

Volume VII, No. 68 - Autumn 2014

Starshell

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in the RCN!**

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

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

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Our cover...

The submarine HMCS *Windsor* is seen in this photograph taken on the east coast, returning to her home base Halifax following a three month deployment in 2006. *Windsor* was undocked on October 8th 2014 from the Syncrolift at HMC Dockyard in Halifax, after a generator was successfully replaced, scheduled maintenance was performed and a major upgrade to the submarine's main bow sonar system was installed. She will now begin equipment tests and trials in harbour and at sea.

Photo by Cpl Eric Girard, Canadian Forces Combat Camera

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A large submarine is silhouetted against a dramatic, cloudy sky at sunset or sunrise. The submarine is centered in the lower half of the frame, with its conning tower and various masts visible. The water is dark and textured. The sky is filled with heavy, dark clouds, with a bright light source breaking through near the horizon, creating a strong backlight effect on the clouds and the submarine.

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Submarines, Past, Present and Future

Speakers' Remarks Delivered during NAC Conference 2014

Held at the National Arts Centre, Ottawa, October 2nd, 2014

The following three articles represent a small selection of the addresses delivered during the recent NAC Annual Conference in Ottawa. Regrettably, space precludes a more complete selection but the Conference Wrap-Up notes by Dan McNeil beginning on page 8 will provide some idea of the scope and importance of all the conference presentations. Ed.

Opening Remarks

By Rear-Admiral Ron Lloyd

Deputy Commander Royal Canadian Navy

Jacek Szymanski, Navy Public Affairs © 2012 DND-MDN Canada



HMCS Victoria SSK 876, transits in the vicinity of Esquimalt during sea training trials and exercises on February 20th, 2012.

Members of the Naval Association of Canada, distinguished guests, ladies and gentlemen, mesdames et messieurs and future submariners ... good morning.

Le vice-amiral Norman regrette de ne pas être présent aujourd'hui. Pour ma part, je suis honoré d'être avec vous au nom des militaires de la Marine en service.

Vice-Admiral Norman and I wish to express our thanks to the Naval Association of Canada, Jim, and the team, we can't thank

you enough for hosting this important conversation about the past, present and future of submarines in Canada, here on this very auspicious centenary of the Canadian submarine program.

Looking over today's speakers list in the comprehensive program, it's obvious that this event has truly drawn the best of the best, when it comes to strategic submarine expertise from Canada and around the world — both military and civilian. I sincerely thank you all for taking the time out

of your very busy schedules to be here and participate in what is clearly a very important conversation, not only for the Royal Canadian Navy but Canada in and of itself.

For 100 years, submarines — and submariners — have been our navy's special forces. Those who operate and those who sustain this superb weapons system are unique in maritime service.

Today we find ourselves at an interesting and challenging time of our transition, not just for our submarine service, but indeed, for the entire Royal Canadian Navy.

This transition includes, as many of you know, the recent announcement of the retirement of four of our most venerable and operational ships, who have reached the end of their operational lives.

On the horizon, we see the completion of the Halifax-class Modernization Program, the introduction of service of three new classes of ships, and an enhanced maritime air capability in the Cyclone and Aurora aircraft. And as Jim [Carruthers] was mentioning, we're especially proud of the fact that we'll be cutting steel soon on the HMCS *Harry De Wolf*.

But my intent this morning is to focus my remarks on submarines and to give you a brief update on the state of this program, from my vantage point inside the RCN.

Everyone in this room is actually aware that submarines are among Canada's most strategic military assets. I say strategic, because of the effects they can generate, simply by having them in the Canadian Armed Forces inventory.

They are among the most complex

machines on the planet, and they operate in an environment that tolerates very little error or technical defect.

This is why our partnerships across the spectrum, but in particular with industry, are so crucially important when it comes to this platform.

Later this year, HMCS *Chicoutimi* will come out of her Extended Docking Work Period—EDWP—and rejoin the fleet. She's at sea now, and that's a great thing.

Chicoutimi's was the first EDWP conducted by industry under the Victoria In-Service Support Contract with Victoria Shipyards.

The successful near-completion of *Chicoutimi's* long road back has not only been enabled by the skills and talent of our submarine community, but also by the relationships forged with industry. These partnerships enabled the establishment of new supply chains for these subs, and the integrated logistics to sustain these complex weapons systems.

Transferring the skills and knowledge needed to conduct the deep maintenance of our Victoria-class was a strategic outcome in its own right. And it's one that will reap significant benefits in the years to come as industry learns from each extended docking work period it performs. Each of our remaining three submarines is progressing well through its current cycle.

Just recently, the crew of HMCS *Victoria* received the Operational Service Medal at CFB Esquimalt for their successful participation in Operation CARIBBE in 2013 — working alongside Canadian and international partners in detection, monitoring and interdiction of illicit trafficking of drugs, weapons, money and people in the Eastern Pacific and Caribbean Sea.

The combined efforts of Op CARIBBE in 2013 resulted in the seizure and disruption of more than 5,000 kilograms of cocaine.

This year, *Victoria* spent much of the summer at RIMPAC — the world's largest maritime exercise — which took place in the Hawaiian operation areas.

This year, *Victoria* was a formidable foe in this exercise. And she was a very worthy adversary in terms of the sub-versus-sub, helicopters and MPA, and all of the CASEX scenarios that she participated in.

HMCS *Windsor* is currently docked to allow for replacement of one of its generators.

MCpl Chris Ward, MARPAC Imaging Services



HMCS *Chicoutimi* SSK 879, departed CFB Esquimalt for a month of trials and evaluations on September 28th. Pictured here, the submarine sails out of Esquimalt harbour, past Duntze Head.

While she's there, we're taking advantage of this opportunity to accelerate the previously planned installation of some exciting upgrades, including a state-of-the-art bow sonar system that wasn't originally scheduled to go in for another two years.

This system will bring the entire sonar suite of the Victoria-class forward — from 1980s technology into the 21st century ... technology we need to continue to act on behalf of Canada in the face of emerging maritime threats. *Windsor* is expected to be back in the water by the end of this year.

HMCS *Corner Brook* will enter its EDWP at Victoria Shipyards this fall and will remain there until 2017.

By the end of this year, we see the RCN achieving the desired operational steady-state that we have been working towards for so long. We anticipate having three boats at sea operating, with the fourth in deep maintenance.

We acknowledge that it's taken longer than we would have hoped to reach this steady-state, but the achievement in building

up a Canadian submarine capability and the strategic value that it provides, cannot be understated.

It gives me great hope for the future of submarines in this country, and in our continued ability to work alongside our allies in this capacity.

My hope is founded on the dedication and commitment of our people and the leaders in this arena.

Specifically I'd like to recognize someone who many of you know as Captain(N) Jamie Clarke ... congratulations on being appointed the first Commander Canadian Submarine Force. The decision to evolve this role into an official command speaks volumes about the importance of positioning this program as a strategic asset in support of Canada's defence and foreign policy as a whole.

This week, as many of you know, Ottawa welcomed all of the Commanders of the submarine forces within NATO for a two-day conference to promote our interoperability and ongoing collaboration.

The meaningful dialogue generated at

that conference and here today, opens the doors to further discussions about our future.

In the coming years, many decisions will have to be made. As Vice-Admiral Norman has consistently reinforced, we need to begin to look at the options to ensure Canada continues to have the capability to act as a sovereign nation in the underwater domain through the coming decades.

It is for these reasons that we've begun to look at examining options to extend the life of the class as a whole.

But as we begin that process, we cannot forget that our scope remains fixed on getting our current fleet of subs to steady-state. And many of you in this room have been instrumental in helping to make that happen.

Your unwavering support over these past years ... whether you're a military or industrial partner ... a government colleague ... or a former sailor or submariner, has allowed us to build a truly 'Made in Canada solution' for our submarines.

I look forward to many more exciting days for this unique and strategic capability.

Je vous souhaite à toutes une excellente conférence. Merci beaucoup pour votre attention. Thank you.

RAdm Ron Lloyd is the Deputy Commander Royal Canadian Navy. A native of Taber, Alberta, he received a Bachelor of Arts in Military & Strategic Studies from Royal Roads Military College in 1985, and a Master of Arts in Military & Strategic Studies from Royal Military College in 2004. After initial naval officer training he navigated HMC Ships Iroquois, Yukon, Terra Nova and Annapolis before joining Venture, the Naval Officer Training Centre, as a navigation instructor.

Over his career, he served as the Combat Officer in HMCS Calgary, Combat Officer Sea Training Pacific, Executive Officer HMCS Ottawa, Commanding Officer HMCS Charlottetown, Commanding Officer HMCS Algonquin, Commander Canadian Fleet Atlantic, and Commander Canadian Fleet Pacific, deploying numerous times around the world.

He has held various positions at National Defence Headquarters in Ottawa, including Executive Secretary to the Chief of Maritime Staff, Director General Maritime Force Development, and Chief of Force Development.

Luncheon Address

By Rear Admiral Robert Kamensky, USN
Commander Submarines NATO

Good afternoon. Thank you Dr. Carruthers and members of the Naval Association of Canada for asking me to speak today. Admirals, ladies and gentlemen, please bear with me for the next few minutes while I interrupt your lunch. For our Navy Cadets, welcome, and note that you are seeing some of the sausage grinding that goes into major policy decision making. Happy Birthday to the Canadian Submarine Force!

As some of you may know, we just completed the annual NATO Submarine Commanders Conference yesterday, so the concerns of all thirteen submarine operating NATO nations are fresh on my mind and I would like to relay them, in part, to you. Further, in reviewing the agenda for today it is apparent that the Royal Canadian Navy is at a crossroads which will affect your continuation of a submarine capability. This is not unique in today's fiscally constrained environment. I will offer my thoughts obliquely to your ongoing debate from my unique perspective as a US Flag Officer serving in an international command.

In my role as COMSUBNATO, I have operational control of submarines assigned to NATO. We operate 24/7 at the tactical and operational levels. Additionally, day-to-day we de-conflict Allied submarine activities, whether the submarines are under national or NATO OPCODE, and we provide COM MARCOM with submarine expertise to support broader maritime operations. This is accomplished with a staff of 26 officers and

NCOs representing all thirteen submarine operating nations. (Swing through each country and how many boats they currently have in active inventory.)

We also offer input at the strategic level. One of my most important duties within the Alliance and for the nations is to champion the capabilities that submarines bring to the Maritime Domain and increasingly, to champion the underwater domain. For this, we worked with Allied Submarine Command to write the Submarine White Paper, which

articulates to the commander the capability provided by submarines but also to the Nations the value of submarines from a strategic perspective. Submarines offer ISR, SOF, ASW, ASUW, Strike, strategic weapons, MCM, UUV/UAV and persistence. This unclassified document is read-

ily available to you.

This morning we discussed the past and the present of the Canadian submarine force. The entire afternoon will be devoted to the future, to include the discussion of whether or not Canada needs submarines. I can say unequivocally, yes you do. I will strive to give you the NATO perspective of this need based on the current and future status of the undersea domain.

■ RELEVANCE OF SUBMARINE CAPABILITY

Canada is acutely aware of the relevance of the undersea domain. With the abundance of resources available on your increasingly accessible northern coast, the importance and relevance of undersea capabilities is obvious.



Submarines, UAV/UUVs, ships, sensor arrays and commercial undersea equipment are all interdependent pieces in the puzzle. The Arctic, long the sole domain of big nuclear SSNs, is becoming more accessible. The defence of confined, shallow coastal waters is the natural role of smaller, nimble SSKs. Studying the capabilities of the Norwegian, Dutch, German and Swedish submarine forces provides valuable information and lessons.

■ THREATS TO RETAINING SUBMARINE CAPABILITY

As members of the military, it is our job to contemplate threats. Doing so leads me down the expected path of identifying challenges to current political and real world environments, and then considering how to cope with them. The ability to meet these challenges requires logical counter argument and a threat assessment that is reasonably accepted. Talk to the resurgence of RUS imperialistic ambitions; a more aggressive and assertive China reaching to the Arctic and into Africa, South America and Iceland; increased SSK proliferation by minor navies (VTNM, MAL, SING, IRN, INDO).

So, what are the current and future threats to the Alliances in the undersea domain?

■ REDUCED RESOURCES

Until recently, the NATO standing maritime and mine countermeasures groups were totally under-resourced. Even in today's world political climate, the standing groups do not have their full complement of ships and equipment. On the underwater side of things, the submarine operating NATO nations are fighting on a daily basis to maintain capabilities.

So, what comes first then, the capability or the requirement? As responsible stewards of our national resources, the requirement must always come first. So why are the standing maritime groups not fully resourced? Why is it a constant battle to maintain national submarine capabilities? I propose that contributing forces are: Financial, National Will (Sea Blindness) and The Mission (Relevance).

The financial issues lead to numerous secondary and tertiary effects the most notable revolving around manning and personal skills retention. (Speak about the discussions

held during the Submarine Commanders Conference from the previous two days).

This leads us to the next question: how do we address the risks? We, the military leadership within NATO must clearly identify the external threats and mission capabilities required to our political leadership. They must be provided with the clear, factual basis for these requirements so they can in turn justify the contribution of a ship and more importantly, a trained and effective crew. There also needs to be value associated with participation. What can we, a NATO command, offer as value to a ship and crew besides an expected port call list? We can provide robust exercises and training to support challenging and relevant national operations.

Due to the current financial climate, the trend is towards fewer exercises. To compensate, we must ensure that we do more with less. If we refine the design of our remaining exercises to be robust, complex and inclusive, the benefit will be better-trained crews and higher participation levels. Combining NATO and national exercises is already in progress and holds the most promise of achieving results.

One effective counter to this is joint development with partner nations. The Netherlands and Norway are cooperating on design requirements. These two countries also have helped their national authorities in scripting policy decisions into parliamentary documents specifying the need for submarine capabilities in their national defense posture. Australia and Japan are another example. Several NATO nations are at a similar decision point; arrangements could be made with mutual benefit to all involved parties.

(Talk to the revelation by the PRT submarine force commander regarding force size and composition and the impacts on sustaining such a small force — size does matter!)

What is the most effective Anti-Submarine platform? As it turns out, it is still the submarine, especially when combined with MPA assets. Now take a look at the proliferation of SSKs around the world. One unlocated submarine can have a major impact on operation planning and risk mitigation strategies during the planning and execution of a littoral operation. As more navies acquire submarine technology, the risk grows to our naval forces. According to *Jane's*, forty-six

countries currently operate submersible vehicles, ranging from small swimmer delivery systems to the largest ballistic missile submarines. Of these forty-six countries, twelve are non-NATO located within the NATO AOR or in close proximity.

■ SOLUTIONS?

So what can NATO do to adapt to these threats and remain at the forefront of the undersea domain? The internal threats are controllable, provided we fully commit to critical self-evaluation and improvement.

Clearly define the strategic and operational objectives to be met in the underwater domain and push these to the member nations to provide informed political debate to ensure continued asset resourcing and investment in advanced capabilities. An example of this is the Submarine White Paper, which makes the case for continued submarine operations. Additionally, exercise and training opportunities must be seized upon as I discussed earlier.

The greatest risk is the atrophy of undersea warfare capability. Once lost, it is near impossible to regain.

