05/61. Prom. LCdr 06/61 thence *Chaleur* (XO) 07/63. *Shearwater* 02/64, *Fort Erie* (XO) 06/64, FOAC 01/65, *Stadacona* 07/65, Cdn Def Edu Est 02/70, NDHQ 06/72 and *Carleton* 08/74. Ret'd. 10/76. [SK, *Citizen*]

In Memoriam (non-members)

◆ **Lt (Capt [AERE]) Richard Francis BEAZLEY, CD**, RCN (Ret'd)**

78 in Smith's Falls, ON 15/05/17. Jn'd. RCN in Armourer Br. in '55 and CFR'd as AERE Capt 05/87. Srv'd. inter alia, CFB Greenwood, Baden-Soellingen,

CFB Montréal (10 TAG) and AIRCOM HQ. Ret'd. in '93. [SR, *Chronicle Herald*]

◆ **SLt Kenneth George BELBECK, RCN(R) (Ret'd)**

89 in Toronto 23/04/17. Jn'd. UNTD at *Prevost* in '47 and designated Cdt 10/48. Prom. RCN(R) SLt 02/50, thence *York* and to the Ret'd List. [WC]

◆ **Lt Robert Edward Grafton BIDWELL, RCN (Ret'd)**

84 in Shawnee, Kansas 21/02/17. Jn'd. RMC 09/50, designated RCN(R) Cdt 03/51, tsf'd. to RCN as Mid 09/52 and prom. SLt 01/54 and Lt 01/56. Srv'd. *Ontario*, RN for trg., *Crusader* and *Columbia*. Rls'd. in '60. [WC, e-Veritas]

◆ **Lt Robert George BUNDY, RCNVR (Ret'd)**

Former Toronto Br., 94 in Toronto 08/05/17. Jn'd. RCNVR as Prob. SLt, confirmed SLt 03/43 and prom. Lt 03/44. Srv'd. *Kings*, RN (HMS *Furious*) and *Stadacona*. Tsf'd. to Ret'd. List in '46. Founded Bundy Construction then served City of Toronto as Parking Head and later as Commissioner of Parks & Property. Silver Medallion '74, Br. Pres. 1960-61; Nat'l Pres. 1967-68. [F. McK., *Toronto Star*]

◆ **SLt(E) Donald R. CAMPBELL, RCNVR (Ret'd)**

In Painted Post, NY 03/10/16. Enrolled UNTD at *Cataraqui* in '43, srv'd. Winnipeg summer '44 and Prob. SLt(E) in '45. Rls'd. in '45. [Queen's Alumni Review, WC]

◆ **Lt Henry Lloyd CLARKSON, CD*, RCN (Ret'd)**

85 in Victoria 18/03/17. Jn'd. RCN 07/49, CFR'd as CMD O 08/64 and prom. Lt 09/67. Srv'd. *Naden*, NDHQ, CFS Kamloops and CFB Esquimalt. Ret'd. in '77. [JC, *Times Colonist*]

◆ **LCdr Robert Cecil COLLINS, CD**, RCN (Ret'd)**

94 in Victoria 10/05/17. Jn'd. RCNVR as Boy Seaman in '40 and srv'd. *Wentworth*, *Courtenay*, *Petrolia*, *Kootenay* and *Levis*. Tsf'd. to RCN in '45. CFR'd as CMD O (SB) 10/53, prom. Lt(SB) 04/56 and LCdr 01/65. Srv'd. NR Stations *Masset*, *Gander* and *Aklavik*, *Niagara*, *Cornwallis*, *Gloucester*, *Coverdale*, *Unicorn* and CFB Rockcliffe. Ret'd. in '72. [WD]

◆ **LCdr Edward Francis CONNOLLY, CD*, RCN (Ret'd)**

92 in Halifax 21/04/17. Jn'd. *Scotian* 07/56 as RCN(R) A/Inst Lt., tsf'd. to RCN at *Stadacona* 07/58 with seniority as Inst. Lt 10/57 and prom. LCdr 07/66. Srv'd. *Cornwallis*, MARCOM HQ, CFFS Hfx. and SHAPE HQ. Ret'd. 11/80. [SR, *Chronicle Herald*]

◆ **Cdr James O'Neill FITZGERALD, CD*, RCN (Ret'd)**

88 in Halifax 13/04/17. Jn'd. RCN as A/SLt(L) 05/52, prom. SLt(L) 09/52, Lt(L) 11/53, LCdr 11/61 and Cdr 02/73. Srv'd. *Stadacona*, *Magnificent*, *Bytown*, *Niagara* [S/M trg. USS *Toro*], *Grilse*, Dkyd. Hfx., HMS/M *Orpheus*, *Ojibwa*, CANSUBRON ONE, CFB Hfx., and NDHQ. Ret'd. 10/80. [SR, *Chronicle Herald*]

