



Volume VII, No. 80, Autumn 2017

# Starshell

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



Naval Association of Canada

## "The Barber Pole"

The Flower-class corvette HMCS *Sackville* (Canada's Naval Memorial) preserved and exhibited in Halifax, NS), displays the "barber pole" stripes on her stack indicating she was a member of the 5th Escort Squadron during the Battle of the Atlantic.

For more information see "The Story of the Barber Pole" on page 47.

Photo courtesy "For Posterity's Sake" and "Wikipedia"



# Starshell

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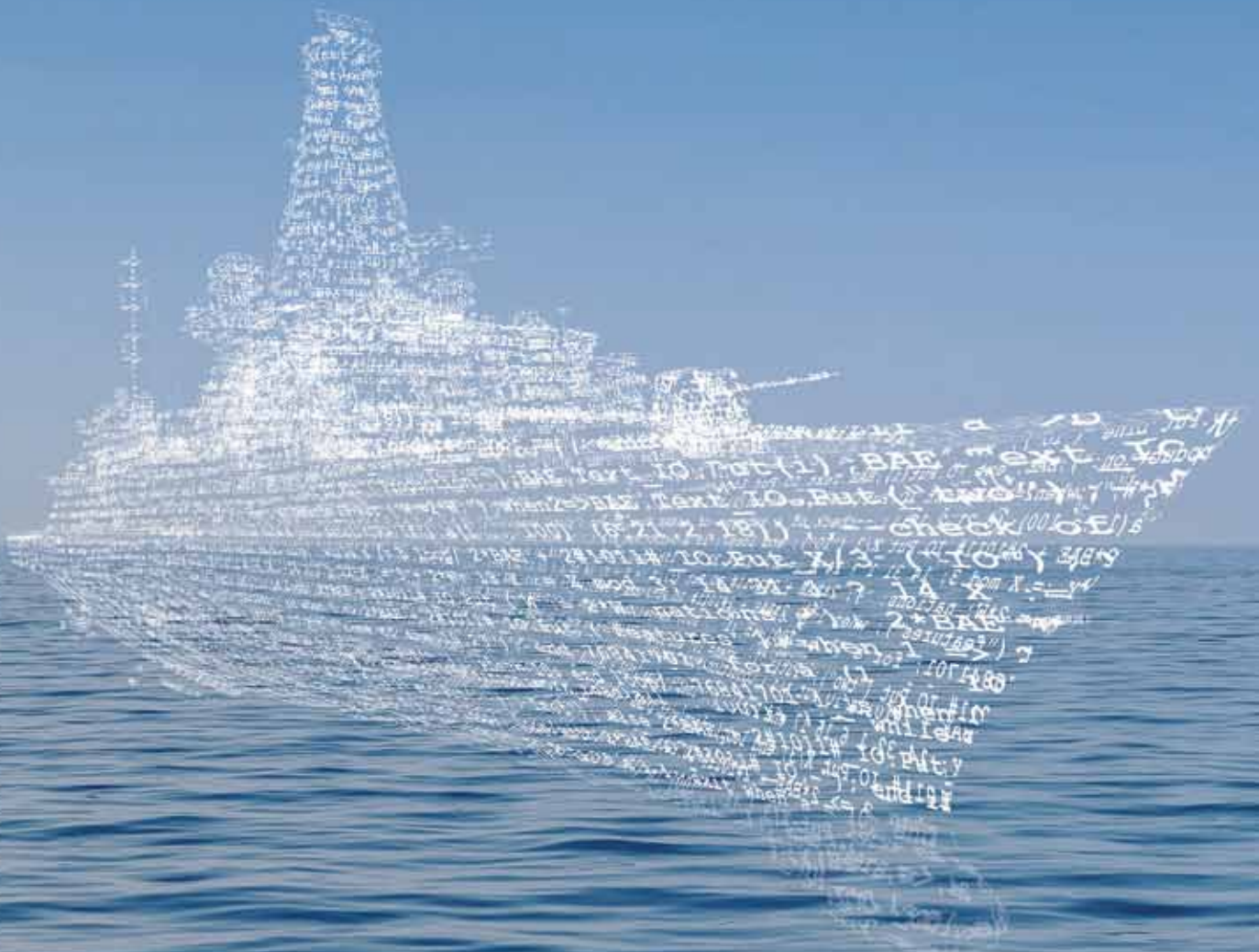
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# A parting note from your editor

George A. Moore, Editor, [starshell@shaw.ca](mailto:starshell@shaw.ca)



Well, here it is, my final issue as your Editor and it greatly saddens me to state that as of the mid-December no one has come forward to assume the position. The future of *Starshell* is currently in the hands of the NAC Board of Directors who must decide the way ahead for our publication, i.e., will it continue in its current form (printed magazine); or in some format yet to be determined possibly on line, or be permanently retired. After 20 years and 80 issues, your's truly is way past his 'best-before' date. I've enjoyed every minute of it but the time has definitely arrived for some 'new blood.'

I could not have managed 20 years without the valued contributions of a select few who deserve a hearty 'BZ' for their continued support: (in no particular order) Fraser McKee for his numerous informative naval vignettes and wisdom instilled over the years; Bill Clearihue for his informative "Bill's Corner" contributions; Pat Barnhouse for his tireless

research in compiling our obituary column, George Schober for all 79 of his educational and entertaining "Schober's Quiz's;" Jeff Gilmour and Rob Huebert of Calgary for sharing their learned critiques of our government's actions or the lack thereof when it comes to our Navy; Hamish Berchem for his talented and artistic "Our Navy" contributions to *Starshell*'s 'stern' featuring the activities of the RCN and Merchant Navy over the years, and last but certainly not least, all of my dedicated book reviewers including: Peter Williamson, Gordon Forbes, Fraser McKee, Bob Thomas and Mike Young who, incidentally, I succeeded as *Starshell* editor 20 years ago—geeze Mike, it seems like yesterday! If I missed anyone I offer my sincere apologies. Meanwhile, I leave you in the fervent hope this issue of *Starshell* is not the last; that someone out there will ultimately step up to the plate and carry on!

*Yours aye, George*

# From the bridge

Bill Conconi, National President, [billconconi@me.com](mailto:billconconi@me.com)



As outlined by Jim Carruthers in the last issue of *Starshell*, there has been a change of command on the bridge. I now have the task of guiding the process as we move forward with our goal to support our Navy. A task I very much respect and commit myself to. With Jim's retirement, along with Dan Sing's, our former head of Naval Affairs, they have jointly passed the torch to our new Board. This is a challenge we all look forward to engaging. We owe Jim and Dan a sincere thank you for their focus on our goal and getting us to the point where, as described in the latest iteration of "Canada's Defence Policy," we now have a new course established for our Navy. It is our goal to help bring this to success.

To help make this happen, Barry Walker has agreed to be Vice-President to provide an ongoing presence in Ottawa and Ian Parker has stepped forward to guide the Naval

Affairs Committee as we look to retain and direct staff to make this happen. Staff in this case refers to a Coordinator of Naval Affairs as well as a Research Coordinator. All this is possible because of the hard work and dedication of members from NAC-Ottawa, who through their efforts, have established the financial legacy to make this happen. We are still in the beginning stages of this process and we look forward to bringing you news as it unfolds.

All this does not take away our responsibility to build our membership, to support our Branches and to effectively communicate with our members. As I write this, our new Board is in the process of organizing themselves to take this on. In our next issue I will give a full report of our progress as we get ourselves organized.

*Warmest all, Yours aye Bill*



# The front desk

David Soule, Executive Director, [executivedirector@outlook.com](mailto:executivedirector@outlook.com)



This is my first “Front Desk” as your new Executive Director for NAC National and it is my pleasure to report that the recent 2017 AGM and associated Conference held at St. John’s, 20 to 22 October 2017, was a great success. The local members of NLNAC pulled out all the stops to ensure every aspect of the AGM and conference program was well planned and executed. These events were held in conjunction with the Crow’s Nest Officers Club celebration of the Club’s 75<sup>th</sup> anniversary. The support of their membership certainly added to the great hospitality and welcome NAC members received. I would like to personally recognize the following individuals for their efforts in making this event a special one: Edgar Williams (NAC Director), Wayne Ludlow (President NLNAC), Margaret Morris, Ian Wheeler, Tony Dearness, Alexandra Healy and Gary Green. In addition, I want to thank President of the Crow’s Nest, Gary Walsh and his members for making the venue of their club available to NAC members with open arms! (A separate article on the 2017 conference and names of the 2017 NAC Award recipients can be found later in this edition of *Starshell*.)

At a special welcoming event on Friday 20 October at the Crow’s Nest Officer’s Club, the following medallions were presented to the 2017 NAC Award recipients who were present for the AGM [see complete list of recipients on p.20, Ed.]. Bronze medallions were awarded to Rod Hughes (NACVI) and Robert Jenkins (NLNAC). NAC President Jim Carruthers presented an Endowment Fund grant to the Crow’s Nest President Gary Walsh. This grant will be used by the Crow’s Nest to progress a digital library of their historical holdings.

The 2017 AGM was held at HMCS *Cabot*, in what can only be described as a perfect venue for the meeting. After a warm welcome from HMCS *Cabot*’s CO LCdr Shannon Lewis, the AGM was underway. The CO and several of *Cabot*’s Ship’s Company are to be congratulated for their efforts in ensuring the pre-AGM preparations and support required for our deliberations was in place.

A vote was held to elect six new members to the National Board from a list of seven very qualified candidates. All told over 100 votes were cast, including many received before the election using the vote/proxy mail-in or electronic form. This year’s process was an improvement from previous years and that was due to the efforts of Jim Humphries, Bill Thomas and others on the Nominating Committee in streamlining how we do business. It ensured the vote was conducted in a quick and efficient manner and that we had a very talented

group of nominees. There is still room for improvement and I will be seeking guidance from the Nominating Committee to implement further enhancements for the 2018 AGM.

The new Directors, with a term expiring in 2020, are Brian Cook (returning member), Mike Hoare, Barry Walker, Mark Phillips, Ian Parker and Rod Hughes. My congratulations, on your behalf, to these individuals in offering their services to NAC.

Apart from the more routine AGM business, several important topics were discussed and approved for implementation. These presentations and papers can be found on the NAC website under the 2017 AGM and Conference link.

**Naval Affairs**—departing Board members and chairman of the Naval Affairs committee, Dan Sing, presented the plan he and others have worked over the past many months for approval. This was approved, the details of which can be found on the 2017 AGM webpage. The plan will include the hiring of a naval affairs coordinator and assistant who will work on behalf of NAC National to progress our efforts in this area. A very healthy discussion of naval affairs activities in the recent past took place. It was also noted that several NAC members were involved in providing valuable input and background preparation for the series of special Government hearings held for the recent Defence Policy Review. Several NAC members made very professional and reasoned arguments to the DPR committee, as well as to other senior level Government related Defence Committees. Those involved in preparing this input are to be congratulated for their hard work. The Naval Affairs committee will now be led by Ian Parker, a newly elected Board member with previous experience in naval affairs.

**Membership**—William (Bill) Thomas, working closely with Ed Williams, produced a report on the membership survey that all branches were asked to participate in over Winter 2017. Ed Williams provided an overview of membership numbers over the past several years, noting, with the exception of a couple of branches, for the most part our numbers are in decline. He also recommended several courses of action that NAC must examine and pursue to ensure the future existence of NAC. Bill Thomas then presented the results of the survey and presented a number of recommendations for Branches and NAC National to pursue to address this decline in membership, retain current members, and work necessary to keep NAC’s membership numbers healthy. This report can be found on the NAC website under the 2017 AGM and

conference. (For those of you who are on the NAC News list, you will have already been made aware of the report). Some may observe that the report does not contain any revolutionary ideas in regard to attracting and retaining members, but I am convinced these very practical ideas and recommendations do work and that recruiting and retaining members, new and current, is in our own self-interest, is fundamentally our collective responsibility and, that we the members must pursue. My thanks to Bill and Ed for this effort. I would invite those of you who have good ideas on this subject to contact and work with us.

During the follow-on Board of Director's meeting, Jeff Gilmour provided the Board with some ideas that Calgary has used to address membership including providing Board members with a local pamphlet they have developed. I will be working with Calgary and other Branches to progress these ideas in support of the Branches.

**Starshell** – the AGM was made aware that efforts are underway to find a new editor and that the future of *Starshell* is being examined. While the need for this publication is recognized, its future look, messaging and frequency of publishing will be reviewed. The current plan is to find an interim editor and maintain *Starshell's* current look and feel, while examining its long-term future.

**HMCS Sackville** – Jim Reddy, NAC member and current CO of *Sackville* and member of the Canadian Naval Memorial Trust, provided the AGM with an update on the very poor condition and status of the ship, noting the very serious challenges that lie ahead to ensure the ship remains "afloat." *Sackville* needs a major refit and the financial arrangement for receiving support from the RCN, which has been in place for some time, is no longer possible. While alternative funding arrangements are under investigation, this will take time. In the interim, the Trust has identified some funding necessary to address very short-term "afloat" concerns but major funding is required to ensure the ship receives a proper refit. All present expressed their concern and support. NAC awaits further updates on the issue and will support efforts to ensure *Sackville* indeed has a future.

This was the last AGM for the AGM Chair, Jim Carruthers and his last as NAC President. Those present thanked him for his tenacity and drive as President over the past three and a half years. The following departing Board members were also acknowledged: Dan Sing, Dave Hudock, John Anderson and Tony Goode.

At the follow-on NAC National Director's meeting, Bill Conconi agreed to serve as interim Chairman until an election/selection could be held for President. Subsequent to the meeting, Bill Conconi was elected President (by acclamation), Barry Walker elected Vice-President, and Ian Parker assigned as Chair of Naval Affairs. Over the coming months, other chairpersons will be announced for the remaining committees. Other business included a discussion of duties and responsibilities of Board members in order to better share responsibilities. As mentioned earlier, Jeff Gilmour from Calgary provided an overview of the Calgary Branch's efforts to recruit and retain members. More to follow on this particular initiative as I plan to work with Calgary and share their experiences and pamphlet with other Branches.

The formal meetings concluded with a mess dinner, in recognition of the Crow's Nest Officers Club 75<sup>th</sup> anniversary. This very entertaining dinner was held at CFS St. John's and was very well attended by NAC and Crow's Nest members as well as many local dignitaries. The Guest of Honour was Commander Steven Archer, CO of HMCS *Toronto*. On Sunday, many attended a superb brunch at the Crow's Nest. The brunch was held in between two very interesting and informative historical lectures; Gary Green, a local historian and oral storyteller, spoke on "St. John's Naval History WW2," a lecture which included some of the little known facts of the Crow's Nest and among other interesting snippets, the German involvement in the iron ore mines of Newfoundland and Labrador before the war; and Rick Stanley provided an interesting talk on World War Two Wrecks of Bell Island.

All-in-all, and as previously mentioned, this was a very successful AGM and conference and NLNAC is to be congratulated for their high spirits, warm welcome and well planned and executed program. I thoroughly enjoyed myself and found the whole even professionally rewarding.

On a personal note, I would like to thank the NAC National Board members and those who have contacted me from the Branches for their support during my transition as your Executive Director. I also want to thank Ken Lait for his patience during what must have been seen as a very extensive turnover; Bob Bush for his service to NAC as Webmaster and for his assistance in coaching me to assume this duty from him, and last but not least, editor George Moore for putting up with me. Thanks George for serving as *Starshell's* editor all these years.

Interested in becoming the Editor of *Starshell*? Please contact Executive Director David Soule at 613-837-4026 or [executivedirector-nac@outlook.com](mailto:executivedirector-nac@outlook.com)



## 2017 NAC Conference

### “The North Atlantic: Past and Present”

### St. John’s, Newfoundland & Labrador

**David Soule, NAC Executive Director**

The 2017 NAC Conference, held in conjunction with the 2017 Annual General Meeting in St. John’s, Newfoundland and Labrador on Friday 20 October 2017, was hosted by the Fisheries and Marine Institute of Memorial University of Newfoundland. The conference delegates received a very warm welcome from Mr. Glenn Blackwood, Vice-President of Memorial University in charge of the Fisheries and Marine Institute. The theme was “The North Atlantic: Past and Present.” I personally found this conference to be very professionally rewarding. The conference, while not navy focused, addressed marine industry safety and training issues that equally apply to the RCN. As the former project director for the RCN’s Harry DeWolf Class patrol vessel, these safety and training issues featured prominently in our project discussions, especially in regard to northern deployments.

Mr. Blackwood reminded us that the sea around Newfoundland and Labrador is Arctic-like, that fishing and the sea has defined who its people are and where they are from, and that the Navy has played a role in its history. The conference was divided into a series of lectures in the morning, followed by afternoon tours of the Marine Institute’s training facilities. It is interesting to note that, as I recall, at one point in the not too distant past, some one-third of the Institute’s student population was made up of Canadian Navy personnel.

Dr. Heather Carnahan, from the school of Human Kinematics and Recreation and Cross-Appointed Professor for the Institute’s Offshore Safety and Survival Centre, was the first presenter. She spoke to the Institute’s work to understand the process of forgetting skills and maintaining skill competency over time as it applied to sea survival training in helicopters, donning safety equipment and other survival skills, especially in cold conditions and under stress. While many in the audi-

ence had experience in some form of sea survival training, the discussion of when the individual starts to forget core skills in emergency situations was revealing. Part of the discussion that came up time-and-time again over the morning was whether or not learning resembled forgetting and does forgetting look the same as learning?

Dr. Carnahan provided an interesting examination of the 2009 crash of Cougar Flight 91 while flying to an oil platform off Newfoundland. The presentation examined whether or not better training might have saved more victims. One result of this incident was the implementation of mandatory “helicopter flip” training for all personnel who work these offshore rigs, not just the aircrew. This training, while providing workers with a real-life evacuation drill from an upside-down helicopter in water experience, also provides opportunities to assess when skills fade, examine best practices for emergency helicopter egress and the importance of ensuring passengers and crew follow these safety procedures. All in all, it was clear that modern research into these areas can only make what has always been a dangerous environment to work in safer, and reinforcing that training does make a difference.

