

Starshell

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

Volume VII, No. 64

Autumn 2013

50
years
and counting!

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

www.navalassoc.ca



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OUR COVER ... '50 Years and counting!'

A flight deck crew member of HMCS *Toronto* gives the red wand signal for caution to the pilots of a CH-124 Sea King (celebrating 50 years in service with the RCN this year!) as crewmembers secure a load beneath the helicopter while conducting a vertical replenishment deck evolution during Operation ARTEMIS on August 18th, 2013.

Photograph by MCpl David Singleton-Brown, CF Combat Camera, IS2013-4004-04

IN THIS EDITION...

- 4 Strategic Restructuring
- 5 Schober's Quiz #63
- 6 From the Bridge (National President's Report)
- 8 The Front Desk (Executive Director's Report)
- 8 NAC/NOAC Regalia and NAC Kit Shop
- 9 In Remembrance – RCN Warship Losses 1939-1945
- 10 Mail Call – Letters to the Editor
- 11 The Briefing Room – News
- 14 Canadian Naval Aviation
- 18 RCN Successes During WWII
- 19 This Will Have to Do (RAdm Bob Welland's memoirs) Part One
- 21 A Neat Piece of Naval Cooperation
- 24 The Reading Room – Book Reviews
- 27 Obituaries and In Memoriam

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NAVAL AFFAIRS

EDITORIAL

STRATEGIC RESTRUCTURING

By Ian Parker

It has been five years since the government published the Canada First Defence Strategy (CFDS). Since then, it has ordered the withdrawal of Canadian Forces from combat operations in Afghanistan and ordered the final withdrawal from that country in 2014, deployed forces to conduct operations off and in Libya, conducted counter piracy and counter drug operations in the oceans of the world, and invested significant resources in the Canadian Armed Forces. As the tempo of operations tapers off, the government has, like all previous governments, reduced the DND budget. Perhaps now is a good time for the government to reassess the CFDS.

With rare exceptions, Canadian governments historically constrain defence spending because there are few enduring votes in defence.

In essence, living next to the USA, Canadians intuitively sense that their defence is catered for by the US machine, and feel secure in directing their tax dollars towards social programs rather than defence or security.

So Andrew Cohen concluded while commenting on a recent *Maclean's* survey: "Canadians are the luckiest people in the world — if only because in the lottery of neighbours, we drew the United States of America." As a result of this perceived geographical advantage, Canadian governments have been able to dabble in peacekeeping, submit the Canadian Forces to endless social and organizational experiments, and generally starve it without having to fear the

consequences of an inadequate defence posture.

With consideration to such realities, this article argues that Canada is now at a crossroads. One road leads to a Defence Policy that recognizes Canada's strategic strengths and is both achievable and affordable. The other is simply a continuation of a default policy of 'balance,' which has (and always will) lead to a force structure that is incompatible with the needs of Canada, and Canadians will not pay for.

This road perpetuates the status quo, whereby the Canadian Armed Forces, fac-

Canadians are the luckiest people in the world — if only because in the lottery of neighbours, we drew the United States of America.

Andrew Cohen

ing increased resource restrictions, has no option but to continue their failed processes of "cut, reorganize, redistribute and shave the 'ice cube'."

To start, we need to understand that, with the exception of the navy, Canada's armed forces evolved, not based on analysis of national interests or indeed vital national interests, but through its involvement in two World Wars, one Cold War and through forced partisan political realignment.

By way of definition, a vital national interest is an immutable interest which is directly tied to Canada's safety and security, and if threatened, puts Canada at existential risk.

Defence of national vital interests requires our collective commitment to expend Canada's youth, blood and treasure to survive as a nation. One can argue that since the Second World War, Canada has prolifically expended her youth, blood and treasure on events that did not threaten our vital national interests but were based on an emotive or 'values' way of thinking.

As mentioned earlier, geography is a great, yet significantly unrecognized, Canadian strategic asset. In terms of security, Canada can almost be considered an island. Threats, other than internal, typically arrive on our shores by air / space / cyber or by sea. What does that mean in terms of security and prosperity?

In particular, ocean threats impact many vital components. Our constant strategic reality is that Canada has relied on the sea to move her trade, to defend herself,

and to go to war. Thus strategically, the most important aspect of our security, supporting our vital national interests, has been and will continue to be the ability to move on, below or above the world's oceans. Canada must safeguard the capabilities and efficiencies of forces and agencies that can operate in these environments so they can defend our vital national interests.

The major existential threats to Canada as we know it are: internal national unity strife, proselytization, weapons of mass destruction and worldwide economic instability. The first two are civil issues requiring non-military strategic policies and actions;

the third is a military issue but is, in reality, madness; and the fourth is also a military issue in that the control of Canada's ocean areas (including the airspace above and below and the unfettered use of the world's oceans — including our ability to deny use to potential enemies) is vital in that economic growth and prosperity is vital to its continued existence and hence is a vital national interest. Only a navy and an air force can fulfill this role, a standing army is a strategic luxury.

Some will argue that such an approach will not be acceptable as it does not recognize Canada's great peacekeeping legacy, our effort in Afghanistan, or our "values." First, peacekeeping is a myth. Essentially, it is little more than 'conflict delay' and if the two parties desire to fight they will (witness the expulsion of the UN from the Sinai in 1956). A peacekeeping force must be requested by the warring factions, under terms agreed to by both sides.

Many now view western efforts in Afghanistan as a strategic failure. The government of the day indicated that our forces were going to Afghanistan to defend Canada's national interests, ensure Canadian leadership in world affairs and help the rebuilding of that country. What national interests? What leadership? At best these are values, not vital national interests. Canada's existence was not threatened by the events in Afghanistan. Why expend our youth, our blood and our treasure on values? If a nation, a people or indeed a culture desire to live in the 7th century, let it — as long as it does not threaten Canada. If it does pose a threat, we need to reach out to counter that threat,

far from our shores, leveraging our strategic geographic reality and technology. This is translated into high technology air and sea-based capabilities which include the ability to insert a capability on the land.

Canadian policy makers need to recognize that, short of global war, Canadians will not commit the resources necessary for a robust and balance military when given the choice between defence and social spending. Hence they need to focus effort and resources toward military capabilities that will ensure, first, the strategic security and well-being of the nation (the protection of our vital national interests). Thus, when it comes to resource distribution within the Canadian Armed Forces, rather than focus on superficial tactical level reports such as the 2011 Report on Transformation, our strategic and political leaders should focus on developing a policy that is based on our vital national interests and what Canadians are willing to afford. Taking such a strategic approach will be a formidable challenge for Canada's defence and security leadership.

For the past decade or so, Canada's defence leaders have focused not at the strategic level, but at the operational and tactical levels. They plan and execute well, but the ability to develop strategic concepts, allocate and prioritize resources that support government policy seems to be a step too far. As a result, the ability to take tough strategic decisions is absent, and by default a cautious 'balanced' approach supported by a mantra of 'boots on the ground' has taken hold. There is, for Canada, no balance.

Realistically, only one army can invade Canada — and it is not likely to do so. Thus

the Canadian Army, as constituted, is an expensive policy luxury. What Canada needs is a defence structure based on the ability to control our airspace, our ocean approaches, and the means to deploy expeditionary capability by air and sea.

This means a larger and more combat-capable air force, one that can conduct combat operations over land, over sea and from the sea, plus a larger, more combat- and amphibious-capable navy able to extend influence on land, with the army configured to conduct deployable air-transportable and amphibious operations.

Configured thus, the Canadian Armed Forces would be capable of protecting our vital national interests as well as contribute to global security. The force would support Canadian foreign policy and be supported by the Canadian taxpayer.

To recognize and refocus the Canadian Armed Forces based on real threats to Canada, our vital national interests, our strategic geographic reality, and our historic resource realities, will take courage — courage to think strategically, courage to place historic service and partisan rivalries aside, courage to act in the best interests of the nation, and courage to be honest with ourselves.

Ian Parker, a member of NAC Ottawa, is a retired naval officer with 37 years of service, a graduate of the USN War College and a defence and strategic analysis consultant with CFN Consultants.

"Strategic Restructuring" was originally published in Issue 4, 2013 of "Frontline Defence" magazine and is republished in "Starshell" with their permission.



Schober's Quiz #63

By George S. Schober, NOAVI

In what must surely qualify as one of the strangest twists of fate in the annals of the British Navy, a sizeable Royal Navy fleet set sail, in the 19th Century, under the overall command of a foreign admiral — whose home nation was at war with Britain at the time.

QUESTION: Who was the admiral concerned?

Answer on page 26



FROM THE BRIDGE

JIM CARRUTHERS | NATIONAL PRESIDENT | jimc@ruthers.com



Progress Update...

At our June meetings in sunny Victoria we identified a number of tasks we wanted to tackle. I must admit things are moving slower than I had hoped but perhaps the summer intervened. However, we have made some headway:

- Better service to members / value from National was a driver in starting up **NAC NEWS** emails which have been well received. **NAC NEWS** now reaches about 970 members.
- The 'Interim Membership' has been established which we hope will allow us to get retiring members and those in the training system involved in NAC. Branches should be thinking about how they involve Naval Cadets if they are at universities in their catchment areas or those undergoing initial training in the case of Halifax, Victoria and Québec City Branches. We need to attend all 'Depart With Dignity' (DWD) functions at bases where serving members retire so as to present an Interim Membership and welcome them into the NAC.
- It came as a surprise to me that we did not have a good national membership list. The lists are compiled by Branches with varying success. More on this below.
- I have polled Branch Presidents regarding relationships with reserve divisions so as to get a feeling for how Branches and their local reserve units cooperated. All Branch Presidents were copied on the reports so that we could all gain a better understanding. Surprisingly the relationships varied from none and even antagonistic, to very cooperative and close. Why this is so needs to be probed. I have opened discussions with the Chief of Reserves and the Chief of Naval Reserves.
- The relationship between Branches and local RCN units also varies. In some cases we have been successful in engaging both serving and newly retired RCN members, but often we have not made the connection. Suggestions such as moving meetings to the RCN mess, scheduling meetings so that working people can attend after work, are under consideration by Branches affected.
- Initial work on establishing an 'Institute' (a place-holder name for a much expanded naval affairs effort) is underway. More on this in future *Starshell* issues.
- The Endowment Fund is enjoying success due to the untiring efforts of Brooke Campbell and his merry men. You will already have seen the direct request from Brooke which has resulted in an improved return.
- Through the good offices of our Chief Petty Officer of the Navy Tom Riefesel, I had a brief sit-down with the three Formation Chiefs. I explained how NAC has changed and its goal of supporting the RCN. They were very supportive and will take the message back to their contemporaries — stand by. Which leads me to the discussion on the need to make our association more welcoming by extending the national name change to branches discussed below.
- National ties to RCN leadership continue to develop. The Battle of the Atlantic Gala on 1 May 2014 and National Conference on 2 October to be hosted by NAC Ottawa, are of great interest and utility to the RCN as venues where government, industry and naval leadership can discuss issues vital to the RCN. There is also initial planning on the creation of an RCN advisory entity.
- Funding of national initiatives such as an 'Institute' is a work in progress. The very successful Victoria-hosted national meetings, the Battle of the Atlantic gala in Ottawa earlier this year and last year's national meetings in Ottawa all delivered a surplus which we have agreed will go to national purposes. We need to institutionalize this process and expand it to other Branches. We are also examining initiatives such as expanded sales of NAC and RCN logoed items. The bottom line is that our initiatives will be supported by such new revenues, not from increased member dues.
- Opening our association so as to embrace all those who share our goal of supporting our navy means we should be recruiting members from all walks of life, all ranks and all backgrounds. Some Branches have embraced that concept but others have difficulties. We need to do a better job of sharing approaches.