Rear-Admiral Robert Kamensky USN assumed duties as Commander Submarines NATO (COM-SUBNATO) in April 2013. He is a 1979 graduate of Texas A&M University where he completed a Bachelor of Science degree in Nuclear Engineering. Following nuclear propulsion training and submarine school, he reported to USS Drum (SSN 677) in San Diego in December 1980. He served in Drum holding positions as main propulsion assistant, damage control assistant and weapons officer department head through May 1984 making three deployments to the Western Pacific and Indian Ocean. He transitioned to the Reserve component in 1984 and served in a number of commands supporting submarine operations in the Pacific theatre through 2002. In 2007, he was assigned to Commander, Submarine Force serving as the submarine force Reserve component chief of staff, followed by assignment as vice-commander, Submarine Force. During this tour he held collateral assignment as an airborne emergency action officer flying the Airborne National Command Post mission for US Strategic Command. He relinquished this office in January 2013 pending start of orders to NATO.

Conference Wrap Up

By Rear-Admiral (Ret'd) Dan McNeil

Key Messages, Common Factors and Considerations not embedded in the presentations speakers' extemporaneous comments and some results from question periods.

This conference day has been about Canada's submarines. Nevertheless, a subliminal theme has been Canada's dysfunctional military procurement record. At this point in the day many may believe that this dysfunction is primarily based on 'submarines.' Let me start this wrap up by reminding you of the federal election of October 1993. On that evening, Prime Minister-elect Jean Chrétien won a Liberal majority and declared in his acceptance speech: "How many helicopters? Zero, Zero Helicopters." He was referring of course to the Conservative 'signed contract' for fifty EH-101s to replace the Sea Kings and Rescue Helicopters. Here we are, more than twenty years later and those Sea Kings are still flying for the RCN. Furthermore, the government had immediately defaulted about \$500M dollars to no end.

■ THE PAST

Mike Young kicked the session off very well by using the word "aberration" in the context of the 1914 beginning of the "stoical history of Canadian submarines." The theme was created that Canada is a country unlike many others when examining defence planning and military procurement. Mike pointed out the one major difference among countries based on his 'Australia experience' was that Canada has never really had any threat based force development, except within the NATO alliance. As an aside, he opined, "Politics produced the Oberons." The advice of Admiral Jellicoe to the colonies after the First World War was examined within the construct of 'balanced forces' that has endured to this day, although the meaning of this term as been open to many different interpretations. Submarine operations in

WWI were discussed where they proved they were they were stealthy and lethal, but not yet a part of the fleet. Finally, Mike introduced the handicap of modern submarines: they are black, they are threatening and they are not good at giving cocktail parties.

Jason Delaney talked about the political perspective of defence procurement, specifically analyzing the Oberon purchase from Great Britain. The most important factors were political, social and economic. Nevertheless, international relationships were also significant, even to the point of personal animosities between the heads of state (Diefenbaker and Kennedy). Jason highlighted that the Oberon acquisition was important to the anti-submarine warfare mission of the post-war RCN and was used to cement Canada's relationship with Britain. From his research he highlighted the incredulity of officials in Treasury Board who wondered why the navy would want to be in the submarine business, seeing how it was as bad as chemical warfare.

Larry Hickey wrapped up the past with his research into the Oberon legacy. He began by stating that one could conclude that the real Canadian submarine service did not begin until *Ojibwa* was commissioned in 1965. Therefore we are not really celebrating 100 years of submarine service this year but should be preparing for the 50th Anniversary next year, 2015. Many suggested throughout the day that Larry should start preparing the Submarine Anniversary Calendar earlier this time. Canada did not make a significant investment in its submarine capability until the operation update program of the 1980s. This leveraged the navy's investment in force cooperation with the new AURORA ASW capability and showed our senior officers and

our allies how important sovereignty operations were. I determined that Larry's excellent analysis of the navy's understanding of submarine capabilities to our national needs could be called: *"The Education of the Navy — Submarines from 'Clock Work Mice' to National Strategic Asset."*

The questions included the necessity for an "arctic capability," the importance and nature of "constabulary operations" (domestic surveillance, fisheries patrols and counter drug operations). The answers and discussion emphasized the importance of submarines in today's balanced flexible forces and how the Arctic factor has changed in the intervening years.

■ THE PRESENT

Captain (N) Jamie Clarke kicked off the session with an analysis of the importance of submarines around the world and the geopolitical factors that make Canada a maritime nation. That said, he acknowledged, "Canadians are largely unaware of their relationship with the sea." He then spoke of the need to "celebrate the success of the Victoria-class." He highlighted current operations, successful partnerships with industry and significant operational improvements that are underway. Even with this success he spoke to the difficulty of fulfilling the "need for Canadians to become informed" when submarine operations are completely out of sight.

Finally, Jamie spoke about the importance of people and how the challenge of submarine service produced the best sailors. This allowed me to talk about my last two years crawling around *Ojibwa* with submariners of every type and rank. I know far more about submarine warfare today than when I was a

mediocre surface warfare officer. This is a most important point for the RCN. Having officers and senior NCMs with experience in both submarines and surface ships produces the best, most capable, navy. Senior Officers who have commanded both submarines and surface combatants are more experienced and 'well-rounded.' We have seen these officers rise to the highest levels in the Canadian military.

Dr. Paul Mitchell spoke about the purchase of four used type 2400 Upholders as perhaps the "Deal of the Century." However, he talked about an interview with VAdm Gary Garnett in approximately 1998, where the Admiral called it "The Most Improbable Project" — it was not easy and it was not inevitable. Canada was *in extremis* following the demise of CASAP and the end of the Cold War. Paul's research was impeccable, but many questions remain unanswered. He called it: "The most questionable government decision in fifty years." Why did it take so long to conclude the deal (1995 to 1998)? What were the political and technical issues that had to be overcome? Paul unearthed many details that have heretofore remained buried, including an American proposal to provide up to \$300M for the new RCN submarines to participate in USN fleet training (clockwork mice again?). He detailed unprecedented letters of support from the Canadian Ambassador in Washington, Raymond Chrétien, and from the US Secretary of Defense. Finally, he concluded that "...lack of real Canadian government interest in the submarines provided leverage in the finalization of the deal of the century."

The question period began with much commentary from a room full of senior officers who had direct involvement with the acquisition. For example, it was pointed out Canada had submariners on-exchange operating the Upholders at sea, therefore had detailed knowledge of their complete capability and weaknesses. There were many explanations and observations about the difficulty of the time for the military and for the government, new threads were provided for Paul to continue his analysis. The session ended with the most germane question provided by an RMC Cadet to Captain Clarke: "Why were the press so negative about Canada's submarines? Why do they focus negatively



Orca whales and HMCS *Chicoutimi* share the waters off the coast of Vancouver Island recently. *Chicoutimi* is currently conducting a series of sea acceptance trials, an important step in returning her to operational service. At the time of the photo the submarine was surfaced, sonars were off and she was sailing 400 m beyond the Department of Fisheries and Oceans mandated 100 m distance from the Orcas. Seagulls also love the casing no matter the speed. The photo was taken by Alan Pedley from Babcock Canada Inc. while on a whale watching tour and is a reminder our Navy shares the ocean with beautiful wildlife.

and only on the fires and collisions?" Answers identified that the navy needed to do a better job, but serving officers are constrained in their response to the press because they serve the government of the day. Furthermore, it is hard for Canadians to see 'the human element' in the submarine force. Therefore, there is perhaps an important role in naval public relations for outside organizations like the Naval Association of Canada.

■ THE FUTURE

Dr. Norman Friedman provided a very forward-looking view of the potential use of Unmanned Underwater Vehicles, UUVs. He began with an historical comment on the navy and public relations: "In the Royal Navy of the 1870s, the role of the RN towards the country was made clear with the slogan — 'No Navy, No Life'." This was followed by some comments about the difficulty with some "incompetent people found in the media." Dr. Friedman is a gem in American naval analysis — something difficult to find in the Canadian scene. He was inventive and pragmatic. He believes 'digitization' is a game changer that will allow UUVs to become important in reconnaissance and shallow water ASW. He identified unique opportunities and current gaps in technology that presently limit these options. His aphorisms are refreshing when viewed through a Canadian lens — "The solution is 25 nuclear subs, except for the cost." "I always like big-

ger." The Manta UUV may be the answer with its long endurance provided by "unobtainium batteries." I surmised that Canadian required force structure may also be limited by the political will, *unobtainium*.

Norm Jolin asked questions about the basic requirements for a future Canadian submarine service. His premise began with the fundamentals of 'geography' and 'national will.' National will was described as the willingness to invest on what is necessarily based on the nebulous affordability issue. The operational answer was identified as a nuclear submarine, or, a submarine with nuclear-like capability without being nuclear. Then began an excellent survey of current technologies, many in service around the world, that purport to do this. His conclusion, the technology does not exist yet. Therefore, Canada must do the best with what is available in producing effective, balanced forces in the full spectrum of current maritime operations.

In the question period there was a brief discussion about what Canada wants its submarines to do. This was already discussed in the context of peacetime constabulary duties and war fighting. The addition to this dialogue was talk of a "strike mission" (i.e., strikes on land targets, Tomahawk missiles).

■ PANEL DISCUSSION: WHY DOES CANADA NEED SUBMARINES?

Dean McFadden was moderator. He began



Royal Canadian Navy

HMCS Windsor SSK 877.

by noting, from the previous deliberations, that there was obviously a requirement for this kind of healthy debate. “We need Canadians to listen. They haven’t had the opportunity to understand. We need to do a better job.”

Peter Haydon described how the concept of ‘balanced’ maritime forces has changed as an important and fundamental principle. The “good workable fleet” postwar in the 1950s is not the fleet that is required today. Technology has made submarines a necessity in the balanced fleet of today. He spoke to the difficulty of selling this basic idea to,

“...at times an openly hostile media.” Peter concluded with thoughts on the importance of the “educated” and “retired” community participating openly in the public discourse.

Paul Mitchell began with some research of a 15-year analysis of how submarines have been treated by the Canadian press. His preliminary assessment is that they are seen as “lemons” and “used cars.” He asked why? Was it because of the Victoria-class challenges, or, was it because of the “pariah status” of submarines because they are black, threatening and have bad cocktail parties? Then he did an amazing thing. He threw his

so-called “slider-ball” — an analysis of Aristotelian rhetoric based on *logos*, *pathos* and *ethos* (reason, emotion and credibility). His surprise was that Canadian media coverage of submarines is based almost solely on *pathos*, emotion. The question to Canadians is not what do you know about submarines, or do submarines have credibility in the navy’s force structure. The question is: “How do you feel about submarines?” Wow, Canada, the Peaceful Kingdom runs on emotion instead of reason! Everyone found this a fascinating theory.

Dave Perry was tasked to take a view opposed to submarines. He was depressingly effective. He based his opposition on the question of “affordability.” He countered previous arguments based on affordability to justify the Victoria-class procurement. He used Department of National Defence (DND) data over the years to prove that the capital cost of a future submarine acquisition was out of the question. He then used documents like DND’s annual Cost Factors Manual to show that operating costs have been vastly underestimated.

Andrew Forbes brought forward a view on submarines based on the Australian past, present and notional future. He was refreshingly cynical and realistic. In the past there was a threat-based approach to force planning based on Australia’s geopolitical position. That has now changed to a “vulnerability-based approach,” based on the same geography but a different world political view. He claimed Australians now have a “sea blindness,” that they do not see much past their “beach view.” In that way it is perhaps much like Canada today. Their bad experiences with the Collins-class, perhaps mirrors the bad press Canada has encountered with the Victoria-class. Andrew reinforced that the challenges include the same ones he had heard today. Australia has a large geographical land mass and huge maritime responsibilities. It is not just about the machines, but about the large personnel issues and costs. These will impact any future replacement program.

The question period centred on the challenges as presented. Does the strategic leadership agree on the need for submarines from the top down? Is there enough money to operate submarines or to eventually

replace them? Answers were varied and some questioners challenged the operational costs as presented by Dave Perry. There were specific rebuttals about the changes in submarine support from the Oberons to the Victorias, which put more dollars into a competitive contracting “pot” called “National Procurement.” There was an interesting and emotional debate about the need for the government to understand the necessity to have a “combat capability.” This related to the question: “What have the submarines done for Canada that anyone noticed in the last decade?” It was said that emotional arguments work against strategic reasoning. How does one measure the capacity to act with a world class Mk.48 torpedo when only one operational submarine torpedo firing has taken place since World War II — HMS *Conqueror* sinking the *General Belgrano* entering the 200 mile exclusion zone during the Falklands War? Finally, the question of defence funding and national will was put in the present context of Canada being at the very low end of her partner allies by only investing about 1% of GDP in defence spending.

To end the day, I told the anecdote that speaks directly to “The Most Improbable Project.” It relates back to the fall of 1997. The then-head

of the navy, Vice Admiral Garnett, hosted Aline Chrétien to a special lunch aboard HMCS *Shawinigan* at Shawinigan, Québec, as she had christened the ship earlier that year. He had extensive talks with the Prime Minister about the importance of the decision on the Upholders. He came back to Ottawa to report to the Naval Staff, words to this effect: “The Prime Minister told me — ‘Admiral, your job is not to buy submarines — your job is to sell submarines to the Canadian people, then, maybe, the government will buy them’.” The situation has not changed. Apparently, it is still our job to sell the importance of submarines to Canadians using reason and logic.

Rear-Admiral Dan McNeil RCN (Ret'd) served in the Canadian Navy for 36 years, including commands of three surface ships, Assiniboine, Protecteur and Huron, and finally command of the East Coast navy. Dan was caught up in Canada's submarine as a bureaucrat. He was Naval Advisor to the Special Joint Committee when they recommended pursuing the Upholders in 1994, then was responsible for Maritime Force Development as the acquisition parameters were being developed 1995-98. Dan's last few years have been occupied with the preservation of Ojibwa from the wrecker's yard.



From the bridge

Jim Carruthers | National President | jmc@rruthers.com



Canada's Navy faces several challenges as it endeavours to gain broad public and governmental support for significant capital investment to maintain balance, multipurpose maritime forces. The level of capital investment needed is unprecedented and occurring precisely when the government faces other pressing demands on our national treasury. This presents several important questions. Will our economy be strong enough to support such investment? Will Canadians see this investment as important and necessary? Will they be willing to support such investment to achieve the recapitalization of our RCN when facing other important national challenges? It is suggested that these questions can only be answered positively by ensuring Canadians at all levels understand why Canada needs a strong and capable Navy. This is our task.

We are undertaking a multi-level approach to educating Canadians on the need for a strong and capable Navy:

- At the grassroots level we are rolling out a package as part of OUTREACH that will enable selected Branch members to engage Canadians. Richard Archer has been active in pushing this forward. Branches will have received the presentation with back-up notes by the time you read this and be looking for members willing to speak to local organizations — those who have been part of the pilot project have found it interesting and rewarding — please volunteer.
- At the national level we have just completed a third very

successful conference, have staged two Battle of the Atlantic GALAs, which showcased the RCN and provided a forum for government, industry and naval leadership to join in support of our veterans. Moving forward we are embarking on an aggressive Naval Affairs program which will see high quality articles advocating for a strong and capable Navy for Canada published across the country. Dan Sing is our new National Director of Naval Affairs and is leading this effort.