Dr. Robert Brown, a research scientist at the Offshore Safety and Survival Centre at the Institute, provided us with a revealing examination of evacuation procedures in cruise ships and ferries. Using modern techniques, including fitting small security-type cameras around a ship, it is possible to measure the response of passengers to emergency situations and examine best practices to ensure passengers are mustered at evacuation points. As he noted, while the passengers involved in these studies are aware of the “test,” they do provide an opportunity to examine how people react and reveal that sometimes a simple solution such as stationing crew members to direct passengers at critical points is the best solution. The





HMS Calypso (with apologies for the ancient 'fuzzy' image).

Wikipedia

Royal Navy prior to and during World War One. Of special interest was that several young RCN members were trained in the ship as well, including a future Chief of the Naval Service of Canada, Admiral Walter Hose. While many Canadians and all Newfoundlanders are very familiar with the famous Royal Newfoundland Regiment, most are unaware of the *Calypso* and the role it played in Newfoundland's history. The website is now operational and remains a work-in-progress. Efforts are underway to ensure the information available from sources such as extracts from local newspapers or the era and photos from family

simulations are further enhanced by collecting and replaying actual movement data from passengers involved in the exercise emergency. I found this presentation especially interesting based on my involvement in the Canadian Armed Forces (CAF) Standing Contingency Force (SCF) project, or better known as General Rick Hillier's "Big Honkin Ship." Similar studies were necessary in the design of the French Navy's Mistral-class amphibious ship. Designers had to incorporate features in route planning, including assessing the right size required for passageways, access doors and staircases, to ensure that fully equipped troops could move from assembly areas to the flight deck efficiently and quickly. The work that the Marine Institute is engaged in is critical, especially as the cruise industry and marine safety agencies deal with the possibility of a mass evacuation from large ships operating in Arctic waters.

Mr. Len Paddock, speaking on behalf of Anthony Patterson from Virtual Marine Technology, spoke to training strategies that might be of benefit to the RCN. These opportunities could involve the use of specialized training facilities, mentoring students undergoing on-the-job training, and the provision of mission rehearsal exercises. He also spoke to the company's ability and experience in providing ice management simulation, ice navigation and related training.

The morning focus on current marine safety investigations, training and research was broken up by a presentation on the past. Catherine Lawton, Head of Public Service at the Institute's Barrett Library, provided a very interesting overview of the Institute's team which is developing a website to commemorate HMS *Calypso*, a ship used to train young Newfoundlanders (and there were a lot of them) for service in the

and official collections at "The Rooms" in St. John's are made available to the public.

My observation is that this history, as well as that available in the Crow's Nest and other sites that many of us are familiar with, need to be better linked together or at least made aware of each others' collections and links, i.e., Naval Museum of Alberta, HMCS *Sackville*, NAC Ottawa's *Salty Dips*, the Canadian War Museum, to name but a few. How we can best achieve this is worthy of further effort. Perhaps there are NAC members who feel the same way and would be willing to at least get us started.

The morning was concluded by Captain Christopher Hearn, Director of the Centre for Marine Simulation at the Institute. Captain Hearn reminded us of the Ocean Ranger oil rig disaster of 1982—which resulted in the loss of 84 crew—and its impact on training for the offshore. As a result, the training simulators and associated training in offshore operations at the Marine Institute have evolved so that the facility is recognized as a world-class training facility. Its focus is harsh environments with a specialty for arctic operations and ice navigation.

Conference attendees conducted tours of the Institute trainers. As previously mentioned, these are world-class facilities and can simulate the best and worst of sea conditions in the offshore. This allows offshore crews, for example, to redirect/tow ice threatening oil rig platforms, tow platforms to new moorings as well as coordinate movements of other ships operating in cooperation of the move, transfer cargo, enter and exit harbour and simulate just about any operation that can be performed at sea in conditions that seem very real.

On completion of the trainer tours, the delegates visited

the Institute's Offshore Safety and Survival Centre, *Foxtrap*. While I previously mentioned that the Institute is focused on safety in the offshore petroleum and gas industry, it also provides training for all those engaged in the marine world including the fishery, marine transportation, as well as industrial safety and fire fighting programs. These first-class facilities provide training for basic sea survival, helicopter emergency and response (including helicopter roll-over, actual in-water sea survival training and operating fast rescue craft). In addition, training is provided for oil spill prevention and control, offshore

fire team training and other marine safety related training.

All-in-all, this conference featured a well-balanced program, great speakers, and met all our expectations. The Marine Institute certainly plays an important role in ensuring the safety of the men and women who go to sea, not just off Newfoundland, but in the seas far and wide. It was certainly a pleasure to meet some of the individuals involved at the Institute and share in their efforts to make life at sea safer for all. They are to be congratulated for their efforts to make our conference program a success.

## REQUIRED IMMEDIATELY ~ NEW STARSHELL EDITOR

As many of you are 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](mailto:executivedirector-nac@outlook.com) or telephone 613-837-4026.** I would also urge you to contact George at [starshell@shaw.ca](mailto:starshell@shaw.ca) or telephone 250-314-1284 to learn what is involved before making a commitment.

**David Soule, Executive Director NAC**



## Strong, Secure, Engaged Canada's Defence Policy and the Royal Canadian Navy

By Rob Huebert

**S**trong, Secure, Engaged, Canada's Defence Policy on a superficial basis is a good news document for the Royal Canadian Navy (RCN). Taken at face value, it recognizes the need to maintain a robust navy that retains a combat capability and can fight alongside of Canada's allies and friends anywhere on the globe. It promises to rebuild the navy along the lines that those who best understand Canadian sea power will understand and support. The commitment to maintain the National Ship Building Strategy was retained; there is the promise to build 15 surface combatants; and up to 5-6 Arctic offshore patrol vessels will be built. There was even a commitment to modernize the current fleet of submarines. However, when one moves away from accepting the document at face value and places it within the normal context of the politics of Canadian defence policies, then there are significant issues that arise. So what are the positive elements of the policy and what are its weaknesses?

On the positive side, one of the most important outcomes of the Policy for the Navy was the willingness of the Liberal Government to recommit to some of the most important policies initiated by the preceding Conservative Government. Both the Liberals and Conservative Governments have demonstrated an increasing reluctance to support bi-partisan policies in regard to defence policy. As such, the fact that so much of the preceding elements of the Conservative Government regarding the Navy was retained within this policy came as a relief to many. Specifically, the Liberal Government restated the commitment to the building of 15 surface combatants and to continuing the construction of 5-6 Arctic offshore patrol vessels along with a specific commitment to retaining the National Shipbuilding Strategy. These were all initiated by the Harper government, yet they have been retained. Thus the core elements of the current efforts to continue the

recapitalization of the fleet were maintained. The dangers that occur when governments simply want to be different such as the case with the Chrétien Government as the Sea-King helicopter replacements, or the J. Trudeau government and the CF-18 replacements, were avoided by the Navy.

The second significant element of the Policy was its willingness to provide a frank understanding of the international security environment. In Chapter 4, the "Global Context," the policy acknowledges that there has been a return to great power rivalries and that the Russian Government is increasingly willing to challenge the existing international order through the use of force (page 50). This means that rather than having a policy based on wishful thinking, the current Government has accepted that the international system has become more dangerous and that Canada needs to respond accordingly. The recent effort that the Government placed on the Peacekeeping Conference in Vancouver in November 2017 demonstrates what the Liberal Government wishes it could do. The fact that the Prime Minister, Minister of Defence and the Minister of Global Affairs were all on hand to pose with celebrities such as Angelina Jolie but basically announced very little in terms of actual "peace keeping" demonstrated that if they could, the focus of the defence policy would have been on peacekeeping and other normative related issue areas that the Prime Minister favours. But this did not happen. The document was instead focused on threats such as Russia and other "peer-competitors."

The third element of good news is that the Liberal Government has committed to increasing the defence budget to ensure that it is able to deliver on its promises. The policy states that the greatest attention has been given to fully costing out the commitments that it has made. As stated in the executive summary, "This is the most rigorously costed Cana-



dian defence policy ever developed.” (Page 11) To this end, they promise to nearly double the existing defence budget from \$18.9 billion in 2016-17 to \$32.7 billion in 2026-27. The acknowledgement that defence spending needs to increase—regardless if it actually does—was a very important first step in avoiding the normal tendency of Liberal Governments to want to reduce spending.

The document also provides a vision of a Navy that needs to be combat capable, globally deployable and upgraded to the highest technological levels in terms of communications, intelligence and weapons (pages 34-35). It makes it clear that Canada needs a combat capable blue and white water navy. There is a specific reference to the continuance of the Naval Task Force (page 35) and this ability to allow the Navy to deploy world-wide. The growing security challenges in the Arctic were also addressed with a bluntness that has been missing from earlier statements of the Government. On page 79, the document raises specific points on the “potential threats to the continent, such as that posed by adversarial cruise missiles and ballistic missiles.” While these potential threats are not specifically named in this reference, it is clear they are referring to Russia and possibly China. The only state that currently has the ability to launch either cruise or ballistic missiles via the Arctic, is Russia. By extension this poses a long-term challenge for the Navy. The policy makes reference to this threat in terms of modernizing the North Warning System. But the Russians are increasingly deploying their ballistic missiles in their SSBNs and continue to maintain their SSGN fleet. This means that the Navy will need to increase its ability to respond to this threat. Further complicating the long-term picture is the fact that the Chinese Navy has begun to develop its abilities to deploy in northern waters—first showing up around the Aleutian Island chain and northern Europe in 2015. This year it conducted combined exercises with the Russians in the Baltic Sea and subsequently sailed to Finnish ports. If this new arctic interest becomes reflected in the new submarine construction, and the new class of 093 and 096 are given under-ice capability, then the RCN will need to meet this “potential threat” as well.

In short, the Policy does a good job of outlining the new threat environment facing Canada as well as maintaining the capital programs that are needed to meet this threat. Unfortunately there are significant problems with the Policy when a larger political and historical context is considered.

First, Canadian Governments have almost exclusively used the development of official defence policy as a tool to make their views of defence known. There are no cases of Canadian Governments developing a defence policy beyond their mandate. Both Conservatives and Liberal Governments will only provide one such policy, and regardless of what changes may be occurring around them in the international system,

they will not move to produce a second policy or officially change the first. Experts such as Douglas Bland have concluded that this means over time the specific policy will lose its relevancy, thus long term promises that any such policy contains are often ignored over time.

This policy makes the point repeatedly that it has been carefully costed to be both realistic and deliverable. While this may be the case, the problem for the Navy is that many of the needed increases in expenditures are not scheduled to occur until after the next electoral cycle. In other words, the Government is promising that the “next” government will be the one that actually has to make the decisions that will see the overall budget increase to deliver on the promises made regarding the Navy.

Equally problematic is that while the Policy does promise to deliver on the 15 surface combatants to replace the existing fleet of frigates and the retired destroyers, it does so in a time period that corresponds with their promise to buy 88 new advanced fighter aircraft.

Pages 102 and 103 also show that the Government understands that the long term capital programs of the RCAF will be roughly of a magnitude of \$46 billion over twenty years while for the Navy it will be \$17 billion. For this to happen two assumptions need to be met.

First, there needs to be a long-term bi-partisan (and if the NDP were able to come to power in this time period tri-partisan) agreement to fulfil these spending increases. This is possible, but the past suggests is unlikely.

Second, the leadership of the Navy and the Air Force need to remain in agreement as to this division of resources in which the Air Force enjoys a 3.5 to 1 advantage. Officially the services will do whatever the politically elites tell them to do. Unofficially, if there is not long-term buy in by all the branches, there will be challenges in ensuring that everyone gets what they want.

Thus, *Strong, Secure and Engaged* is a frank and well considered Canadian Defence Policy. It has come to terms with the changing international security environment and has prepared a blue and white water navy that will retain a global reach, be combat capable and be able to fight alongside of Canada’s closest allies and friends. But, the perennial problem of all Canadian defence policies remains—will it actually do what it says it will. The track record in Canada on this point is not reassuring, but there is always a first time.

---

*Rob Huebert is an Associate Professor in the Department of Political Science, Senior Research Fellow Centre for Military and Strategic Studies at the University of Calgary. He is also a member of our Calgary Branch.*

As 2017 comes to a close, please consider making a tax deductible donation to The Naval Association of Canada's Endowment Fund. These funds are utilized for many worthy causes across our country and are tax deductible. A convenient donation form will be found on page 48 of this issue of *Starshell*.



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## REQUEST FROM THE NAVAL MUSEUM OF MANITOBA

Members wishing to donate old print copies of *Starshell* would be greatly appreciated by the museum. Extra / duplicate copies will be shared with other naval museums. Please address to: Claude Rivard, Curator, Naval Museum of Manitoba, 1 Navy Way, Winnipeg MB R3C 4J7. Many thanks!



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At 1601 GMT on 8 June 1940, the aircraft carrier HMS *Glorious*, escorted by the destroyers HMS *Acasta* and *Ardent*, was on passage from Norway to Scapa Flow when she unexpectedly encountered the German battleships *Gneisenau* and *Scharnhorst*. Hopelessly out-gunned, the entire British force was sunk with very heavy loss of life (*vide* Schober's Quiz #76). Shortly after sighting the German ships *Glorious* sent an enemy report on two frequencies—one for reception by RN shore stations, the other for H.M. Ships. Since there was no indication that the message had been received by any of the foregoing, the enemy report was repeated 15 minutes later. But for some inexplicable reason neither transmission had, apparently, been received by any ship nor shore station. In fact, one of the enemy reports had indeed been picked up by a Royal Navy ship—which failed to respond.

## Question 1:

Name the only ship to have picked up one of the enemy reports from *Glorious*.

## Question 2:

Why did the ship not respond to the enemy report?

Answers on page 39

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## LETTER TO THE EDITOR...

I am writing to correct some errors in Rear-Admiral Welland's memoirs. [See: *Part 16 - "Return to Halifax" of Rear Admiral Welland's memoirs, beginning pg. 28, Summer 2017 edition of Starshell, Ed.*]

I am not optimistic that there is much reader interest in my corrections, however, as a member of the 1946 RCNC class, I think there should be an official record of these corrections.

His remarks that I take issue with are: (1) "only 10% would become permanent officers."

**FACT:** there were 53 graduates of whom 28 opted RCN (53%); and (2) "none would reach Admiral's rank;" **FACT:** one made Vice-Admiral and three Rear Admiral. In addition, there was one Commodore, one Captain and nine Commanders. One also went on to become Deputy Minister of Defence.

These remarks do a disservice to the class, particularly those who were more successful.

*Sincerely, Robert Brown*

# The briefing room

All that's news and then some...

## Presentation to Jim Carruthers from VAdm Ron Lloyd, 24 November 2017



More than 80 members of NAC, the RCN Staff, family and friends joined together on Friday, 24 November to honour Jim Carruthers for the many years of dedicated work on behalf of NAC. On behalf of NAC Ottawa Branch, Barry Walker, Branch President and newly elected NAC Vice President, presented Jim with a copy of Ken McGoogan's book, *"Dead Reckoning: The United Story of the Northwest Passage,"* and also presented a bouquet of flowers to Gail Wilson for her unflagging support of Jim's work and life.

VAdm Ron Lloyd, Commander RCN, presented a personally-made shadow box containing a naval ensign and Canada 150 flag originally flown on HMCS *Calgary*, noting that the stands for the shadow box were made from the taffrail of HMCS *Athabaskan*. The tally on the shadow box reads as follows:

Presented to Jim Carruthers  
In recognition of your exceptional leadership and dedication  
as President of the Naval Association of Canada  
from 8 June 2013 to 21 October 2017

This Canada 150 Flag and Naval Ensign were flown  
by HMCS CALGARY and are presented on a stand from the  
Taff Rail from the last RCN destroyer, HMCS ATHABASKAN.

On behalf of a grateful RCN  
"Fairest Winds and Following Seas"

24 November 2017

## Endowment Fund Donation to The Friends of HMCS *Haida*



Bill Thomas presents Naval Association of Canada Endowment Fund cheque to LCdr Walt Dermott, President of The Friends of HMCS *Haida*.

At their August Board Meeting, a cheque in the amount of \$4,500 was awarded to The Friends of HMCS *Haida* by the Naval Association of Canada to assist them in air-conditioning and improving their Museum and Gift Shop at Pier 9, and to support their ongoing restoration of equipment on board HMCS *Haida*, including life raft bags, carley floats– and a newly acquired RCN pattern fiberglass whaler.

The Friends recruit, train and schedule volunteers to provide "colour commentary" for visitors to the ship and to assist with specific maintenance projects. They also provide educational materials and speakers to school and community groups to promote *Haida's* history and the contributions of the Royal Canadian Navy to Canada's involvement in times of war and peace.

**Please support the NAC Endowment Fund! A handy donation form will be found on page 48 of this issue of *Starshell*.**



## NAC National Archivist Succession

After 18 years of “fun and games” NAC National Archivist Fred Herrndorf relinquished his duties to former RCN Command Historian, Dr. Richard Gimblett on August 27, 2017. NAC National is extremely fortunate to have such an accomplished and dedicated person to assume this role.

Richard has been deeply involved in the National Archives, including the move to the Naval Museum of Alberta in Calgary. He indicated his willingness to assume the duties a few years ago; as a result he has been privy to all archival correspondence for a considerable period of time and is fully in the picture.

Please join me in wishing Richard *God speed* in this new endeavour and give him the same support and help that I received from you. Finally, please continue to make contributions of items of NAC and Naval significance, and also of our excellent *Starshell* publication, which contains such a wonderful history of the NAC and its members. We currently hold a complete collection from 1982 on, so it is the earlier issues which we seek.