At our Victoria meetings, the issue of our relationship to other like-minded organizations was once again raised. Depending on how one defines such organizations there seem to be about 10 groups who claim interest in support of our navy. It seems that in some instances there is a case to be made for a close relationship with such organizations whose membership is decreasing with their becoming some sort of branch of NAC. In the case of others where the organization is vibrant, we need to ensure we work more closely together toward our common goals. Some discussions have been held and thoughts exchanged with members of

such organizations:

- The Navy League of Canada (NLOC) is an outstanding organization that deserves our support and I recently sent out a letter from the NLOC National President Ron Buck inviting all NAC members to support their local cadet organizations. We have also held a number of discussions over the summer as to how we might cooperate more closely and have come to the decision that at least for the present time, we would work to steer a parallel course.
- The Sea Cadet Education Fund (RCSCEF) is a great organization now operating independently from the NLOC. Our NAC Endowment has looked at increasing support and Brooke made mention in his recent appeal. Look for more emphasis on NAC support of the RCSCEF.
- Last year the UNTD Association held its meetings collocated and interlocked with our Victoria meetings. We will do the same in the coming year in Ottawa. Perhaps we should consider a closer relationship such as a 'UNTD Branch.' Past President Ken Summers is looking into the possibilities.
- Many UNTD members are also strong NAC members — this is also the case for the Submarine Association (SOAC) and Naval Air Group (CNAG) where executives of those associations are involved as executives of NAC.
- We have had some Wren members recently join and many members belong to related organizations, such as the RCNA, which are experiencing a decrease in membership and therefore perhaps viability. What should we be doing to foster ties and bring our associations together?
- A large and successful organization is the C&POs Association. In the past when we had a different Navy with separate officers and C&POs organizations, perhaps segregation based on rank made sense. Today's Navy is a team and all members, regardless of rank, share common goals. Why wouldn't all those dedicated to the support of Canada's Navy belong to a single organization such as the Naval Association of Canada? Which leads me to...

WHAT'S IN A NAME?

In 2011, we voted to change the name of our association to the Naval Association of Canada. We decided to do this, after a long period of discussion involving all branches and members, for a number of reasons including:

- Today's RCN is a team effort and the existence of an Officers organization was not attractive to today's leadership or serving members.
- We know that the RCN needs support which is widely based. We should welcome anyone who shares our aim of such support.
- Those who want to help the Navy should look to our organization as their natural home and be welcomed by us.
- Other organizations mentioned above (with the exception of the C&PO's Association), draw their membership from all who

have served regardless of rank. The NOAC was an anomaly. As the number of such organizations shrink, they should see NAC as a welcoming natural home.

Yet our two major coastal bases continue with names incorporating the word 'Officers.' As mentioned above, I had a great meeting with our Command Chiefs who bought into the idea of a Naval Association and were enthused about taking the message to their contemporaries that they should join and participate in the Naval Association of Canada. How can they promote the idea to the NCMs when the coastal Branches retain a name which has Officers in the title?

I suggest that all branches should be using the title NAC - XXX (where XXX is the location such as Ottawa). This is critical to our success. It helps establish brand awareness through repetition across the country.

I recently came into possession of an email wherein the author made the argument that NAC was not an organization but a group of factions. It is time to establish our brand; it is time to be welcoming and inclusive; it is time to expand the Naval Association of Canada brand to each and every Branch.

What is your name?

As we continue to improve direct communication with members, it is essential that we have your postal and email addresses correct. We are only reaching about 75% of our members by email. We realize there will always be a small percentage that we cannot reach for a variety of reasons, but we need to do better than we are. Please talk to your mates and make sure we have their correct postal address and emails.

This also becomes important with our new 'corporate' structure where our members are individuals. Future election of Directors and Annual General Meeting motions will be based on individual votes — not Branch votes as it was in the past. We need to have a solid membership list for this to work.

As always, I welcome and solicit your comments.

Jim Carruthers
NAC National President
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THE FRONT DESK

KEN LAIT | NATIONAL EXECUTIVE DIRECTOR | noacexdir@msn.com



By now all members will have received the 2013 Endowment Fund annual campaign letter seeking your contributions. This fund is growing because of your generosity and is once again projected to provide substantial assistance to worthwhile projects in 2014. So, in addition to your considering in making your own personal contribution, I would request that you also consider looking within your community for deserving causes that the Endowment Fund could support. In the summer edition of *Starshell*, you will recall the causes supported in 2013. It is to the credit of the Endowment Fund Allocation Committee that they are able to identify, based on Branch submissions, an impressive regional and diverse group of causes to support. In January 2014 we will be issuing a call for submissions to the Endowment Fund grants for 2014, so you have time to identify appropriate worthy causes that your Branch can support.

The winter will be busy as we work to revise the Guidance Manual to reflect the changes approved at the 2013 AGM. My goal is to have the revisions distributed well before the 2014 AGM.

Our website continues to improve. We realize that web access is critical to our future. If you have recommendations for additional content, or comments on the current site, please share them with myself

and the webmaster so that improvements made are indeed relevant to you the member. Email addresses for the executive and webmaster are listed in the masthead on page two of *Starshell* and we all welcome your feedback and suggestions for improvement.

I would encourage all to attend the upcoming services on Remembrance Day. Whether it is at a local ceremony in a high school, a church, a Commonwealth War Graves Site, the Legion or a larger venue such as the parade at the National War Memorial here in Ottawa, our presence is needed to remind Canadians of the sacrifices of our ancestors in those two great wars. Having marched with the Veterans' contingent for the last few years, I have been struck by the rapidly diminishing numbers of our older Veterans. I encourage as many as can to join those Veterans, show them your appreciation and support, and remind the public at large that **We Remember**.

Speaking of the website earlier, I would encourage you to do a little bit of early Christmas shopping at our merchandise store [see below] While selections are limited currently, there is an active effort to expand our branded items and provide you with more choice in the future. I can only encourage you to visit the site often to keep abreast of what is available.

In closing, I would take this opportunity to wish you a Merry Christmas and safe travel in the upcoming winter months.

REGALIA

Blazer Badge (NAC or RCN)	\$23.00 each
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All prices include taxes and shipping. Send orders to the Executive Director. Cheques payable to "NOAC National"

KIT SHOP

A new link has recently been added to our website to take you to the NAC Kit Shop. The Kit Shop now provides NAC members with the opportunity to purchase items with the NAC logo. All purchases of these items will return a contribution to NAC coffers. The site is at <http://store.brymark.com/slopskitshop/> and you only need to click on the NAC crest to get to the shop that displays items with our logo.

Be sure to take a look!



RCN Warship Losses 1939-1945

“Not in vain may be the pride of those who survived and the epitaph of those who fell.”

Sir Winston Churchill (1944)



DATE	HMCS	CAUSE	TASK	POSITION	AREA
25 June 1940	FRASER (Destroyer)	Collision with HMS CALCUTTA	Evacuation	45°44N 01°31W	Bay of Biscay
19 Oct 1940	BRAS'D'OR (Auxiliary)	Unknown	Patrol	Unknown	Gulf of St. Lawrence
22 Oct 1940	MARGAREE (Destroyer)	Collision with SS PORT FAIRY	Escort OL 8	53°24N 22°50W	North Atlantic
26 Mar 1941	OTTER (Armed Yacht)	Explosion and fire	Patrol	44°23N 63°26W	Off Halifax
19 Sep 1941	LEVIS (Corvette)	Torpedoed by U 74	Escort SC 44	60°07N 38°37W	North Atlantic
7 Dec 1941	WINDFLOWER (Corvette)	Collision with SS ZYPENBERG	Escort SC 58	46°19N 49°30W	Off Grand Banks
10 Feb 1942	SPIKENARD (Corvette)	Torpedoed by U 136	Escort SC 67	56°10N 21°07W	North Atlantic
7 Sep 1942	RACCOON (Armed Yacht)	Torpedoed by U 165	Escort QS 33	49°01N 67°17W	St. Lawrence River
11 Sep 1942	CHARLOTTETOWN (Corv.)	Torpedoed by U 517	Escort SQ 30	49°12N 66°48W	St. Lawrence River
14 Sep 1942	OTTAWA (Destroyer)	Torpedoed by U 91	Escort ON 127	47°55N 43°27W	North Atlantic
6 Feb 1943	LOUISBURG (Corvette)	Torpedoed by German Aircraft	Escort KMS 8	36°15N 00°15E	Mediterranean Sea
22 Feb 1943	WEYBURN (Corvette)	Mined	Escort MKS 8	35°46N 06°02W	Off Gibraltar
20 Sep 1943	ST. CROIX (Destroyer)	Torpedoed by U 305	Escort ON 202	57°30N 31°10W	North Atlantic
21 Oct 1943	CHEDABUCTO (MS)	Coll. with SS LORD KELVIN	Patrol	48°14N 69°16W	St. Lawrence River
29 Apr 1944	ATHABASKAN (Destroyer)	Torpedoed by T 24	Patrol	48°32N 04°32W	English Channel
7 May 1944	VALLEYFIELD (Frigate)	Torpedoed by U 548	Escort ONM 234	46°03N 52°24W	Off Cape Race
2 July 1944	MTB 460 (MTB)	Mined	Patrol	Off Le Havre	English Channel
8 July 1944	MTB 463 (MTB)	Mined	Patrol	–	English Channel
8 Aug 1944	REGINA (Corvette)	Torpedoed by U 667	Escort EBC 66	50°42N 05°03W	Irish Sea
21 Aug 1944	ALBERNI (Corvette)	Torpedoed by U 480	Patrol	50°18N 00°51W	English Channel
25 Oct 1944	SKEENA (Destroyer)	Wrecked in storm	At anchor	–	Iceland
25 Nov 1944	SHAWINIGAN (Corvette)	Torpedoed by U 1228	Patrol	47°34N 59°11W	Cabot Strait
24 Dec 1944	CLAYOQUOT (MS)	Torpedoed by U 806	Escort XB 139	44°30N 63°20W	Off Halifax
14 Feb 1945	MTBs 459, 461, 462, 465, 466	Explosion and fire in harbour	–	–	Ostend, Belgium
22 Feb 1945	TRENTONIAN (Corvette)	Torpedoed by U 1004	Escort BTC 76	50°06N 04°50W	English Channel
17 Mar 1945	GUYSBOROUGH (MS)	Torpedoed by U 878	Passage	46°43N 09°20W	Bay of Biscay
16 Apr 1945	ESQUIMALT (MS)	Torpedoed by U 190	Patrol	44°28N 63°10W	Off Halifax

RCN Warships Declared Constructive Losses, 1939-1945

15 Nov 1942	SAGUENAY* (Destroyer)	Collision with SS AZRA	Escort	–	Off Cape Race
4 Oct 1944	CHEBOGUE* (Frigate)	Torpedoed by U 1227	Escort ONS 33	49°20N 24°20W	North Atlantic
6 Oct 1944	MULGRAVE** (MS)	Mined	Sweep	49°29N 00°11W	English Channel
14 Oct 1944	MAGOG** (Frigate)	Torpedoed by U 1223	Escort GONS 33	49°12N 67°19W	St. Lawrence River
29 Mar 1945	TEME** (Frigate)	Torpedoed by U 246	Escort BTC III	50°07N 05°45W	Off Land's End

SOURCE: "A Blue Water Navy: The Official Operational History of the Royal Canadian Navy in the Second World War 1939-1945," Vol. II, Part 2, by Douglas, Sarty and Whitby with Caldwell, Johnston and Rawling, Vanwell Publishing and the Department of National Defence (2007).

MAIL CALL

LETTERS TO THE EDITOR



Schober's Quiz #62 (p.13, "Starshell" Issue #63)

An extremely interesting quiz by Mr. Schober in the summer edition. Possibly worth mentioning is that the tragedy resulted in the introduction of the 'Thetis Bolt' in all subsequent submarine construction. The 'Thetis Bolt' only allows partial opening of the rear torpedo tube door and quick shutting if water is evident in the tube.

Mike Hurford, Nova Scotia Branch

"Beauty & the Beast" (p.28, "Starshell" Issue #62)

Chancing to re-look at the [Spring 2013] issue's last page, I can but agree with your assessment on the appearances of HMCS *Sioux* [post-1953 modernization. Ed.] Like many 'modernizations' it indeed rather destroyed her workmanlike destroyer appearance from earlier. This is also true in particular of the postwar River-class frigates' modernization to the Prestonian-look [see right], which again spoiled what had been a great silhouette of a working warship into a comfortable peacetime ugly ship. The ultimate has to be the new RN Daring-class destroyers, with their absolutely massive 'mast' structure. The former made watchkeeping in bad weather a lot nicer, the latter no doubt providing lovely radar and electronic pictures, but at the serious expense of producing *terrible* looking ships. Such is progress, but — here I show my advanced age — it spoils the impression of warlike efficiency. I have always thought the RN's Royalist-class cruisers and our Bird-class sloops gave the impression of beauty added to efficiency. Now we have ugly added to efficiency. Big deal!