◆ **LCdr(P) Philip Steele FOULDS, DSC, RCN(R) Ret'd.**

99 in Toronto 18/04/17. Jn'd. RCNVR in '39 at *York*, prom. A/SLt 07/40 and Lt(P) 07/41. Srv'd. HMS *King Alfred*, HMS *Excellent*, RNAS Eastleigh, RAF Elmdon, RAF Kingston, RNAS Crail, RNAS Arbroath, RNAS Wingfield, 789 RN Sqn., USNAS Lewiston, ME (738 RN Sqn.), USNAS Squantum, MA (836 RN Sqn.), 856 RN Sqn., HMS *Trumpeter* (846 RN Sqn.) and HMS *Premier* (Snr. Plt 856 Sqn.). Tsf'd. to Ret'd. List 09/45 and prom. LCdr(P) (sen. 07/49) on Ret'd. List. [Toronto Star, "Canada's Naval Aviators."]

◆ **SLt (MED) Robert George LEE, RCN(R) (Ret'd)**

80 in Calgary, 31/02/17. Jn'd. as UNTD Cdt 01/55 at York. Prom. RCN(R) SLt (MED) 07/57 and thence Ret'd. List. [WC]

◆ **Keith MacDONALD**

Former Toronto Br., in Bradford-on-Avon, UK 21/04/17. [KL]

◆ **Lt(O) John Ernest McLAUGHLIN, RCN (SSA)**

86 in Burlington, ON 29/03/17. Jn'd. as Mid(SSA) 02/51, prom. A/SLt(O) 10/52, SLt(O) same date and Lt(O) 10/54. Srv'd. *Ontario*, RN (qual. "O"), *Shearwater*, *Magnificent*, *Hochelaga* and NSHQ (Bytown). Rls'd. in '59. [FA, "Canada's Naval Aviators"]

◆ **LCdr (Ret'd) Samuel R. Kerr McVEY, CD***

73 in Halifax 17/06/17. Jn'd. in '67 as Cdt. and prom. SLt 08/68, Lt 09/72 and LCdr 03/79. Srv'd. CFB Halifax, NDHQ, CFB Esq., SIU Ottawa, MARCOM HQ, SIU Det. Atl. and CF Provost Marshal. Ret'd. in '94. [SR, *Chronicle Herald*]

◆ **LCdr (Maj [Plt]) Leandre Laurent Joseph MILHOMME, CD**, RCN (Ret'd)**

80 in Montréal 26/04/17. Jn'd. UNTD at *Montcalm* in '54, prom. RCN(R) Mid 09/54 and RCN(R) A/SLt(P) 10/55. Srv'd. RCAF Moose Jaw and *Montcalm*

(VC-923 Sqn). Tsf'd. to RCN(SSA) in '56 as SLt(P) (sen. 10/55) and prom. Lt(P) (sen. 10/57). Accepted for permanent commission as Lt (sen. 07/67) and prom. Maj(Plt) 01/69. Srv'd. *Shearwater*, *Bonaventure*, *Stadacona*, *Victoria-ville*, *Terra Nova*, CMR, VU-32, VS-880, VS-881, CFB Ottawa, CFCSC, CFB Valcartier, CFB Portage La Prairie, CFB Gagetown, CFB St. Hubert and CFB St. Jean. Ret'd. 08/86. [JC, "Canada's Naval Aviators"]

◆ **LCdr (Ret'd) Peter Tuckwell SABISTON, CD***

64 in Ottawa 16/06/17. Jn'd. as Cdt 10/79 and prom. A/SLt same date, SLt 12/79, Lt 04/81 and LCdr 06/91. Srv'd. *Qu'Appelle*, *Venture*, CFFS Hfx., Huron, CFB Borden, NDHQ (CASAP), CFB Shearwater and MARCOM HQ. Ret'd. in 2002. [Citizen]

◆ **Capt George Tennant WHITE, CD**, RCN (Ret'd)**

90 in Ottawa 23/06/17. Jn'd. UNTD as Cdt(S) 02/45 at *Hunter*. Tsf'd. to RCN as A/SLt(S) 09/51 and Prom. SLt(S) 09/53, Lt(S) 08/54, LCdr 08/72, Cdr 07/67 and Capt 07/75. Srv'd. *Ontario*, *Naden*, *Magnificent*, *Cornwallis*, *Avalon*, *Huron*, Recruiting Office Windsor, NDHQ, CFB Hfx and SHAPE HQ. Ret'd. in '82. [Citizen]

ADDENDUM: Spring 2017 obituary entry for Cdr A. W. Rowse omitted his former membership with NOAC-VI and awarded Bronze Medallion 2000.