Richard can be contacted by mail: 33 Greenway Circle, Port Hope, Ont. L1A 0B9, by telephone 905-0885 or by email to [richard.gimblett@me.com](mailto:richard.gimblett@me.com)

Fred Herrndorf

## Joint Support Ships to be renamed after *Protecteur* and *Provider*



Artist's Rendition

The RCN has announced the Joint Support Ships (JSS), its future Auxiliary Oiler and Replenishment (AOR) vessels, will be known as *Protecteur*-class ships.

The renaming of the JSS to *Protecteur* and *Preserver* by the RCN recognizes the distinguished and remarkable service provided by past *Protecteur*-class ships that have carried these names.

The renaming perpetuates the Battle Honors awarded to the forbearers of these ships and allows the future ships to add their own Battle Honours to the *Preserver* and *Protecteur* legacy.

In October 2013, the Government of Canada announced the Joint Support Ships would be named the *Queenston*-

class. Since that announcement, the original purpose-built AORs, the former *Protecteur* and *Preserver*, were paid off and are no longer part of the RCN fleet.

This fact presented the RCN, through its Ships Naming Committee with an opportunity to consider reusing the names of the original AORs, an option that was not available when the JSS were originally named in 2013.

This will be the second time in Royal Canadian Navy history that the name *Protecteur* will be used and the third time for *Preserver*.

Battle Honours are awarded to provide public recognition and record a unit's active participation in battle against a formed and armed enemy. *Preserver* will perpetuate one battle honour, Arabian Sea, and *Protecteur* will perpetuate two battle honours, Gulf and Kuwait, and Arabian Sea.

The term “paying off” refers to the British age-of-sail practice of paying a crew their wages once a ship has completed its voyage. In the RCN, the tradition continues with the term “paying off” referring to the formal ceremony where the naval jack, ensign and commissioning pennant are hauled down, the crew departs a ship for the last time, and the ship is no longer referred to as Her Majesty's Canadian Ship (HMCS).

The Ship's Naming Committee is formed prior to any vessel joining the RCN fleet, and consists of a small group of senior Royal Canadian Navy personnel, naval historians and veterans who present their recommendations to the Government of Canada.

The last ships to bear the name *Protecteur* and *Preserver* were brought into service in 1969 and 1970, then paid off in 2015 and 2016 respectively. The Joint Support Ships will provide at-sea replenishment capabilities, limited sealift capacity and support to operations ashore. They will be among some of the first of the Royal Canadian Navy's ships to be built by one of the competitively selected Canadian shipyards as part of the National Shipbuilding Procurement Strategy.

The previous intended names for the JSS were *Queenston Heights* and *Chateauguay*, in recognition of the land battles of Queenston Heights during the war of 1812.

CFB Esquimalt *Lookout*, September 18, 2017

## RMC Naval Cadets attend NAC Conference

This past weekend [19-22 October, Ed.] NCdt Monika-Isabel Pinto Lee and myself were chosen to represent the Royal Military College of Canada (RMCC) at the Naval Association of Canada conference in beautiful St. John's, Nfld. Over the weekend, the two of us took part in a variety of social and educational events that gave us an incredible insight into naval culture, the marine industry and the history of the RCN. For myself and Monika, opportunities like this do not

come around often, and any chance to leave landlocked Kingston, ON for either coast is an absolute treat.

At the conference, we had the opportunity to take part in discussions on topics such as human issues in passenger ship evacuation, training for maritime operations in the Canadian Arctic, and offshore safety and survival training at the Maritime Institute of Memorial University Newfoundland. In addition to the excellent briefings, we received tours of the multi-million dollar training simulators at MI, as well as their fire fighting and survival training facilities.



**L to R: Gail Carruthers, NCdt Monika-Isabel Pinto Lee, Capt(N) Ret'd. Jim Carruthers, NCdt Gavin Omand and Cdr Steven Archer.**

As you can imagine, we found these experiences to be captivating and informative, however as I sit at my desk back here at RMC and reflect, what really made the trip special was the time I spent with the members of the NAC. Over the four days, Monika and myself had the opportunity to meet and speak with veterans and industry leaders, dine with four Battle of the Atlantic veterans, and drink a special 75th anniversary brew in the time capsule that is the Crow's Nest Officers Club. For a fourth year naval cadet who is exactly 200 days away from his graduation (fingers crossed), getting to speak to those who have already seen and done it all, gave me the kind of perspective that you just cannot get anywhere else.

Monika shared in my sentiment stating: "Now a week back from our trip to the NAC Conference; it is easily the most memorable experience in the past year. Our interaction with the presenters, members and guests, have given plenty of insight as to what the NAC does for the RCN. I, NCdt Pinto Lee, believe the most memorable quote of the experience was that "the NAC works for the betterment of the Navy, not under or for it, but for its betterment." This quote rings particularly true now, as both NCdt Omand and I will be leaving RMCC and joining the fleet next year. Our experiences this

past weekend have given us a broader view of what it takes to keep our Navy current and competitive. Having the experience of exploring the Crow's Nest and its history, as well as St. John's, gives deeper meaning to what it means to be part of the longest serving element. I look forward to visiting St. John's as a LogO in a few years."

We would like to extend the most sincere thank you to Capt (Ret'd) Jim Carruthers and his lovely wife Gail. Without their generous donation and interest in keeping Naval Cadets involved in functions of this nature, we would never have had an opportunity remotely like it. The both of us feel truly fortunate to have had the opportunity. We hope that the NAC can begin a tradition of having future naval officers from RMCC at the conference.

**NCdt Gavin Omand, RMCC**

## **NAC Endowment Fund Donation to the Canadian Naval Memorial Trust**



**Peter Haydon (left) President NAC Nova Scotia, presents a cheque for \$8,000 from the NAC Endowment Fund to Wendall Brown of the Canadian Naval Memorial Trust.**

The above photo was taken in the After Seamen's Mess in HMCS *Sackville* on 10 November 2017 (note the wartime ship's company photo in the background). CNMT owns and operates the Flower Class corvette HMCS *Sackville*, Canada's Naval Memorial and the very last of the 269 World War II corvettes (122 built in Canada). She recently returned to the Dockyard after a very successful summer on Halifax's historic waterfront. Many members of the NAC-NS are also members of the CNMT. As many readers of *Starshell* will know, NAC-NS (as NSNOA) played a key role in acquiring and preserving "The Last Corvette" for future generations of Canadians.

The cheque covers grants for 2016 and 2017 to help with

interpretation of the ship through refitting some of the interactive displays, and also installing a public address system which is now required by Transport Canada to be fitted in museum ships. CNMT is very appreciative of NAC-NS's sponsorship of these grants and for NAC's financial support through the Endowment Fund.

**Douglas S. Thomas, Executive Director,  
Canadian Naval Memorial Trust • 902-721-1206**

## Ottawa Branch Awards Ceremony

NAC Ottawa held an Awards Ceremony at its monthly meeting on November 6th. Branch President Barry Walker presented NAC medallions to three members who were unable to attend the recent AGM in St. John's. NAC Ottawa Branch President Barry Walker did the honours.

**RIGHT:** Past Navy Historian and Ottawa Branch Past President Richard Gimblett receives his Gold Medallion at the NAC Ottawa monthly meeting on December 4th.



**LEFT:** Branch Vice-President and Co-Chair of the Battle of the Atlantic Gala, Tim Addison awarded the Silver Medallion.

**RIGHT:** Past Branch Membership Director Steve King is awarded the Bronze Medallion.



**LEFT:** Branch Director of Communications and Co-Chair of Parades & Ceremonies Nick Leak is awarded the Bronze Medallion.

## Windsor RCNA and the Memorial Cup



**The Memorial Cup** – emblematic of Canadian Junior 'A' hockey supremacy, was created to honour all military personnel who died in combat while defending our country. This year the cup was won by the Windsor Spitfires and brought aboard HMCS *Goose Bay* during her brief visit to Windsor, Ontario. Shown above are RCNA shipmates with the Cup on the fo'c'sle.

## Reserve Officer University Training Plan (ROUTP) Class of 1972 • Reunion

In May 1972, 45 young Canadians from across Canada gathered aboard HMCS *Cape Breton* in Dockyard Esquimalt, BC for their first summer training as Naval Reserve officers. Affectionately known as *The Fred*, the old maintenance and accommodation ship would be our home for the next four months, and little did we know then that this would be the start of a lifelong friendship.

Those summer training days were mind blowing in many ways. We met so many unique Naval Reserve and Regular Force officers and senior NCMs who each left their mark, and many of these remarkable characters became strong, early mentors to us. We knew we were a challenge for our leadership as we attempted to embrace things nautical, learn a new language and develop the skills needed to be productive and effective leaders in our respective Naval Reserve units. To this day, our class reflects on the importance of our training as young officers, how it defined us and gave us direction that would shape our futures and the various successes we achieved. Many of our class went on to serve lengthy naval careers in both the Regular and Reserve forces.

Since 1992, the twentieth anniversary of our first reunion organized by classmate Hugues Létourneau, the class of '72 has been getting together every five years in a different city to renew the bonds we forged so long ago. To celebrate 45



years of our very special friendship, nineteen members of our class and many spouses gathered in St. John's, Nfld., from September 7 to 10. Classmate Gary and his wife Liz—St. John's natives both—put together an active program that kept us busy with tours to Cape Spear, Signal Hill, the Johnson Geo Centre, The Rooms, and a bit of sea time aboard an Iceberg Quest tour. From the Meet & Greet at CFS St. John's, to the fabulous dinner at the Crow's Nest in the heart of downtown, a grand time was had by all. As one of our classmates put it, *"We drank beer and laughed a lot."*

It was just awesome to see everyone, to reconnect, to reminisce, tell stories, be entertained, laugh, and oh yes, drink beer! The interesting thing is, whether we spent only one year in the Naval Reserve or went on to decades of service in naval uniform, the bond of friendship we forged 45 years ago as a band of brothers through our shared experiences—some

of them very tough indeed—is as strong now as it ever was. We are happy to say that *We Happy Few* now includes a wonderful band of life partners who share their own special friendships, and who add an amazing dimension to our reunions.

During our closing brunch on Sunday morning we agreed that we will do this all again for our fiftieth anniversary in five years from now in Winnipeg, Manitoba, when most of us will be around age 70. We are all happy we took the decision to join our respective Naval Reserve Divisions 45 years ago, because without that we would never have had the experiences and developed the lifelong friendships that define in great part who we are today. It continues to be an outstanding adventure.

*"If they ask us who we are, we're the RCNVR..."*

**Dennis Schultz, ROUTP '72 (HMCS Chippawa, Winnipeg)**



## Naval Association of Canada Awards 2017

### BRONZE

Nick Leak OMM, CD • NAC Ottawa  
 Steve King OMM, SSM, CD, MSM(US) • NAC Ottawa  
 Becky Haydon-Batte CD • NAC London  
 Robert Kamphuis CD • NAC London  
 Robert J. Jenkins LVO • NAC Newfoundland  
 D. L. Bourne CD • NOAC Calgary  
 Rod Hughes CD • NAC-Victoria

### SILVER

Robin Allen OMM, CD • NAC Victoria  
 Barry Walker • NAC Ottawa  
 Tim Addison Gulf/Kuwait CD • NAC Ottawa  
 Robert Lancashire CD • NAC Nova Scotia

### GOLD

Ernest Reid QC • NAC Newfoundland  
 Dr. R. H. Gimblett Gulf/Kuwait CD • NAC Ottawa

### ERRATUM:

In The Briefing Room segment entitled "NAC NTO Shield Presentation," in the Summer edition of *Starshell* (page 26), I incorrectly identified my good friend Mike Cooper as "Mike Moser!" I have no idea where that came from but nevertheless it escaped two supposedly thorough proof readings by two proof readers. Mike, you have my humble apologies!

**The Editor**



NAVAL ASSOCIATION OF CANADA  
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## NAC Endowment Fund • Grants Approved for 2017

BRANCH	REQUEST	DESCRIPTION	CATEGORY	GRANT APPROVED
NAC London	BOA Memorial Project	Perpetual upkeep.	Past	\$3,000
NAC London	Royal Canadian Military Institute	Artist, framing and plaque for Cdr Turner.	Past	\$500
NAC Montréal	Essay Contest	Expansion of contest to RCSCC <i>Victory</i> and other RCSC units.	Future	\$1,000
NAC Calgary	Naval Museum of Alberta	Mounting HMCS <i>Preserver</i> .	Present	\$3,000
NAC Ottawa	Navy League Kanata	Sea Cadet training trip to Halifax.	Future	\$2,500
NAC Ottawa	RCSCEF	Sponsor Sea Cadet Scholarships.	Future	\$5,000
NAC Victoria	Quadra Foundation	Sea Cadet Scholarships.	Future	\$2,500
NAC Nfld.	Crowsnest	Creating a digital library.	Present	\$1,000
NAC Nova S.	HMCS <i>Sackville</i>	Shipboard Safety Communications System.	Present	\$5,000
NAC Nova S.	HMCS <i>Sackville</i>	Preservation of artifacts.	Present	\$3,000
NOABC	Metro Vancouver Naval Monument Society	Engagement for promotions, advertising and preparation of final model	Present	\$7,000

# The Last Post Fund A History of Service and Dedication

By RAdm Barry Keeler (Ret'd), National President Last Post Fund

This national not-for-profit organization originates from an act of compassion and respect. On a cold night in December 1908, an unconscious homeless man is taken by two police officers to the Montréal General Hospital. Allegedly inebriated, he is left in a room to sleep it off. Later on, the Head Orderly, Arthur Hair—a veteran of the South African War—noticed an envelope sticking out of the poor man's coat pocket. It contained an honourable discharge certificate issued to Trooper James Daly by the Great Britain War Office. Daly had served for 21 years under the British flag and this document was his sole possession.

Trooper Daly was not drunk but suffering from malnutrition and hypothermia. He died two days later at age 53. His unclaimed body would be turned over to medical researchers before disposal in a pauper's field. Deeply shocked by the Empire's disregard for its veterans, Hair raised money from friends and colleagues to give the soldier a dignified burial worthy of his many years of patriotic service. This was the catalyst for the creation of the Last Post Fund (LPF) in 1909.

The early work of the LPF was exclusively supported by private donations. Then in 1921, it was federally incorporated and began receiving regular financial support from the Canadian Government.

Since its humble beginnings, the LPF has ensured that no eligible veteran is deprived of a dignified funeral, burial and headstone for lack of financial resources. Its primary mandate is to deliver the Funeral and Burial Program on behalf of Veterans Affairs Canada. To date, over 160,000 veterans

from across Canada have received financial assistance under the program.

Eligible Veterans Include:

- A former member of the Canadian Forces.
- A Canadian Merchant Navy veteran.
- An Allied Veteran who meets certain conditions.

In addition, the LPF owns and operates the National Field of Honor located in Pointe-Claire, Québec. Established in 1930, this beautiful military cemetery, the first of its kind in Canada, has become the final resting place for more than 22,000 veterans and loved ones. The Field of Honour is available to veterans from across Canada.

In 1996, the LPF created a program mandated to place a military headstone on the gravesite of Veterans who do not have a marker. It is estimated that there remains some 4,000 unmarked graves in Canada. It is a huge challenge to find these sites and the Fund looks to everyone for help in making their discovery and reporting their whereabouts.

Please do whatever you are able to ensure veterans and their families are aware of the LPF, after all, "To honour and protect in death seems but a small return to those who have protected their country in life," wrote Arthur Hair, founder of the LPF.

You are invited to visit [www.lastpostfund.ca](http://www.lastpostfund.ca) or call 1-800-465-7113 for additional program details and information as to how to make a charitable donation.

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

## Endowment Fund

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Too little known RCN success stories...

## “Late Discovered Successes”

By Fraser McKee



**LATE DISCOVERED SUCCESSES** – In October 1940, HMCS *Ottawa*, one of only six destroyers with which Canada went to war, now commanded by Commander Rollo Mainguy RCN (later Vice-Admiral and the Navy's Chief of Naval Staff in 1951) was operating out of the United Kingdom with other Royal Navy destroyers. Toward the end of October, she rescued 118 survivors from outbound convoy OB-217 that had been disbursed and then the scattered ships attacked, taking the rescued seamen in Liverpool.

At sea again with HMS *Harvester*, the two were

ordered to the assistance of the modest Cardiff merchantman, SS *Melrose Abbey*, who had radioed she was being pursued and fired upon by a submarine some 500 miles southwest of Ireland.

The two destroyers indeed soon came upon the pair, *Ottawa* getting off five 4.7" salvoes as the two joined the fray. With *Harvester* also firing, the submarine dived. It took a while to get a modest ASDIC echo; attacked in sequence by the two warships, *Ottawa* making four attacks dropping 21 depth charges; *Harvester* reported making five attacks and dropping 62 depth charges,



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*Havelock* on November 8th was deemed probably to have sunk *FAA' DI Bruno*, although this was some 300 miles north of the assistance of the modest Cardiff merchantman, *SS Melrose Abbey*, who had radioed she was being pursued and *Ottawa* and *Harvester's* attack two days earlier.

Then, in a careful postwar review of records of the Bundesmarine's ordered operations, it was noted that those two ships' attack had been almost on *Faa' DI Bruno's* ordered DR track; also, an entry found in the Italian submarine *Marconi's* log reported an attack on her on 8 November in about *Havelock's* position, with only minor damage.

So, in a reassessment of the events, *Ottawa* and *Harvester* were now credited with sinking the Italian boat. No other evidence can account for its disappearance.

In fact it is the RCN's first wartime success, after the unhappy loss already of four warships — HMC Ships *Ypres*, *Fraser*, *Bras d'Or* and *Margaree*.

It is sad that Admiral Mainguy had died before this amendment was discovered. But his son, Dan Mainguy, also a Royal Canadian Navy Admiral, was delighted.