HMCS *Stettler* in 1966.



RN Type 45 Daring-class destroyer.

Fraser McKee, NAC Toronto Branch

"The Archangelsk's last RPC" (p.22, "Starshell" Issue #62)

Mr. Donald McKay of Toronto loaned me the subject edition because he knew I had great interests in two articles it contained. As a former crewman and unofficial historian

of HMCS *Port Colborne*, the piece on the *Archangelsk* perked up my senses in a big way. *Port Colborne* made the round trip to Russia in November/December 1944, plus a round trip to the head of the White Sea just for good measure!

In my picture archives there is a photo of the *Arkhangelsk* at anchor, but it has rendered a poor image. My research on the vessel has come up with about five pages of material. That was one venerable ship! As HMS *Royal Sovereign*, the RN blokes referred to her as the "Regal Rubble."

Liked the articles ...much success in the future.

Murray Sherwin (ex-AB Torpedoman, HMCS *Port Colborne*)

Obscure & Offbeat Naval Oddities

By J. M. Thornton

"Escape by Submarine"

A unique event took place during the German invasion of Yugoslavia in 1940 when a Yugoslav submarine avoided capture by escaping with an amateur crew.

A group of Yugoslavian partisans found themselves trapped in the naval base of Kotor on the Adriatic coast, none of whom had even meagre seagoing experience. They reached the port scant hours ahead of the advancing Panzers and desperately sought a means of escape. Alongside the jetty was an old and obsolete submarine that had been employed as a training vessel. Despite the fact none of the partisans knew anything about submarines—plus the unseaworthy condition of the boat—a group of them, determined to escape, manned her and managed to get her underway. They proceeded out of the harbour just minutes before the first elements of the enemy arrived and steered for the open sea. Two young army sergeants were chosen as engineers and the crew included a cabinet minister and an army general.

The submarine was even submerged in order to elude Italian patrols—an incredible feat considering the complete lack of experience of the amateur crew and the decrepit condition of the submarine. Avoiding enemy mines and warships, it transited the Strait of Otranto and eventually reached the Greek island of Cephallonia where the crew received a cordial welcome! The submarine, believed to have been the *Nebojsa*, built in Britain in 1927, eventually made its way to Alexandria and served with the Royal Navy until the end of the war when she was returned to Yugoslavia and renamed *Tara*.

THE BRIEFING ROOM

ODDS & SODS FROM THE EDITOR'S INBASKET



NSNOA Supports HMCS King's Wardroom Project

Photo by Lorna Ash



Doug Thomas (second from left), President NSNOA, presents a framed print of Jetty 3, HMC Dockyard, Halifax by naval war artist Donald Mackay to Dr. George Cooper (second from right), President of the University of King's College. Far left John Stuart and far right Rowland Marshall, both Past Presidents of NSNOA.

The Nova Scotia Naval Officer's Association continues to maintain a close association with the University of King's College in Halifax. During the Second World War the RCN requested use of the college and commissioned HMCS *King's* as a reserve officer training establishment.

In October, several members of NSNOA visited King's and presented President George Cooper with a framed print of a painting by naval war artist Donald Mackay that depicts a bustling wartime Dockyard in Halifax. The framed print will be part of a collection of like work to be placed in the refurbished HMCS *King's* Wardroom located with a student lounge in the Arts and Administration Building.

Doug Thomas, President of NSNOA in making the presentation to Dr. Cooper, described HMCS *King's* as an important part of the RCN's history. He noted that NSNOA supported the first refurbishment in 1979 when the Wardroom was reopened (King's having retained the name HMCS *King's* Wardroom from 1945 on). Other members of the NSNOA group including Past Presidents Rowland Marshall and John Stuart commented on the wealth of naval history and resources available to King's in advancing the current Wardroom refurbishment project. Also noted was the association of HMCS *Sackville* (owned and operated by the Canadian Naval Memorial Trust) with King's when she served as a training ship for HMCS *King's* in late 1944.

Dr. Cooper expressed his thanks and appreciation to NSNOA: "...for your thoughtfulness and enthusiasm regarding HMCS *King's* and our Wardroom. When we complete our renovations our students will be reminded daily through paintings, photos and memorabilia of the service and sacrifice of the RCN and its gallant men and women

in defence of Canada and freedom in times of both peace and war."

Between 1941 and 1945, more than 3,000 reserve officers underwent training in *King's*, making up a significant proportion of all officers who served in the Navy during WWII. The college also served as a setting for Hollywood's 1943 feature film "*Corvette K-225*" starring Randolph Scott and Ella Raines), billed as "the screen's greatest drama of the sea."

Information on HMCS *King's* Wardroom refurbishment project is available by contacting the Advancement Office at 902-422-1271 / ext. 129.

Len Canfield, Nova Scotia Branch

A STARSHELL SNIPPET FROM THE W/W/W

Legion Magazine lists their 25 most renowned Canadian military leaders at

<http://legionmagazine.com/en/index.php/2011/05/canadas-25-most-renowned-military-leaders/>

Editor's Note – Our own Past National President, Ken Summers, is included in the list. Congratulations Ken!

Prairie Sailor Statue Winnipeg on track



Ron Skelton, President Winnipeg Branch (centre) presents an NOAC Endowment Fund cheque for \$3,000 to Chris Thain for the Prairie Sailor Statue Fund. LCdr Paul Stiff, Commanding Officer of HMCS *Chippawa* looks on.

The Naval Museum of Manitoba has announced that, all going as expected, the long-awaited statue honoring Canada's 'Prairie Sailors' will be in place for dedication on Battle of the Atlantic Sunday, May 4, 2014. The statue honours all from the prairies who served at sea, but as indicated by the uniform, with special emphasis on those who served during the Battle of the Atlantic.

Fund raising for the statue could not have been accomplished without generous personal donations augmented by a donation from

the NOAC Endowment Fund. Significant funds were also raised and continue to be raised by the sale of engraved paving stones that are being placed around the base of the statue. While recognizing that prairie men and women have contributed to the navy over its entire history, it is hoped the statue will help ensure that generations to come do not forget that it was victory at sea that allowed for victory in Europe and that thousands of sailors involved in that victory were proud Prairie Sailors who came from cities, towns, villages and hamlets throughout the prairies. Additional information regarding the statue and the purchase of personal paving stones will be found at the following web address: <http://naval-museum.mb.ca/about/prairie-sailor/>

Chris Thain, Winnipeg Branch

New Honorary Captain appointed

Photo courtesy Shaw Communications Inc.



Vice-Admiral Mark Norman, Commander Royal Canadian Navy, presents the RCN's newest Honorary Captain, Peter Bissonnette with his appointment scroll.

The Hon. Rob Nicholson, Minister of National Defence, announced on September 19th that Mr. Peter Bissonnette had been appointed as the newest Honorary Captain, affiliated with the office of the Commander Maritime Forces Pacific.

The Minister stated: "It is a privilege to appoint Mr. Bissonnette as an Honorary Naval Captain. As a prominent member of the Calgary business community, I am convinced he will be an excellent ambassador for the Navy and continue to strengthen the vital relationship between the Royal Canadian Navy and industry."

Mr. Bissonnette is the President of Shaw Communications Inc. based in Calgary and a member of its Board of Directors. His experience in telecommunications and as a former member of the Canadian Armed Forces, has helped him forge strong successful relationships in his business, community and personal life. Honorary Naval Captains act as a bridge between military and civilian communities, and help link diverse areas of Canadian society—from politics and business to journalism and the arts.

Navy Public Affairs

"Salty Dips 10" needs your input!

The Salty Dips Committee (Ottawa Branch) is planning for Volume 10 of "Salty Dips" that we have tentatively named "We Dive Deeper Than You Do." The current committee members are: Chairman: Richard Guitar, Editor-in-Chief Michael Young, Fred Herrndorf, Pat Barnhouse, Paul Roquet, Ken Lait and Bruce Hayes.

The intent is to publish in time for the 100th anniversary of Canadian Submariners and Submarines in 2014. We have a plan for Volume 10 and want to have five sections:

- (a) The early years – W/WI and interwar years;
- (b) W/WII;
- (c) 1945–1965;
- (d) Oberons, Grilse and Rainbow; and,
- (e) Victoria Class.

Each section would have a brief introduction to set the context for the era. In addition there will be short one to two paragraph 'dips' placed throughout the volume at the bottom of the pages. We may include other non-submarine 'dips' and would put them in a separate section. There are some specific kinds of stories we would like to look for to go along with straight submarine experience:

- (a) Submarine – Aircraft interaction;
- (b) Submarine – Skimmer interaction; and,
- (c) Non-Submariners who worked closely with them, i.e., Submarine Squadron Supply Officers.

THE COMMITTEE IS LOOKING FOR TWO THINGS

- (a) Stories about 6,000 to 12,000 words long about some event related to submarines. It's not officially researched history, but personal witness (or victim) of an event.
- (b) Short one or two paragraph dips about life on the boats.

We would appreciate anything you would like to pass on, or any recommendations for sources of stories and the committee looks forward to your contributions and purchases. We would like to hear about your proposals ASAP and get your final versions by mid-December. Please contact Richard Guitar at rrjguitar@rogers.com telephone 613-371-2171.

Crow's Nest Officer's Club donation



Although a little early, the NL Branch (NLNAC) gathered at the venerable Crow's Nest Officer Club in St. John's on October 11th for a Trafalgar Thanksgiving Pub Lunch. President Lorne Wheeler distributed an excellent brochure on Admiral Lord Nelson which became the focus of the lunch. Giving thanks was not forgotten and the Branch President, Lorne Wheeler (above right) used the occasion to formally present Tony Dearness, President of the Crow's Nest with a cheque from the NOAC Endowment Fund to be used for the ongoing renovations to the Club. This \$1,000 contribution is significant and NLNAC is very thankful to the Endowment Fund Committee for its support.

Ed Williams, Secretary NLNAC

Winnipeg Branch members honoured



BACK ROW, L to R – Jerry Dawson, Mel Kelly, Richard Shore and Ron Skelton. FRONT ROW, L to R – Jim Woods, Gordon Saunders and Al Sharrow.

At a ceremony held aboard HMCS Chippawa, Winnipeg, on September 11th, 2013, seven members of the retired Winnipeg Naval Community were presented with NAC/NOAC Bronze Medallions for their outstanding contribution to the Association throughout the years.

Investment extended for Victoria-class subs

The government has issued a five-year extension to Babcock Canada Inc. on its contract to refit and maintain the Victoria-class submarines in Esquimalt, BC. The extension exercises the first five-year option period of the Victoria In-Service Support Contract that was competitively awarded in 2008. This contract extension has a value of approximately \$531 million. The contract includes a number of extension options that could bring the contract duration to 15 years, with a potential maximum value of \$1.5 billion.

"The Maple Leaf" (Sept 2013)

Montréal Branch members honoured



L to R – Mr. Dennis Baird (Montréal Branch President), Mr. Norm Silver, Mrs. Joan Field and Mr. Ian Willis.

During the Annual General Meeting of Montréal Branch, the above individuals were honoured for their contributions to the Branch. Mr. Norman Silver, who serves as the Branch public relations representative received his Silver Medallion, Mrs. Joan Field, the Branch Treasurer, received her Bronze Medallion, and Mr. Ian Willis, the Branch Webmaster also received his Bronze Medallion.

Congratulations are extended to all!

GET ON THE LIST and GET IN THE KNOW!

NAC is now sending out naval news of interest on a weekly or better basis but do not reach a large part of our membership because we do not have their email addresses. Should anyone have an email address and not be receiving these news items from me, they should drop me an email and I will add them to the list.