Kindly forward all obituaries to Pat D. C. Barnhouse,
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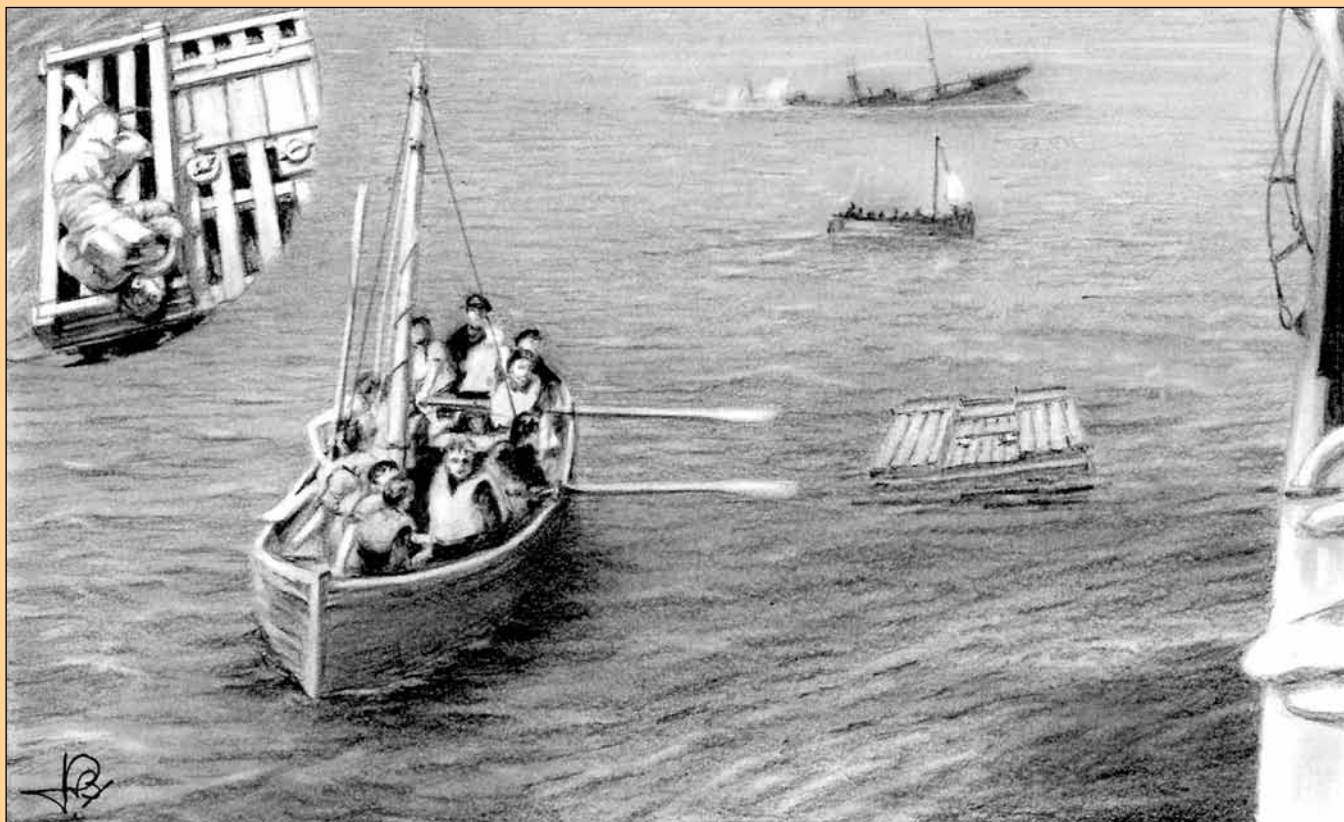
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'Our Navy'

By F. R. (Hamish) Berchem CSMA



Survivors - torpedoed merchantmen picked up by corvette.

At the outbreak of World War Two, the British Merchant Service had some 2,000 fewer ships than in 1914. By the end of 1940, around 600 merchant ships had been lost through enemy action. To offset the heavy losses, ships were produced in large numbers from shipyards in Britain, Canada and the United States. In 1941, there was also a shortage of merchant seamen, enough that men who opted for the Navy when they were called up for war service would be offered the choice to join the Merchant Service.

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