**ANOTHER POST WAR DISCOVERY** – In the early 1980s, Robert Coppock of the British Admiralty historical section undertook a complete review of all WWII U-boat losses that were not supported by hard fact—prisoners, identifiable debris, surrendered boats, etc.—now to be based on U-boat logs maintained at their headquarters in various locales throughout the war and fortunately seized in May-June 1945. He turned up about 60 cases where wartime assessments needed changing. Such is the story of HMCS *Morden* and the loss of *U 756*. This typical Type VIII C boat left Kiel on 15 August 1942 to join the *Vörowarts* group operating in the mid-north Atlantic, SE of Greenland, where they had located and attacked eastbound slow convoy SC-97 which had left Halifax on 22 August, sinking two ships on the 31st. *U 756* reported the attack and said she was following the convoy to set up

which would seem doubtful! While some oil was seen on the surface, no other debris or sounds of the submarine breaking up was heard and eventually the destroyers went off on other business.

They claimed a submarine sunk, with which the Western Approaches Command agreed. However, the hard-nosed Admiralty's U-boat Attack Assessment Committee, with no positive proof of the sinking, simply recorded "Probably Damaged."

As a result of Bletchly Park's breaking the German submarine codes, it was later learned that the Italian submarine *FAA' DI Bruno* had failed to report or return from operations out of Bordeaux, from which she had sailed on October 31st.

A good attack on an unidentified submarine by HMS



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a further attack (which signal was uncovered by Cop-pock). The convoy was by now escorted by two RN (ex-USN Town-class) destroyers and five corvettes of EG C-2; one the RN *Polyanthus*, four RCN including *Morden*. On the night of the 31st, *Morden*, Lt Jack Hodgkinson, RCNR was zig-zagging astern of the convoy at 2250 local time. Her alert radar operator picked up a faint echo close by and warned the bridge. Hodgkinson altered sharply toward the echo and almost at once the slight white wash of a wake was seen. The CO turned to ram the U-boat but now it belatedly saw the charging corvette and dove. Hodgkinson made a standard and operational 'urgent' attack by eye then, acquiring reasonable asdic contact, two more well planned depth charge attacks. Contact was then lost. After a brief look around in the black of night for any evidence and the convoy pulling away from him, Hodgkinson turned after it, his primary responsibility. He reported in his

after-action report that, "It was difficult to imagine that the U-boat could have avoided being hit by depth charges," claiming in effect a "probably damaged." However, again the dubious U-Boat Attack Assessment Committee simply recorded: "There was insufficient evidence of any damage."

However, if *U 756* had survived, she would have promptly reported on surfacing; the four other U-boats of the attacking *Vörwärts* group all survived and returned, there were no other reasonable attacks at the time and *U 756* was soon known to have disappeared with no further messages.

So in the postwar reassessment, *Morden* and Jack Hodgkinson are now credited with her destruction in a well-executed series of attacks. And this was at a time when the RCN was being criticized for lack of professional ability when hunting U-boats. We were better in fact than many thought!



## National Conference & Annual General Meeting St. John's, Newfoundland, 19-22 October 2017

Photographs courtesy Ronald E. Harrison NOABC



Vancouver will host the NAC AGM and Conference in 2019, so members Ron Harrison, Brian Cook and John MacLean (all NOABC) are getting ideas planning their 100th anniversary.



Jim Reddy (Captain of *Sackville*) and Hugh McNeill (Vice-Admiral Ret'd), converse at the Crow's Nest bar.



Jim Carruthers and Christopher Hearn (Director) in the state-of-the-art Marine Institute simulator.



Concentration at the head table for the NAC AGM, L to R: David Soule, Executive Director, Jim Carruthers, President and King Wan, National Treasurer (meeting held in HMCS *Cabot*).



Sherry Richardson and Pat Jessup of the Canadian Naval Memorial Trust.



Gerard Powell, Rod Hughes, RMC NCdt, Gavin Omand and Dan Sing at the Mess Dinner.





Crow's Nest President Gary Walsh (far left) with Margaret Morris announced two WWII veterans as the latest Life Members, Bob Watkins and Samuel Huntington. Two other Life Members were in attendance at the dinner, Arthur Barrett and Lou Howard.



Outgoing NAC President Jim Carruthers (left) is honoured with Crow's Nest memorabilia, seen with Dan Sing (National Treasurer) as they both step down from the NAC Board of Directors.



Ernest Reid QC is presented with his Gold Medallion at the Crow's Nest Club.



Jessie Huntington and her mother.



Ron Skelton (left) of Winnipeg and Murray Bialek of Calgary converse between sessions.



Margaret Morris with Gary Green who spoke on St. John's naval history through a fascinating presentation from his research into the Crow's Nest artifacts and records.





## 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 17 ~ "Staff Officer Anti-Submarine"

*We pick up the story in the Autumn of 1947, not long after Welland has been posted from Royal Roads on the west coast to Ottawa where he is appointed "Staff Officer Anti-Submarine."*

My work was in naval headquarters in the department that generated the requirements for new ships and aircraft. I was the 'Staff Officer Anti-Submarine.' I had plenty of ideas as to what was wrong with the ships I had served in during the war and before, including the lack of a laundry! I had tried to keep up with new technology while at Royal Roads by frequently visiting the technical schools in Naden, including 'my' Anti-Submarine School.

I was in the "Directorate of Air and Weapons." My fellow officers were also specialists; Bill Landymore had the 'Gunnery' desk, Ted Edwards the 'Air' desk, Dan Hanington had 'Navigation and Air Traffic Control,' and Bobby Murdock had 'Communications.' Our collective boss was Captain Duncan Raymond. We worked closely with the hull designers and propulsion engineers. The end-product of our collective efforts were complete proposals spelling out the requirements for future ships. These proposals, with a price tag attached, were sent to the Naval Board who would then attempt to create new shipbuilding programs or not. I was pleased with the organization and impressed with the way it worked. There was constant brain-storming, rafts of new ideas.

I was surprised by how much I didn't know! There was going to be a new ship-building program, the first since the end of the war. Our team was under pressure to specify the weaponry and other equipment that would be on board the new ships for the next twenty years. There were a lot of choices. Our choices decided what the ship would be; how big, how fast, what endurance. Even what it looked like.

I soon learned that the primary pressure came from the Canadian Association of Shipbuilders, an industrial group representing the owners of yards from Halifax to Victoria. They wanted to stay in business; so did their unions. These industrial people had built the freighters, the frigates, corvettes and minesweepers that equipped us for the war. They viewed the Navy as their saviour. There was a glut of merchant ships left over and nothing new was needed in that area. Everyone who mattered wanted the program to get going, and quickly; all politicians for the ridings with yards; all secondary industry that made boilers and engines and guns and asdics. Also everyone connected to the Navy payroll, like the dockyard mates in Halifax, Sidney and Esquimalt. I can't remember the Canadian taxpayer in odd places like Manitoba, Saskatchewan and Alberta being consulted or even being aware of this enterprise!

At this point in the evolution of our Navy it had been decided we would specialize in anti-submarine warfare. This was a logical

outcome of the war, where about 90% of our six year effort was devoted to coping with enemy submarines. The remaining 10% was in marginal activities like minesweeping, motor torpedo boats and landing craft (marginal, but all highly dangerous ones to person).

The political situation in Europe had already deteriorated concerning the spoils of the war, notably in Germany. The Berlin airlift was typical of the growing hostility between the western countries and the Soviet Union. Dozens of submarines were being built in Russia. So there were obvious reasons for the role Canada had chosen for its Navy. No one argued for anything else.

I was quickly involved in finding out what other countries were doing for future submarine and anti-submarine equipment, and especially what the Soviets had or might be getting. I needed to know what research programs showed promise in Canada and elsewhere. I had to know how much space, power and people new hardware required. I didn't have to start from scratch; I had relieved Bob Timbrell, also an A/S specialist. He had done plenty of homework. I also inherited his civil service secretary who knew her way through the headquarters paper maze. This lady could recognize tactless wording even before I wrote it. On the compilation of proposals she had advice for us writers: "The bigger the document the more chance it has of approval," she said. "Who's going to read that, cover to cover?"

On the subject of reader-attention she had sound advice: "No pictures, they make it interesting."

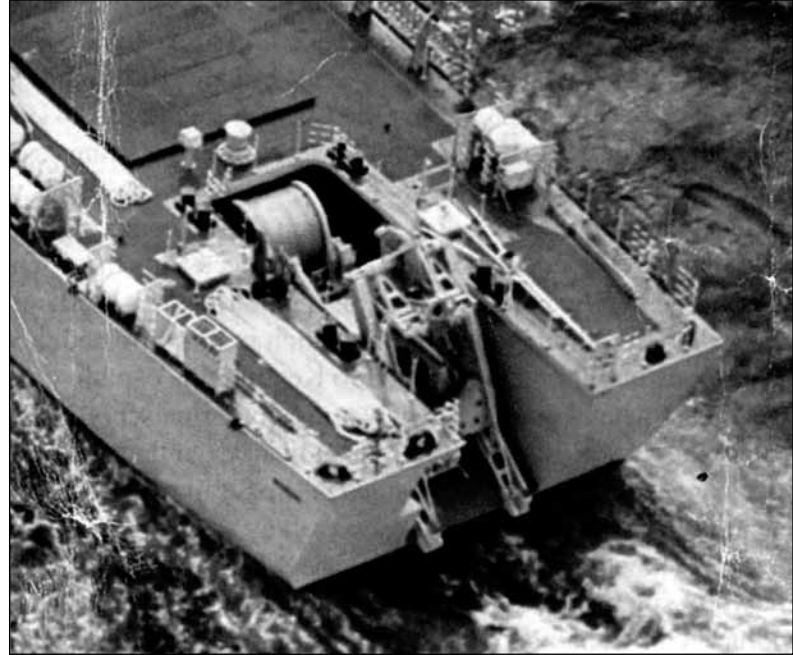
I got to know senior scientists on the Defence Research Board, notably George Field whose knowledge of sound-in-water was world renowned and his ability to explain it, wondrous. A revolutionary sonar system was in development in Ottawa and at Bedford, Nova Scotia. It involved immersing the sound transmitter and receiver deep into the sea and towing it. No other country was developing such a system. There were non-believers and therefore constant pressure to put the funding elsewhere. I had no trouble in becoming a vigorous defender of the sonar-dollars that George Field said he needed. The system was called Variable Depth Sonar, VDS.

Through the years of seagoing experience in Asdic equipped ships it was widely known that 'water conditions' affected detection ranges (We shall call it Sonar from here on.) I became acutely aware of the phenomena at the time I was in Pictou in 1941. On some days the echoes off 0-15 were not detectable at 1,000 yards, yet at other times ranges of 4,000 yards were possible. I had discussed this with Hans Soede; he suspected the cause was temperature changes in the water. On his own initiative he began recording the sea temperatures at depths only a submarine could do at that time. Soede had told me that on occasions these temperature gradients were so identifiable that he could balance his submarine on a gradient. He knew that the density of the water altered with the temperature., which in turn affected the buoyancy of his submarine. I had discussions on this subject with Bob Keating, the captain of the US submarine that we had on the west coast when I started the new anti-submarine school. Keating was also well aware of temperature gradients affecting his buoyancy. At that time I again experienced the remarkable difference of sonar detection ranges in the Strait of Juan de Fuca for no obvious reason. In our teaching in the A/S school, we were well aware that 'water conditions' made a difference. But, we had no idea what caused it. In retrospect I was dumb not relating temperature gradients, widely known to submariners, to the erratic sonar ranges from one day to the next and from one place to another. Our Canadian DRB scientists put it together in 1945. Eureka!

When I heard George Field talk about his research into temperature gradients, the

All photos author's Collection unless noted otherwise.

**Variable Depth Sonar installed in a destroyer. The towed 'fish' weighs 2 tons and can be reeled out to 600 ft. depth. In this image the 'fish' is in the water. When recovered it will stow itself into the cradle. Its functions are remotely controlled from the operations-centre in the bridge area.**



RCN Photo / Public Archives Canada

penny dropped. "It's like a prairie mirage," he told me. I had seen more than one prairie mirage on the plains of McCreary, where a town 30 miles away could be seen hanging upside down in the sky, the colours of the inverted grain elevators plain to see at that impossible distance. "The sonar transmission goes into a sort of sound-pipe and bonds, sometimes it echoes back, usually it just disappears," said George.

By the time I reached Ottawa in 1947, the scientists at DRB understood the physics. They had invented an instrument to measure and record water-temperature against depth. This device enabled them to deduce sonar ranges from the data; it was named "Bathythermograph." The idea that had evolved was to put the sonar transmitter into the temperature gradient that produced the longest detection ranges.

When I arrived in Ottawa that autumn of 1947, the hardware to do just that was being discussed. George Field predicted getting echoes off a submarine at 20,000 yards at all times of the day, anywhere. Ten times what we were then getting ... maybe.

The Defence Research Board (DRB) was a civil branch of the Department of National Defence; its personnel were mainly scientists. In 1948 the President was Dr. Zimmerman, a noted scientist himself. I had met him previously; his son, Adam, was a cadet at Royal Roads in my time there. I had done nothing to cause his father any trouble, and young Adam had graduated with distinction. (But typically, did not join the Navy.) I was now in a position where I could even help DRB. In concocting the 'operational requirements' for the new ships, I wrote in the requirement to fit VDS and explained

**The ship we designed in 1947-49. She was a great success. The seven ships were named the St. Laurent Class and nick-named "Cadillacs." The first was commissioned in 1955. This one is Skeena.**



RCN Photo / Public Archives Canada

why I needed a lot of help from George Field in explaining to my boss why the new ships needed something not yet invented!

I got the Variable Depth Sonar into the specs that were circulated for criticism within the Headquarters. Now it was up to someone to take it out against the pressure from DRB. I was learning 'how to' in the corridors of National Defence. I was flattered to be described by some ill-informed officers as "That DRB lackey." The in-fighting for dollars within departments was a blood-sport.

The VDS development program had a rocky ride over many years, but there was enough naval support to see it become an unqualified success. The operational equipment can echo off a submarine at ten miles when "water conditions" would have reduced the old system to half a mile.

Great benefits for Canadian industry resulted and still do. Many foreign navies bought the equipment from the Canadian manufacturers. George Field, the 'sound' scientist deserves most of the credit. George passed away a few years ago.

Another R&D program was the hydrofoil; a project more easily understood, less secret and more fun for its critics. The notion of lifting a boat's hull clear of the water on foils, so as to reduce skin friction and therefore gain speed, went back to Canadian, Alexander Graham Bell (of the telephone) and McCurdy (of the Silver Dart aeroplane of 1919). They had a prototype running in the Bras d'Or Lakes of Cape Breton in the 1920's. (The Navy loaned them the engine.)

The Navy had funded a minimal hydrofoil development program for many years, and now (1948-49), renewed its interest in possibilities enhanced by the evolution of the jet engine and much stronger steel. It was known at this time that nuclear-powered submarines would be able to make underwater speed of 30-35 knots, more than the destroyer-type ships could make on the surface. Chasing a quarry that is faster than the chaser has always been a losing game.

The specifications for an anti-submarine hydrofoil were very much a part of the work in our directorate. A sixty-knot boat, virtually immune to torpedoing and equipped with the new towed sonar seemed a promising candidate to cope with high speed submarines. We estimated that a hydrofoil would cost one-tenth of a St. Laurent-type destroyer and give a much better 'bang for the buck.' I became a great enthusiast and for many years took an active part in the development. I expound on the hydrofoil

program program later on, with photographs.

The R&D programs were highly interesting but my daily work centred on the new ship. There had to be close cooperation with the engine and hull designers, our directorate specified the speed and endurance for example. I soon learned that an increase in speed of only one knot would cost two million dollars per ship. "Will you please be realistic," said Commodore Rolly Baker, the chief of ship design, when we 'operators' called for 35 knots). As the new ship took shape on paper and equipment decisions were made, the cost became known fairly accurately. We were not given 'X' dollars and told to fit 'Y' ships into the money. We were told to come up with a new ship that would be a first-rate submarine hunter. Only then would those in power decide how many to build. Seven was the number approved by the government; the exact number of shipyards capable of building them. A pure coincidence and quite pleasing to the Shipbuilders Association.

In this period, 1947-49, the Trans Canada highway was being built; its cost was headlined in the press month after month. I remember reading that the dollars to build it across Manitoba (the first paved highway in the province) was the absolutely exorbitant amount of twenty million dollars. At this time I knew each of our ships was to cost forty-seven million. I remembered the gravel washboard-roads leading to Winnipeg, the clouds of dust, the flat tires and now the new road was to coast less than half of one destroyer. There was a lot of agitation against the ridiculous cost of the road across Manitoba. There was none against the destroyer program. That was the first time I became aware of priorities in the federal government. Had I been making the decisions, I'm pretty sure I would have cut the destroyer program and built that paved road all the way from Kenora to Calgary.

Soon after St. Laurent commissioned in 1955, she was sent to visit foreign navies. She had proved to be a highly efficient submarine hunter. She set new 'world' standards for submarine-hunting ships. Her captain was Bob Timbrell who had been part of the original design team. Bob told me that an American admiral on being shown around St. Laurent in Norfolk, VA, said, "I wish we could afford them."

No longer did the officers endure the 'open' bridge; bunks replaced hammocks, cafeteria messing fed people properly, there



**Bob Timbrell: The first captain of the St. Laurent submarine hunters.**

was a laundry, an ice-cream machine, air-conditioning and refrigeration. A WWII corvette sailor would have thought he had arrived in Heaven!

My two years in the headquarters was filled with long hours, quite a lot of travel, access to highly interesting "Top Secret" information and a most practical lesson in how to cooperate with one's fellows when arriving at a design. And in the spending of vast amounts of money.