Jim Carruthers ♦ jimc@rruthers.com

CANADIAN NAVAL HERITAGE



Canadian Naval Aviation

By Peter S. Milsom and O.K. (Bud) MacLean

The Centennial Year of the Canadian Navy understandably prompted a number of comprehensive retrospective assessments of its accomplishments and contributions over the past century. It was felt that this should properly include an assessment of the entire Canadian naval force capability and structure. However, too frequently ignored in historical accounts of this great Canadian achievement have been the contributions of naval aviation in Canada. Accordingly, the authors believed that this submission, developed as a Hampton Gray VC Chapter, Canadian Naval Air Group (CNAG) national project for the 2010 Naval Centennial and designed to substantiate one of the three historic events for the Naval Centennial year, should be presented to the Historic Sites and Monuments Board of Canada for consideration.

Parts of the original submission have been deleted as being extraneous to this article, which, in turn, complements a separate article in *Soundings* [NAC Ottawa] that describes the process by which this national historic monument was achieved. As the *Soundings* article will disclose, the historic site plaque became an historic event plaque and the scope of the historical coverage was, unfortunately, greatly reduced to the period of the Cold War. For this reason, the submission text below is particularly important in reminding current naval personnel that the naval world was very different in the past and that this

rich history is worthy of their attention, their pride and their respect.

"Canadian Naval Aviation" resides, in part, in the formal constructs of the "Royal Canadian Naval Air Service" of the First World War, the "Royal Canadian Naval Air Branch" from the Second World War and in the "Fleet Air Arm," as it became more colloquially known, during Cold War pre-integration years. The recognition of the

such noted historians, editors and authors as Dr. Alec Douglas, LCdr Stuart Soward, Cdr Tony German, Mark Milner, LCol D. J. Goodspeed and Dr. Richard H. Gimblett, to name but a few, by bringing to light the extraordinary achievements of Canadian World War One aviators. During the First Great War, military aviation and naval aviation came of age and Mr. Snowie's work highlights a number of enormous accomplishments by Canadian

naval aviators serving with the Royal Naval Air Service (RNAS) and the Royal Canadian Navy Air Service (RCNAS). One such pilot, Redford Henry 'Red' Mullock, was the first pilot to attack a submarine, was the first Canadian "Ace" and the first ever naval pilot of any nation to score five victories or more. Raymond Collishaw of Nanaimo, BC, was the leading Naval Ace of the Great War with 61 victories. In all, 936 Canadians served in the RNAS. With 50 air aces, 10 Distinguished Service Orders, 63 Distinguished Service Crosses, 45 Distinguished Flying Crosses and numerous other orders and foreign decorations; it is an en-

viuable record. One-in-five was killed while, in the trenches of World War One, the odds were one-in-ten.

Between WWI and WWII, the contributions of Canadian naval pilots to the development of bush flying, to the mapping of the North, to the growth of the commercial aviation industry and yes, to the birth of the RCAF, is a remarkable record of achievement. The list of these naval pilots



Erin O'Toole (left) MP for Durham, with Bud MacLean (centre) and Peter Milsom (right) from the Canadian Naval Air Group with the Parks Canada historic marker unveiled at the Grande Parade in Halifax, August 1st, 2013.

true historical context deserved by naval aviation in Canada, however, lies not in this somewhat checkered and multifaceted organizational presence over the past century of Canada's navy, but more properly in the sum total of the extraordinary contributions it has made to Canada and to aviation.

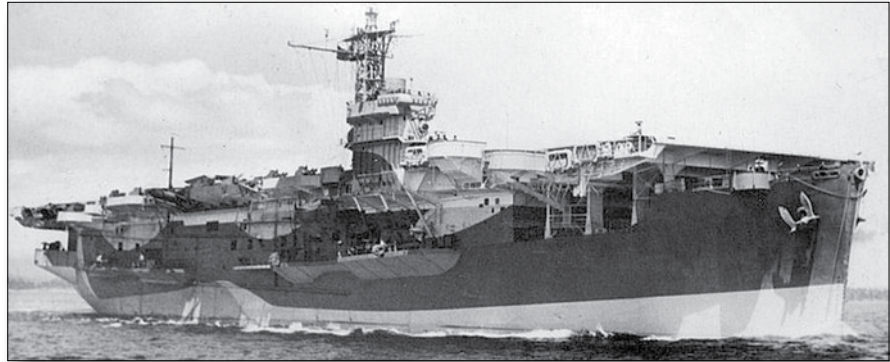
J. Allan Snowie's latest book entitled "Collishaw and Company," enhances and amplifies the distinguished historical accounts by

who came back to serve as skilled aviators and serve in senior leadership positions as key aviation commanders in WWII is also impressive. The compelling account of Canadian naval aviators' accomplishments in the early days of flight truly represents the bedrock of Canadian aviation history.

During the Second World War, Canadian naval aviation again came into its own. By February 1944, Royal Canadian Navy personnel were manning and commanding two Royal Navy aircraft carriers, HMS *Nabob* and HMS *Puncher*, with many Canadians serving in Royal Navy air squadrons as aircrew and aircraft technicians. The first RCN carrier, HMCS *Warrior*, was commissioned January 24th, 1946. Flight records set by the Canadian squadrons in *Warrior* were not matched by similar Royal Navy carriers. *Warrior* was returned to the RN in exchange for HMCS *Magnificent*, commissioned April 7th, 1948. 'Maggie' would serve with the RCN until June 1957, during which time she would become the focal point for further advancements in aircraft maintenance and operating procedures designed to ensure personnel safety and aircraft reliability in a hostile sea environment.

Disciplined aircrew operational training and proficiency programs, combined with the sound leadership of dedicated personnel at all rank levels, produced a rapid advancement of aircrew experience levels, innovative aircraft maintenance procedures and greatly improved aircraft availability, especially during carrier flying operations.

The heyday of Canadian naval aviation came with the commissioning of the carrier HMCS *Bonaventure* on January 17th, 1957. This new carrier, fitted with an angled flight deck, mirror landing sight, the latest steam catapult technology and a carrier approach radar, provided Canada with its first all-weather, day-night capability to operate Banshee jet fighters and the modern Anti-Submarine Warfare (ASW) Tracker aircraft from its deck. The Banshees with their Sidewinder missile capabilities were not only capable of providing Combat Air Patrol coverage to the fleet, but also direct support to the North American Air Defence System (NORAD). On the retirement of the Banshee fighter in 1962 and the introduction of the Sikorsky Sea King ASW helicopter [currently

HMS *Nabob*.HMS *Puncher*.HMCS *Warrior*.HMCS *Magnificent*.HMCS *Bonaventure*.

celebrating their 50th anniversary with the RCN, Ed.], 'Bonnie' became a dedicated ASW carrier. New Canadian destroyer escorts which were built and/or converted to enable the large Sea King helicopters to operate from their decks, added a third dimension to the team which became renowned in the world of Anti-Submarine Warfare.

Canadian naval aviation and carrier operations as a whole forged a unique place in the protection of Canadian security and national interests. First and foremost, it gave the RCN the ability to protect Canada's interests thousands of miles from her shores, a fundamental principle of national and global security. Its admirable level of success can be directly attributed to the fully integrated, experienced aviation team that delivered highly capable operational aircraft to combat the threat of the day in support of NATO and NORAD during the Cold War. A prime example was Canada's naval air support to the blockade of Soviet shipping during the Cuban Crisis. This type of support continues to play a major part in today's naval doctrine, in particular, when operating internationally with embarked maritime air during security operations.

Not only did Canadian naval aviation contribute to the maritime security of our nation through the difficult and uncertain years of the Cold War, it recruited and trained thousands of Canadians in the art of carrier operations and established a high level of interoperability with sister navies, principally the RN and USN. It developed a cadre of strong and dedicated leaders, pioneered world class technologies to achieve its operational missions and it championed whole segments of Canada's aerospace industry. The spirit and professionalism of its personnel at all levels permeated not only the Canadian Forces, but Canada's aerospace, scientific and business communities as well.

In addition to Canada's commitment to NATO and NORAD, naval aviation resources on both the East and West Coasts played a substantial role in Search and Rescue (SAR), in Aid to the Civil Power operations, in joint Canadian, United States (CANUS) projects, and in support of other government departments. The flexibility of naval helicopters providing SAR from shore based facilities and ships at sea, proved invaluable in numer-

ous rescue operations, i.e., transferring fire fighting equipment and ferrying injured to medical care, the transfer of survivors and recovered bodies from Flying Tiger Flight 923 that ditched in the Atlantic off the coast of Ireland in September 1962, providing support during the 1956 mine explosion in Springhill, Nova Scotia and again during the 1958 coal mine disaster, and providing key assistance during major forest fires in Nova Scotia and Newfoundland.

Naval helicopters also provided the lift capability to supply materials to remote Arctic sites during the construction of the NORAD Distant Early Warning System (DEW Line). Aboard the icebreaker HMCS *Labrador*, Bell and Piasecki naval helicopters were not only employed in ice reconnaissance, but were also directly involved in the monumental task of mapping and charting the Canadian Arctic. Naval aviation resources were also assigned the significant responsibility of Arctic water surveillance during the strongly contested transit of the USS *Manhattan* through the Northwest Passage. Other secondary roles were drug enforcement and fisheries patrols to protect Canada's resources while enforcing the laws established by the International Commission for the Northwest Atlantic Fisheries (ICNAF).

The contribution of Canadian naval aviation to the Canadian aerospace domain has indeed been significant. Offshore aircraft companies set up in Canada to support the repair and overhaul of naval aircraft. Other aircraft manufacturers licensed Canadian based firms to manufacture and assemble their products. Canadian companies, influenced by naval aviation requirements, designed and manufactured new and innovative aircraft systems and components. Industry started apprentice training programs, while vocational schools and colleges added courses in aerospace related topics. Over time, research, development and manufacture of new and advanced ASW sensors, and aircraft electronic and avionic systems provided the stimulus for industry and government to invest hundreds of millions of dollars in leading edge technology and aerospace jobs. Major Canadian naval aviation innovation significantly influenced international understanding of, and capability in, the operation of large naval helicopters from small

ships.

Canadian naval aviation brought enormous benefit to Canadian society as well. Many of the highly talented naval aviation personnel eventually sought employment in the rapidly expanding Canadian aviation industry. They were able to apply their well honed skills in all fields including Naval Air Reserve Squadrons established at Naval Reserve Divisions; as aircrew, maintenance and support for world airlines, the aerospace industry, research and development, legal, medical and educational institutes, private business and government including air traffic control and aviation standards. Their many well documented individual contributions resulted in remarkable advances in Canadian aviation technology and weapon systems. They tested and certified new aircraft types, engineered simulators for Canada's space arm design [*Canadarm*], developed and produced a Canadian family of gas turbine engines, were instrumental in the development of aircraft sensors and navigation systems, became jumbo jet aircraft captains, assisted in startup and operation of successful helicopter companies and feeder airlines, authored books on naval aviation and other historic topics, became noted authorities in the legal profession, and took lead positions in government and industry. For their individual achievements, twelve naval airmen have been inducted into Canada's Aviation Hall of Fame. Most importantly, naval aviation made an immense contribution over the years to keeping Canadians safe.

In its various guises in the past century of Canadian naval service, Canadian naval aviation made a huge impact on Canada. Not only did it contribute substantially to the security of our country during troubled years, but it did so with pride and dedication. Its innovative spirit, collective wisdom and talented leadership multiplied into advances in world recognized aerospace and ship technologies, air operations at sea and commercial helicopter operations across our country. Naval air personnel have carried this proud legacy into Canadian society and its impact will be felt for many years to come. Air operations at sea with Canada's navy continue to be exercised today by the personnel of Maritime Helicopter Squadrons of 1 Canadian Air Division with the same degree of

professional diligence, competence and innovation that were the accepted hallmark of Canadian naval aviation through the history of Canada's navy.