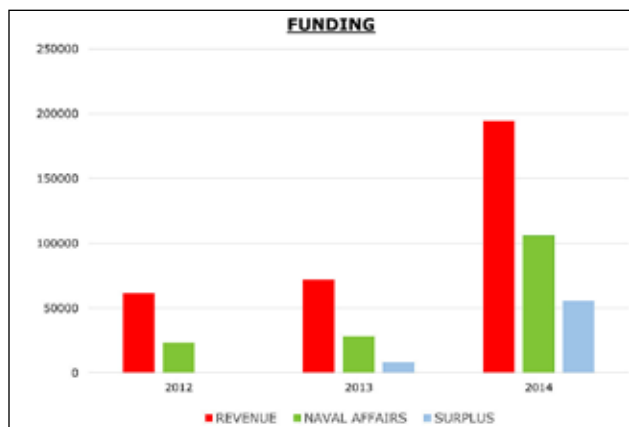
- Generally, we are working to expand communications both with you our members and the wider public. Bob Bush will launch a new updated National website — Branches are either joining in or providing a link. Our *LinkedIn* group is hosting informed discussion on a number of matters of current interest, and the NAC NEWS, in addition to keeping our members up to date on current developments, is funding wider distribution.

The extent to which we can educate Canadians depends on two major factors: the health of our Branches and the funds available.

■ BUDGET

We have a new National Board, the first one nominated and elected directly by the membership. You have selected those who you wish to have represent you as National Directors. The Board members have a broader base with greater diversity in terms of age, experience, perspective and background. At the same time,

the National Board retains a number of NAC veterans — a great mix. At our recent AGM meetings, the Board approved a new budget focussed on ramping up Naval Affairs activities aimed at educating Canadians as to the need for a strong and capable Navy.



As shown in the FUNDING graph above, revenues have more than tripled since 2012; spending on Naval Affairs is proposed to quadruple and we will retain a healthy surplus which will smooth out any future surprises for both Branch and National initiatives and events. Previous articles have described Naval Affairs activities — the committee will be publishing a detailed plan in the coming weeks.

Whereas in the past we lived hand-to-mouth, moving forward we intend to expand our growing revenue base and make important investments to advance in educating Canadians. We are starting to assemble the talent and resources needed to drive towards this task — in this regard we are the *new* NAC.

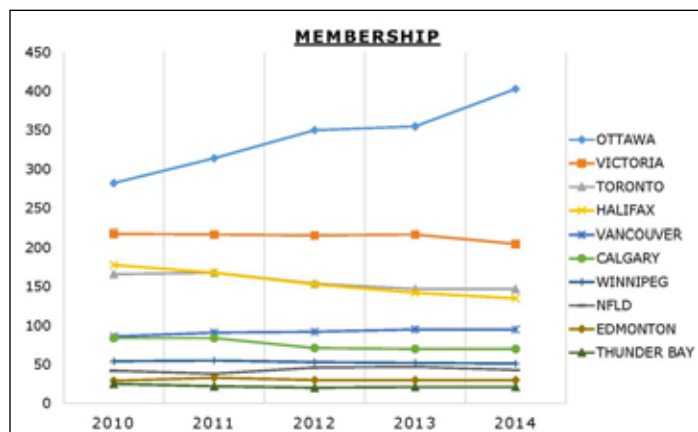
We can consider making way in Naval Affairs due to the increase in revenue from our new Conferences and the very successful BOA GALA. Of the \$135K in new revenue, \$130K came from NAC-O and \$5K from NAC-VI. All made possible by the hard work of Branch members. It is hoped that Branches will continue to conduct these successful events that will help provide funds for the critical work of the Association.

We should be asking ourselves whether we can keep up the recent fundraising success. We should also be thinking how we can pursue avenues to expand our fundraising as we develop the strong national level voice Canada needs. Your ideas are most welcome.

MEMBERSHIP

As you can see from the MEMBERSHIP graph, showing our ten largest branches, most Branch memberships continue to trend lower as our elderly membership continues to decline. We have lost two Branches in the past few years and another Branch has signalled this year is likely their last.

All Branches face unique challenges with recruiting and retention. While strong growth will likely be limited to our major naval concentrations of Halifax, Victoria and Ottawa, our major city branches with strong Reserve Force presence should be able to grow at least modestly. To ensure the NAC remains vibrant and viable, all branches can hopefully stem the tide of falling membership.



I would offer that widened membership is not a threat but rather an opportunity. New, younger members with backgrounds different than ours add vitality to the Branch while keeping it relevant and more enjoyable for all. Think of new and younger members as a new audience.

In my Summer 2013 *Starshell* column, I suggested some approaches that might be useful in increasing membership. At our recent meeting we formed a Membership Committee to examine best practices and how they might be applied nationwide. The intent is to marshal our strengths and experiences across all Branches and assist all Branches in membership recruitment where needed. This will require dedicated effort by Branches ... can we do it?

GUIDANCE MANUAL

A major goal for this year is to put in place the administrative instructions to reflect the recent changes and set us up for continuing success. We have already started calling on Board members and the general membership to help make this happen.

In all areas we are, to a certain extent, making it up as we go along. Having spent 25 years running a small high tech company, I am quite comfortable with this approach. But I realize that this may not be the case for many. Some have explained they are uncomfortable without a new 'Guidance Manual' in place. It is a 'chicken and egg' situation in that the manual must codify best practices but in these new areas of business, we don't know what works until we try it.

Given that our National Board, which is entrusted with guiding NAC in addressing issues of national interest, is now nominated and elected by the membership, it has been suggested we have a new group composed of Branch Presidents which can focus on and communicate issues important to Branches. This has been tentatively labelled the 'Advisory Committee.' With our strong National Board, proposed Advisory Committee and increased member communications, I believe we have the building blocks for success. As with everything we are trying to implement, if you have a better idea please speak up.

Canada needs a strong naval voice to help inform and educate Canadians if it is going to build the Navy it needs — **this is our mission.**

Yours aye

Jim



The front desk

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



I would like to thank all those who submitted proxy votes for the 2014 AGM. Your participation was beyond the expectations of many and proved that the engagement of you as individuals is important. The proxy votes represented a full two-thirds of votes cast for the issues at the AGM — a very significant addition to the participation for issues of governance in our Association.

Many lessons were learned in this first effort to engage the membership of NAC in the business of the National office. I would be interested in hearing your thoughts on many aspects of the process. The Canada Not For Profit Corporations Act stipulates timelines that suggest we need to be more diligent with information distribution, such as financial statements, meeting minutes and motions. This year we were very concentrated on the issue of election of directors and I admit that the preceding items did not get the attention they should have. We will do better for 2015.

In an effort to reach all our membership,

the proxy form was available in paper copy and on line. Many members used the paper copy, even though they have email access. I would be interested to know if there would be an easier way to do this. Remembering that not all our members have internet access and that mailing to individuals is a major expense, is there a better way to do this? Distribution in *Starshell* significantly increased the size of the magazine but seemed to meet the need for connecting with members who are not on the internet. As noted above, many members used the *Starshell* form, both as a paper return and as an email return. Very few used the form provided on the website dedicated to the voting procedure. From my perspective, it appear that we did a good job of getting the items we had distributed, but if that is not the perception you have I would be most interested to know how much more we need to do.

As a follow-up to the AGM, I would also advise that the following Directors were

elected — John Anderson, Murray Bialek, Jim Carruthers, Brian Cook, David Cooper, John Dugan, Tony Goode, Moyra Haney, Dave Hudock, Rod Hughes, Mike Morres, Daniel Sing, Chris Tebbs, William Thomas, Ed Williams and Anne Zuliani. They in turn elected Jim Carruthers as President, and appointed myself as Secretary and King Wan as Treasurer. Our past Treasurer, Derek Greer, retired from the post for some well-deserved time off.

The next AGM is scheduled to be in Calgary in June 2015. At that time about one-third of the Directors positions will be turned over and so I would ask that you start considering who you might nominate for consideration to fill a vacancy on the board at that time. There will be much more to come on this and other issues for the AGM in the winter issue of *Starshell*.

Yours aye

Ken



Schober's Quiz #66

By George S. Schober | NAC Victoria

Retentive readers of Quiz #57 may recall that on May 12th, 1918, HM Transport OLYMPIC rammed and sank German submarine U-103, this being the only occasion (in the First World War) on which a merchant ship sank a U-boat single-handedly.

However, some two years before OLYMPIC's encounter with U-103 another British merchantman attempted to ram a German submarine. Although unsuccessful, this event subsequently gave rise to severe repercussions against the Master of the ship, eventually becoming a cause célèbre.

QUESTIONS:

1. What was the name of the ship involved in the celebrated, but unsuccessful attempt to ram a U-boat?
2. What became of the Master of said ship?
3. What is the Canadian connection?

Answers on page 37

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Bill's Corner

By Bill Clearihue, NAC Toronto

"Howe goes the battle?"

Mentioning the Battle of the Atlantic and the Kentucky Derby in the same sentence might seem a bit strange, but sometimes truth is stranger than fiction. The first Sunday in May commemorates the Battle of the Atlantic, the 100,000 members of the World War II RCN, RCNR, RCNVR, WRCNS and their losses. The Kentucky Derby, the premier thoroughbred racing event of the year, runs on the first Saturday in May. The most famous Canadian horse to win that event was 'Northern Dancer' in 1964.

One the morning of December 14, 1940, MV *Western Prince*, enroute from New York to Liverpool, was torpedoed by U 96 between Iceland and Ireland. The first torpedo damaged the ship and U 96 waited for ninety minutes to deliver the second torpedo which sank the ship almost immediately. That delay permitted the majority to get into lifeboats. There were only 15 fatalities out of 169.

In lifeboat #1 was Edward Plunket Taylor. In lifeboat #2 was Clarence Decatur Howe and Cyril Thompson. They were all picked up

nine hours later by the SS *Baron Kinnaird*, violating the rules of engagement by doing so. This undoubtedly saved their lives. Her skipper was beached for effecting that rescue and Howe and Taylor later financially supported the man and his family. *Baron Kinnaird* was herself sunk in 1943 with the loss of all onboard. U 96 went on to sink 27 ships and was sunk from the air, jetty-side, at Wilhelmshaven in 1945.

C. D. Howe was at the time, the Canadian Minister of Munitions and Supply. E. P. Taylor was his Deputy Minister for Munitions. Cyril Thompson, a British shipbuilder, was returning to the UK and with him on the lifeboat, in his briefcase, were the papers and contracts for the famous Liberty Ships to be built in the United States and Canada.

Almost 3,000 Liberty Ships were ultimately built from the plans in Cyril Thompson's briefcase.

C. D. Howe was the prime mover in the construction of Canadian minesweepers, corvettes and frigates that figured so prominently in Canada's success in the Battle of the Atlantic.

'Northern Dancer' is considered to be the most successful sire of the 20th century, commanding \$1 million in stud fees. Nice work if you can get it! He was owned by E. P. Taylor. Both are Kentucky Derby legends.

So as Howe and Taylor precariously shared lifeboats in 1940 and then went on to significant postwar achievements, the Battle of the Atlantic Sunday and the Kentucky Derby often sharing the same weekend, could be considered fitting.

Bill

A SELECTION OF NAVAL NOTES

By Cecil Woods, World Ship Society, Vancouver, BC Branch • www.worldshipsocietyvan.ca

- The Israeli Navy will have three new Dolphin II class submarines built by Germany's ThyssenKrupp Marine Systems. These submarines are among the most effective submarines at 2,400 tons submerged with swim-out torpedo tubes, Harpoon anti-ship missiles and air-independent propulsion.

- The Russian Navy will add six new Varshavyanka-class diesel-electric submarines to its Black Sea Fleet. These boats feature stealth technology, various missile systems (anti-ship and anti-submarine) and are designed to operate in shallow waters.

- The Chinese Navy has reportedly launched the world's largest conventional submarine, the new Type 032 Qing-class.

- The CBC reports that the RCN is looking to the Canadian government to purchase or lease a replenishment supply ship from the US as due to budget concerns, the US Navy is retiring early, two of its supply ships—USNS *Ranier* (1990) AOE 7 and USNS *Bridge* (1993) AOE 10, 49,000 tons loaded; 229.7m long, 667

officers and crew. Another option mentioned was the conversion (buy or lease) of a foreign-built civilian ship for the RCN's short-term needs.

- Brazil is planning to build five submarines including one nuclear-powered boat to protect its long coast line. The nuclear submarine will be 100 m long and weigh in at 6,000 t. The conventional subs will be 75 m and 2,000 t. The five submarines will be armed with conventional torpedoes. The nuclear boat will patrol out at sea where Brazil has discovered deepwater oil reserves. The four conventional vessels will patrol coastal areas.

- The Russian Navy indicated the two Mistral-class ships it is receiving from France will be fitted with Russian-made weapons as the French will not install the advanced systems they have in their own naval ships.

- The US Navy commissioned its newest amphibious transport dock, USNS *Somerset* (LPD25)



Mail Call

Letters to the Editor



HMCS Haida

(See cover photo of *Starshell*, No. 66, Spring 2014.)

What a heart stopper that picture of *Haida* on the cover of the Summer issue of *Starshell* was! It should be noted that without the leadership of former Air Canada pilot Neil Bruce and four other keen Toronto naval fans, *Haida* would have become razor blades in 1963 when she was retired from the RCN.

These five men bought *Haida* and had her towed to Toronto where she was opened as a marine museum. In 1971, the Province of Ontario agreed to take over the destroyer and she was moved to Ontario Place where she used her guns for the climax of the 1812 Overture. John Robarts, a former naval officer, had pledged that Ontario would look after Canada's most famous warship, but subsequent Liberal and NDP governments didn't think she was worth keeping.

Deputy Prime Minister Sheila Copps was also Minister of Parks, and she said Parks Canada would take over *Haida*, provided she was moved to Hamilton. It was either that, or let this grand piece of Canadian history sink where she was. In the event, Parks Canada had the ship towed to Port Weller where she was patched, repaired and readied for her new home at considerable expense.

There she currently sits, at the jetty in front of HMCS *Star*, Hamilton's reserve division; *Haida*, the world's only surviving Tribal-class destroyer.

Peter Ward, Ottawa

For more information on HMCS *Haida* see:
<http://www.pc.gc.ca/eng/lhn-nhs/on/haida/index.aspx>



The Briefing Room

Assorted Items of Interest



NAC-NS provides service dog for deserving vet



Bill Gard

Members and guests participating in the presentation of a NAC-NS cheque for the purchase of a trained service dog for a deserving veteran were, Front Row (L to R) Jocelyn Cousineau, Ken Isles (President NAC-NS); Kim Gingrell (service dog trainer); Medric Cousineau, 'Paws Fur Thought'; Ronald Trowsdale (President, Nova Scotia/Nunavut Command of RCL; Jessie Brunet (service dog trainer) and Clarice Derible. (At rear): Bernard Derible and Don Uhrich.

A suggestion by his wife prompted NS Naval Association of Canada member Bernie Derible to explore conducting a fund-raising project to purchase a trained service dog for a deserving veteran suffering from post traumatic stress disorder (PTSD).

With the support of fellow board members including President Ken

Isles and treasurer Don Uhrich, Bernie got the ball rolling by canvassing for donations from members of NAC-NS and serving and retired members of the Halifax area naval/military community. A poster was produced and distributed to messes and units promoting the theme: "Help the Nova Scotia Naval Association of Canada help a deserving Veteran." By the first of August, more than \$5,000 had been raised.