"Everyone wants the top of the mast," I recall Commodore 'Rolly' Baker saying. Rolly put the whole thing together on his drawing boards. He patiently made us 'weapon-eers' arrive at compromises that would result in a working ship. "Of course 'radar' should be at the top of the mast. But so should the direction-finding antenna and the VHF and UHF radio antennas, and the identification lights." He let me win an argument when I wanted a 500 HP, 8-cylinder diesel generator, moved clear of the sound-sensing equipment low down in the hull. "I'll do it only because it makes sense," he said.

The Naval Air Arm had a prominent position in our directorate. LCdr Ted Edwards, a WWII pilot who had flown operations against the Tirpitz in Norway was 'Mr. Air' as far as the rest of us were concerned. One of his unofficial duties was to educate the rest of us about aircraft in general, but in the anti-sub element in particular. The Air Arm of the Navy had been introduced in 1943, and before the war ended we were operating two carriers, one, *Puncher*, is mentioned earlier, operating with *Haida* off Norway. By this time both these small carriers had been



paid off and a new one, *Warrior*, acquired from the Royal Navy. She was now in Canada and operational out of the new Naval Air Station, Shearwater.

Helicopters were showing signs of becoming reliable. They were being experimented with for anti-submarine purposes by the US and Royal Navies (and the Russians) who planned to put them into aircraft carriers. Edwards and other imaginative flyers: 'Pop' Fotheringham, Fraser Harris, Ray Creery (son of my captain at *Royal Roads*) had original ideas of putting the big helos into destroyer-sized ships, ships like the new one we were inventing. These embryonic ideas of 1948-49 resulted in our Navy literally inventing the system that put big helos into destroyer-size ships; ideas that resulted in markedly increasing the submarine-killing ability of our fleet. Many other navies have adopted our ideas and incidentally, purchased a lot of Canadian manufactured equipment.

Some items on the long list of new equipment invented and produced in Canada are: the 'bear-trap' haul-down system, airborne refuelling of helos from a ship, the artificial horizon bar (which I personally invented in 1962), the deep-towed scanning sonar, VDS, mentioned earlier. Foreign countries are still buying this specialized equipment from Canada.

I was closely involved with industrial companies who were interested in taking part in our developments, Canadian General Electric, Westinghouse, Sperry, Marconi. I was frequently in their factories. I had landed on my feet in Ottawa. I thoroughly enjoyed taking a significant part in the process of creating a new class of ship and in peering into the future with the R&D programs. But apparently I had to be moved along.

I was not pleased on being ordered to attend the Royal Navy Staff College in Greenwich, England. That would remove me from Canada for almost a year. My boss, Captain Duncan Raymond said, "Go," when I appealed to him to have the appointment changed. "It's the drill, if you want to be promoted to Commander."

I turned my work over to an officer I had persuaded some years before to specialize in anti-submarine, 'Tuffy' McKnight, so the work went ahead. This period in Ottawa got me interested in the higher management of the Navy, and in particular how equipment was acquired. I began to understand the relationships needed with industrial companies to make it happen. Forever afterwards I

**RIGHT – We sold our house and car and bought first-class tickets to England. Chris was not yet walking.**

kept my nose into new ship-development programs as will be recounted later.

This two year period in Ottawa was a busy time for Stephanie, as well as for me. I remember giving my golf clubs away so as to be available around the house. That's how busy we were! For some sort of denial record, I didn't pick up a club for the next 15 years!

### "LOOK ... IT'S WIGGLING!"

Soon after arriving in Ottawa, Stephanie discovered she was going to add a third person to our pair of boys. Christopher arrived on the 15th of October 1948. He was a handsome little guy, looking more like Stephanie! By the time we embarked for England, Chris was eight months old. He weighed a ton as we lugged him up and down gangways.

Being ordered to England for a period of just under a year enabled the Navy to avoid paying the fares of my family. This miserly regulation applied to all the services and to our foreign-service officers as well. It is possible that the present more generous rules result from people like me who whined and complained about the cheap behaviour of the federal government. I hope so. Before Stephanie and I decided to take the plunge and blow all our money on tickets, after having talked about me quitting. For the sec-

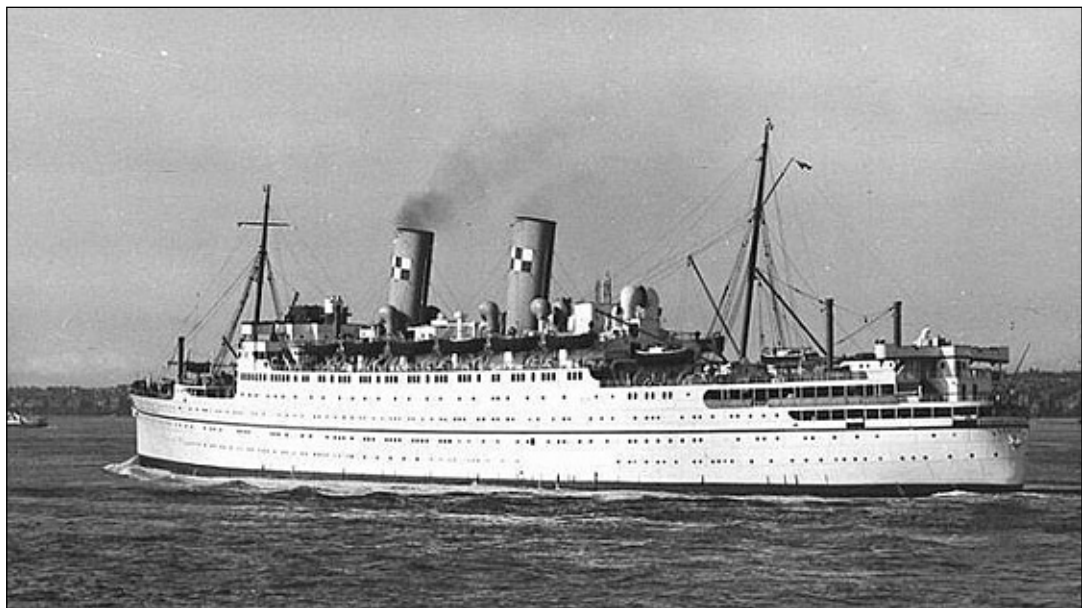


ond time. I was on the point of phoning Humphrey McMasters to ask if the [civilian] job was still open. But Stephanie laughed at my bad temper and said, "Let's just sell everything and live in a nice part of London."

So we sold our house, sold our station wagon, put our furniture in storage (at my cost) and board the Canadian Pacific Steamships' liner *Empress of France* for the passage to England. I was now likely to be promoted to Commander's rank, which was the key step in going further. "No one is sent to the staff course to remain a two-and-a-half!" said my boss, Captain Duncan Raymond.

My cadet term-mate, Bobby Murdock, drove us from Ottawa to Montréal to save

**The *Empress of France*; Mike and Tony mined it for goodies for the entire 2,500 mile voyage!**



Canadian Pacific Steamships photo.





Tony in London.

the \$50.00 train fare, "Hey, that's what it was all about," Bobby said to me recently. He is a retired Admiral, our kids are friends and keep in touch with each other.

It was a memorable ten days on board the *Empress*; Mike and Tony quickly discovered how much fun it was to get lost and have us scour the ship only to find them being spoiled by rich ladies with chocolates. "What charming little boys."

Stephanie and I dined and danced and gambled every night. An older Jewish gentleman, Mr. Goldmayer, whom we had met at dinner, made a point of offering the advice: "Your Stephanie is the most beautiful woman on board, but you must buy her better clothes." I was practically unconscious about her clothes up to this time. "Buy her expensive clothes while she is young and beautiful." She was elegant enough, even in her rags, to dance with Mr. Goldmayer. But from then on I did my best about her clothes and sometimes reflected on Slazengers and all that money I didn't have.

Stephanie and I decided to live in a fashion we could barely afford. An estate-agent took us up two floors in a stone house on Queen Street in South Kensington. It was a good address, two hundred yards from Harrod's. We were met by a tall, elderly lady. "I am going to Switzerland," she said., "I hope you will like my home." Our three boys were dressed in their finest. I was in uniform, Stephanie wore a canary-yellow silk

dress and looked six-times better than royalty. The lady walked us from room to room, each filled with the finest furniture, oriental rugs and paintings that even I recognized as valuable. Michael was five, Tony was three and not feeling well and Stephanie was carrying him. Chris was not yet walking so I lugged him.

Tony suddenly threw up; down Stephanie's yellow dress and onto a blue-gold Persian carpet. She gave me a look and said, "We may as well leave now." The English lady quickly left the room but immediately returned with damp cloths. She set about mopping up. When she had finished she took Tony in her arms, "Tell your Mummy and Daddy they can have my home as long as they keep you." Tony had clenched the deal!

So we lived at Queen's Gate Gardens. We hired a Danish student, a pretty girl called Berta who lived-in and did the baby sitting and chores. Chris and Berta became fast friends; she taught him to speak, but in her language, Danish. When we left England he was almost two and spoke Danish far better than he did English.

During that eight-month period we did theatres, galleries, museums, parks and Harrod's. On one occasion we had a memorable lunch in a spiffy Piccadilly restaurant as guests of an English couple. We had been served a green salad and were eating it when Michael announced, "There's a worm in my salad!" Mike had an unusually clear, high-pitched voice. It carried throughout the room. The conversation of a hundred people stopped, "Look it's wiggling!" he announced. He got out of his chair, held the worm aloft, "It's wiggling." He did an imitation of the two-inch long green worm with his fingers. He was laughing and so happy to have found such a splendid worm; he invited those nearby to see it. A man sitting close-by threw up. A dozen people left, some with napkins over their mouths. Stephanie and I exchanged smirks, deciding to let him carry on, "Look," he piped, waving his worm for all to see. A waiter rushed up and grabbed him and the worm. More people left. A few years ago Stephanie and I had another laugh about it. Michael can't remember it all. Maybe the waiter remembers.

I commuted daily from Kensington to Greenwich, a thirty mile trip. I boarded a double-decker bus outside the door and switched to a train at Charing Cross. At Greenwich I took another bus for the last

mile to the naval college. Within a few weeks of taking shelter behind the newspaper for the entire ride, as everyone else did, I was able to complete the "Times" crossword puzzle. Sometimes on the trip there, but certainly by the time I got off the bus at our front door. It was considered 'poor form' to ask one's fellow passenger, also immersed in the newspaper, for assistance with 'twelve across.'

There were 40 in our class; only a few were not in the Royal Navy. I knew about half of them through having been cadets together in 1936, or through meeting on operations during the six years of war. This made for a pleasant private life as we got invited to their homes. The tenor of the College, however, was rather gloomy and not enhanced by the Englishmen anguishing over having won the war and lost their Empire. Food rationing was still in effect. The street-scene between Charing Cross in central London all the way to Greenwich was 30 miles of bombed-out buildings and vacant lots. Their Navy was being reduced and along with it, their chances of promotion. They didn't have much to cheer about. They were much happier during the war.

We were not graded for performance during the course. I "passed" and have 'psc' after my name in some naval records. I doubt if anyone ever 'failed' and has 'fsc' after his name.

A major of the British Army, 'Bertie,' the



We lived in London's West End and looked very smart in our shorts and striped shirts.

only soldier on the course, may have come close to getting 'fsc.' On this day a senior civil servant from the Admiralty gave a lecture on the subject of 'Pay and Allowances in the Armed Forces.' He put the best face possible on the sensitive subject then offered himself up for questions. No one asked a question. He must have thought we were too shy and posed one himself, "Do any of you think the present pay and allowances are inadequate?" He had directed the question toward Major Bertie. Now it was a fact that the major arrived at the college each day in his own chauffeur-driven Rolls Royce, and that his family owned most of the city of Rye, a few miles south of Greenwich. Bertie rose to his feet, as was the custom when speaking to the lecturer, and said, "Sir, I give my pay to my chauffeur and he has not complained."

At the end of our stay in Kensington, Stephanie and I were able to thank the elegant English lady for her lovely flat. She remembered Tony, "You are the best looking young man I know," she said, giving him a kiss. Chris and his Danish friend, Berta, said goodbye in Danish.

We flew back to Canada with Trans Canada Airlines (TCA). They had just been equipped with new aircraft, the "North Star." Michael remembers the trip better than I do; it was his first ride in an aeroplane. He claims we made stops in Iceland and Newfoundland on the way to Montréal. He says his ears are still ringing because of 15 hours of the Merlin engines. The good times, a week of loafing on the great ocean-liners, had gone for evermore.

I was to take command of the destroyer *Athabaskan* on the West Coast. I was promoted to Commander, just as the system was supposed to work. This may be the place to boast that I was then the youngest officer in the RCN with that rank. Of course it was deserved! But I could not help thinking that getting command of this destroyer, at age thirty-two, was not such a big deal. I had already commanded two of them, from age twenty-five, when there was a war on.

### Gee, Isn't it Exciting

The 'North Star' took us to the Dorval airport where we counted the kids and took a train to Ottawa. I dropped in on my old office and was able to thank Duncan Raymond for his wisdom in pushing me into taking the staff course. His prediction that I would be promoted had come true; getting

**We lived in London's West End and looked very smart in our shorts and striped shirts.**



promoted was important, it was the only means of increasing my income. Tuffy McKnight, the officer who had replaced me on Raymond's staff, was thoughtful enough to report the new ship building program had roared ahead during my absence!

We stayed a few days in Ottawa to retrieve our stored belongings. Then we crossed the country via the CPR. Mike was six and on his third trans-Canada trip; he was fully capable of looking after Tony in the observation car and took pride in doing it. The quizzical look on Chris' 18-month old moon face let us know he was wondering what was happening. Where were the calm surroundings of his London home and where was pretty Berta? What was all that noisy flying for and why did his ears hurt so badly? And now this boxy little room with the trees and rocks rushing by the window? Stephanie, who was always sensitive to her baby's troubles gave him more than the usual hugs and read stories.

In Victoria I decided to buy a house. I was agreeably surprised it was possible to do so with no money. We had spent what we had on liner tickets and the flat in London. The Bank of Nova Scotia and a mortgage company let us buy the bungalow that Stephanie wanted. It was in Oak Bay at 1007 St. Louis Street. It cost a total of \$8,500. A year ago [2002, Ed.] I made a point of walking by. It was unchanged after 52 years. There was a sign on the lawn: "For Sale - \$318,400! I almost cried.

It was a fine house; Glen Lyon School was a five minute walk and Mike was quickly enrolled. Stephanie's brother, Craig, had gone to this same private school. Mike looked just fine in his grey shorts, white shirt and green cap. I bought a used Pontiac sedan. Maybe one could get along with no money! My new command, the destroyer *Athabaskan*, had replaced her predecessor which had been torpedoed and sunk in 1944 off France. She was the same class as *Haida*, a

***Athabaskan*. She was built in Halifax, completed in 1948 and had only 12,000 miles on her when I took command.**

RCN Photo / Public Archives Canada







—Colonial Photo by Bud Kraman.  
Fresh from lengthy refit and conversion, destroyer H.M.C.S. Athabaskan held highly successful full-power speed trials in Strait of Juan de Fuca throughout yesterday and hit speed "well in excess of 30 knots." Keenly interested in ship's performance were officers above, pictured on bridge. Left to right: Lieut. R. Leir; Cmdr. R. P. Welland, D.S.C., commanding officer, and Lieut. E. L. Olson.

Tribal,' and built in Canada. She was fitted with improved sleeping, feeding and refrigeration facilities and carried a crew of 225. She had the same 36 knot speed and was said to have cost forty million. I was proud to be her captain. I had stopped fretting about the cost of ships vs. gravel roads in Manitoba! I remembered that I had commanded an equivalent ship six years earlier at the height of the war when I was six years younger and two ranks junior. I put it down to peacetime inflation and stayed happy.

There was plenty of work; the crew were new to the ship and needed training to make her fully operational. None of that prevented me from being at home each evening and on the weekends.

We made day-trips for training purposes and one trip to Portland, Oregon to take part in a flower festival. I wondered why I was being paid for having such a nice time. It was April 1950.

## War in Korea

The fighting in Korea started on the 24th of June 1950, when troops from North Korea swarmed across the dividing 38th parallel and invaded South Korea. The United States reacted immediately and organized the United Nations, then in an embryonic condition. The UN demanded the North withdraw its troops. Instead, the soldiers of the communist North hastened down the peninsula overwhelming the defenders.

The Canadian government took little time to come to the support of the United States. The Americans had been keeping the peace

between the North and South Koreans since 1945. Mr. Pearson, the Prime Minister, offered three destroyers as the Canadian contribution should they be needed. Nothing was offered from the Army or the Air Force on the grounds those two services were required to defend Canada! A more truthful statement would have been that neither the Army nor the Air Force could have contributed anything for at least a year, which in fact turned out to be the case. (I was pleased to give the 'advance party' of the Canadian army Christmas dinner on board *Athabaskan* six months after the war started. There were twelve of them. The Air Force, bless them, never did get a

fighting airplane into Korea.)

With our government making promises, we scurried around getting the destroyers *Cayuga*, *Sioux* and *Athabaskan* ready to sail into a fighting area. We were ready to go on the 29th of June, fully armed, manned and trained. That was five days after the Koreans started fighting each other.

"Hard over Harry" DeWolf was then commanding our West Coast navy, which largely explains why we were fully ready to go to war with less than a week's notice. But we didn't leave until the 5th of July, and then we sailed only for Pearl Harbor. Our government had still not committed Canadian participation. But in order to be closer to the scene, the Navy in Ottawa, with Harry's connivance I would guess, moved the ships 3,000 miles closer to Korea. On the 14th of July, when we were already in Pearl Harbor, our government put the three destroyers under UN command and we sailed that day on to Korea. We arrived in the Japanese port of Sasebo on 30th July.