To recognize the tremendous accomplishments of Canadian naval aviation is to herald a distinguished and remarkable contribution by Canada's naval airmen to the defence of Canada and North America, in NATO operations and, to the aerospace industry and Canadian society as a whole. To permanently acknowledge the achievements of Canadian naval aviation, it was requested that the Historic Sites and Monuments Board of Canada officially recognize Canadian naval aviation through the award of a commemorative monument or plaque to be placed at the birthplace of Canadian naval aviation, namely Shearwater, Nova Scotia. Its suitability for selection as a "Designated Place" rests with the following factors: Shearwater, located on the shores of the Eastern Passage, is the second oldest aerodrome in Canada. Established in August 1918 to support air patrols over the Atlantic to combat German submarines during WWI, it was taken over by Canada's Air Board in 1920 for civil flying operations. The base became known as RCAF Station Dartmouth during WWII and again became the centre for providing air coverage against submarines for the convoys departing Halifax harbour. Although the first Canadian Naval Air Squadrons were lodger units at RCAF Station

Dartmouth, it was on December 1st, 1948, that the RCAF station was officially turned over to the Navy and became RCN Air Station Dartmouth and simultaneously commissioned as HMCS *Shearwater*. This unique air base with its land and sea-based aerodromes, coupled with its aircraft carrier docking facilities, supported Canadian naval operations until unification of the three services on February 1st, 1968. Today, Shearwater is administratively part of CFB Halifax and is the home of 12 Wing Shearwater, a unit of 1 Canadian Air Division, whose primary mission is to provide shipborne helicopter support for the Maritime Forces Atlantic and Pacific. Shearwater is also the home of one of the top military museum's in Canada, the Shearwater Aviation Museum. Accredited in 1979, the museum has amassed over 6,000 artifacts and an enviable collection of restored vintage naval aircraft. It is the repository for the history

as a commemorative site, by monument or plaque, by the Historic Sites and Monument Boards of Canada to officially acknowledge the contributions of Canadian naval aviation to Canada and Canadians.

Peter S. Milsom served for 32 years in the Canadian Navy, rising from Ordinary Seaman to Naval Captain and earning both his pilot's and parachutist wings in the process. He later served with DND as a civilian executive holding a number of key executive appointments and currently owns a management consulting firm. **Owen K. (Bud) MacLean** served for 29 years in the navy in a variety of aviation related positions culminating in the rank of Commander and serving as the Commanding Officer of VT 406 Squadron. Following his naval service he enjoyed a distinguished career in the aerospace industry and currently operates his own aerospace consulting services firm.

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Cpl David Randall, RCAF Photo



The venerable Sikorsky CH-124 Sea King helicopter, in this photo painted to commemorate their 50th year of service in the Royal Canadian Navy.

of Canadian naval aviation and Base Shearwater, starting with its meager beginnings in 1918, with all artifacts contained within a modern archives and reference facility. With its large number of visitors, the museum has become a major Nova Scotia tourist attraction and thus what better facility than the Shearwater Aviation Museum to host such an important historic monument in recognition of Canadian naval aviation.

Therefore, the "Birthplace of Canadian Naval Aviation" was submitted as a particularly deserving candidate for selection



...from the McKee files

Signal Station), it signals her: **"Q: WHERE ARE YOU GOING? R: I DON'T KNOW (short interval) R: PROCEED."** Author's Note – This reminds me of one of Capt Jack Broome's: Destroyer receives an operational signal from the Admiralty: **"O: PROCEED WITH ALL DISPATCH Q: WHERE TO? R: TO ADEN (repeat) ADEN. R: I'M AT ADEN"** (no further signals).

Fraser McKee



RCN Successes during WWII

By Fraser McKee

When the "Canadian Naval Chronicle 1939-1945" [Vanwell 1996 by Fraser McKee and Robert Darlington] was researched and written in 1990, this was because of all the moaning on November 11th and Battle of the Atlantic Sunday **only** about all the RCN's losses [see page 9, Ed.]. While they assuredly should be remembered and honoured, it was noted that almost no attention was ever paid to our valiant sailors' successes. We won the war (if any war is 'won'), we sank more enemy ships than we lost and after amazing trials, we were darned good at our jobs. "We were but warriors for the working day..." Thus it is suggested that, on occasion, organizers might read out a list of the **successful** ships – either as well as, or instead of, alternatively. Only a few casualties were involved. Some ships (*Athabaskan*, *Ottawa* (1st) and *St. Croix*) are on both lists. It is a rather longer list, but surely that shouldn't be the criteria? Most were against U-boats, except for destroyer actions in the channel. A few are still debatable, but from the RCN's viewpoint, probably justified.

NOTES

- 1 The RN disputes the *Dunver* and *Hespeler* sinking of *U 484*, but without any better claim than the RCN's.
- 2 *New Glasgow's* success against *U 1003* was as a result of the U-boat accidentally ramming her rather than the reverse, but we count it.
- 3 Some successes were only confirmed in the mid-1980s during an Admiralty Historical Branch's careful reassessment of uncertain U-boat losses, i.e., the *Ottawa* (1st) sinking of *Faa' Di Bruno*; *Morden's* of *U 756*; and *Prescott* and *Napanee's* of *U 163*.
- 4 In several cases which attacker destroyed the U-boat cannot be determined, so all are credited that made likely attacks.
- 5 In many cases (45% of the time) RN and USN ships were also involved, plus attacking aircraft. These are just the 52 RCN ships.
- 6 Destruction of enemy merchant vessels or 'unknown' enemy ship losses are not considered. With MTB/MGB attacks for instance.
- 7 Enemy ships sunk are shown in {brackets} after the RCN name.

Algonquin – 13 November 1944 {M/S's *M-416*, *M-427*}.

Annan – 16 October 1944 {*U 1006*}.

Athabaskan – 26 April 1944 {DD *T-29*}.

Assiniboine – 6 August 1942 {*U 210*}.

Battleford – 27 December 1942 {*U 356*}.

Calgary – 20 November 1943 {*U 536*}.

Camrose – 8 January 1944 {*U 757*}

Chambly – 10 September 1941 {*U 501*}

Chaudière – 6 March 1944 {*U 744*}, 18 August 1944 {*U 621*},
20 August 1944 {*U 984*}.

Chilliwack – 27 December 1942 {*U 356*}, 6 March 1944
{*U 744*}.

Drumheller – 13 May 1943 {*U 753*}.

Dunver – 9 September 1944 {*U 484*}.

Fennel – 6 March 1944 {*U 744*}.

Gatineau – 6 March 1944 {*U-744*}.

Haida – 26 April 1944 {DD *T-29*}, 29 April 1944 {DD *T-27*},
9 June 1944 {DD *Z-32*}, 24 June 1944 {*U-971*}, 6 August
1944 {M/S *M-486*, *M-263*}.

Hespeler – 9 September 1944 {*U 484*}.

Huron – 26 April 1944 {DD *T-29*}, 28 June 1944 {M/S *M-4611*,
Vp-213}.

Iroquois – 6 August 1944 {M/S's *M-263*, *M-486*}, 214 August
1944 {M/S *M-385*}.

Kootenay – 7 June 1944 {*U 678*}, 18 August 1944 {*U 621*},
20 August 1944 {*U 984*}.

La Hullose – 7 March 1945 {*U 1302*}.

Loch Achanalt – 16 October 1944 {*U 1006*}.

Matane – 22 April 1944 {*U 311*}.

Moose Jaw – 10 September 1941 {*U 501*}.

Morden – 1 September 1942 {*U 756*}.

MTB 748 – 14 June 1944 {M/S *M-133*}.

Napanee – 27 December 1942 {*U 356*}, 13 March 1943
{*U 163*}.

New Glasgow – 20 March 1945 {*U 1003*}.

Oakville – 28 August 1942 {*U 94*}.

Ottawa – 6 November 1940 {Italian *FAA'Di Bruno*}.

Ottawa (2nd) – 7 June 1944 {*U 678*}, 18 August 1944 {*U 621*}
20 August 1944 {*U 984*}.

Owen Sound – 10 March 1944 {*U 845*}.

Port Arthur – 19 January 1943 {Italian *Tritone*}.

Port Colborne – 1 September {*U 247*}.

Prescott – 13 March 1943 {*U 163*}.

Prince Rupert – 13 March 1944 {*U 575*}.

Regina – 8 February 1943 {Italian *Avorio*}.

St. Catharines – 6 March 1944 {*U 744*}.

St. Croix – 24 July 1942 {*U 90*}, 4 March 1943 {*U 87*}.

St. John – 1 September 1944 {*U 247*}, 16 February 1945
{*U 309*}.

St. Laurent – 27 December 1942 {*U 356*}, 10 March 1944
{*U 845*}.

St. Thomas – 27 December 1944 {*U 877*}.

Sea Cliff – 27 December 1944 {*U 877*}.

Shediac – 4 March 1943 {*U 87*}.

Sioux – 11 June 1944 {E Boat *S 136*}.

Skeena – 31 July 1942 {*U 588*}.

Snowberry – 20 November 1943 {*U 563*}.

Strathadam – 7 March 1945 {*U 1302*}.

Swansea – 10 March 1944 {*U 845*}, 14 April 1944 {*U 448*},
22 April 1944 {*U 311*}, 1 September 1944 {*U 247*}.

Thetford Mines – 7 March 1945 {*U 1302*}.

Ville de Québec – 13 January 1943 {*U 224*}.

Waskesiu – 24 February 1944 {*U 257*}

Wetaskiwin – 31 July 1942 {*U 588*}.



This will have to do...

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

Part One: "Zoo Animals"

EDITOR'S NOTE – Admiral Welland sent me a copy of his memoirs in the summer of 2010, not long before he passed away at the age of 92. I have been waiting for an opportunity to publish the naval portion of the privately published book in "Starshell" (with the Admiral's permission) since then. Born in Oxbow, Saskatchewan on March 21st, 1918, the family later moved to McCreary, Manitoba. To quote the admiral: "I had decided many years before that I wanted to join the navy, and what is more I had done something about it. I wanted to be an officer, captain of a warship and an admiral ... I had read somewhere that if you did not know where you were going it was unlikely you'd get anywhere. I had found out that I need to have senior matriculation, a second language and mathematics that included spherical trigonometry." As none of these subjects were available in McCreary, his parents supported him in a move to Dauphin, Manitoba for the school year which, he states, was "a financial sacrifice of some magnitude" for them. He was sent to a local tutor to learn German. He successfully passed all of his school exams in 1936 and was interviewed in Winnipeg by senior naval officers and accepted into the RCN as a Naval Cadet at the illustrious pay rate of .25¢ that same year. We'll let the good admiral tell us the rest.

In August 1936 I said goodbye to my family on the McCreary railway platform. "You will do well," my mother said. My father gave me a hug with tears in his eyes and said nothing. "Rover" [the pet dog] nosed my legs and looked up at me; somehow he knew I was leaving. In Montréal I met the other officer cadets who entered the Navy in 1936. There were eight of us. Our lives would be intertwined for the rest of our lives, but that thought didn't occur at the time. Bill Landymore, from Brantford, was twenty, two years older than the rest of us because he had been to the Royal Military College in Kingston. Ralph Hennessey was from Toronto and other places; his father, an Army colonel, was to be killed by the Japanese four years later in Hong Kong. Tom Pullen was from Oakville, Ontario and had some naval background as his elder brother Hugh, was already a lieutenant in the Navy. John Blake-lock was from Toronto. Bob Murdock was from Victoria as was Joe Barber-Starkey. John Barclay came from the interior of BC, maybe Cache Creek. We had been selected from four hundred applicants and were more apprehensive than smug. I was the only Manitoban.

We crossed the Atlantic in the Cunard liner *Ausonia*; we had first-class tickets, a private cabin, attentive stewards. There were pretty girls, dancing and small-time gambling. I marvelled at the immensity of the ocean. I prowled the decks and passageways to understand

how she was built and got invited to the engine room and boiler rooms. I risked visiting the bridge area and was discovered by an officer with four stripes, the Captain. He showed me the ship controls and laughed at my curiosity and ignorance. I was seasick and ashamed of myself. I made a point of throwing-up only in the privacy of my cabin. Officers from Manitoba do not vomit in public!

The *Ausonia* luxury ended abruptly on my arrival in the Royal Navy's dockyard in Chatham. Waiting alongside a wharf was the Royal Navy's training cruiser, HMS *Frobisher*. She was my home for the next year.