Ken Isles presented the cheque to Ronald Trowsdale, President of Nova Scotia/Nunavut Command of the Royal Canadian Legion to purchase a service dog for a veteran during NAC-NS's annual garden party at Royal Artillery Park Officers Mess. Also taking part in the presentation was Medric Cousineau of 'Paws Fur Thought' that supports veterans and two service dog handlers with their service dogs.

Retired Capt Cousineau who suffers from PTSD, commented: "Let me take this opportunity to express my sincerest gratitude for the kind and generous donation that the Association made to 'Paws Fur Thought' through the RCL. These funds will allow us to continue placing service dogs with veterans struggling with the ravages of PTSD."

A properly trained service dog can provide a number of useful tasks for people suffering a disability with the tasks a dog has been trained to provide directly related to the person's disability. The cost of a trained service dog is \$3,000 to \$5,000. The funds raised by NAC-NS will match a trained dog with a retired or serving man or woman who is in need of this form of assistance. The service dog project complements other NAC-NS community support activities, including the awarding of university scholarships. For further information check out pawsfurthought@gmail.com

Len Canfield, NAC-NS



RCN adopts new 'Visual Identifier' and announces the introduction of "Niobe Day" in the RCN

Vice Admiral M. A. G. Norman CRCN, announced through NAVGEN 028/14 (October 14th) the adoption of a stylized flying Canadian Naval Ensign as the new visual identifier for the RCN [Sample grayscale facsimile of just one style of the bilingual version appears above. Ed.]. The Admiral states: "The adoption of this new public communications tool, which complements the RCN's traditional military badge, ensign and motto, stems from a series of changes announced over the past several years by the Government of Canada, celebrating over 100 years of Canadian naval heritage. Among these initiatives were the return of the Royal designation, the restoration of the executive curl on naval uniforms and the adoption of a new Canadian Naval Ensign."

The Admiral also stated the announcement comes on "Niobe Day" which will now be marked each year by the RCN on October 21st to commemorate the arrival date of HMCS *Niobe*, the first Canadian warship to enter Canada's territorial waters in 1910, a landmark in the beginnings of The Naval Service of Canada.

Historic anchor believed to be that of HMCS *Niobe* unearthed at HMC Dockyard Halifax



HMCS *Niobe*

An anchor believed to have belonged to HMCS *Niobe*, has been unearthed at HMC Dockyard Halifax, the RCN has announced. More from the RCN news release follows: "HMCS *Niobe* was the first Canadian warship to enter Canada's territorial waters on October 21st, 1910, a landmark event in the beginnings of the Naval Service of Canada. As fate would have it, the discovery of the roughly 900-kilo (2,000 lb.) anchor was made just days before the commemoration of *Niobe Day*, which will from now on, be celebrated annually by the RCN on the 21st day of October. An excavation crew working at HMC

Dockyard recovered an anchor and chain buried beneath a demolition site on the morning of October 14th. The anchor has been inspected, assessed against relative documents and photographs and is now believed to be that of HMCS *Niobe*."

David Pugliese, *Ottawa Citizen*

For additional information, please see Mr. Pugliese's complete article at the following:

<http://ottawacitizen.com/news/national/defence-watch/historic-navy-anchor-believed-to-have-been-unearthed-at-halifax-dockyards>

HMS *Illustrious* returns to Portsmouth for the final time



HMS *Illustrious* was welcomed back in style on July 22nd as she returned to Portsmouth for the last time.

The Royal Navy's helicopter and commando carrier, which has clocked up 900,000 miles on operations throughout the world during her 32-year career, is being withdrawn from service and will be decommissioned later this year.

A flypast comprising Apache, Merlin, Lynx and Sea King helicopters flew over the ship as she entered Portsmouth Harbour and dozens of families lined the jetty to cheer home the veteran carrier.

Illustrious is succeeded by HMS *Ocean*, the Royal Navy's larger, younger and more capable helicopter carrier which was just returned to service following a £65 million refit. The Ministry of Defence has invited tenders from private companies and trusts to secure HMS *Illustrious*' future.

Royal Navy News

For additional information, please see:

<http://www.royalnavy.mod.uk/news-and-latest-activity/news/2014/july/22/140722-illustrious-final>

Memorial dedicated in Burlington Ontario to the RCN's eight destroyers in Korea and the nine sailors who perished in that service

On a rainy 28th of July, a monument was dedicated in Burlington, Ontario's Spencer Smith Waterfront Park to the eight RCN destroyers which served during the 1950 to 1953 Korean War, and to the nine seaman who were killed or died during that service.

Conceived, organized and fund-raised by the local Halton and Burloak Naval Veterans Associations of the area, it joins another large granite monument, also developed, funded and placed in the park by those organizations some six or seven years ago.

The dedication on this occasion was in both English and Korean, with representatives of that country's government and armed services, plus Canadian government and naval representation, all of whom contributed to the substantial cost of the memorial. The concept was enthusiastically and essentially supported by the city, which has made the park a naval themed memorial garden with considerable naval and merchant navy history noted on the monuments.

The RCN destroyers consisted of the six Tribals: *Athabaskan*, *Cayuga*, *Nootka*, *Huron*, *Iroquois* and *Haida*, plus the V-class *Sioux* and the C-class *Crusader*.

Fraser McKee, NAC Toronto

Spinning some 'educational' salty dips!



L to R: Major Simon Brochu RCAF; MARCOM Historian Dr. Richard Gimblett; RMC Cadets Paul Goff and Jesse Haggart-Smith, paying rapt attention to no doubt brilliant assessments by their elders. There was, wisely, a considerable coterie of Cadets from RMC who attended.

Fraser McKee



Fraser McKee sent the photo (*bottom left column*) which was taken during the Luncheon portion of the NAC AGM Conference and AGM held recently in Ottawa. Fraser pointed out this genial mixture was typical of many of the tables during the lunch, and to quote him: "The exposure, education and enlightenment of the next generation of potential young leaders gave purpose to what NAC can be all about." (*We 'elders' couldn't agree more! Ed.*)

National Treasurer awarded Gold Medallion

Ron Harrison



During the recent NAC Conference in Ottawa, National President Jim Carruthers awards outgoing National Treasurer Derek Greer with a well earned Gold Medallion, while former National President Ken Summers handles the 'mechanics' at the stern. Well Done Derek! [*Additional Conference images on pages 20 and 21*]

The continuing adventures of Andy Irwin

Office of the Prime Minister



L to R: Andy Irwin (NAC Toronto), Mrs. Harper and Tom Dykes, during the presentation of the book memento to her in Ottawa recently.

Andy reports that after returning from the 70th Anniversary of D-Day in France (*See 'Starshell' issue #67, Summer 2014, p.26*), he reviewed the highlights of the trip with his historian friend

Tom Dykes. He told Tom about the Prime Minister's wife Laureen passing out cookies during the flight. Tom thought they should create a memento for the 'Cookie Lady' and Tom prepared a booklet which they then presented to Mrs. Harper in Ottawa. The above photo was taken during the presentation.

We're also pleased to report that Andy was granted the rank of Knight in the French National Order of the Legion of Honour on August 18th. The award reads in part: *"This distinction illustrates the profound gratitude that France would like to express to you. It is awarded in recognition of your professional involvement in the liberation of our country. Through you, France remembers the sacrifice of all of your compatriots who came to liberate French soil, often losing their lives in the process."*

Bravo Zulu Andy!

Bob Williamson announces his retirement as longtime UNTD Newsletter editor

Following twenty-one years of editing the UNTD [University Naval Training Divisions] *Newsletter*, Bob Williams has announced his retirement with forty-two editions to his credit. Bob is representative of the few of all ranks in myriad naval associations and organizations out there who silently labour, year after year, in support of their beloved fellow members.

Bob is an historian of note, many of us having read his 'UNTidy Tales,' and needless to say, the *Newsletter* has done more than its share to keep the UNTD alive and well over the years. Happy Retirement Bob ... you have certainly earned it!

We are pleased to announce that our own Bill Clearihue (author of "Bill's Corner" which has just begun its run in *Starshell*), is taking over from Bob as the UNTD *Newsletter* editor. We wish him every success and look forward to receiving future issues.

Dundurn Press announces new book on HMCS Oakville

Oakville's Flower: The History of HMCS Oakville (publication date October 11th, 2014), is an in-depth look at the history and legacy of HMCS *Oakville*, a Canadian World War II corvette that fought in the Battle of the Atlantic and was one of the few corvettes to sink a U-boat.

From its creation through its christening off the shores of its namesake town, its exploits at sea, the famous encounter with *U 94* and the ship's lackluster end, *Oakville's* is a story that showcases not only our nation's proud naval heritage, but also the importance of remembrance.

Oakville's Flower sets the scene of naval war in the Atlantic — the battles between convoys, stealthy U-boats and the lowly corvettes that formed the backbone of the RCN. The author, Sean E. Livingston, is a Naval Reserve Officer as well as a Sea Cadet instructor."

For further information please contact Jaclyn Hodsdon, Publicist, Dundurn Press in Toronto at 416-214-5544 x 222 or see: dundurn.com or facebook.com/dundurnpress@dundurnpress

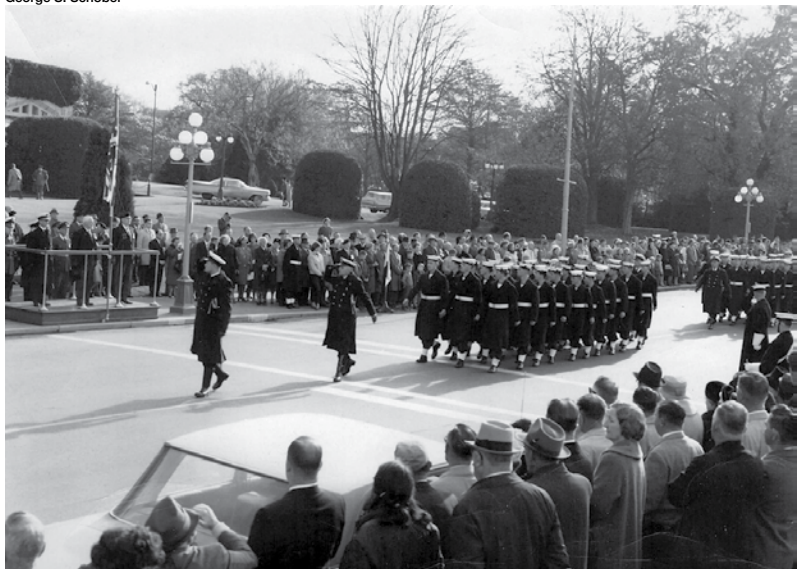
Remembrance



The Inspiration for Unique Canadian Citizenship

By Gerry Pash CD, Citizenship Judge

George S. Schober



Remembrance Day Parade, November 11th, 1964, passing the review stand, Legislative Building, Victoria, BC, Lt. Governor MGen George R. Pearkes VC taking the salute. The Parade Commander (in the lead) is none other than our *Starshell* 'Quizmaster,' George Schober.

It may come as a surprise that all those who fought under the red ensign in World Wars I and II, were not Canadian. Prior to January 1947, persons born in Canada were designated as British Subject domiciled or ordinarily resident in Canada or "British Subject by Birth" according to the passport. Canada was the first country of the British Commonwealth to establish by Act of Parliament a unique national citizenship.

The inspiration for unique Canadian Citizenship, separate from Great Britain, came towards the end of the Second World War in 1945 when then-Secretary of State Paul Martin Sr. visited the battlefield cemetery at Dieppe where hundreds wearing "Canada" on their shoulders had been killed only a few years before. The Germans had buried 'their enemy dead' likely with the help of prisoners of war. The wooden crosses were marked "British Subject." As it was for those who served, many who perished were the children of immigrants to Canada who came at the turn of the 20th century. The names on the grave markers reflected the hyphenated populace of English-Canadian, Ukrainian-Canadian, French-Canadian, Norwegian-Canadian and so on. Martin concluded that of whatever their origin by immigration or birth, the men buried there had fought and died for Canada. He felt they should be recognized as Canadians.

Subsequently, Martin introduced a Bill to the House of Commons to establish Canadian Citizenship saying: *"For the national unity of Canada and for the future and greatness of this country it is felt to be of utmost importance that all of us, new Canadians or old, have a consciousness of a common purpose and common interests as Canadians; that all of us are able to say with pride and with meaning: 'I am a Canadian Citizen'."* The first Citizenship Act was enacted on June 27th, 1946.

On New Year's Day 1947, millions across the northern half of North America became Canadian Citizens. The new Act gave all citizens the right of entry into Canada. Married women were given full authority over their nationality status and treated as independent from their husbands — rather than being grouped with minors, lunatics and idiots "under a disability." The Act was not perfect as it did not include aboriginal people who were added by amendment in 1956.

Two days later, on January 3rd, 1947, in the Supreme Court of Canada at a ceremony broadcast on CBC Radio and presided over by Chief Justice Thibault, twenty-six people were presented with Canadian citizenship certificates. Just as in the case today, they came from many countries. Prime Minister Mackenzie King was issued citizenship certificate number 0001. Others at the event included Armenian photographer Joseph Karsh and others less notable from Palestine, Poland, Switzerland, Germany, Russia, Yugoslavia and Scotland.

The freedoms we enjoy today in Canada were founded 800 years ago in the Magna Carta, and are entrenched with the rights of Canadian citizenship in the Constitution Act of 1982, did not come without cost.

Brave Canadians fought and thousands died for these rights and freedoms we hold so dear. Their commitment to Canada is not forgotten and it is not unrecognized. The thousands of citizens who gather at cenotaphs and memorials from sea-to-sea on Remembrance Day demonstrate that. Canadians have life for the choosing because of the sacrifice that was made and continues to be made by tens of thousands of men and women who fought to establish the conditions that attract millions to line up at our Embassies around the world seeking permanent resident status in Canada. Eight-five percent of those who are admitted will eventually gain citizenship.

On Remembrance Day we are reminded that the first duty of a free citizen is to be prepared to defend their country. We can be thankful that defending one's country today does not necessarily require enrollment in the armed forces or law enforcement. We can defend Canada every day by developing and demonstrating the attributes of good citizenship. That includes taking responsibility for self and family, voting in elections, accepting jury duty when asked and obeying the law. It also means taking leadership roles to make the neighbourhood, city, province or territory better and helping others. Just by taking

an interest in what the men and women of the Canadian Armed Forces, the RCMP and our diplomats are doing around the world we can contribute to the defence of Canada.

The Oath of Allegiance that is sworn by Canadians in waiting and members of the Canadian Armed Forces on enrollment, are equal in status and force. Both include a declaration of faithful allegiance to the Sovereign.

The citizenship oath includes the promise to obey the law and fulfill the duty of citizenship. The Officer's Commission speaks of the Sovereign's trust and confidence that one will discharge their duty. In both cases the notion of doing one's duty is about doing the right thing as much as doing things right.

In both instances, the Oath is not a one-way pledge. The Sovereign in the Coronation Oath has promised to govern Canada in accordance with Canadian law and custom. It is therefore guaranteed that the Crown, the Canadian State, will protect our rights and freedoms. Thus the circle is closed with regards to the defence of the nation. Guided by an elected citizenry, citizens protect the state and the citizens are the State.