For the next ten months, *Athabaskan* fought the Korean War. It was completely different from my war against Germany. It was more like the storeyed accounts of buccaneers in the age of sail. There were no enemy submarines, no Heinkels or Dorniers, no sneaky E-boats; and on our side no convoys, no escort groups, no destroyer flotillas, no high seas, no ice that you couldn't put into a scotch and soda. And no one telling you how to do what was needed to be done, or even where to do it. I quickly discovered it was my kind of war; no manuals, no rules.

The US Navy and the Royal Navy had made a loose gentleman's agreement that

the east coast of Korea would be a US responsibility, and the west coast British. With mutual agreement the three Canadian destroyers became part of the British command. Two Australian destroyers were also part of the British command. This made sense as these ships were British designed and all used the same ammunition, which was different from the American.

A Royal Navy Admiral named Andrews assigned our tasks and made the arrangements for food, fuel and ammunition. He was jovial, efficient and amusing, and had won the title 'Wild Bill' from the Americans; he attended their meetings wearing a Texas Stetson hat with his otherwise formal Gieves uniform. His headquarters was not a grand battleship befitting his stature, but a Chinese river-gunboat commandeered into the Royal Navy. It was called *Ladybird*, and was propelled by a paddle-wheel steam engine, maximum speed 8 knots. It lay alongside a wharf in the Japanese dockyard in Sasebo. *Ladybird* housed good radio equipment and about six officers who helped the Admiral. *Ladybird* never left Sasebo, which was just as well; a brass plaque read: "Built by John Browns, Greenock, Scotland, 1912." Sasebo had been a major Japanese naval base during the war; it had not been badly damaged and there were excellent fuel supplies, dockyard cranes, even sport's fields. When we arrived the port was not busy, but as time went by large numbers of warships occupied the harbour. The entertainment facilities for the masses of sailors consisted of 'Saki' bars and swarms of 'hostesses.' A few months after the war began, the ship's libertymen, landing on the dockyard pier, were greeted by several thousand enterprising young ladies. At this time, five years after the end of WWII, the Japanese economy was in terrible shape and money was in short supply. These desperate circumstances for the Japanese explained the girls' activities. For my first patrol, two days after arriving, Admiral Andrews told me he couldn't issue formal sailing-orders because he didn't know what to tell me. "So just go up the west coast and stop the North from running supplies South." He said an oiler would be up in a couple of weeks with mail and food. He said the Korean Navy were giving me a liaison officer who spoke English and hoped he would be useful. "I'll try and send you some Korean motorboats to help you inshore."

To be continued on the appointment of a new editor.



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## Some Additional Photos from the NAC National Conference in St. John's



Gary Walsh, President of the "Crow's Nest" receives a NAC Endowment Fund grant from President Jim Caruthers. The grant will be used to progress a digital library on the history of this club.



Bill Conconi, President of NAC-VI and National President, presents Rod Hughes with his Bronze Medallion while Ed Williams, National Director and former President of NLNAC, checks Bill's handiwork.



Wayne Ludlow, President of NLNAC, presents a surprised and happy looking Robert Jenkins (NLNAC) with his Bronze Medallion.



Dan Sing (right), former National Director and Naval Affairs Chair, presents Barry Walker, President NAC-O with a Silver Medallion.

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Displacement	26,000 tonnes
F76 Fuel	10,497 tonnes
F44 Fuel	1,332 tonnes
NATO	Fully ATP-16 compliant
RAS	4 x masts
Aviation	1 spot, 2 hangars
Passengers	150 + 200 HaDR
Hospital	Role 2 - 3 / 30 pax
Propulsion	Conventional + Retractable Thruster
Dynamic Pos	Yes
Speed / Range	22 knots / >10,000 nm
IPMS	Yes, L3 Mapps
Bridge System	OSI Nav-Tac
CIWS	Fitted for but not with
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Small craft	Yes

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## Answers to Schober's Quiz #77 on page 12

### Answer #1:

The 'County' Class heavy-cruiser HMS *Devonshire* (Capt J. M. Mansfield, RN).

Completed in 1929, *Devonshire* displaced 9,380 tons standard; her 80,000 H.P. engines produced a maximum speed of 32.25 knots. The main armament consisted of 8 x 8 inch guns in four turrets.

At the outbreak of the Second World War, *Devonshire* was on the Mediterranean Station, a unit of the crack 1<sup>st</sup> Cruiser Squadron commanded by Vice-Admiral John H. Dacres Cunningham (13 April 1885 – 13 December 1962) — no relation to Admiral of the Fleet Andrew Browne Cunningham. In November 1939, the 1<sup>st</sup> Cruiser Squadron was reassigned to the Home Fleet, and Admiral Cunningham now flew his flag in *Devonshire*.

### Answer #2:

On 7 June 1940, the King of Norway, Haakon VII, his family and entourage, together with senior members of the Norwegian Government and their families, secretly embarked aboard HMS *Devonshire* at Tromsø for passage to Britain. Admiral Cunningham's orders were for the cruiser to proceed independently to the United Kingdom, taking all possible precautions for the safety of her passengers and maintaining absolute radio silence. The safe arrival in Britain of the VIPs onboard was paramount.

However, less than twenty-four hours after departing Tromsø, *Devonshire's* telegraphists picked up *Glorious's* enemy report. This presented Admiral Cunningham with a troubling dilemma, the more so as the absence of wireless traffic indicated that no other British ships were aware of the aircraft carrier's plight. Under normal circumstances, *Devonshire* would have raced to *Glorious's* assistance — with less than 50 miles to go — while relaying the carrier's enemy report to the nearby Home Fleet. But Admiral Cunningham's orders were explicit: the safe arrival in England of *Devonshire's* illustrious passengers transcended all other considerations.

The Admiral evidently felt that given his orders, he had no choice but to leave *Glorious* to her fate. Moreover, with 461 civilian passengers onboard — including women and children — *Devonshire* could not risk a fight with two enemy

battleships. With obvious reluctance the admiral declared *Glorious's* enemy report to be too garbled as to merit action.<sup>1</sup> Then he ordered Captain Mansfield to maintain radio silence, increase to full speed and set a course well clear of the aircraft carrier's position. *Devonshire* duly arrived at Greenock on June 10th without further incident, and her distinguished passengers made their way to London to set up a Norwegian government-in-exile for the duration of the war.

Did the powers that be approve of Vice-Admiral Cunningham's fateful decision? It would seem so, as Cunningham eventually attained the rank of Admiral of the Fleet; and on 24 May 1946, he succeeded his illustrious namesake as First Sea Lord.

A full accounting of the events leading to the loss of the *Glorious* and of Admiral Cunningham's actions upon receiving her enemy report, is yet to be released to the public. Highly classified during the war, all files and documents relating to this melancholy affair remain sealed by the Admiralty until 2041.

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<sup>1</sup> The three telegraphists onboard HMS *Devonshire* who had handled *Glorious's* enemy report subsequently testified that the message was perfectly clear.

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**BELOW** (Clockwise from top): HMS *Devonshire* during WWII, post-war she served as Dartmouth cadet training ship; King Haakon VII of Norway; Admiral J. H. D. Cunningham (centre) and the King (right) aboard HMS *Orion* at Naples, 22 August 1944.

[With apologies for photo quality, Ed.]



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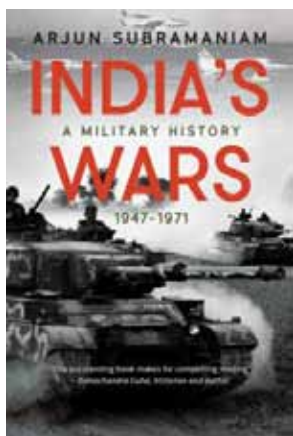
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## INDIA'S WARS: A Military History 1947-1971

By Arjun Subramaniam

US Naval Institute Press, 2016, 576 pages,  
hardcover, US\$20.00, ISBN-10: 1682472418;  
ISBN-13: 978-1682472415.

### Reviewed by LCdr (Ret'd) Gordon Forbes

Well, this was a different assignment from the editor of *Starshell*. A book about the Indian Armed Forces during the early years of independence was an intriguing opportunity. I'm glad I took it.

If you are like me, you probably don't pay much attention to Indian military history. We saw the headlines in the paper years ago about wars going on over there, but didn't get too excited about it since it seemed so far away and the war was local. This book fills in the details and lets us know why they were important. The book covers the wars that India has fought between 1947 and 1971. There were five wars: three against Pakistan, one against Portugal, and one against China. This book covers all five of them plus a few actions within the country.

The book begins relating Indian military history before independence from the wars before the British arrived, to the wars against the British invasion and fighting alongside the British in World Wars I and II. This latter experience formed the basis for the Indian armed forces post-independence.

The first post-independence war was against Pakistan soon after partition. It was over the oft-disputed areas of Kashmir and Jammu. This area would become the focal point of several wars. Also discussed was the attitude of the Indian government under Nehru who was strongly pacifist and the effect this had on the conduct of the war.

At the time of their independence, India and Pakistan had a combined total of 556 princely states ruled by Maharaja (Hindu) and Nizams (Muslim). They had been a handy way for the British to control a diverse India. However, the two independent countries now had to bring these into the new nations.

During 1947 and 1948, most of the states were successfully integrated, but a few refused. In several of these states, the Indian armed forces played a part in putting on a show of force to demonstrate that India was serious about their accession. In at least one state, Hyderabad, an actual invasion of the state was required to

make it succumb.

The second war was a short one in order to liberate Goa from Portugal. There was some risk in undertaking such a liberation action because of the possibility that Portugal would be aided by her NATO partners to prevent such an event. This is one reason why it was not until 1961 that India decided to take such a chance. In this they were decisively successful.

A far more serious situation arose in 1962 when a belligerent China challenged India at the frontier in the north-east of India. Although an agreed border had been in place for many years, the Chinese accused India of building forts on the Chinese side of the line. Initial skirmishes led to more serious fighting with China finally invading Indian territory. The result was a clear defeat of the Indian armed forces involved. This led to a cease fire that restored most of the lost territory.

The second Pakistan war occurred in 1965. The battleground again was Kashmir, and this war showed the growth of the Indian forces, particularly in air-ground cooperation, although the Pakistani forces also showed increased capability. After several battles a cease fire was arranged and the region remained a stalemate.

The final war also involved Pakistan. But this encounter took place in both the east and west of India. Although the war in the west ended in another stalemate, the war in the east was a resounding success with all three armed forces playing significant roles. This part of the war saw the area that had been shown as East Pakistan emerge as the new country of Bangladesh.

The book gives a very good account of each of the wars and military actions, including how the maturity of both the Indian armed forces and the Indian government grew with each war. A minor gripe is the need for a map of India as a whole to help pinpoint the regions mentioned. However, since the book is obviously written with a larger Indian audience in mind, perhaps this is to be expected.

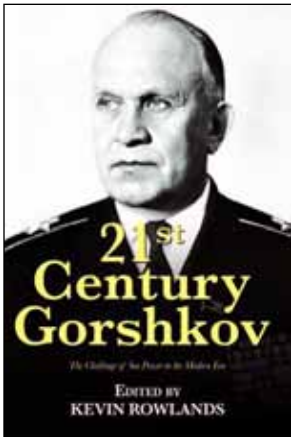
The author, Arun Subramaniam, is an Air Vice Marshall in the Indian Air Force who has been both a fighter pilot and a scholar with a PhD in defence and security studies. His position has allowed him to interview many veterans of the wars, several of whom went on to senior positions in their service. His motivation for writing the book was his concern that Indian military history was not well known, including in India.

This is a very interesting and enlightening book. At 454 pages, not including annexes and notes, the book covers a lot of ground. It does leave me with one dilemma: does this book belong in a naval library? We'll give it a try and see.

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

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## 21st Century Gorshkov: The Challenge of Sea- power in the Modern Era

Edited by: Kevin Rowlands

US Naval Institute Press, 2017, 178 pp, notes,  
soft cover, US\$29.30, ISBN 978-68247-159-3

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

If ever there was a poster boy for longevity in a naval command role, then surely the late-Sergey Georgiyevich Gorshkov, Admiral of the fleet of the Soviet Union and Commander of the Soviet Red Navy from 1956-85 is it.<sup>1</sup> Under his leadership the Soviet Navy went from being a largely coastal defence force to a true, blue-water navy, which included nuclear powered and equipped submarines, and which posed a threat to NATO during the Cold War.

This book is part of the 21st Century Foundations series which aims to put the writings of past military leaders within the context of modern-day defence discussions and debates. This particular volume is unique in that, thus far all other books in the series had been about Americans, and so this one represents the view from, "the other side of the hill," as it were.

In the author's view, Gorshkov was a multi-faceted individual, and is variously described as war hero (having commanded the Azov and Danube Flotillas in the Second World War Flotillas), patient politician, architect, strategist and finally, writer. A short description is given of each of the first four personas, but it is Gorshkov's writings through which we gain insight to the other aspects of his character. Admiral Gorshkov was a prolific writer and his most works fall into two categories: first, a series of articles written between 1972-73 for the Soviet journal *Morskoy Sbornik* (Naval Digest) in the early 1970s,<sup>2</sup> and a second book, "*The Sea Power of the State*" published in 1976 and subsequently translated into English. Indeed, Mr. Rowlands was able to receive permission from Russian authorities to reproduce Gorshkov's works here. He thematically organizes and then analyses Gorshkov's writings in chapters entitled: "Teamwork," "Ethos," "Science" (which is how Gorshkov categorized tactics); "Art" (how Gorshkov termed strategy); "Navies, Power and Prosperity"; "Sailing the Global Commons;" and "The Lessons of History." Gorshkov's writings also touch on many other topics such as how societal changes can drive the development of military forces, what would now be termed, aspects of The Law of the Sea, and the continued importance of the human in the loop in the face of technological achievements.

While Gorshkov's writings contain those elements that one would expect of a Cold War Soviet leader, such as extolling the virtues of the USSR while being highly critical of the West, he also comes across as a somewhat humble man, giving little credit to his own role in the joint operations in which his flotillas were engaged in the Second World War. Where he felt that praise was due, such as to the crew of a nuclear ballistic missile submarine, he freely gives it. At

the same time, where he believed that standards were not being maintained, he did not shy from naming and shaming ships and their officers, such as Captain Lieutenant V. Rodin of a Black Sea Fleet minesweeper, who in Goskov's words had, "...deviated from the requirements of the Naval Regulations and paid dearly for it."

Gorshkov's legacy lived on for a time at least in the Russian Navy aircraft carrier named after him, a vessel which has since been sold to India and which has been renamed the INS *Vikramaditya*. In the editor's view, the main contribution of Gorshkov has been to remind us there is always an "alternative view." In our lifetimes, it has been Anglo-American views of the place of sea power in the world which have generally held sway, but will this always be so? China's Navy is going through a large expansion, including development of an indigenous aircraft carrier. Our own navy is set to receive new capabilities in future and while the RCN's future expansion will not mirror that of Gorshkov's navy, might there emerge a uniquely Canadian way of war in the maritime domain that takes into account our geography and our government's view of our place in the world? Gorshkov was the right man at the right time for his country, at a time when, "The utility of sea power was not intuitively understood in Moscow. To get to the next stage of development, the Red Navy needed a champion."<sup>4</sup> I reckon that he could have been describing our own home and native land. Recommended.

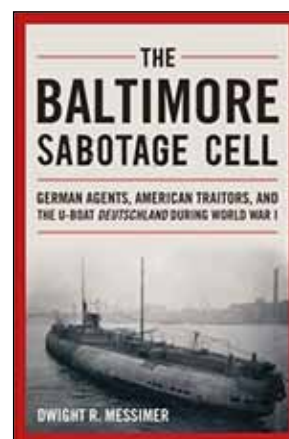
<sup>1</sup> To be fair, US Navy Admiral Hyman Rickover spent three decades as head of the USN's Naval Reactors Branch and of the Division of Reactor Development in the Atomic Energy Commission (AEC), representing an equally impressive tenure.

<sup>2</sup> These were subsequently translated and reproduced in the US Naval Institute *Proceedings* journal.

<sup>3</sup> *21st Century Gorshkov: The Challenge of Sea Power in the Modern Era*. Ed. by Kevin Rowlands (Annapolis, US Naval Institute Press, 2017) p.51.

<sup>4</sup> *Ibid.*, p.3.

Colonel (Ret'd) Williams is the Executive Director of the Royal Canadian Artillery Association.



## The Baltimore Sabotage Cell: German Agents, American Traitors & the U-boat *Deutschland* During WW 1

By Dwight D. Messimer

US Naval Institute Press, 2015, 265 pp, illustrations, maps, appendices, notes, bibliography, index, cloth, US\$35.95, USNI member discount) available as e-book. ISBN 978-1-61251-869-5.

### Reviewed by Cdr (Ret'd) Fraser McKee

Most readers of naval history, particularly submarine history, will be familiar in general terms with the story of the 1st World War German cargo submarine *Deutschland*. With Germany practically isolated by the British blockade by early 1915,

the USA, still neutral, as a growing industrial nation and with a significant ex-German sympathetic population, with the active support of their Navy Germany turned to the astoundingly rapid development of building two cargo submarines to circumvent that blockade. In the days before ASDIC (sonar in today's terms), once a submarine submerged it was almost assuredly undetectable. Thus vessels like this to carry vital specialty cargo were a reasonable program. In fact, two were specifically built, *Deutschland* and *Bremen*, although only the former ever completed a single commercial voyage. In fact six of these cargo U-boats were contracted and begun.

This book by Messimer assesses the need and visibility of that program, sets the background reasons and then, largely unknown to naval readers explains the close connection, at the American end, with a parallel operation of a sabotage cell also in operation with many of the same people. The tale isn't an easy read in itself for two rather minor reasons: the author goes into considerable infinite detail that could have been edited out without losing the thread; description of the storage plant fencing layout, previous lives of most of the submarine crew, specific sailing details, etc., and, an odd coincidence, most of the Germans' names involved ashore in the US and in Germany begin with an "H." Like reading Tolstoy's "War & Peace," one almost needs a crib sheet! But it is indeed, a tale worth recording.