The uniform for working was blue-serge trousers and a heavy wool sweater. In the tropics we wore white shorts and shirts. We slept in hammocks, we served ourselves food, and we did our own laundry and mending. Each day was much like the last; we studied for about three hours a day, mainly math related to celestial navigation. We learned about tidal prediction, ocean currents, trade routes and weather patterns.

We did physical training and deck sports for an hour or so. We cleaned the ship and the boats for a couple of hours. We were at sea and visiting exotic places for the entire year of my cadet time.

We first did a northern cruise, visiting Bergen in Norway. In Scotland we went to Rosyth, Edinburgh, Invergordon and Glasgow.

I soon learned that my life in Manitoba lacked experience in British sports. I ran a lot at soccer but never seemed to get the ball; at field hockey I was a pest to the team and referee through using both sides of the stick; at rowing (pulling in the navy) I was guilty of 'crabbing' my oar and losing the races. But at cross-country running I was one of the best, even without "Rover." Boxing was voluntary and I won more than I lost; it's a great sport to make friends, oddly enough.

The second cruise took us to the south; we made the ocean passage to the West Indies via the Azores. I had not gotten over my wonderment at the endless span of the ocean, the reach of the waves and the ability of our great ship to plow through them. I learned how to be seasick and not have it affect my work (eat each meal twice).

I got ashore in the islands of Trinidad, Grenada and Barbados. I swam from the white coral beaches. And another surprise, almost everyone was black! There were beach parties where the black men and woman beat drums, sang songs, did the limbo and had us try. They were big people, full of good nature and rhythm; they must have thought we were stiff little white shrimps. We visited Jamaica and toured plantations of sugar cane and walked beneath palm trees loaded with dates and coconuts. I picked oranges right off the trees and spit out the seeds. Exotic adventures far removed from



L to R – Canadian naval cadets John Blakelock, Ralph Hennessey, Bob Welland, John Barclay, Bill Landymore. Missing: Joe Barber-Stakey, Bob Murdock and Tom Pullen in 1936.



The Royal Navy's training cruiser HMS *Frobisher*. There were 187 cadets on board for training, 171 were English or Scottish, 8 were Canadian, 3 were Australian, 2 from New Zealand, 2 from the Indian Navy and 1 from the Greek Navy. All the 'Colonials' plus 10 English cadets were placed in one mess which was called "The Zoo."

McCreary's flat wheat fields.

In one training session, we cadets sailed whalers completely around Tobago; we slept on the beaches for five nights and we saw almost no one. In 1996 I revisited Tobago. I stayed in a towering hotel with its golf course, tennis courts, scuba diving boats and hundreds of semi-dressed white people lounging about. Tobago had changed from the 1937 tropical island stillness, when tourism had not been invented and people wore loincloths instead of dinner jackets.

We visited Bermuda on the way back to England, a different island to the others; there were roads instead of donkey paths. There were hundreds of white houses with red-tiled roofs and pretty white women in floppy hats. A cadet sees these things, even while doing a compulsory five-mile run every morning as the sun rises. But even so!

When I left *Frobisher* as the tend of those eye opening adventures I had got to know many of the cadets; some had become fast friends. These same cadets would be my comrades in the tumultuous years not far off. When we worked together in wartime operations I felt more comfortable if one of the 'Frobishers' was handling the other destroyer; the idiot you know is the better companion than one you've never met.

It turned out that Cadet Welland didn't need more than 25 cents a day; and the so-called rigours of cadet training were to me a breeze. I told my parents I had completed step one, and at my mother's request, I had my photo taken.

The thirty dollars spent in taking the correspondence course in spherical trigonometry



Welland as a Naval Cadet (top) and (right) as a newly appointed Midshipman fresh from being kitted out at Gieves.



could have been saved. The English cadets had not done it previously and a good part of the *Frobisher* instruction was on that subject. I had wondered if my Canadian education would be up to par with that of the English boys. I need not have worried then or at any time later in my association with the Royal Navy. So the McCreary grade school and Mr. Churchill's Dauphin High School had done a good job on me, which is more to their credit than mine. At home it was my father who had insisted that all we kids have a good grasp of math. And mother, who could sense a split infinitive before it was uttered, never failed to point out that road signs saying 'slow' were sloppy English. So I had been properly bullied.

Midshipman Welland, age 19, 5 ft. 11 in. tall, 162 pounds, was kitted out by the London tailors, Gieves, on Old Bond Street, as was the custom (compulsory). My uniforms

were tailored to fit; black doeskin with little white patches on the collar; white cotton ones with brass buttons. I bought a dirk (compulsory) made of stainless steel by Wilkinson's. Had I delivered crows feet to the *Bounty Lady* in Ochre River in my splendid get-up, she might have stood to attention. I had no money to pay for this finery but Gieves put me 'on tick' and I promised to pay it back. Gieves had done this for officers for two hundred years and were still in business, but I was surprised at their trust.

I sent a picture to my family [see left] and hoped they wouldn't think I was becoming too grand. I didn't admit to my debts simply because they were mine, and with my pay of sixty dollars a month (up from seven) I would soon be solvent. It cost me nothing to live onboard. I didn't smoke or eat chocolate bars because Charles Atlas [a famous body builder of earlier times] didn't permit bad costly behaviour.

My term mates, Bill Landymore and John Blakelock and I requested to do our midshipman's time of two years in the East Indies.

The Royal Navy gave young officers many options when it came to choosing where to serve. They had fleets all over the world, so didn't much care where people went.

I had applied for the East Indies Station because it was exactly half way around the world from McCreary. It was approved with no argument. I was appointed to HMS *Emerald* [an *Emerald-class* light cruiser] and told to take three weeks off before joining the ship.

————— **To be continued in next issue.**

A Neat Piece of Naval Cooperation



HMCS *Drumheller*, HMS *Lagan*, The Fleet Air Arm and the RCAF sink U 753



By Fraser M. McKee

The Atlantic War in the Spring of 1943

In May of 1943, the U-boat war in the Atlantic was about to change in the Allies' favour, although they did not yet clearly perceive this. From the bleak days of 1942 and the first four months of 1943, when convoy after convoy was attacked by up to 40 U-boatsⁱ and few escaped without sunken merchantmen, by May three major changes in the antisubmarine war had taken place. At long last enough long range aircraft had been made available to pretty well close 'The Black Gap' in protective air cover in mid-Atlantic where heretofore the surfaced U-boats had only to face the escorts; small escort aircraft carriers were being added to some convoys as extra protection, even if only equipped with the venerableⁱⁱ *Swordfish* biplane; and enough and better escort warships were at last arriving to allow longer hunts for detected U-boats rather than the too-few escorts simply driving them off and then hastening after their lightly guarded convoys.

As well, the quality of the sailors and airmen had been improved. For the RCN this was largely simply through hard-won experience, for which the British command had insisted they be withdrawn to gain some time for training under their more skilled tutelage in the fall of 1942ⁱⁱⁱ. Another vital element to future successes, and the point of this article, the seamen in the escorts and airmen flying the long range patrol aircraft such as the RCAF's *Sunderland* and *Canso* flying boats had developed an easier ability to communicate at least by flashing 'Aldis' lamp with each other. It is hard to conceive now how often there had been almost no ability to communicate between the two forces, especially by radio, and often no appreciation whatsoever of each other's tactical doctrine, even between navies, let alone between navies and air forces. There were similar, although less absolute problems in establishing communications between escort groups and between Canadian, British and American forces unless carefully worked out beforehand. The lack of ability of escorts to communicate with their merchant ship charges was notorious, by light, flags or radio, almost to the end of the war. One tends not to appreciate that many elderly merchant ships had no radios, or only one operator who kept but sporadic watches. In the case of this story, all these factors came smoothly together to produce success.

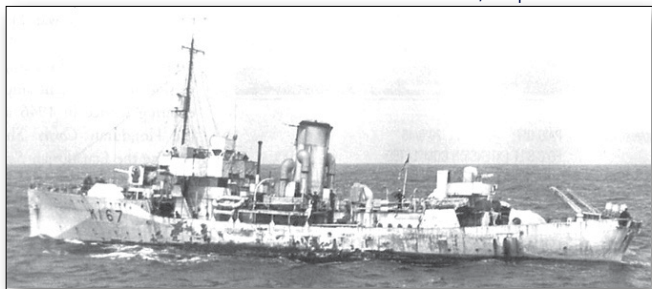
Convoy HX 237, May 1943

This convoy of 48 merchantmen (by the date of this attack^{iv}) left New York on May 1st bound for Britain. For its mid-ocean passage it was to be defended by the now venerable and experienced Canadian Close Escort Group C 2, consisting of the RCN corvettes *Drumheller*, *Chambly* and *Morden*, and including the elderly British destroyer

HMS *Broadway*, with LCdr E. H. Chevasse, RN as Senior Officer. There were frigates of the 5th Escort Group in support as well^v, to a very satisfactory total of eight escorts. The RCN corvettes had featured in several convoy battles already, *Chambly* helping sink U 501 in September 1941 and *Morden* U 756 in September 1942 (although this latter success was not discovered until careful postwar research in the 1980s!^{vi}) Of great value as well, sailing in the rear centre of the convoy, was the escort carrier HMS *Biter* (Capt E. M. C. Able-Smith, RN), with her flight of anti-submarine *Swordfish* aircraft. The convoy was advancing at a speed of about 10 knots, organized in ten columns of five or six ships each, spread across some six miles of ocean. The convoy sailing had been identified by German code-breakers and three 'wolf packs' of U-boats, Groups *Elbe*, *Rhein* and *Drossel*^{vii}, had been sent to locate and attack it and another nearby slower convoy. This attacking force consisted of up to 40 U-boats (the total on any one day depended on boats leaving due to damage or technical problems, lack of fuel, or the need to find *milch* cow supply submarines to provide additional spares, fuel and even torpedoes). This action took place in the Eastern mid-Atlantic, northwest of the Azores.

The destruction of U 753 began through several unrelated chances. On May 11th the merchantman *Fort Concord* was hit by torpedoes and sunk. Late on the 12th of May, two more merchantmen were hit in U-boat attacks on the convoy. One, the Norwegian 9,432 ton tanker *Sandanger*, hit by U 221 (KL Hans Trojer)^{viii}, dropped astern as she sank, although her wireless office managed to inform LCdr Chevasse in HMS *Broadway*. Fifteen of her crew were able to escape into the tanker's lifeboats. *Drumheller*, commanded by Lt Leslie P. Denny RCNR, was sent back by that Senior Officer to rescue them. When there were enough escorts to continue reasonable protection of any convoy, this was always attempted, for both humanitarian reasons and because the rescue of experienced seamen contributed valuably to the continuation of the battle to supply Britain. In the early hours of May 13th, *Drumheller* had found and picked up the merchant seamen and was hurrying, at her maximum of about 15 knots, to catch up to the convoy again, some ten miles ahead. At first light, with the masts of the distant ships at the rear of the convoy just visible, the bridge lookouts saw a *Sunderland* aircraft patrolling out to starboard of the merchantmen and escorts, some ten miles from the convoy. Then as the corvette came closer, at about five miles they noted the aircraft drop lower and begin circling an unseen matter of interest. The Officer of the Watch, Lt K. B. Culley, RCNVR, the ship's 1st Lieutenant, altered toward that location and called his captain, Lt Denny, to the bridge. Just then the *Sunderland* flashed *Drumheller* by

RCN/PAC Photo, Macpherson collection



The corvette HMCS *Drumheller* taken in 1942.

www.uboot.net



The River-class frigate HMS *Lagan*.

Imperial War Museum



Sunderland Mk.III, 2-C of 423 Sqn RCAF based at Castle Archdale.

<http://www.castlearchdale.net/id12.html>



U 753, Type VIIC U-boat.