Canada is a remarkable country that was built by the aboriginal people and those who came later from all over the world. The concepts of service and duty are not old fashioned. Their enduring value built this nation. That was true in 1947 — it is true some sixty-seven years later in 2014.

Lest we forget!

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LEFT: Brooke Campbell keeps a weather-eye on the NAC Endowment Fund.



NAC Conference Ottawa 2014



RAdm (Ret'd) Dan McNeill of Project Ojibwa addresses the Conference.



Michael Morres and Derek Greer, both of NAC Victoria and Ed Williams of St. John's, NFLD proudly display their well-earned Gold Medallions.



Anne Collins-Carroll receives her Bronze Medallion from Jim Carruthers for her dedicated and constant support of the Battle of the Atlantic Gala and the NAC, AGM and Conferences.



Rev Canon William Thomas receives his Bronze Medallion. Bill is the current President of the UNTD Association.



NAC National President Jim Carruthers (left) awards a Certificate of Appreciation to Jette Thomas for her services to both NAC Toronto Branch and the Hamilton Group. Additional praise is given by Bill Clearihue.



Jim Carruthers (left) awards a Bronze Medallion to Bill Thomas of NAC Toronto, Hamilton Group.



Newly appointed National Treasure King Wan (left) with Brian Cook, both of Vancouver Branch and former CO's of HMCS *Discovery*.



Jim Carruthers presents a Silver Medallion to Tom DeWolf (centre) who chaired the Hosting Committee for the Conference while the NAC Archivist, Fred Herndorf performs the honour of securing the medallion.



LEFT: Cheryl Bush receives her Bronze Medallion from Jim Carruthers for her dedicated and constant support of the Battle of the Atlantic Gala and the NAC, AGM and Conferences.



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

Part Five ~ Return To England and a New Ship

In the Spring of 1939, after negotiating the Suez Canal—supposedly on their way back to Britain; having been away from home for eighteen months and looking forward to some leave—HMS Emerald was suddenly ordered to proceed to the Palestinian port of Haifa. Prior to the formation of the State of Israel, Palestine was administered by the British. The Arabs and the Jews made little effort to get along with each other. Following duty ashore, where Welland was put in charge of a squad of sailors to man an inspection station, the ship was finally cleared to return to England.

On arrival in Chatham there were emotional scenes on the dockside; officers and sailors meeting youngsters who were strangers; children were introduced to their fathers.

Captain Gus Agar gathered the 600 of us on the quarterdeck. A tot of rum was issued. He took off his cap and let his hair fly. He wished us well and thanked us for our service. The crew, all of us, gave him three cheers. We knew we had served with a ‘star.’

Before going on about what happened to me, I must relate what happened to my captain. In 1939 after the war began, Gus was given command of HMS *Dorsetshire* and sent back to the East Indies. As a Japanese fleet descended onto Ceylon, just after they had captured Singapore (Using a plan awfully close to the one Gus devised in 1938) he sailed from Trincomalee to engage the invading fleet. His ship was attacked by Japanese carrier aircraft and sunk, along with other British ships that

had no air protection. Gus spent seven hours in the water with 500 of his crew. Some died of exhaustion and sharks, but Gus survived. He went on to be promoted Rear Admiral. He was in command of the Motor Torpedo Boat Coastal Forces in which many Canadians served with great distinction.

A letter delivered to *Emerald* told me to report to a Mr. McLeod in Canada House and receive instructions. Mr. McLeod was Secretary to the High Commissioner, he was there when I had first arrived in 1936; he was there when I went to the East Indies; he was my connection with Canada. He had once said that if I needed anything to get in touch with him. He was a Scot; he had white hair and a strong handshake; unless I was actually dying I was not going to call on him. Any lesser complaint would have disappointed him in “*My Midshipmen*” as he called us. Landymore, Blakelock and I reported to him in the library of Canada House in Trafalgar Square, just under the monument to

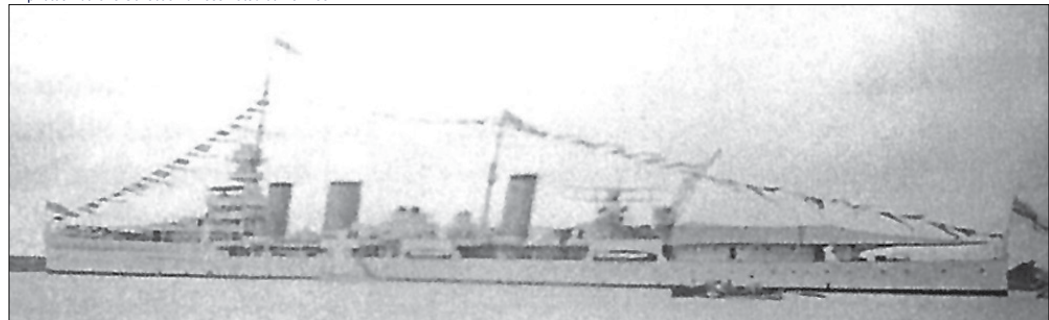
Admiral Horatio Nelson.

He took us to lunch and over a beer told us our likely movements: “*It is not advisable to send you home until you finish your Midshipmen time,*” he said. We knew that meant the next April; it was now September 1938 and we had not been home since July 1936.

“*Another six months will mean being away from home for three years,*” said John Blakelock. “*That’s right,*” said McLeod, “*But if you have any particular reason to go earlier I can arrange it.*” I said I had no reason to go home and Landymore said he was already at home in the Navy. John said he had hoped to get home but he had no compelling reason. Blakelock didn’t enjoy the Navy the way Landymore and I did and I was not surprised when he resigned in 1945, the minute the war was over. Blakelock became a successful industrialist out of Oakville, Ontario, and we have kept in touch to the present time.

To enjoy living in a warship was regarded by some sensible people as being a bit

All photos Author's Collection unless noted otherwise.



HMS *Emerald*, with all flags flying, enters her home port, Chatham. For me it had been a marvelous voyage to the ends of the world. (Apologies for the poor photo quality! Ed.)



HMS Glasgow, C-21, Town-class light cruiser commissioned September 9th, 1937. 10,000 tons, 12 six-inch guns, 32 knots. Stainless steel had replaced brass, but there was still plenty to do.

strange. Wynn's husband, Dr. Sawday once said to me, *"Do you really like being penned up as compared to the freedom of the Manitoba plains?"* Being at sea wasn't everyone's notion of the ideal life and this was demonstrated in the early days of the war in the Atlantic. Sailors who deserted were sent to prison; jail was preferred to the fo'c'sle of a corvette in the winter off Newfoundland with or without the U-boats. The policy was soon changed and they were sent back to sea. The prisons were empty.

"You'll all go to a new cruiser, HMS Glasgow," said Mr. McLeod. He fished into his jacket and handed each of us a letter. We had nothing to do for three weeks while waiting to report to the *Glasgow*.

"I have friends who can put you up," said McLeod. Blakelock had relations in Leeds. I had several who would look after Landymore and me. He gave each of us money orders worth £50. *"Pay me back if you spend it,"* he said; *"Otherwise mail it back."*

My London Aunt Wynn, welcomed Bill and I and made it sound genuine. She listed places that might interest us. We learned how to use the 'tube' and the double decker buses. We did the museums in London's West End. We visited pubs in order to find the way to the next one. We went to a different theatre each night. It was the first week of my life when I had nothing to do.

My cousin Mary, had grown up enough to be taken to the Palladium; she reminded me of this a few years ago, *"My parents*

wouldn't take me, but it was okay if you two did!" Wynn took Landymore and myself to a grand reception in the Grosvenor Hotel. It was a medical convention. She rented us suitable clothing, grey tail-coats, top hats and silk cravats. *"It's a Sloane Square crowd,"* she said. She introduced me to her friends as *"Roberto ... my handsome nephew from Canada."* Had I been an Iroquois in feathers, more interest in me would have resulted; one jewelled lady surveyed me down her nose and remarked: *"How thrilling."* In later years when Wynn visited Ottawa, I was able to introduce her as *"My elegant English aunt."* And she was; the film beauty Rosalind Russell played Wynn in the movie 'Auntie Mame' and I played Wynn's well-dressed young man!

Then we visited Doll in Brackley. She turned the Morgan over to me on the first day, and for a week I delivered printed matter to churches, castles, universities in Oxford and mortuaries. She and Bill seemed not to tire of each other's tobacco-stained conversation; we joined forces to socialize at six, in the 'ladies' section of the Red Lion. Doll had not softened her position much on the Royal Family, preferring George VI to Edward VIII to the point where she didn't spit on the stamps. Her views on Miss Wadhams had not altered; when I mentioned that Wadhams couldn't remember whether it was Fred or Erne who spent two days in the 'stocks' in the public square she said, *"That miserable old hag, she's made a career out of lying."* I rather expected Doll to forbid me to visit Wad-

hams, but she never even hinted I should. I think she regarded the old witch as an unpleasant creature that would be missed if it went away, like the smelly old family dog. Wadhams had told me that Ernie or Fred, had been sentenced to three days in the village stocks, but his drunken pals cut the locks and freed him early. I had often walked by this ancient torture machine which was still in the square. I wondered which way Fred, or Ernie, faced for two days, and was he unchained for a pee?

Over the many months away from McCreary [Manitoba], I kept in touch with my family and they wrote to me. Sometimes their letters took a month to arrive, following *Emerald* around the Indian Ocean, but they got to England in two weeks. Telegrams took only hours but they cost several days' pay and I didn't have that much to say that couldn't wait two weeks. The transatlantic telephone service was not available for another eighteen years. Present day internet and telephone users might wish to thank the people like me for improving what we used in 1938. On the other hand, there were no answering machines to take unnecessary messages, so being out of touch wasn't all bad.

Landymore and I took trains to Invergordon and reported on board HMS *Glasgow* at 12:00 noon on October 12th, 1938, where we joined the other midshipmen. Here were nine of us in our 'Gunroom' mess, almost all were ex-*Emerald*. Our 'family' was being kept together. *Glasgow* was a 'Devonport ship' and manned by sailors whose homes were in the west of England; 'Jordies' who came from Liverpool, Bristol, Manchester, and Sheffield. *Emerald* had been a 'Chatham' ship, manned by Londoners, Cockneys. It took me a few days to understand what the hell they were saying, and I guess they had the same problem with me. Nowadays the difference in accents and expressions between various parts of England is nothing like as marked as they were in 1938. The state-run BBC's TV and radio probably accounts for it. Or it ought to, as they have been trying forever to get the English to speak 'BBC.' I can now even understand the Scots, probably for the same reasons.

Glasgow was part of the Home Fleet, which comprised the bulk of the Royal Navy. It was based in various naval ports in England, Scotland and Ireland. It was then the largest navy in existence being twice as big as the US Navy. All types of ships were with us at one time or another: aircraft carriers, battleships, cruisers and destroyers. There were sloops, submarines and support ships such as oilers, submarine depot ships, floating dry docks and landing-craft. They were all painted the same shade of grey.

The ship's program for the coming three months was posted on our notice board. I was dismayed to find not a single 'reception' in it. The ports of call were to be even more dismal than the one we were in; Invergordon, which is barely below the tree line. We were to visit Scapa Flow and Loch Ewe; those places were uninhabited barren hillsides disappearing into rain clouds, any people having long-since migrated to Saskatchewan. The 'Happy World' of a dance for a shilling had probably gone forever. The ship didn't even have a candy-stripe awning, no Rolls Royce, no lions or tipsy sheiks, and I was not about to promote a swimming race in water that was about to solidify. I missed going down to the Somali stoker's mess twice a day to tell their petty officer which direction was east so his gang could line up their prayer mats. Drat! But maybe I'd learn something useful.

The days were filled with the crash of heavy guns engaging distant battle-practice targets and ear-splitting anti-aircraft weapons firing at towed targets. Nights were disturbed by streaking torpedoes under-running the ship and me having to recover them in icy waters. It was a definite shock to my system to be in the *real*, painted-grey Navy! Why had Gus brought us back to this?

We still had to write the bi-weekly *Appreciation of the Situation*, that was an Admiralty order for the upbringing of midshipmen and was Navy-wide. Roxborough and I were soon to discover the standards in *Glasgow* required conformity. An assignment told us to write 2,000 words on 'A proposal to improve naval equipment or procedures.' Our Instructor-Officer was

a jovial bearded lieutenant, a professor from Durham University, doing his reserve time for promotion. "Just get the English right," he said. "I care little about improving the Navy, but I'll improve you."

I wrote a detailed piece with sketches on how to improve the method of recovering torpedoes. These were real torpedoes, but their 750 lb. TNT warhead had been removed and replaced by a water-filled one that enabled it to float on completion of its run. The torpedo weighed 4,000 lbs. out of the water and was a nasty thing to handle in the water. I proposed that *Glasgow* cease using the oared-whalers and use the motor boats. This was not an original idea, it's what we did in *Emerald*; my verbal suggestions had been sneered at, so I had decided to put it in writing. A few days later I was sent for by the torpedo officer, a lieutenant. He had the gunnery officer with him and they set about bullying me about my proposal. "Awfully clever, aren't you snottie," etc. I hadn't even mentioned my last ship! These two were some of the first 'dumb-kopfs' who entered my life. Gus Agar would have fired them both. Not being a grudge-holder, I am, even now, surprised to be pissed-off at those two after all these years! I hope they never got promoted and were torpedoed by Gunther Prien.

Roxborough had a worse time. He wrote a piece about the advantage of having longer-range weapons than those of the enemy. He got over longbows *vs* crossbows at the Battle of Agincourt in a few lines and then used 1,800 words to dissect battleships against aircraft and aircraft carriers. "The 14-inch guns of the four new battleships now building will be out-ranged by 300 miles," he wrote with easily



The *Glasgow* Midshipmen. Six of the above moved from *Emerald* to *Glasgow* [distinguished with an asterisk]. L to R – Roderick Hall, Trevor Percy*, Bill Landymore*, Mike 'Lion' Henley*, John Blake-lock*, David 'I know' West* and Dinsey Day. [The author took the photo making the total nine.]

predictable results. Roxborough had suicidal tendencies and he was not disappointed; his leave was jammed for a month. This time it was done by the Captain himself—there was no Gus and Boo to rescue him. He still became an admiral, as I have recorded earlier.

Glasgow had three Walrus seaplanes, amphibians, they were slightly more modern than *Emerald's* 'Seafox' but used the same launch and recovery method. One of the observers left the ship and I was asked to fill in owing to my past experience atop the wing. It got me out of the torpedo recovery business, which had offered no opportunity to demonstrate my agility before 800 sailors and the Captain. I should have thanked the midshipman from *Emerald* who recommended me, it was probably 'I Know' West.

My pilot was a newly qualified Sub-Lieutenant, Gerald Howe, because he didn't want to be called 'Gerry.' He was perfectly competent for the first three flights and so was I. Off Scapa, having done our recce flight successfully, Gerald brought the plane down into the slick, eased back on the power and let her settle on the sea. In a split second I was flipped forward. I saw the wings and tail passing



Wikipedia

overhead and then I was wet. When I had undone the safety harness and inflated my Mae West, I heard Gerald saying: *"Sorry, Old Boy."* The plane was only a few feet away, barely afloat and upside down. *"I must have put the wheels down,"* said Gerald. I thought he had diagnosed it correctly as the three wheels were the last things to disappear beneath the North Sea. One of the whaler crew who rescued Gerald and I remarked as he fished me over the side, *"Nice to 'ave you back Canader."*

I did the final Midshipman exams in Glasgow and did well. My certificate said I was qualified for the rank of Sub-Lieutenant.