The two enterprises—the acquisition of vitally short supplies from at least a neutral nation prepared in part to continue trading with Germany, and a sabotage planning cell actively working to spread disease in animals destined for the Allied fighting forces in Europe and to blow up armament production facilities in the US itself—were completely unrelated and did not affect either plan's progress. The still unproven fire and explosion of the Black Tom munitions factory in New Jersey on 29 July and other actual and planned sabotages were run out of the same offices in Baltimore as the arrangements made for the planned U-boat arrivals, sale of inbound cargo and supply of contracted cargoes. But apart from the most senior managers there was no inter-connection between the two major operations.

As happened with the German high speed improved submarines in the 2<sup>nd</sup> World War, this valuable and quite possibly major building program was just a little too late in its actual implementation. By the time *Deutschland* was built, very briefly tested and made her maiden direct voyage to the US, it was July 1916. She arrived back in Germany with a vital cargo at the end of November; her duplicate cargo submarine *Bremen* had sailed also for Baltimore ... and just disappeared enroute, very probably due to an instability diving accident; no one has any idea. The attitude in the US was becoming more hostile and in February 1917, they declared war on Germany, so it was all for naught after all.

But the story of the machinations of the German government to ensure the two submarines were really just submersible merchant "ships" run by a specially formed civilian company and thus not subject to interment as "foreign warships" (neither in fact had torpedo tubes or guns of any description, although *Deutschland* was converted into a large attack U-boat in 1917, *U 155*), to arrange the over \$6 million sale of badly needed dyestuffs to the US and acquire almost 800 tons of raw rubber, nickel and scientific instruments in exchange, is the stuff of a good detective story. The whole enterprise was a near balance between German industrial and submarine building skills, publicity of their abilities and the secrecy of acquiring, storing and loading the outbound product which the author tracks with much effort as identified in his 17 pages of notes. The boat's

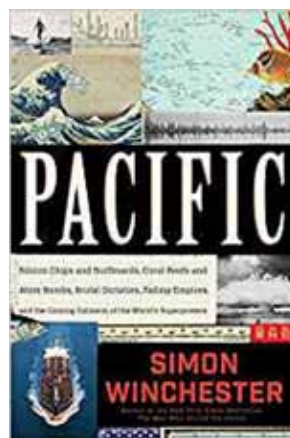
Captain Paul König, in fact an experienced U-boat commander, published his own rather self-laudatory and not entirely accurate story right after his return in 1916 and there are other interesting notes; such that we only have that version, and some letters by crew and others involved, as *Deutschland's* actual logs were lost in the bombing of the German archives during the 2<sup>nd</sup> World War.

Considering that genuine operational war submarines had only been in operation about 14 years when these two boats were put into actual trans-ocean service, and there wasn't time to undertake any genuine trials of a brand new submarine design concept or of carrying upwards of 1,000 tons of semi-loose cargo, it makes for amazed reading and appreciation by anyone with an awareness of submarine operations. Also the attitudes at the American end, both their need for the German-supplied product and the acquisition and storage of the outbound product, make for interesting political and social examination.

The eventual conversion and arming of these monsters to be 'U-Cruisers' in the unrestricted U-boat war after February 1917, is also an interesting addition to the tale, as are their eventual war patrols.

Messimer knows whereof he writes, as he has published several books on German submarine operations and gives a good academic assessment as to why and how the difficult operation was planned, the boats constructed, the undertaking itself and its interconnection with the sabotage network operating separately but relatively alongside in the Baltimore commercial offices. Well worth its shelf space.

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



**Pacific: Silicon Chips & Surfboards, Coral Reefs & Atom Bombs, Brutal Dictators, Fading Empires and the Coming Collision of the World's Superpowers**

By Simon Winchester

Harper Collins (2015), 492 pp, illustrated, hard-cover, available through various venues and bookstores including Amazon.

**Reviewed by LCdr (Ret'd) Gordon Forbes**

The subtitle of this book pretty well describes its scope: "Silicon Chips and Surfboards, Coral Reefs and Atom Bombs, Brutal Dictators, Fading Empires and the Coming Collision of the World's Super Powers."

In "*Pacific*," Simon Winchester sets out to tell about the Pacific Ocean in modern times. Those of us who were, or are, in the Navy no doubt sailed on the Pacific at some point in their career. Many of us remember training cruises to Southern California and Hawaii. Some may even remember cruises to the Far East or through the Panama Canal. We probably remember the Pacific as a pretty

benign place to sail, with warm winds and mainly placid seas. Although some of us can also remember some very rough weather, particularly in the North Pacific where our home port resided.

Simon Winchester is one of my favourite authors, capable of telling the most interesting stories with, on occasion, almost poetic language. He has written several books over the years including *Atlantic* and *Krakatoa*, to name just a couple. Many of his books describe natural phenomena. In *Pacific*, Winchester has brought forth the romance and wonder of the Pacific as well as some of its power and threats. The Pacific is surrounded by the tectonic formation that causes the so-called "Ring of Fire" that is the source of so many volcanic eruptions, earthquakes and tsunamis. The Ring is also the source of many of the islands and atolls that are sprinkled throughout this vast ocean. The Pacific is the largest geographic feature in the world at sixty-four million square miles. It could contain within this size, all of the continents of the world. It is also the world's oldest body of water. Among its other features is the deepest trench in the world and some of the largest countries, in terms of area covered. It is also the source of all the weather that affects all the countries in the world. It is truly a beautiful and fearful thing.

The book describes all of this as well as the man-made promises and threats that are influencing this ocean and its peoples. From the detonation of so many atomic weapons, undersea mining and the construction of artificial islands, as well as the problems these have caused and are causing to the inhabitants. Winchester describes them in detail. Other chapters of the book describe political developments throughout the region, the development and joy of surfing and the initiation of the Asian electronics boom. The last chapter is the darkest because it projects the impending clash between the US and China and a possible solution to prevent the clash. With the current US President, that clash may come sooner rather than later.

This book is a wonderful, eye-opening experience and should be of interest to anyone who has been on or around the Pacific Ocean or who wants to learn more about the wide variety of subjects that it's ten chapters provide. I don't know when I've enjoyed a book as much as I've enjoyed this one.

*LCdr (Ret'd) Forbes is an ex-Project Management Professional and frequent contributor to our 'Starshell' book review column*

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### Remembering Our Naval Successes by Fraser McKee...

## An Early Battle of the Atlantic Cooperative Success

In the bleak days of 1942 and '43, convoy after convoy was attacked by up to 40 U-boats. Few escaped without sunken merchantmen. However, at long last, long-range anti-submarine aircraft had been made available to partly close 'The Black Gap.' Small escort carriers were being added to some convoys with the venerable Swordfish aircraft. The quality of attackers had improved, largely through hard-won experience. Also, the point of this story: there was an improving ability for communications between Allied naval services and the airmen in RAF *Sunderland*, *Canso* and Fleet Air Arm *Swordfish* aircraft.

Convoy HX.237, consisting of forty-eight merchantmen, had left New York on May 1st, 1943, bound for Great Britain. Its mid-ocean escort was the Canadian experienced C-2 Group comprised of the corvettes *Drumheller*, *Chambly* and *Morden*, with the Senior Officer LCdr E. H. Chevasse in the elderly ex-US Navy four-stack destroyer, *HMS Broadway*. In support were the frigates of the RN's 5th Support Group and in the convoy the escort carrier *HMS Biter*, for a satisfactory total of nine escorts.

Early on May 11th, in mid-Atlantic, *U 456* sank the freighter *Fort Concord*, and on the 12th, *U 221* the Norwegian tanker *Sandanger*. That vessel sank slowly as she dropped astern. Her wireless operator reported 15 of her crew had abandoned the ship into a lifeboat, and Cdr Chevasse sent *Drumheller*, commanded by Lt Leslie P. Denny RCNR back to rescue them which she did.

Then hurrying at 15 knots to catch up to the convoy again at dawn on the 13th with its masts just visible over the horizon, the bridge watch noticed a *Sunderland* aircraft patrolling about ten miles out to starboard of the convoy. The Officer-of-the-Watch Lt. K. B. Culley, watched as the aircraft dropped down closer to the surface and began circling. Something was up! Culley altered toward and called the Captain. Then the *Sunderland* "G" of the RCAF's 423 Squadron, sent out to cover HX.237, called *Broadway* asking for support. The pilot, F/L John Musgrave RCAF, also flashed *Drumheller* by Aldis-lamp, saying she was attacking a surfaced U-boat and needed help.

Denny told Culley just to make the pipe that action stations would be sounded in five minutes to avoid the unsettling alarm bells as the off-duty men were just waking and cracked on maximum revs.

As they approached the scene the sky was seen full of tracer from the belligerent U-boat's 20mm and the aircraft's return fire. Denny opened fire on the U-boat with their 4-inch gun at over two miles. The U-boat's bridge watch, concentrating on their battle with the *Sunderland*, hadn't seen the corvette hustling up astern, and with shells falling close, promptly dived in 30 seconds at 0840, unable to face two adversaries at once.

The aircraft dropped two depth charges close to the diving position with no observable immediate results. With the *Musgrave's* first report, Chevasse had dispatched the frigate *HMS Lagan* (LCdr Albert Ayre, RNR) in support, so with the two warships approaching, the *Sunderland* departed to continue with its convoy protection. But as well, a *Swordfish* aircraft from the RN's 811 FAS Sqn. in *Biter*, arrived and dropped a datum smoke float to assist and keep an aerial eye open.

*Drumheller* commenced a search and shortly gained a strong asdic contact. Denny dropped a five charge pattern, reacquiring a contact soon again as *Lagan* arrived. Denny told Ayre he had this good a/s contact to hold, would stand off at 1,000 yards and con the frigate, her asdic silent, onto the U-boat, circling at about 3 knots still, a perfect professional a/s operation.

*Lagan* settled in astern of their target, slowly and quietly overhauling her. At 200 yards, Ayre fired his 24-bomb Hedgehog pattern, a fairly new weapon in the a/s armoury. With the two ships circling, waiting, they heard a dull thud, a modest up-welling of water, followed by some debris and oil.

There was no further contact with the U-boat, nor any survivors, and the four Forces were credited with a very well executed cooperative kill.





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# The Story of the Barber Pole

By Gregory J. Barker

In Canada's Atlantic fleet today, surface warships display a distinctive band of red-and-white stripes on their superstructures or masts. This marking is the renowned 'Barber Pole'. Let's explore its origins and history.

The Barber Pole originated in World War II in the midst of the Battle of the Atlantic. One evening in 1942 at St. John's, Newfoundland, the first lieutenants<sup>1</sup> of HMC Ships *Saguenay* and *Skeena*, while relaxing in the Seagoing Officers' Club—the fabled "Crow's Nest"—hatched an idea.<sup>2</sup>

The idea was to paint a band of red-and-white slanted stripes around their ships' funnels. This would distinguish their ships and encourage a sense of identity and pride among the sailors. Why they chose this particular pattern and these colours is unknown.

The red-and-white band was quickly adopted throughout Escort Group C-3, an all-Canadian formation that was part of the Mid-Ocean Escort Force, in which *Saguenay* and *Skeena* were both serving. The insignia was promptly dubbed the "Barber Pole" for the obvious reason. The group itself became known as the "Barber Pole Brigade."

The first use of the Barber Pole did not last long. In January 1943, those ships still in C-3—HMC Ships *Skeena*, *Wetaskiwin*, *Sackville*, *Galt* and *Agassiz* (which herself previously replaced *Camrose*)—all rotated out of the group, having been ordered to refit. They were replaced by other British and Canadian warships. *Saguenay* had already left the group the previous November after being severely damaged when a merchant ship collided with her. The British destroyer HMS *Burnham*, fresh from refit, joined the group in January as a replacement for *Saguenay*. The result of all this was that virtually overnight, the ships of the Barber Pole Brigade had been completely replaced. For whatever reason, the new replacement ships of C-3 did not continue to use the Barber Pole marking. The Barber Pole disappeared.

A short time later, in April 1943, Escort Group C-3 was reformed. It initially consisted of HM Ships *Ottawa*, *Kootenay*, *Arvida*, *Wetaskiwin*, *Rosthern* and HMS *Dianthus*, with HMCS *Kitchener* joining in June. To encourage pride and spirit, the group's senior officer, Commander H. F. Pullen, RCN, revived the Barber Pole as an emblem for C-5.

There was some basis of C-5's claim to the Barber Pole. One of its ships, *Wetaskiwin*, had served in the original Barber Pole Brigade. Another, *Kootenay*, was commanded by LCdr K. L. Dyer, who had previously commanded *Skeena* in C-3, when *Skeena* had been one of the first ships—quite possibly the first—to wear the Barber Pole. It is almost certain

too that the new C-5 included several veteran sailors of the original Barber Pole Brigade. For the remainder of the war, the Barber Pole served as the emblem of C-5.

In the summer of 1943, one of the officers serving in C-5, Surgeon Lt. W. A. (Tony) Padon, RCNVR, a sea-going medical officer, wrote the words to a song variously known as *The Barber Pole Song* and *Beneath the Barber Pole*.<sup>4</sup> These words were sung to the tune of the traditional Scottish folk song, "The Road to the Isles." It became the well-known signature song of C-5, further adding to the Group's swagger.

The Barber Pole was, during World War II, an unofficial insignia that did not have a standard, prescribed design. The wartime navy, it seems, had higher priorities than regulating formation emblems. Not surprisingly then, photographic evidence shows that there were, between ships, noticeable variations in the design of the Barber Pole. There were differences in the dimensions of the band and the stripes, and even in the direction the stripes leaned (left or right). Nevertheless, in all its variations, it was a distinctive and very recognizable emblem.

Following the end of WWII, the RCN very quickly demobilized. The escort groups were disbanded, most ships were decommissioned and the vast majority of sailors were released from service. As Escort Group C-5 and its ships disappeared, so did the Barber Pole.

The extent and speed of Canada's demobilization proved precipitous. The Cold War (and a hot war in Korea) quickly followed. Through the 1950s, the RCN was again built up to meet Canada's maritime defence commitments.

In March 1959, at Halifax, the Fifth Canadian Destroyer Squadron ("CANCORTRON 5") came into being, comprising seven new Restigouche-class destroyer escorts, one of which was HMCS *St. Croix*. The squadron's name was reminiscent of Escort Group C-5's name. Perhaps this is what inspired Commander Kai H. Boggild, RCN, commanding officer of *St. Croix*, to propose using the Barber Pole as an emblem for the new squadron.<sup>4</sup> Boggild undoubtedly also felt nostalgic about the Barber Pole as he himself had sailed beneath it in 1944-45 as an officer aboard HMCS *Runnymede*, a frigate serving in C-5.

Boggild's proposal went up the chain of command and ultimately was approved by the Flag Officer Atlantic Coast, RAdm. H. F. Pullen—the same officer who in 1943 had adopted the Barber Pole as the symbol of Escort Group C-5! After being absent for about one-and-a-half decades, the Barber Pole once again appeared on a select group of Canadian warships.<sup>5</sup>





This time, the Barber Pole endured. In the late 1960s, when CANTORTON 5 was re-constituted as the Firth Canadian Destroyer Squadron (CANDESRON 5), the Barber Pole carried on as the destroyer squadron's symbol. In the mid-1990s, when CANDESRON 5 was disbanded, the Barber Pole again lived on. It was at this point, or soon after, that the Barber Pole became the emblem that is displayed on all Canadian Atlantic-based surface warships.

Today on Halifax-class frigates, the Barber Pole insignia appears on the exterior of the forward auxiliary machinery room/electronic counter-measures compartment. The band is 56 cm high and the stripes are each 20.4 cm wide. On Kingston-class vessels, the band is 42 cm high, with 15 cm wide stripes, and is located on the mast immediately above the 5-band radar platform. In both cases the stripes slant 33° to the right of vertical.<sup>7</sup>

The Barber Pole insignia that graces ships of the RCN's Atlantic fleet is not merely a colourful decoration. It is an authentic and meaningful piece of Canadian naval heritage. As such, it should be appreciated and admired.

#### FOOTNOTES:

<sup>1</sup> The writer, Gregory J. Barker of Barrie, Ontario, dedicates this article to a nephew, Ordinary Seaman Scott Barker, now of Halifax, NS, who is part of the RCN's latest

generation of sailors. Greg welcomes comments or further information about the Barber Pole that readers may wish to offer. He can be contacted at the following email address: [greg.trish.barker@rogers.com](mailto:greg.trish.barker@rogers.com)

- <sup>2</sup> i.e., Executive Officer.
- <sup>3</sup> Joseph Schull, "Far Distant Ships: An Official Account of Canadian Naval Operations in World War II," Toronto, Stoddart Publishing (1987), pp. 129-30 (originally published in 1950 by the King's Printer); Maritime Command, "The Barber Pole Squadron," (booklet), Ottawa, Queen's Printer 1968, p.1; Graeme Arbuckle, "Customs and Traditions of the Canadian Navy," Halifax, NS, Nimbus Publishing, 1984), p.129 (though it confuses C-3 with C-5).
- <sup>4</sup> "The Barber Pole Song," *The Crowsnest*, March 1958, p.27; Graeme Arbuckle, "Customs and Traditions of the Canadian Navy," (Halifax, NS, Nimbus Publishing, 1984), p.129. William Anthony Paddon (1914-1995) born and raised in Labrador, pursued his post-secondary education in the United States. After receiving an MD degree from New York Medical College in 1940, he interned at St. Luke's Hospital, New York City and then joined Canada's navy. Following the war he returned to Labrador to practice medicine until retiring in 1978. During 1981-86, he served as the Lieutenant Governor of Newfoundland. In 2014, a new complex to house most of CFS St. John's was opened and named in his honour.
- <sup>5</sup> "Barber Pole Sails Again," *The Crowsnest*, April 1962, p.4, Kai Hugh Boggild (1918-2002) was a native of Denmark who emigrated to Canada with his family in 1928. He joined the RCNVR in 1940 as a rating and then was commissioned in 1942. His appointments included sea duty in the Battle of the Atlantic in HMC Ships *Sarnia* and *Runnymede*. He was transferred to the RCN in mid-1945, thereby achieving career status and retired in the rank of Captain in 1968.
- <sup>6</sup> The Barber Pole reappeared at this time on only the seven ships of CANFORTON 5. Not counting submarines and special duty ships, the RCN had a further 28 major warships in Atlantic Command and 18 in Pacific Command, none of which displayed the Barber Pole.
- <sup>7</sup> "Barber Pole Sails Again," *The Crowsnest*, April 1962, p.4.
- <sup>8</sup> These specifications for the modern Barber Pole on both Halifax and Kingston Class vessels, are taken from Maritime Command, Manual of Ceremony for HMC Ships, Submarines and Naval Reserve Divisions (2004), p. 6-1-5.