'Aldis' lamp, saying she was attacking a surfaced U-boat and needed help!^{ix} Lt Denny, "a cool type" says Culley, told him not to sound the action alarm bells, but just to have the pipe made "Action stations bell will be in five minutes time." That pipe brought all the crew to their stations without the unsettling shock of being awakened by the clamour of the loud bells.^x

The Sinking of U 753

This aircraft was *Sunderland* 'G' of RCAF 423 Squadron, part of the RAF's Coastal Command 15 Group, operating out of Castle Archdale, Lough Earne, Northern Ireland. She had left base a few minutes before midnight, May 12/13, with F/L John Musgrave commanding a crew of eight. He was sent out specifically to find and protect Convoy HX 237 which he did just before 0800 on the 13th, flying at 3,000 ft^{xi}. Almost at once he sighted at fully surfaced U-boat heading north, about ten miles from the convoy. Musgrave, using cloud cover, descended and attacked the boat by machine gun fire (the *Sunderland* was not called 'The Flying Porcupine' for nothing, with several 4-barrel power operated machine gun mountings), prior to a planned careful depth charge attack. But this U-boat had an augmented armament of anti-aircraft guns firing 20mm shells, and her CO elected to remain surfaced and promptly returned the fire, shortly hitting the aircraft with both machine gun and 20mm cannon fire. Because of the size and relatively low speed of these aircraft, in accordance with Coastal Command orders, Musgrave broke off his attack and contacted the Senior Officer of the convoy, suggesting he send assistance. He then saw *Drumheller* coming up from astern but heading in his direction. Musgrave was looking for heavier fire power against the belligerent U-boat.

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

This boat involved with the *Sunderland* was in fact *U 753*, commanded by KK Alfred Manhardt von Mannstein. She had sunk three merchantmen over the past year and damaged two more, for a total "score" of just under 30,000 tons, some achieved just off the Gulf coast of Florida^{xiv}. This was her second Atlantic patrol, operating out of La Pallice in Western France as part of III Flotille^{xv}. She was probably planning on attacking the convoy after dark that night and just keeping within distant sight of the ships. The U-boat arm had been suffering serious losses in the past month, and this was the usually ordered wolf pack attack method. When discovered by the *Sunderland* as *Drumheller* approached, in Culley's words, "The sky was full of tracer"^{xvi}. Evidently, the U-boat crew, concentrating on driving off or shooting down the circling aircraft didn't see the corvette coming up astern. *Drumheller* arrived at 8:37 and opened fire at about 4,000 yards, two miles, rather a long range for the corvette's small 4-inch gun on a lurching, unstable platform. As soon as these shells

fell around the U-boat and within two minutes, von Mannstein dived, taking only about 30 seconds to submerge, appreciating he could not take on the two adversaries on the surface although his surface speed on diesels of over 17 knots was several knots better than the corvette's if he had been able to run on a straight course. Musgrave at once circled back over the estimated diving position and dropped two depth charges from a height of 50 feet which exploded within 30 seconds of the U-boat's disappearance, with unidentifiable results. A type VII_B U-boat could go down to over 300 feet and was a tough nut to crack. Seeing *Drumheller* arriving on the scene and another ship also approaching, Musgrave left to return to his patrol around the convoy once more.

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

And that is exactly what happened: *Lagan*, conned by Denny, settled in astern of the U-boat and gradually overhauled her. Then at a range of some 200 yards, *Lagan* fired a full pattern of "hedgehog." This was a relatively new and interim anti-U-boat weapon, fitted in escorts on their fo'c'sle. It fired an elliptical pattern of 24 63-pound 'bombs' ahead of the attacker. This was a much surer system than with the depth charges, where the attacking ship had to pass over the submarine, thus losing contact in the last minutes before dropping. Also, the hedgehog bombs, landing in an oval 140 ft. by 120 ft., sank at 25 ft. per second versus the depth charges' 10 feet per second. Another major difference was that depth charges all exploded at pre-set depths, at least creating concerns and morale effect even if they did no serious damage. The hedgehog bombs were contact exploded—no hit, no explosion. Thus no morale effect, but they gave a definite indication if a hit was scored. The 35 lb. torpex charge in each bomb was enough to punch a hole a foot or more across in almost any submarine, enough to sink her if it was in a vital compartment.

After *Lagan* had fired, both ships circled for half a minute, the crews watching the gradually disappearing ripples where the 24 bombs had splashed into the sea. Then there was a dull thud, followed shortly by a modest hump in the water, then an upwelling of oil, bubbles and

debris. Of the U-boat there was never a sign, nor any further contact. It had only taken one hedgehog bomb from one attack to send *U 753* to the bottom, miles below. There were no survivors.

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

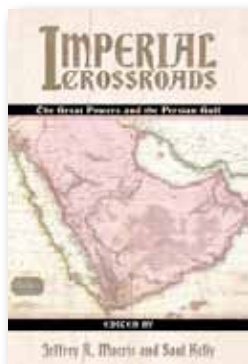
For its day, this attack with its teamwork and cooperation between four services, was a rare example of how it could be done, and an example for the future, which it took many long months to perfect.

Notes:

- i. *U-boat Command and the Battle of the Atlantic*, J. P. M. Showell, (St. Catharines: Vanwell Publishing, 1999).
- ii. The design originated in 1933: *British Naval Aircraft*, Owen Thetford, (London, Putnam 1958).
- iii. *North Atlantic Run*, Marc Milner, (Toronto, U of T Press, 1985).
- iv. *Search, Find and Kill*, N. L. R. Franks, (Bourne End, Aston Pub., 1990).
- v. From DND *Drumheller* file, 8000 series, (Ottawa, DHist).
- vi. *The Canadian Naval Chronicle*, R. A. Darlington & Fraser M. McKee, (St. Catharines, Vanwell, 1996).
- vii. *The U-Boat War in the Atlantic*, Günter Hessler, (London, HMSO, 1992).
- viii. *Axis Submarine Successes 1939-1945*, Jürgen Rohwer, (Cambridge, Patrick Stephens, 1983).
- ix. This detail comes essentially from *Drumheller's* "Report of Proceedings" and her "Report on Submarine Attacks" in her file in the DND Directorate of History, 8000 Series; and correspondence from Lt Culley to the author, 1995. Also in *Canadian Naval Chronicle*.
- x. Culley correspondence, 1995.
- xi. *Canadian Squadrons in Coastal Command*, Andrew Hendrie, (St. Catharines, Vanwell 1997).
- xii. *Search, Find and Kill: Canadian Squadrons in Coastal Command*.
- xiii. Correspondence, Mr. R. M. Coppock, UK MOD Historical Section, 1986-1988 with D HIST and author.
- xiv. *Axis Submarine Successes*.
- xv. *The U-Boat Offensive*, V. E. Tarrant, (London, Arms & Armour, 1989).
- xvi. Culley correspondence.
- xvii. *Warships of World War II*, Parts 1 and 3, H. T. Lenton and J. J. Colledge, (London, Ian Allan, 1962).
- xviii. *Honours & Awards, Canadian Naval Forces World War II*, E. R. Paquette & C. G. Bainbridge, (Vancouver, Project Gallantry, 1986).

THE READING ROOM

FOR YOUR AUTUMN READING PLEASURE



IMPERIAL CROSSROADS The Great Powers and the Persian Gulf

Edited By Jeffrey R. Macris
and Saul Kelly

Naval Institute Press, Annapolis (2012),
www.nip.org 272 pp, hardcover and
eBook, cover, US\$34.95, USNI member
discount, ISBN 978-1-144892-489-2.

A review by Gordon Forbes, NAC Ottawa

On the back of the dust jacket of this book, there is a quote by Thomas G. Mahnken, an academic at the US Naval War College. *"This volume is essential reading for those who are interested in going beyond the headlines and exploring the history of outside involvement in the Gulf. It will be a valuable resource for scholars for years to come."* This pretty much describes the value of this book. It is, indeed, a history of outside involvement, or meddling if you prefer, by foreign powers, mostly western, in the affairs of the Persian Gulf area, always referred to as just *"the Gulf."* *"Imperial Crossroads"* is comprised of eleven essays from learned scholars on the comings and goings of these foreign powers into the Gulf region.

The first western country to enter the picture was Portugal in the heyday of its world exploration and trading endeavours in the 16th century. The Portuguese arrived in the Gulf in 1515 and captured the strategically located island of Hormuz where they were able to monitor and, if necessary, block entrance to the Gulf. Their primary interest was commercial, not territorial, and in this they were quite successful. Although they raided a number of Gulf coastal cities over the next century, they did not acquire any more territory. Their main trading target was Persia, now Iran, where they conducted their trading operations at the sufferance of the Iranian shahs. Portugal was finally routed from Hormuz Island in 1622 by the combined forces of England and Iran.

The next encroachers were the Dutch, in the form of the Dutch East India Company who also had commercial interests on their mind. This extraordinary company was, by 1669, the largest and richest company in the world with over 50,000 employees and 10,000 private soldiers. They were, for all intents and purposes, Dutch foreign policy. However, their main use of the Gulf was to protect much more lucrative trade and colonization of the Dutch East Indies, now Indonesia. The Dutch presence became significant in the late 16th century and remained

dominant until the Afghan invasion of Persia in 1722 which curtailed trade for several years. Even when the Afghans were repulsed in 1730, trade slowly declined until the last Dutch post, on Kharg Island, was closed in 1765.

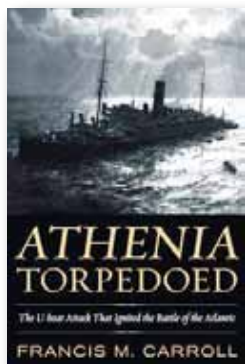
Next, of course, came the British. Once again Britain, like the Dutch, came not so much for the commercial possibilities, but to protect its most prized possession, India. Control of the Gulf region was seen as a bulwark against the threat of Russian incursion into the Indian region. This began early in the 19th century and the British presence, in a variety of roles, lasted well into the latter half of the 20th century. The Royal Navy, for most of that period, was seen as the protector of the Gulf. When oil was discovered in the region, the Gulf was suddenly thrust into the role of being of vital interest to Britain. Britain's control came in the form of protectorates of some of the small sheikdoms and treaties with other countries, specifically Iran. Britain's defence of Egypt in two world wars was largely for the defence of the Middle East including the oil resources in the Gulf region.

Britain did not so much 'lose' control of the Gulf region as pass off the burden to the United States. The complex reasons why and how this happened are the subject of three essays. These discuss Britain's decision to leave the Gulf under economic pressure, the reluctance of the US to immediately jump into the breach, and the final push to include the Gulf in US foreign policy. There is a further chapter discussing the development of US foreign policy in the Middle East during the Carter and Reagan presidencies.

And finally, there are two 'what if' essays about the possibilities of involvement in the Gulf by India and China. Although both countries have an interest in the region, the Chinese probably have the stronger position because of their interest and investment in the oil business. But both countries are aware of the importance of keeping the Gulf under control because of the danger to themselves that could arise from instability in the area.

The eleven essays sometimes paint a varied view of Persian Gulf history and importance, but at the end, all clearly show the importance of the region to the modern state of the world. Each of the essays is well written by scholars who are knowledgeable in their respective field, although some readers may be put off by the extensive use of statistics in a couple of the pieces. Nonetheless, the book lives up to the quote above that it is an important resource *"for those who are interested in going beyond the headlines and exploring the history of outside involvement in the Gulf."*

Gordon Forbes served 28 years in the Navy and worked in the defence industry for another 20 years. He is the author of "We Are as One" based on his experience during the explosion and fire aboard HMCS Kootenay in October 1969. He is a member of NAC Ottawa.



ATHENIA TORPEDOED

The U-boat attack that ignited
the Battle of the Atlantic

By Francis M. Carroll

Naval Institute Press, Annapolis (2012),
www.nip.org. 218 pp, photos, notes, bibliog-
raphy, appendix, hardcover, ebook coming
soon, US\$24.75 USNI member discount,
ISBN 978-1-59114-8.

A review by Colonel P. J. Williams

At approximately 7:40 pm on 3 September 1939, within hours of Britain's declaration of war against Germany, and while Sunday dinner was being served, the German U-boat *U 30* fired two torpedoes at the British passenger liner *Athenia*, while she was sailing off the northwest coast of Ireland. *Athenia* was carrying a total of 1,418 passengers and crew of whom 112 were lost when she sunk. She was on a voyage from Liverpool to Montréal, carrying passengers who had hoped to escape the impending conflagration that was to become the Second World War. There were 469 Canadians on board at the time of the sinking, and of the 50 holders of British passports who were lost, most were either Canadian born, or recognized as Canadians by the government of the day. Four German passengers were among the dead.