A letter from Mr. McLeod told me to report to him at Canada House. He said I would be given sixty days leave, that I could go back to Canada at government expense and that I was to return to attend technical courses in Portsmouth. He also said I should plan to remain in London for a few days to have stripes put onto my uniforms. Landymore and Blakelock got the same letter. It was March 1939. I was twenty-one.

I boarded the *Ausonia* in Southampton, the same Cunard liner that had brought me over three years earlier. My ticket was first-class, officers perks and quite right! It took only one night at sea to get used to sleeping in a bed after three years in a hammock. Hammocks were first-class for Midshipmen in the Grey Funnel Line. The Atlantic was calm; the ship was filled with passengers strolling the teak decks, sitting in chairs, gazing at the ocean, very peaceful but what was I to do for six days? I visited the Purser and asked about games and did he have any that

needed an operator. I told him of my qualifications at Tombola (bingo) and horse-racing. He said that he did Tombola personally, but I could have horse-racing. *"It's never popular, but you can have five-percent of the take."* I said *"Ten-percent,"* and he said, *"Done."* In *Emerald* the horse-racing croupier got one-percent! He allowed me to type an advertisement on his stationery and put it on the notice boards. *"Only in the First-Class,"* he said. He told me which of his stewards had the game equipment and I composed my ad:

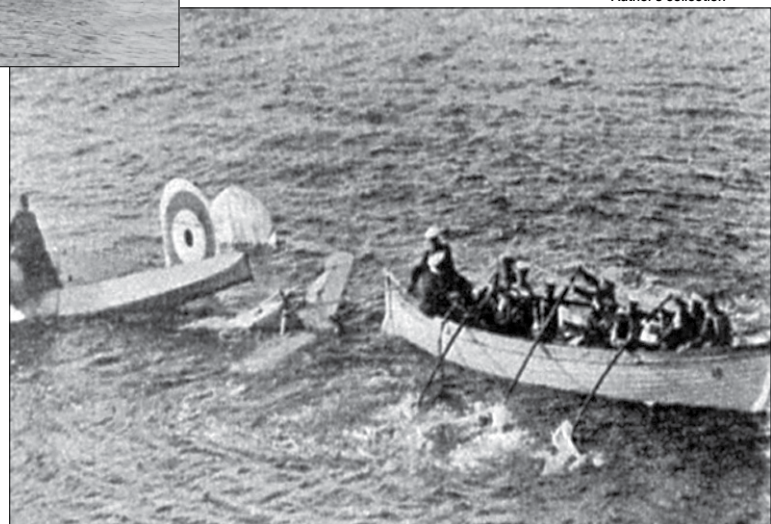
Sub-Lieutenant Bob Welland invites you to
RACE YOUR HORSE!
 Be on 'E' deck opposite the funnel
 Port Side at 6:00 pm.
 Bring your LUCK and MONEY!

I then walked the decks and told every girl to read the notice boards and attend my game. There were dozens of girls, all accompanied by watchful parents. I invited them too. The track was a roll of canvas 25 feet long with six lanes painted on it, and the lanes marked off into 30 sections. The horses were painted to match the lanes, spirited thoroughbreds about a foot high, prancing, yearning for their number to be called. My task was to decide the odds, collect the money, roll the dice and pay up. It was important to have all

LEFT – The Supermarine Walrus, in a photo taken between 1937 and 1939. This particular aircraft belonged to the Royal New Zealand Ship *Leander*. The man atop the wing is seen performing the same task as Welland: readying to hook-up to the ship's crane for hoisting back aboard.

BELOW – The 27-foot whaler, five oars and a willing crew could rescue people, planes and torpedoes. It could also sail.

Author's collection



six horses running, for my personal welfare. Wearing my white dinner jacket, maroon tie and cummerbund, and a smile that encouraged confidence, I was ready to roll at 6:00 pm. So were twenty or so young ladies, which was more than I expected and a bit unnerving with their parents hovering. A vision, 5'-6", 120 lb. (approx.) with dark hair, big eyes and a father who handed her a wad of bills, asked if I needed help in rolling the dice. The Purser dropped by and, astonished by the crowd, told me to double the speed at which the thoroughbreds ran to reduce the waiting time of the lined-up customers, *"...and alter the odds in 'our' favour a touch."* I've forgotten the name of my assistant, but she attracted gamblers as a stable does flies. When we reached Montreal I had £73 in my pocket, four months pay, a fortune. When I arrived in McCreary [Manitoba] the family met the train. My mother said: *"Let me look at you,"* before I was allowed to give her a hug. My father had tears in his eyes, perhaps the same ones he had when I left three years before.

To be continued in the next issue.

Two new books...

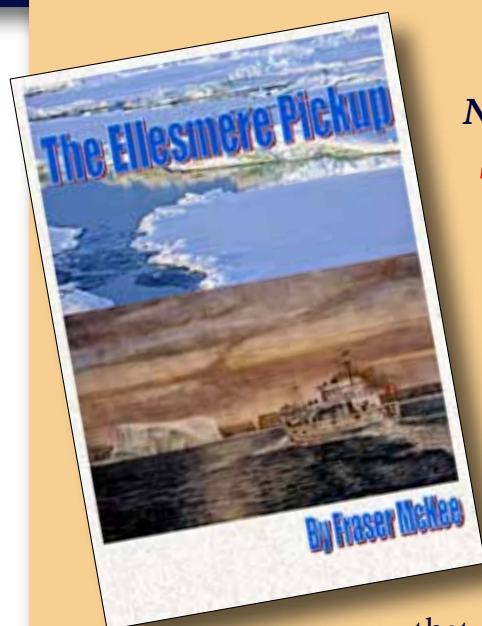
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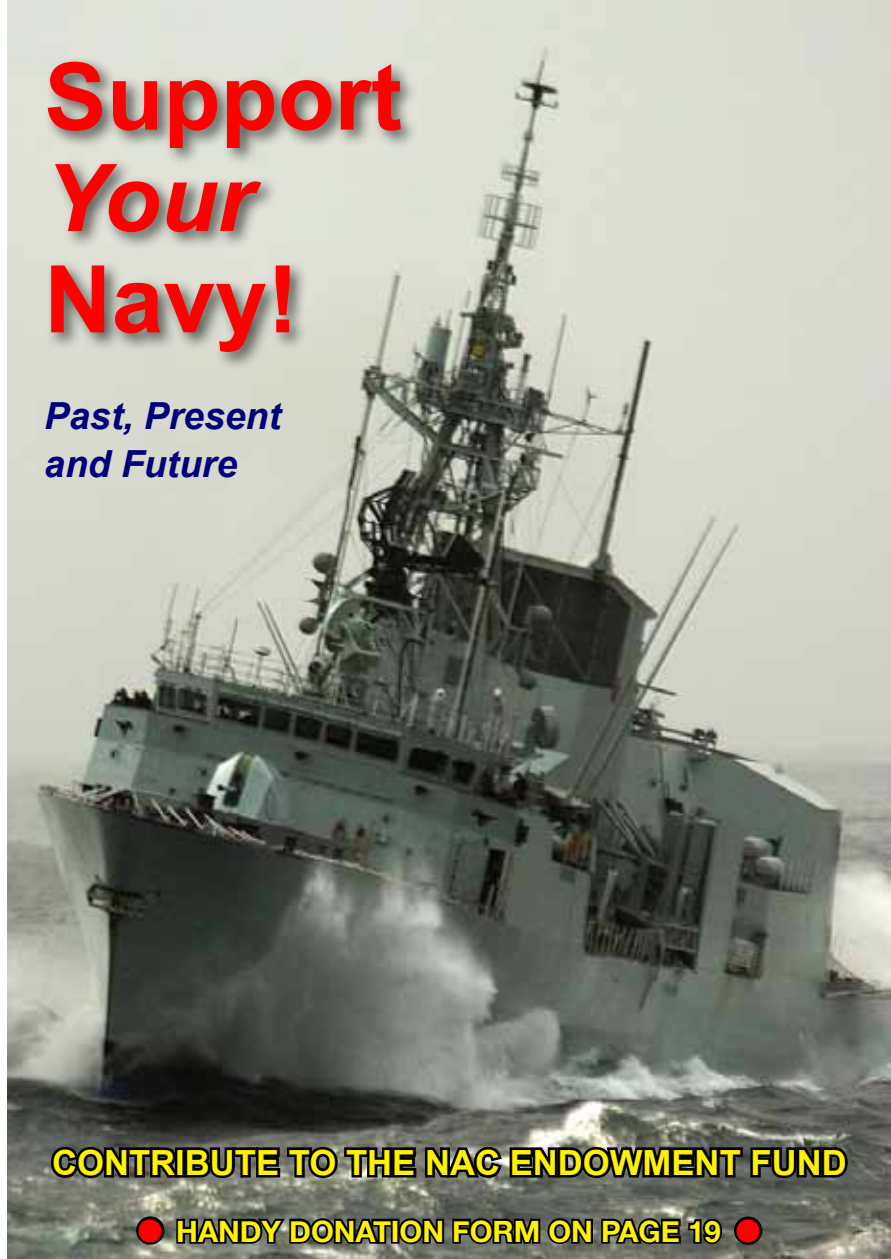
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FOREWORD BY COMMODORE LARRY HICKEY, RCN (RET'D)

The wartime memoirs of Canada's most highly decorated submariner

When 18-year-old Fred Sherwood joined the Royal Canadian Naval Volunteer Reserve in 1933 as a midshipman, he was looking for adventure. By the time he was demobilised in 1946, he had served in the Royal Navy's submarine service for five years, commanded two "boats," faced death on numerous occasions, seen the world, and experienced more adventure than he could ever have dreamed of. This is his story.

It's Not the Ships . . . is a "compelling, technically precise, honest, humble, personable, and in many places humorous" memoir. Drawing heavily on correspondence of the era and patrol and log reports, Sherwood takes readers aboard the submarines of a nation fighting for its survival in a conflict where up to half of his colleagues did not return from patrol.

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author of *Through a Canadian Periscope*
and *Deeply Canadian*

"An invaluable contribution to the history of the RCN / RCNVR in WWII. I enjoyed it thoroughly."

~ CAPTAIN WILF LUND RCN (RET'D),
Naval Historian and former Submarine Commander

"Superb! A most enjoyable read, and refreshingly accurate as to all aspects of naval life in the United Kingdom during World War II."

~ CAPTAIN NORMAN JOLIN RCN (RET'D)

"This account of undersea warfare adds significantly to our knowledge of the Canadian naval heritage and takes a distinguished place among the published recollections of submariners. It deserves the attention of academics, sailors, and the reading public."

~ COMMANDER ALEC DOUGLAS RCN (RET'D)

"Fred Sherwood is a Canadian of whom we can all be proud."

~ COMMODORE LARRY HICKEY RCN (RET'D)

BOOK INFORMATION

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Book reviews



A Review by Fraser McKee

This is a fascinating story of yet another too little known Canadian. A prewar RCNVR from 1930, with summer training periods with the RCN destroyers, Fred Sherwood was a Lieutenant in Ottawa Division when the war started, as Acting Commanding Officer of the Division. By May 1940, he had volunteered for service to meet a demand from the Royal Navy for the loan of some officers; arrived in the UK and shortly after his initial two week course, with a few others volunteered again for submarine service. He never looked back, spending the whole war in boats, never in a shore appointment.

Due to wartime urgency and after a five month wait spent serving in a Royal Navy destroyer, his introductory Submarine Officers Course was only six weeks rather than the prewar sixteen weeks. In December 1940, he was sent directly as a relief Third and Gunnery Officer to a fairly new S-Class submarine on North Sea patrols off Norway where they led an active life sinking various small ships, too often Norwegians carrying supplies for the German occupiers. Here he had the great fortune to serve under Lt Bill Bryant, one of the great and best known of the submariners—largely through his book, *“One Man Band”* (Kimber, 1958)—who in fact became his mentor both then and later again in the Mediterranean in another boat. Through his own book, Freddie quotes again and again from Bryant’s dictums on how to run a submarine. In those pre-radar and electronic days, indeed only the Commanding Officer at the periscope knew what

IT’S NOT THE SHIPS... My War Years

By Frederick H. Sherwood

Lifewriters.ca, Philip Sherwood, Abbotsford, BC
info@lifewriters.ca, 143 pages, illustrations, index,
ISBN 978-0-9937900-0-3, (Cost from publisher).

was happening, and being usually very much occupied, had little time to describe for others in his control room what was up on the surface or in the air above.

Sherwood has filled his book, often whole pages, with quotes from letters home, patrol reports, brief biographies of such as Bryant and Cmdre Gilbert ‘Monkey’ Stephenson, brief and longer clipping news articles from papers, mostly of his own reported doings, historical vignettes such as on the Siege of Malta and the purpose of the base at Trincomalee in Ceylon. These additions are fitted into their place in his narrative, giving context and life to it ... a pleasant addition.

He keeps footnotes to a minimum, in most cases expanding on a naval reference or personal assessments, these being at the end of chapters. In another recent book reviewed, such useful notes were on the page of the referred text, which I found to be a better system. If they are but sources of quotes, fine at the end, but I prefer the page arrangement where they expand on the subject.

After *Sealion*, Fred went to a training L-boat in Scotland as First Lieutenant, followed in 1942 with appointment to Bryan’s S/M *Safari* in the Med., which was a very active and dangerous period, trying to stop Rommel’s supplies reaching North Africa and the bombing of the submarine base at Malta when they were ‘home.’ A very typical and varied submariner’s life which he depicts well.

In December 1942, he returned to England for his submariner CO’s course, the strenuous ‘Perisher,’ which he passed with some difficulties. This was followed by a period in *P 556*, an ex-USN boat in which none of them had any experience; so a time of learning on-the-job to say the least. Then came the summit of his wartime experiences, appointed

CO of the brand new and larger *Spiteful*, the first Canadian RCNVR to command an operational boat in this war.

Off to the Far East and Trincomalee, where after some adjustments and meeting several other pretty well known COs, he’d encountered before—Ted Young, ‘Crap’ Miers, etc.—and joining other ‘S’ and ‘T’ boats off on patrols in May and June 1944 in the Bay of Bengal, east of India.

Following Mediterranean First and Second World War experience, he shelled German shore facilities on the Andaman Islands with his ancient 3-inch gun with wrong-sized ammunition causing jams. Into worrisome shallow water searching for torpedo or gun targets near Sumatra, avoiding air patrols, learning to dive in their case, within 35 seconds or less. Then to Fremantle, Australia and the 8th Squadron, for long patrols in the South Pacific.

It was December before even having a chance to fire torpedoes at a small target—missing it; being depth charged by aircraft—on a 38-day patrol. Several very long patrols with few targets, but commended by his Squadron Commander for diligence, effectiveness and an excellent crew.

Rather suspiciously, he does not mention anywhere the specifics of how he came to earn the DSC and Bar ... as other reviewer’s have said: “... a very modest man.”

He’d met a Wren 1st Officer—later to become his wife—at Colombo before more patrols, and then sailed *Spiteful* home to the UK to refit, via the Mediterranean once again as the war ended.