**Gregory J. Barker**, as a young man served in the Canadian Forces as a communications lineman. He now practices law as a Crown Attorney in Barrie, Ontario, though Canadian naval history is one of his passionate side interests. He dedicates this article to a nephew, Ordinary Seaman Scott Barker, now of Halifax, NS, who is part of the RCN's latest generation of sailors. Greg is happy to receive any comments or further information about the Barber Pole that readers may offer. He can be contacted at [couronne991@gmail.com](mailto:couronne991@gmail.com)



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# Obituaries

Compiled by Pat D. C. Barnhouse

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

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

Apocrypha, Ecclesiasticus 44

## ♦ LCdr George Ivan ATWELL, CD, RCN(R) (Ret'd)

Winnipeg Br., 92 in Winnipeg 17/08/17. Jn'd. *Chippawa* as UNTD Cdt 01/51. Prom. A/S/Lt 09/54, SLt same date, Lt 09/56 and LCdr 01/64. Ret'd. in '74. School teacher, play writer and bee keeper. NAC Long Service Award 2016. [WC, *Winnipeg Free Press*]

## ♦ Cdr (Ret'd) James Bernard GROVER, CD\*\*

NAC-O, 74 in Ottawa 27/08/17. Jn'd. Army as Cdt 09/63 and prom. 2<sup>nd</sup> Lt, Lt and Capt in Logistics. Posted *Iroquois* 06/75, RMC 08/76, *Nipigon* 05/77, CFB Hfx 05/79 and Dalhousie University 08/82. Prom. LCdr 08/82 thence NDHQ [ADM/SUPPLY] and J4). Prom. Cdr 11/87 fl'd. by Defence Industrial Preparedness TF 11/87, ADM(SUPPLY) 02/88, CDLS(W) (Exchange Duties) 08/88 and NDHQ (DGIIIP) 07/95. Ret'd. 01/97. [Citizen, WM]

## ♦ Cdr James Chapman Walter HESELTINE, CD\*, RCN (Ret'd)

NAC-O, 91 in Ottawa 14/09/17. Jn'd. RCN as Ord Lt (sen. 11/49) at *Naden* 10/52, thence *Cayuga* 05/55, NSHQ 06/57 and *Niagara* (USNPGS) 07/59. Prom. Ord LCdr 11/59 fl'd. by NSHQ (DGFE) 07/62. Prom. Cdr 01/64 and later OIC Combined Support Division CFFS Hfx. Ret'd. in '72/ [Citizen]

## ♦ Cdr George Oscar HURFORD, CD\*, RCN (Ret'd)

NSNAC, 77 in New Glasgow, NS 09/07/17. Jn'd. RCN at *Venture* as Cdt 09/57. Prom. A/SLt 09/59 thence *Stadacona* 09/59 and *Nootka* 06/60. Prom. SLt 09/60, fl'd. by *Swansea* 10/61 and *New Waterford* 04/64. Prom. Lt 10/64 thence *Chaudière* 01/65 and *Okanagan* 07/70. Prom. LCdr 08/70 fl'd. by CFMWC 07/72, *Algonquin* 01/73, *Huron* 01/75, MARCOM HQ 05/76, CF-CSC 08/76, NDHQ (DCDS) 07/77 and SACLANT 01/79. Prom. Cdr 06/79 thence CFMWC 07/82, *Annapolis* (i/c) 04/84, HQ SNFL (Northwood UK) 08/85 and CFB Hfx 09/86. Ret'd. 01/88. Civ. career in Navy-related defence industry. [SR, *Chronicle Herald*]

## ♦ Capt Helen Frieda OTT, OSTJ, CD\*, RCN (Ret'd)

NAC-O, 91 in Ottawa 06/09/17. Jn'd. RCN as SLt(MN) (sen. 03/54) at *Stadacona* (RCNH) 06/54, prom. Lt(MN) 03/56 thence *Naden* (RCNH) 08/58, fl'd. by Joint Medical Trg Centre 01/61 and *Naden* 07/65. Prom. LCdr 04/69, fl'd. by LFC HQ St. Hubert 09/71 and CFB Borden 06/73. Prom. Cdr 09/76, thence NDMC 09/76. Prom. Capt 05/79 and app't. Director Nursing Services 05/79. Ret'd. 04/84. Post-retirement volunteer with Friends of the Canadian War Museum. [Citizen]

## ♦ Cdr Richard William Astley ROBERTS, CD\*, RCN (Ret'd).

NACVI, 91 in Victoria 12/07/16. Jn'd. RCN(R) at *Discovery* as Cdt(E) 09/49 and prom. A/SLt(E) 02/50. Tsf'd. to RCN 09/51 as A/SLt(E) (sen. 08/51), thence *Naden*. Prom. SLt(E) 05/52, fl'd. by *Magnificent* 02/53 and RNEC Manadon. Prom. Lt(E) (sen. 08/51) thence *Niobe* 03/55, *Naden* 04/55, *New Glasgow* 06/57 and *Athabaskan* 12/58. Prom. LCdr 04/62 fl'd. by RNO Lachine 08/62 and *Bonaventure* 09/64. Prom. Cdr 09/68 thence MARPAC HQ 07/69 and CFSRU(P) 06/73. Ret'd. 06/76. [BW, *Times Colonist*]

## ♦ Cdr Gordon Floyd VAREN, CD\*\*, RCN (Ret'd)

NSNAC, 81 in Halifax 18/08/17. Jn'd. RCN in '52, PO2 by 09/65, CFR'd. as SLt 03/69 thence CFFS Hfx 04/69. Prom. Lt 03/72 fl'd. by *Annapolis* 01/74 and NDHQ 07/75. Prom. LCdr 08/76 thence CFFS Hfx 06/78, *Athabaskan* 01/79 and MARCOM HQ 03/81. Prom. Cdr 09/83 fl'd. by 207 CFTSD 09/83 and LCFQAR 07/86. Ret'd. 09/87. Civ. career as Dep Dir CFTSA Hfx. [SR, *Chronicle Herald*]

## ♦ LCdr Sidney Robert WALLACE, KStJ, CD, RCN (Ret'd)

Calgary, AB, 93 in Calgary 21/08/17. Jn'd. RCNVR as SBA in WWII, thence RCN postwar. CFR'd 02/58 as CMD O(MT), thence *Stadacona* 05/58. Prom. Lt 01/60, fl'd. by *Niagara* 07/61 and *Royal Roads* 05/62. Prom. LCdr 01/68 and ret'd. in '69. Active in veterans and health care affairs and on several provincial committees. Bronze ('86) and Silver ('04) Medallions. Br. Pres. 1999-02. [GM, *Calgary Herald*]

## ♦ Cdr Andrew G. W. WILLS, RN (Ret'd)

NAC-O, in Bournemouth, UK, 19/07/17. Srv'd. RN 1973-98. Civilian career with naval shipbuilding and associated industries. [GP, DMCC]

## In Memoriam (non-members)

### ♦ Lt Kurt Ensio AHLBLAD, RCN

76 in Halifax 15/07/17. Jn'd. RCN as Cdt at RMC 09/59, prom. SLt 09/64 and Lt 02/67. Srv'd. *Stadacona* and Dkyd. Hfx. Rls'd. in '68. Later as civilian head Elec. Eng. SRU(A). [SR, *Chronicle Herald*]

### ♦ SLt Arthur Edwin BURGESS, RCN

In Vancouver 18/06/17. Jn'd. RCN as Cdt 09/57 at CMR and prom. SLt 05/62.



Srv'd. *Assiniboine*, *Tecumseh* and *FOAC*. Rls'd. in '65. [e-Veritas]

♦ **Lt(P) Roger Alan CAMPBELL, RCN (Ret'd)**

87 in Saskatchewan 08/07/17. Jn'd. RCN 03/49 as OS and as LS selected for flt. trg. as SSA Mid 07/53. Pro. A/SLt(SSA) 07/53, SLtP(SSA) 07/55 and Lt(P)(SSA) 04/57. Srv'd. *Cornwallis*, *Quebec*, *Trinity*, *Niagara* (USN Plt Trg.), *Shearwater* (VS-881) and *Bonaventure*. Ret'd. 02/59. [DS, "Canada's Naval Aviators"]

♦ **BGen(Plt) (Ret'd) Colin Abbot McDonald CURLEIGH, CMM, CD\*\* (Ret'd)**

81 in Parrsboro, NS, 09/08/17. Jn'd. RCN as Cdt at CMR 10/52, prom. Mid 09/56, A/SLt 09/57, SLt 10/57, Lt 10/59, LCdr 07/66, LCol(Plt) 01/77 and BGen(Plt) 08/86. Srv'd. *Iroquois*, *Niobe* (RN Trg.), *Cayuga*, RCAF Centralia/Penhold/Saskatoon (Plt. Trg.), *Shearwater* (HU-21 Helo Conversion Cse.), *Bonaventure*, *Niagara* (Exchange USN), *Nipigon*, CFSC Cse 7, CFB Toronto (CFCSC DS), CFSS i/c, AFCENT HQ, NDC Cse 37, MAG (i/c in '86) and i/c CDLS(L). Ret'd. 09/92. [JC, SR, *Chronicle Herald*, "Canada's Naval Aviators"]

♦ **A/SLt Nicholas DITOMASO, RCN(R) (Ret'd)**

84 in Montreal 29/06/17. Jn'd. as UNTD Cdt at *Donnacona* 01/52, prom. A/SLt(S) 09/54 and subsequently released. [WC]

♦ **El Lt(R) William Thomas HEASLIP, RCNVR (Ret'd)**

96 in Richmond Hill, ON 15/07/17. Jn'd. RCNVR as SLt(SB) 02/41. Prom. Lt(SB) 02/43 and redesignated El Lt(R) (sen. 02/42). Srv'd. RN (Radar Officer), *Avalon* and *St. Hyacinthe*. Rls'd. in '45. [Toronto Star]

♦ **Lt Robert Thor Michael KARPIAK, RCN(R) (Ret'd)**

75 in Kitchener, ON 19/09/17. Jn'd. UNTD as Cdt at *Chippawa* in '61, prom. RCN(R) SLt 09/63 and later Lt. Srv'd. NDHQ (Intelligence Branch) on full time duties in late 1960s. [WC, *Winnipeg Free Press*]

♦ **Lt Frederic Gordon LONEY, CD, RCN (Ret'd)**

80 in Kitchener, ON 22/08/17. Jn'd. RCN as Cdt at *Venture* 09/54, prom. Mid 09/56, A/SLt(P) 09/57, SLt(P) 03/58 and Lt 08/60. Srv'd. *Shearwater*, *Cornwallis*, *Niagara* (USN Plt. Trg.), *Bonaventure* and CFSS Hfx (Flight Simulator and Tactics Instructor). Ret'd. 10/66. [PB, "Canada's Naval Aviators"]

♦ **LCdr John Denis O'NEILL, CD\*, RCN (Ret'd)**

88 in Halifax 13/08/17. Jn'd. RCN in '46, CTP candidate in '52, designated Cdt(E) (att'd. Scotian) 06/53; prom. SLt(E) 06/56, Lt(E) 05/57 and LCdr 01/64. Srv'd. RNEC Manadon, *Magnificent*, *Bonaventure*, *Stettler*, *Niagara* (MIT nuclear cse.), *Assiniboine*, *St. Croix*, *St. Laurent*, *Stadacona* and CFSRU(A). Ret'd. Awarded Queen's Dirk as Cdt. [SR, *Chronicle Herald*]

♦ **A/SLt Joseph Walter O'REGAN, RCN(R) (Ret'd)**

82 in Beeton, ON 15/06/17. Jn'd. as UNTD Cdt at *Unicorn* 01/53 and prom. A/SLt 09/55 at York. Rls'd. in '57. [WC]

♦ **SLt Patrick Owen McWADE, RCN**

81 in Charlottetown 30/07/17. Jn'd. RCN as Cdt(S) at *Queen Charlotte* 02/55, prom. A/SLt(S) 05/58 and SLt(S) 01/59. Srv'd. *Hochelaga* and *Cornwallis*. Rls'd. in '62. [SR, *Chronicle Herald*]

♦ **Cdr John Charles PLUMMER, CD\*, RCN (Ret'd)**

88 in Ottawa 07/07/17. Jn'd. RCN 11/47, CFR'd as CMD O 05/61, prom. Lt 01/64, LCdr 01/69 and Cdt 07/77. Srv'd. *Hochelaga*, *Bonaventure*, *Shearwater*, PMO Aurora and CFB Ottawa (CS Branch). Ret'd. 10/78. [Citizen, LC

♦ **LCdr Gordon Henry RANK, CD\*, RCN (Ret'd)**

77 in Kentville, NS 12/08/17. Jn'd. RCN as Ordinary Seaman 08/56, rated P1CD 03/69, CFR'd as SLt 03/69, prom. Lt 03/72 and LCdr 07/79. Srv'd. *Protecteur*, *Saskatchewan*, FDU(A), CDLS(W), Exchange duties USN – Panama City, *Cormorant*, *Preserver*, CFB Hfx., MARCOM HQ and NDHQ. Ret'd. 09/95. [SR, *Chronicle Herald*]

♦ **SLt the Hon. George Gordon SEDGWICK, RCN(R) (Ret'd)**

83 in Toronto 11/09/17. Jn'd. as UNTD Cdt 01/53 at *Cataraqui*, prom. SLt 05/55 and to Ret'd. List in '56 attached to *Carleton*. Awarded MND Sword as Cdt. [WC]

♦ **SLt(S) George Robert Churchill SIRCOM, RCN(R), (Ret'd)**

88 in Wolfville, NS 04/07/17. Jn'd. RCN as Cdt at *Royal Roads* 08/46, tsf'd. to RCN(R) as Mid 08/48, prom. A/SLt(S) 09/50 and SLt(S) same date. Srv'd. *Magnificent*, *Naden* and *Scotian*. To Ret'd. List in '52. [SR, *Chronicle Herald*]

♦ **Lt Robert SPICER, CD\*\*, RCN (Ret'd)**

91 in Halifax 05/07/17. Srv'd. as RCAF pilot WWII. Jn'd. RCN 10/45 as air mechanic and as CPO2. CFR'd as CMD ENG 08/59. Prom. Lt 01/64. Srv'd. *Cornwallis*, RNEC Manadon, *Shearwater* (VX-10), *Naden* (VU-33), CFSAU Borden and *Star*. Ret'd. 07/77. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]

♦ **A/SLt(E) William John STARKINGS, RCN(R) (Ret'd)**

90 in Ottawa 30/07/17. Jn'd. UNTD as Cdt(E) 12/48 at *Donnacona* and prom. A/SLt(E) 09/53. To Ret'd. List in '57. 10 years as CO RCSCC *Jacques Cartier* in Sept Iles. [Citizen, WC]

♦ **Lt the Rev. Edward Patrick Alfred TIMMONS, CD\*, RCN, (Ret'd.)**

Former NAC-O, 92 in Nanaimo 20/07/17, Jn'd. 07/62 as CH P2 (later designated Lt), srv'd. *Naden*, CCC4, *Shearwater*, CFB Shilo, CFB *Esquimalt*, *Gatineau*, *Kootenay*, *Terra Nova*, *Restigouche* and NDHQ. Ret'd. in '81. [Citizen]

♦ **LCdr [Maj(Plt)] Glen Cameron URQUHART, CD\*, RCN (Ret'd)**

75 in Victoria 26/07/17. Jn'd. RCN in '60, selected Cdt 09/64 for trg. *Venture* prom. SLt 06/66, Lt 09/69 and Maj 01/80. Srv'd. *Shearwater* (HU-21, HU-50, VT-406), *Bonaventure*, *Assiniboine*, *Fraser*, *Margaree*, *Athabaskan*, CFB Edmonton, MAG HQ and CFB Hfx (i/c RCC). Ret'd. 09/89. [SR, "Canada's Naval Aviators"]

Kindly forward all obituaries to Pat D. C. Barnhouse,  
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535 Kenwood Avenue, Ottawa, ON K1A 0L7 or  
by email to [pat.barnhouse@sympatico.ca](mailto:pat.barnhouse@sympatico.ca)

# 'Our Navy'

By F. R. (Hamish) Berchem CSMA



## The Merchant Service - Convoy, North Atlantic Merchant Navy Badge, instituted 1939 (worn with civilian clothes)

During the First World War, King George V acknowledged 'His Majesty's Merchant Navy.' In 1919, an Order-in-Council established a standard uniform for officers in merchant ships.

January 1939 - The British Government formed a Merchant Navy Reserve for ex-seamen who would volunteer to serve in wartime; this was the 'Mercantile War Service List.'

March 1939 - A voluntary Gunnery Defence Course was organized for Merchant Seamen.

The first convoy in the Second World War sailed from Halifax, Nova Scotia in September 1939. The Commodore's ship was Furness Withy's NOVA SCOTIA, and two cruisers with four destroyers provided the escort.

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