Fred took leave in Canada, returned in the late summer to the UK to oversee *Spiteful*’s post-refit sea and equipment trials in the fall of 1945. Then most regretfully returned her to Portsmouth’s HMS *Dolphin* and his return posting to Canada in June 1946.

Altogether a great and very realistic depiction of a submariner’s wartime life. Well set up by his son Philip, the large number of illustrations make for an entertaining view of the times as well. Should, of course, be in every Canadian submariner’s library or every Canadian’s for that matter.



THE NAVAL WAR IN THE MEDITERRANEAN 1940-1943

By Jack Greene and Alessandro Massignani

Naval Institute Press, Annapolis, MD, USA, (2011), 364 pages, 30 b/w photos, discount for USNI members; 6" x 9-1/4" paperback, US\$24.95. ISBN: 978-1-59114-561-5.

A Review by Gordon Forbes

The back cover of this edition talks about its "solid research" and "This superbly-researched book." In this case the writers are absolutely right! This book could be used as a source for a trivia quiz in naval warfare.

Do you want to know the total weight of a broadside from four British battleships versus two Italian battleships at the Battle of Ponta Stilo? (62,016 lbs. from 15-inch guns versus 23,140 lbs. from 12.8-inch guns. See page 69 of the book.) The book is full of such detail. However, since the British never fired full broadsides from all four battleships and the Italians never fired full broadsides from both their battleships, the detail seems a little extraneous at times.

The book itself sets out to cover the whole story of the war from Italy's declaration of war on June 10th, 1940, until the Italian surrender on September 5th, 1943. It primarily tells the story of the Italian navy against the Royal Navy during those years and much of the detail is told from the Italian point of view. This presents a good comparison to Admiral Sir Andrew Cunningham's "A Sailor's Odyssey" [Hutchinson & Co., London 1951. Ed.] The book does a good job of explaining the problems and shortcomings that plagued the Italian war effort, including the industrial capacity, lack of raw materials and the lack of coordination between the Regia Aeronautica and the Regia Marina. All of these problems persisted throughout the war and the latter situation was a major cause of many Italian Navy failures.

The Mediterranean war was primarily a war of resupply. The Italians had to con-

tinually resupply their army and later the German army in North Africa, while the British had to maintain Malta to be the base from which to interdict these Italian convoys. Most major sea battles were fought around these intersecting convoy efforts. Italian convoys were initiated from a number of harbours in Italy, the Balkans and Sardinia, while the British convoys originated from either Gibraltar or Alexandria, Egypt. These were the primary targets that caused battle fleets to sail and air armadas to fly. Battle fleet encounters occasionally occurred and many air/sea battles happened during these events.

The Battles of Matapan and two off Sirte were three of the fleet battles that resulted. Even the great Battle of Taranto was a British attempt to cripple the Italian battle fleet so it could not come out and attack British convoys (and showed the Japanese the possibility of carrier aircraft attacking a fleet at anchor). However, much of the damage and destruction to convoys was done by aircraft, particularly when the Luftwaffe joined the fray in December 1940. Submarines on both sides also played a role. These events are all explained in significant detail throughout the

book.

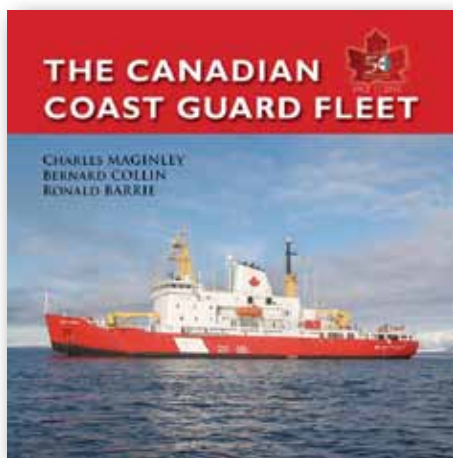
The culmination of each side's efforts probably came during Operation Pedestal, the attempt in August 1942 by the British to undertake a major resupply of Malta. A significant portion of the Italian navy, airforce and the German air corps were deployed in an effort to stop this effort. The British lost several ships including most of the resupply ships, but the arrival of a few, including the badly crippled tanker *Ohio* with its precious cargo of gasoline and oil, allowed Malta to keep fighting and stave off invasion. The end of the war in the Mediterranean began with Operation Torch, the allied invasion of North Africa.

This book presents a very comprehensive history of this most tumultuous theatre of the Second World War. But it is sometimes an annoying book to read. There are too many divergences in the middle of chapters that have little to do with the ongoing narrative. For example, whereas the descriptions of ship and aircraft development are contained in the initial chapters, the discussion of the development of radar which played an important role, is found much later in the book when discussing the events of 1942. At times, the discussion gets so detailed that it is difficult to read or to follow. So, whereas this book does live up to its billing of being well researched, it is a bit of a challenge to read. However, for the reader who does want this level of detail and a comprehensive view of this theatre of war, this would be an excellent addition to their reading list.

Gordon Forbes retired from the RCN in 1989 after 28 years of service. He is the author of "We Are as One," the story of the explosion and fire aboard HMCS Kootenay in 1969. He is a member of Ottawa Branch of the Naval Association of Canada.

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A Review by Fraser McKee

In 2002, Charles Maginley and Bernard Collins published the first significant fully illustrated reference text on all the ships of the various Canadian government services (except the Naval Service) between Confederation in 1867 and that date. (*The Ships of Canada's Marine Services*, 2002, Vanwell Publishing, St. Catharines). With their included notes, the drawings and photos, it was an essential reference to those vessels operated by such as Fisheries, the emerging Coast Guard, RCMP, hydrographic departments, even northern exploration ships.

This current volume is an updating of that one, covering only the Canadian Coast Guard for its 50th Anniversary of technical formation in 1962. Again, an excellent and attractive reference volume. Ron Barrie provided editorial and other services, as he did for a similar updating of Ken Macpherson's *The Ships of Canada's Naval Forces, 1910-2002*, also from Vanwell (regrettably now out of the publishing business). These books will prove to be the essentials as references for anyone requiring such detail, or even as education of the wide extent of Coast Guard services, past, present and future.

The modest amount of text and the very full selection of accompanying photographs is in two parts: Part One covers such topics as The Fleet Origins and Development—its history from 1962, then its modifications after 1955 into an 'Integrated Fleet' model; the various responsibilities such as Fisheries Protection and Border Security, Research vessels, Inshore Rescue Boat Program and the Coast Guard Auxiliary, as well as a look to the future, albeit in only three pages, for

THE CANADIAN COAST GUARD FLEET

By Charles Maginley, Bernard Collin and Ronald Barrie

Long Hill Publishing, Mahone Bay, NS longhillpublishing.ca (2014); xii + 296 pp., illustrated, statistical tables, index, hard cover \$50; soft cover \$40. ISBN 978-0-9733946-4-1 or -2-7.

sovereignty and security in facing developing challenges. This is a valuable look at the CCG's purpose, aside from its hardware. Each of the six chapters is illustrated with the vessels and aircraft assigned.

Part Two is an illustrated listing and detailed description of the ships (from utility barges to large icebreakers), boats, tugs, hovercraft (eleven over the period, two now in service), helicopters (twenty-two in service in 2012). A surprisingly varied collection of craft over time.

The latter section makes for interesting perusal as to the varied uses to which their ships were put, and some notes as to the hoped-for acquisitions of the larger high Arctic icebreakers we assuredly need. Some nostalgia as well (for we historians) in details of *Acadia* that lies in summer across the pier from HMCS *Sackville*, and the use postwar of various ex-naval vessels such as frigates, Algerines and Bangors.

Although there is not a lot of assessment discussion as to the value and purposes to which these vessels have been and are being put, by simply reviewing what they do: from icebreaking to cable-laying, Northern resupply and search and rescue, to navigation aid placement and tending. One is impressed with both the essential need for these services and the importance of supporting the Coast Guard.

Altogether a fascinating book to browse through and have available.

Fraser needs little introduction to our readers. He is an author of several books on the RCN as well as a former editor of this publication.



The Little Known Navy

By Fraser McKee

Finally, some good news...



NAVAL MESSAGE		From: ADMIRALTY	
To: AIG 1 849 A	CORRECTED COPY		
ACNO 15	THE UBOAT WAR IN THE INDIAN OCEAN AREA IS TO BE OFFICIALLY ENDED AT 0001 4TH JUNE.		
SEC	H'S TROOP CONVOYS AND MONSTERS IN THIS AREA.		
COP	MAY THEN RELAX WARTIME PRECAUTION AND ARE		
PDO	TO TURN NAVIGATION LIGHTS AT FULL BRILLIANCY		
D HFX 9	BY NIGHT.		
SOI 3	AG 818 A AND PARAGRAPH 2 OF AG 817 A 30TH		
SOIB	OF 28TH MAY ARE THEN TO BE CANCELLED.		
NSC 2	3. ALL A/S DEFENCE IN BASES IN THE NON-		
USMC	COMBAT AREAS CAN THEN BE REMOVED AND		
HFX W/T	PRECAUTION RELAXED.		
PRO	PASSED NSHQ ST JOHN NB SYDNEY		
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SHIPS	XDO		
FAIRFELS 3	SHELBOURNE 4		
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Answers to Schober's Quiz #66 on page 13

- (1) *SS Brussels*, a 1,380 GRT passenger ferry of the Great Eastern Railway (G.E.R.). Built in 1902, her twin screws drove her at a maximum speed of 16.5 knots. During her First World War service under the British flag she was commanded by Captain Charles Algernon Fryatt (12 December 1872 – 27 July 1916).
- (2) Captain Fryatt was court-martialed and executed by the Germans at Bruges, Belgium, all on 27 July 1916.
- (3) In 1920, the Government of Canada honoured Captain Fryatt and his ship, the *Brussels*, by naming two mountains in Jasper National Park, Alberta, after him.

On 2 March 1914, Captain Fryatt, temporarily in command of *SS Wrexham*, another G.E.R. ferry, encountered a German submarine on the surface, but by dint of his ship's superior speed was successful in escaping unscathed. For his good work, the G.E.R. presented the Captain with an engraved gold watch.

A few weeks later on March 28th when back in command of *SS Brussels*, Fryatt had just departed the Hook of Holland for the return trip to Harwich when, in the vicinity of the Maas Lightship, he fell in with the surfaced German submarine *U 33*. Disregarding its order to stop, Fryatt attempted to ram the U-boat, forcing it to crash-dive. Once again the plucky captain managed to give the enemy the slip. For this valiant effort he received a suitably engraved gold watch from the Board of Admiralty.

Captain Fryatt's charmed life lasted until 23 June 1916 when, in an apparently planned operation the *Brussels* was intercepted and boarded by a number of German naval vessels including the torpedo-boats *G 101* and *G 102*. This time there was no escape: a prize-crew took *Brussels* to Zeebrugge, where she was commissioned into the German Navy as an auxiliary named *Brugge*.

Fryatt and his crew were interned at Bruges. There is no mention of the fate of the passengers who had been onboard. It did not take the Germans long to realize that their captive captain previously had undertaken a hostile act against one of their submarines by attempting to ram it. As a merchant mariner Fryatt had no standing in any British armed forces, making him a "civilian." Moreover, one who had taken aggressive—if unsuccessful—action against a unit of the German Armed Forces. In German eyes this was tantamount to being a *franc-tireur*—the punishment for which was death.

Judging from the fact that Captain Fryatt's court-martial sentencing and execution all took place in one day, it seems probable that the verdict was preordained. Fryatt was to be made an example to other British master mariners to heed.

Moreover, on the outbreak of the war, Churchill, then First

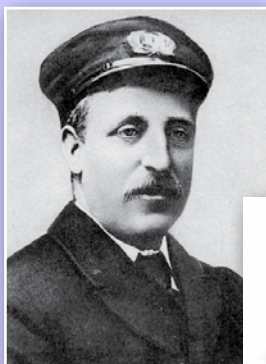
Lord of the Admiralty, issued a set of orders to the masters of all British merchant vessels governing their conduct in the face of the enemy. They allegedly included outrageous instructions to the effect that captured German submariners were to be treated as criminals rather than prisoners of war, and that under certain circumstances they could be summarily executed. These instructions became known to the Germans in October 1915, and it is therefore plausible that the harsh treatment meted out to Captain Fryatt was the German Admiralty's response to Churchill's in-temperate orders.

Epilogue

The former *SS Brussels* spent the remainder of the war as a depot ship at Zeebrugge. She was damaged during the famous raid on 23 April 1918, but remained afloat. Then, on 14 October 1918, a force of destroyers of the 'Dover Patrol' entered Zeebrugge expressly to torpedo the unfortunate ship at her moorings. Here, the records on the fate of the ex-*Brussels* differ: one version claims that she was hit by one torpedo, to founder in shallow water with all but her bridge, masts and funnels submerged. Another version denies any torpedo hits, asserting that she was scuttled by the Germans in advance of their retreat from Belgium.

Be that as it may, the *Brussels/Brugge* was raised by the Belgians in 1920 and formally returned to the British, to be refitted at Leith. However, she never returned to G.E.R. service, being purchased by an Irish company on completion of her refit, for service between Dublin and Preston under a variety of names. She was scrapped in 1929.

Captain Fryatt's remains were transported to England with due ceremony in 1920 and re-interred with full honours at Harwich, which had been his home. His unwarranted execution, coming on the heels of Nurse Edith Cavell's capital punishment the year before, served to lend credence to the strident British propaganda campaign conducted against alleged German atrocities in occupied Belgium.



Captain Fryatt and the *SS Brussels*, prewar.



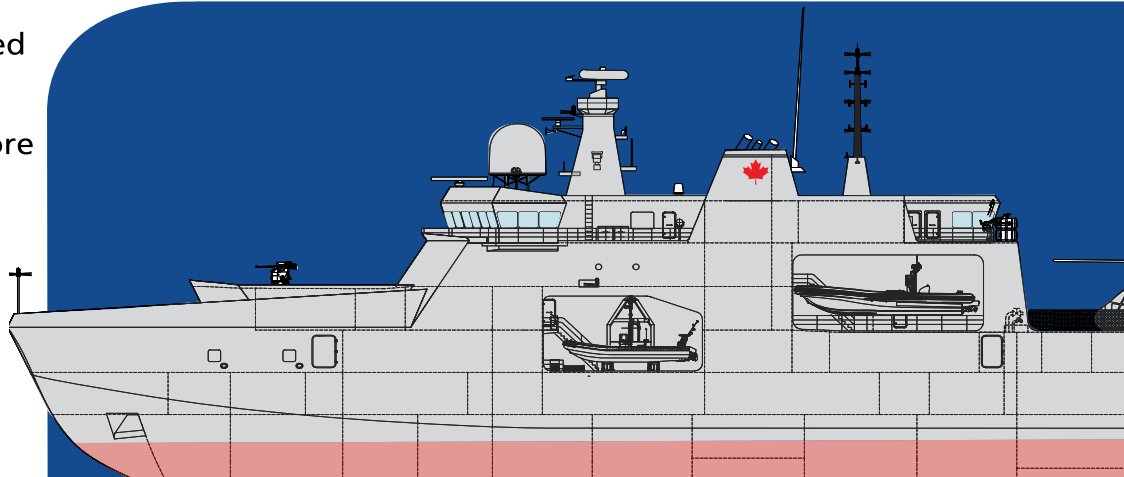
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Obituaries

Compiled by Pat D. C. Barnhouse

Starshell Obituary 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.

Aprocritypha – Matthew 44:7-8

♦ Cdr Walter Stairs BLANDY, CD*, RCN (Ret'd)

NAC-VI, 90 in Victoria 02/09/14. Jn'd. RCNVR in '43, prom. Lt 08/44, thence Niobe (for MTB Flotilla) 11/44, fl'd. by Stadacona in '45. Tsf'd. RCN in '45 as Lt (sen. 02/45), fl'd. by Glace Bay 08/45, Middlesex 02/46, RN (qual. 'TAS') in '46, Naden 01/50, Stadacona 10/51 and Magnificent 10/52. Prom. LCdr(TAS) 02/53, thence FOAC 12/53, Bytown 02/56, Beacon Hill (i/c) 12/58 and JMWS 09/59. Prom. Cdr 01/61, fl'd. by Stadacona (Cdr Wpns Div.) 05/62 and Assiniboine (i/c) 06/63. Ret'd. in '71. [Times Colonist]

♦ RAdm Denis Richard BOYLE, CMM, CD**, RCN (Ret'd)

NAC-O, 79 in Ottawa 14/08/14. Jn'd RCN as Cdt(E) at Royal Roads 09/53, prom. Mid(E) 09/55, thence HMS Thunderer (RNEC) for trg. Prom. SLT(E) 01/57, fl'd. by Nootka in '58. Prom. Lt(E) 04/59, thence RNEC (sub-specialist cse.) in '59, Saguenay in '60, Stadacona in '62 and St. Laurent (EO) in '65. Prom. LCdr 07/66 fl'd. by MARCOM HQ in '66, CFSC in '68, CFSS (DS) in '69 and CFHQ (DDH 280 Project) in '71. Prom. Cdr 07/72, thence NDHQ (in turn NaMMDS and DMM) in '72. Prom. Capt 01/75, fl'd. by NDHQ (DMEE) in '75, NDC in '78, MARCOM HQ in '79 and CFLS in '82. Prom. Cmdre 05/83, thence NDHQ (in turn DGRET and DGMEM) in '83. Prom. RAdm 04/88, fl'd. by NDHQ (CEM) in '89. Ret'd. in '91. Bronze Medallion 2013. [Citizen, "Canada's Admirals & Commodores"]

♦ Cdr James Lewis CREECH, CD*, RCN (Ret'd)

NAC-O, 86 in Richmond, VA 27/06/14. Jn'd. Royal Roads as RCN Cdt in '47, prom. Mid 08/49, fl'd. by RN for trg. Prom. SLT 12/50, thence Athabaskan (Korea) 10/52. Prom. Lt 01/53, fl'd. by Naden 01/54, Cornwallis (qual. 'C') 05/54, St. Laurent 10/55, FOAC 04/57 and Quinte 10/59. Prom. LCdr 01/61, thence Bytown (DN Comm) 05/61 and Mackenzie (XO) 08/64. Prom. Cdr 01/69, thence Kootenay (i/c), Qu'Appelle (i/c) and SACLANT. Ret'd. in '76. Civ. career as Director Tactical Systems Development, SACLANT. [JC]

♦ LCdr Thomas Allen DEAKIN, CD*, RCN (Ret'd)

NAC-NS, 88 in Dartmouth, NS 10/08/14. Jn'd. RCN in '56, selected for CTP (UBC) in '50 and prom. Ord SLT 06/64, fl'd. by Ontario 06/54 and Huron 08/55. Prom. Ord Lt 05/56, thence Stadacona (NAD) 08/57, 1st Wpns Cse. 08/59, Chaudière 04/61 and Stadacona 09/62. Prom. LCdr 11/63, fl'd. by Dkyd Hfx 08/64. Ret'd. in '73. Civ. career with provincial Department of Development, Bronze Medallion '01. [SR, Chronicle Herald]

♦ LCdr Paul Adrian ROGGEVEEN, CD*, RCN (Ret'd)

NAC-VI, 85 in Victoria 17/08/14. Jn'd. RCN 01/47, srv'd. Uganda and Ontario, selected for Upper Yardman Trg. in '49, thence RN for courses. Prom. SLT 01/52, fl'd. by Iroquois (Korea) 03/54. Prom. Lt 01/55, thence Nootka 01/55, Cornwallis (XO), Haida 01/60 and Venture 07/62. Prom. LCdr 01/63, fl'd. by St. Thérèse (XO) 10/64, Griffon (Staff O) in '66 and CFHQ in '69. Ret'd. in '73. Civ. career in accounting and as a volunteer. [JC]

♦ Norman Nathan SILVER

Montréal Br., 91 in Ste-Anne-de-Bellevue, QC 16/07/14. Bronze Med. '03 and Silver '06. [JC]

♦ LCdr(MT) Arnold Rudolph WESTERBERT, CD*, RCN (Ret'd)

NAC-O, 95 in Ottawa 01/09/14. Jn'd. RCNVR 10/41, srv'd. Niobe and Warrior (commissioning crew) and tsf'd. RCN in '45. CFR'd as Cmd O(MT) 09/54 (sen.

09/54, thence Stadacona 12/54, Naden 01/55 and Stadacona 10/56. Prom. Lt(MT) 04/59 (sen. 04/57), fl'd. by Niagara (on cse.) 09/59. NDMC 07/61 and Stadacona 11/64. Prom. LCdr 07/65. Ret'd. 03/70. [Citizen]

In Memoriam (non members)

♦ Maj (Ret'd) David Grant BAYNE, CD*

69 in Guelph, ON 31/07/14. Jn'd. Venture as Cdt 09/64, prom. SLT 07/66, Lt 09/69 and Maj(PLT) 09/85. Srv'd. Margaree, Sussexvale, Shearwater, CFB Borden, CFB Gimli, RMC, CFB Comox, RAAF Edinburgh (Australian Exchange) and CFB Greenwood. Ret'd. in '88. [DM, Globe & Mail, "Canada's Naval Aviators"]

♦ LCdr Patrick James Holt BEATTY, CD*, RCN (Ret'd)

90 in Pleasantville, NS 04/08/14. Jn'd. in '41, CFR'd as CMD Const O 07/59, prom. Lt 04/60 and LCdr 07/69. Srv'd. Naden, Niobe (Constructor's cse.) and Bytown. Ret'd. in '73. [SR, Chronicle Herald]

♦ NStr Marjorie Jean BICHAN (nee HESLIP), RCN (Ret'd)

95 in Toronto 24/09/14. Jn'd. 12/42 and srv'd. Stadacona and Niobe. Ret'd. in '45. [DM, Globe & Mail]

♦ Lt [Capt(AERE)] Kerry Philip BRIARD, CD*, RCN (Ret'd)

80 in Ottawa 11/09/14. Jn'd. RCN in '51 and CFR'd as CMD O 04/67. Prom. Capt(AERE) 04/70. Srv'd inter alia, Shearwater, Magnificent, Bonaventure, USN Exchange and NDHQ. Ret'd. in '80. [Citizen]

♦ LCdr Darrell Miller CARMODY, CD, RCN (Ret'd)

Former NAC-O, 84 in Guelph, ON 05/08/14. Jn'd RCN(R) as SLT 08/53 at Queen Charlotte, thence A/Lt (SSA) 08/55, fl'd. by Lt 05/57 and prom. LCdr 01/65. Srv'd. S

tadacona, Saguenay, Niobe (RN for 'N' qual.), Resolute, Chaleur, FOAC and Nipigon. Ret'd. in '73. [Citizen]

♦ Surg Cdr Gerald George KUDER, CD*, RCN (Ret'd)

81 in Ottawa 30/07/14. Jn'd. RCN(R) at Nonsuch as SLT(MED) 07/57 and tsf'd. to RCN as A/Surg SLT 09/58. Prom. Surg Lt (sen. 06/57), Surg LCdr 01/64 and Surg Cdr 01/76. Served Naden, Assiniboine, Cataragui (for Queen's U), CFB Trenton, CFB Kingston, Stadacona, CFB Lahr and NDMC. Ret'd. in '86. [Citizen]

♦ Lt James Bernard LUFF, CD*, RCN (Ret'd)

85 in Ottawa 12/09/14. CFR'd as SLT(S) 02/59 and prom. Lt 11/60. Srv'd. Stadacona, Victoriaville, Annapolis, Niobe and Overseer (East). Ret'd. in '66. [SR, Chronicle Herald]

♦ CMD O John Archibald MacGLASHEN, CD, RCN (Ret'd)

94 in Halifax 27/06/14. CFR'd as CMD O 09/62 and srv'd. Shearwater. Ret'd. in '66. [SR, Chronicle Herald]

♦ Inst Lt Arthur Ernest MARCINKOWSKY, RCN(R) (Ret'd)

80 in Troy, NY 28/09/12. Jn'd. UNTD at Chippawa as Cdt 01/51, prom. Inst SLT 09/54 and Inst Lt 09/55. Tsf'd. Cataragui 10/57 and ret'd. in '59. [WC]

♦ Cdr(S) Hugh McGREGOR, CD*, RCN (Ret'd)

95 in Saanich, BC 21/07/14. Jn'd. RCNVR in '43 and prom. Lt(S) 11/44. Tsf'd.

RCN in '45 as Lt(S) (sen. 03/43), prom. LCdr(S) 02/51 and Cdr(S) 01/57. Srv'd. *Stadacona*, *Crescent*, *Shearwater*, *Magnificent*, *Hochelaga*, *Niagara* (USN Exchange) and *Naden*. Ret'd. in '69. [JC]

♦ **LCdr(L) James Franklin MILES, CD*, RCN (Ret'd)**

86 in Ottawa 28/06/14. Jn'd. RCN as Cdt at *Royal Roads* 08/46, prom. Mid(L) 07/48, SLt(L) 11/49, Lt(L) 06/50 and LCdr(L) 06/58. Srv'd. York (U of T), *Stadacona*, Ontario, Bytown, Huron (Korea), FOAC, *Saguenay*, *Niagara* (USNPGS) and NDHQ. Ret'd. in '72. [Citizen]

♦ **LCdr (Ret'd) Douglas Charles MURRAY, CD***

65 in New Glasgow 25/08/14. Jn'd. in '68, prom. SLt 05/71, Lt 01/76 and LCdr 01/83. Served *Preserver*, *Assiniboine*, *Qu'Appelle*, *Restigouche*, *Nipigon*, CFFS Hfx., MARCOM HQ and 1st Cdn Sub Sqn HQ. Ret'd. in '95. [SR, *Chronicle Herald*]

♦ **SLt(S) Richard Preston NOONAN, RCN(R) (Ret'd)**

76 in Halifax 25/05/12. Jn'd. UNTD as Cdt(S) 01/55 at *Queen Charlotte* and prom. SLt(S) 07/57. Also srv'd. *Stadacona* (for *Acadia*) Summer '58. To Ret'd List in '59. [WC]

♦ **PO1 (Ret'd) Patricia Lavergne PAUL, CD**

76 in Ottawa 12/07/14. Jn'd. in '69, srv'd. CFS *Argentia* and CFS *Shelburne* and ret'd. in '86. [Citizen]

♦ **SLt George Ellis Perkins PERRIN, RCNVR (Ret'd)**

91 in Ottawa 12/07/14. Jn'd. as Prob SLt in '44 and prom. SLt 03/45. Srv'd. *Cornwallis* and *Stadacona*. Rls'd. in '45.

♦ **Lt Clifton Edward PERRY, RCNVR (Ret'd)**

93 in Newmarket, ON 10/08/14. Jn'd. in '43, prom. SLt 05/43 and Lt 05/44. Srv'd. *HMS Stayner* (Assault Control Ship). Rls'd. in '45. [DM, *Newmarket Era*]

♦ **Lt(SB) Geoffrey George ROBINSON, QC, RCN(R) (Ret'd)**

88 in Orillia, ON 07/07/14. Jn'd. York as SLt(SB) 06/51 and prom. A/Lt(SB) 06/55. Ret'd. in '61. [Toronto Star]

♦ **LCdr David STANSFIELD, RCNVR (Ret'd)**

95 in Ottawa 27/09/14. Jn'd. in '41 as Prob SLt and prom. SLt(S) 09/42. Srv'd. *Burrard* and *Orkney*. Rls'd. in '46 and prom. LCdr(S) on Ret'd. List. [Citizen]

♦ **LCdr William George WELBOURN, CD, RCN (Ret'd)**

85 in Saanich, BC 09/08/14. Jn'd. *Royal Roads* (RCN/RCAF class) in '47 as Cdt., prom. Mid(E) 08/49, A/SLt(E) 08/50, Ord Lt 02/53 and LCdr 02/61. Srv'd. *Niobe* (RNEC for trg.), *Naden*, *Athabaskan*, *Stadacona* (1st Wpns Cse), *Terra Nova*, CCC5 and FOAC. Ret'd. in '69. [e-Veritas]

♦ **Cdr William Herbert WILLSON, DSC, MiD, CD**, RCN (Ret'd)**

95 in Victoria 09/09/14. Jn'd. RCN in '36 as Special Entry Cdt at *HMS Frobisher*. Prom. Mid. 01/38, SLt 01/40, Lt 01/41, LCdr 01/49 and Cdr 07/54. Srv'd. *HMS Dorsetshire*, *Skeena*, *St. Clair*, *Kootenay* (i/c as A/Lcdr), RN, *Bytown* (Naval SO RMC), *Crusader* (i/c), *Naden*, *Ottawa* (i/c) and *Chaudière* (i/c). Ret'd. in '69, [JC]

♦ **El Lt Edmund Martin Plaisted WINCH, RCNVR (Ret'd)**

96 in Hamilton, ON 02/09/14. Jn'd. in '42, prom. SLt(SB) 04/42 and Lt(SB) 05/43, thence designated El Lt (sen. 05/42). ASDIC specialist. Srv'd. *Cornwallis*, *Preserver* and *Bytown*. Rls'd. in '45. [DM, *Globe & Mail*]

Obscure & Offbeat Naval Oddities by J. M. Thornton

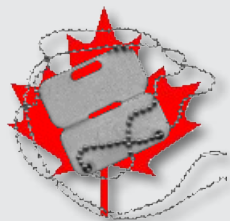
'Drake's Drum and HMS Devonshire'



A Replica of Drake's Drum.

A silver replica of Drake's Drum was presented to the British armoured cruiser HMS Devonshire upon her launching at Chatham in 1904 and remained with the ship until it paid off in 1921, seemingly without incident. The drum was passed on to the new County-class heavy cruiser of the same name in 1929 but that ship thereafter experienced a run of ill fortune that came to be associated with the legend of the drum and Drake's spirit. Legend had it that the drum would beat (by no human hand) whenever England was in danger and the superstitious put much store upon the legend when things began to go wrong. Some attributed the misfortunes to the ship's name but the county for which it was named was simply 'Devon' not 'Devonshire, while others thought that the drum was the source of the problems. During a fleet regatta the Devonshire won the first race, but when the drum was beaten in celebration, she won no more. Sometime later the forward falls became disengaged whilst a whaler was being lowered, pitching the crew into the water, causing death and injury. Finally in 1936, after several more misfortunes and following the death of a telegraphist who fell from the foremast, the drum was put ashore and laid up in the Church of St. Nicholas in Devonport. Good fortune then followed and HMS Devonshire survived the war with no further unfortunate incidents.

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