The story of the *Athenia*, her sinking and the aftermath for the passengers, and indeed the U-boat which sank her, is the subject of this book by an award-winning author who is professor emeritus at the University of Manitoba. His motivation for writing the book is in part that the events of the *Athenia* sinking, the first shots for the English speaking world, took place in an event involving four countries in which he has had a long interest: the US, Canada, Great Britain and Ireland. He also notes that only one other book had ever been before written on these events, and that was over 50 years ago, so it was a story worth retelling, with new source material.

After a useful introduction describing the lead up to the opening of hostilities, the context of *Athenia's* voyage and a short primer on submarine warfare in WWI, the author covers the events of the sinking in chronological order, from the sighting of the U-boat, to the *Athenia* being struck, the ship being abandoned, ultimate rescue and return to dry land. Subsequent chapters deal with the problem, not before encountered in the war, as to passenger compensation and ultimate transportation to their original destination. I was not expecting to find the aftermath covered in such detail as it is, and this added greatly to the overall narrative.

I found the author's prose to be highly engaging and one gets a real sense of 'being there.' Clearly his attempts at finding first-hand accounts were highly successful. Indeed, some of the *dramatis personae* were quite notable: among the survivors were Judith Evelyn a promising actress who went on to great success in Broadway, Hollywood and television. Likewise, James A. Goodson, later Major US Army Air Forces (USAAF), and the author of "Tumult in the Clouds,"

SS *Athenia* in
Montréal harbour
1933.



perhaps one of the best personal accounts of a fighter pilot to come out of the war, was an *Athenia* passenger at the time of her fatal voyage and went on to down some 30 German planes before being shot down and becoming a prisoner of war. Finally, a young John F. Kennedy, went on to become US President, played a role in visiting the survivors in hospital and relaying their concerns to his father, who was the US Ambassador to the UK. At the time of the sinking the US was a neutral power, though the author makes a case that the sinking, in which some 30 Americans were lost, brought the two Allies, and Churchill and Roosevelt in particular, closer together.

Indeed, there were significant impacts as a result of the *Athenia* being sunk: perhaps most notably the UK adopted, as she had in WWI (though then it was not until late in the conflict that this was done), the convoy system for merchant shipping. The US, being a neutral power, was not prepared (at least not publicly) to lay blame for the sinking, though it noted that *Athenia* had been the victim of a torpedo. Canada's reaction was much more direct, Prime Minister Mackenzie King recalling Parliament on 7 September and putting in force the War Measures Act. Canada would declare war on Germany on 10 September.

The main villain of this work was the commander of *U 30*, Oberleutnant Fritz-Julius Lemp. He had attacked the *Athenia* thinking she was an armed merchant cruiser, and when he realized that he had sunk an innocent passenger liner, which was against German regulations at the time, swore crew members to secrecy. Admiral Karl Dönitz who headed German U-boat forces, had the *U 30's* logs rewritten to remove any evidence of the *Athenia's* sinking, and the German government denied any role in *Athenia's* loss, though Allied intelligence after the war were eventually able to lay blame at Germany's door and on *U 30* in particular. Lemp later commanded *U 110* and was lost when she was sunk by British warships, but not before her Enigma coding machine was recovered, unbeknownst to the Germans. This prize catch, retold in a book which I have reviewed separately in this Journal ("The Secret Capture: *U 110* and the Enigma Story," by Stephen W. Roskill), greatly aided Allied efforts in the Battle of the Atlantic. It was, in the author's words, "...Lemp's second major blow to the German war effort." Lemp himself was lost in this action.

In writing this book, the author relied on both first hand accounts of survivors, as well as archives in Canada, the US, the UK, Ireland and Norway, one of whose vessels, the *MV Knute Nelson*, rescued *Athenia* survivors. The Notes, which are extremely detailed, run to some 33 pages. This book is much more than I thought it would be and is strongly recommended.

Col Williams recently completed a year-long tour as the Commander of the Multinational Kabul Military Centre Training Advisory Group (KMTC TAG), as part of the International Security Assistance Force (ISAF) in Afghanistan.

Answers to Schober's Quiz #63 on page 5

ANSWER

Admiral Dmitry Nikolayevich Senyavin, Imperial Russian Navy (17 August 1763 – 5 April 1831).

Descended from a long line of distinguished naval officers, Senyavin possessed all the attributes of an outstanding seagoing admiral. Moreover, he was blessed with persuasive diplomatic skills, which stood him in good stead.

Having graduated as a Cadet in 1780, by dint of professional ability and good family connections Senyavin attained flag rank in 1804, at the age of 41.

Nelson's victory at Trafalgar virtually eliminated France as a first-class naval power, allowing the hitherto small Russian Navy to venture further afield. Consequently, in 1806 a Russian fleet under the overall command of Vice-Admiral Senyavin was dispatched from Sevastopol to conduct operations against French possessions in the Ionian Sea and Dalmatian Coast. An unbroken string of successes attended Senyavin's campaign, one of the most important being the Battle of the Dardanelles 10-11 May 1807, which caused régime change in Turkey.

Things did not go as well with the Russian Army: on 14 June 1807 it was decisively defeated at Friedland by Napoleon, forcing Tsar Alexander I to sign the Treaty of Tilsit on 7 July 1807, whereby Russia changed sides to become an ally of France. Admiral Senyavin and his fleet were at Corfu when, to his immense dismay, he received word that Russia was now in the French camp. Shortly afterwards he was ordered to send about half his fleet back to Sevastopol and take the rest to the Baltic.

On 19 September 1807 Admiral Senyavin's squadron duly set out from Corfu on what was intended to be a non-stop voyage to the Baltic. But fate intervened: on 30 October when the Russian ships were off the mouth of the Tagus River heavy weather forced them to take shelter up the river, at Lisbon. It is not clear if Senyavin was aware at the time that four days previously Russia had declared war on Britain. But the Russian squadron, consisting of seven sail of the line and one frigate, dropped anchor in Lisbon regardless. It wasn't very long before a British fleet of 15 ships of the line and 10 frigates, under Vice-Admiral Sir Charles Cotton, arrived to set up a blockade at the mouth of the Tagus River, effectively trapping the Russians. Admiral Senyavin thereupon declared his neutrality, but let it be known that in the event of a British attack on his ships, he would at once open fire at and raze the heart of Lisbon. This constituted a credible threat, constraining Admiral Cotton to merely blockade the Russian squadron.

As the months passed the Russians remained bottled up in Lisbon and inactive, with Admiral Senyavin politely ignoring directives from the French and the Tsar hectoring him to assume a more proactive stance.

Then, on 21 August 1808, the French Army Corps under General Jean-Androche Junot that had invaded Portugal was soundly defeated at Vimeiro, some 100 km north of Lisbon, by an Anglo-Portuguese force commanded by General Sir Arthur Wellesley, the future Duke of Wellington. Junot was

Admiral Dmitry
Nikolayevich
Senyavin.



ready to capitulate unconditionally, but the newly arrived British Army Commander-in-Chief, General Sir Hew Dalrymple, who signed the Convention of Sintra on 30 August 1808, showed extraordinary lenience toward the French: not only were they allowed to keep their arms, flags and booty, but they were given free return passage to France by sea, courtesy of the Royal Navy!¹

The provisions of the Convention of Sintra were no less generous to Admiral Senyavin, granting his squadron immediate free passage home. But this proved too much for Admiral Cotton, who refused point-blank to accede to Dalrymple's terms for the Russian naval squadron. The British admiral thereupon summoned the Russian admiral for talks, and the two of them hammered out a new set of terms: the Russian squadron would not surrender; it would proceed to England in company with Cotton's fleet, to be interned there until the cessation of hostilities between the two states, when it would be free to return to Russia.

Since the Russians technically had not surrendered, the Anglo-Russian fleet would constitute a "combined" fleet during its passage from Portugal to England, to be commanded by the Senior Admiral Present — Senyavin. Thus it came to pass that from the time the Anglo-Russian fleet departed Lisbon on 31 August 1808, and until its arrival at Portsmouth on 27 September, a British fleet sailed under the flag of a nominally enemy admiral.

Needless to say, the arrival in England of a Russian squadron with flags flying caused great indignation. Nor was Admiral Senyavin content to await the end of the war at Portsmouth. Almost at once, he started lobbying to return home, but the British resorted to various means to prevent him from leaving. Finally, however, he was allowed to depart from Portsmouth on 5 August 1809, arriving at Riga on 9 September of that year.

On his return home Admiral Senyavin found that he had fallen into disfavour with the Tsar, for consistently ignoring his orders. He was relegated to an obscure shore appointment for a short time before being retired. But in 1825, when Tsar Nicholas I succeeded Alexander I to the Throne, the new Tsar promptly recalled Senyavin to active service, promoted him to full Admiral and gave him command of the Baltic Fleet.

¹ Dalrymple's generosity to the French was to cost him dearly. Following a great public outcry in England, he was relieved of command and forcibly retired from the Army.

+ 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.

Aprocrppha – Matthew 4:7-8

♦ Lt William Southam BALFOUR, RCNVR (Ret'd)

Toronto Br., 90 in Hamilton, ON 25/06/13. Jn'd. in early '44, prom. SLT 07/44, thence *Fort Erie* 10/44. Rls'd. in '45 and tsf'd. to Ret'd. List. [AW, *Globe & Mail*]

♦ LCdr(L) David Lindsay Stewart BATE, CD, RCN(R) (Ret'd)

Toronto Br., 87 in Peterborough, ON 21/07/13. Jn'd. York 06/48 as RCN(R), SLT(L) (sen. 02/48), prom. Lt(L) 02/50 and LCdr(L) 02/58. Ret'd. in '62. Civilian career with Ontario Hydro. [AW, *Globe & Mail*]

♦ Ian James BARRON

Winnipeg Br., (Assoc. Mbr.), 92 in Winnipeg 09/06/13. Srv'd. in RCNVR in WWII and RCN from 1955-58. After various jobs and a university degree, was employed as a public servant with Health Canada. [GCM, *Winnipeg Free Press*]

♦ Capt Brian Harwood BECKETT, OMM, CD**, RCN (Ret'd)

NOAVI, 77 in Victoria 29/08/13. Jn'd. RCN in '53, rose to PO1 and CFR'd as Cmd O 04/65. Prom. Lt 04/67, LCdr 07/73, Cdr 01/78 and Capt 01/84. Srv'd. *Cornwallis* 1965-68, thence *Annapolis*, flld. by *Stadacona* (Long Ops Cse.) in '70, *Kootenay* and *Chaudière*. Jn'd. *St. Croix* (XO) in '73, thence CFCSC in '74, flld. by NDHQ and in '79 *Yukon* (XO) and *Provider* (XO). In '80 Jn'd. *Kootenay* (i/c), flld. by SACLANT and in '87 B Comd CFB Esquimalt. Ret'd. in '89. In retirement set up boat surveying company and active in community affairs. [RT, *Times Colonist*]

♦ Capt(P) [Col] Glenn Harry BROWN, OMM, CD**, RCN (Ret'd)

Ottawa Br., 76 in Kingston, ON 27/07/13. Jn'd. *Venture* as Cdt 09/54, prom. Mid 09/56, thence *Niagara* (USN Flt Trg). Prom. A/SLt 09/57, qual. 'P' in '58 and prom. SLT(P) 03/58, thence *Shearwater* and *Bonaventure* (VS 880). Prom. Lt(P) 09/60, flld. by *Bonaventure* (Air Ops W/K) in '62, *Shearwater* (VU 32) in '65 and NDHQ in '68. Prom. LCdr(P) 01/69, thence CFSC in '70, NDHQ in '71, CFB Portage in '73 and *Shearwater* in '73. Prom. LCol(Plt) 01/74, flld. by VT-406 (i/c) in '74, CFCSC (Syndicate Dir.) in '76, NATO Defence College (Rome) in '80, AFCENT HQ in '81 and NDHQ in '83. Prom. Col(Plt) 01/86, thence CFB Toronto (Base Cdr) and NATO HQ in '88. Ret'd. in '91. Civilian career on International Staff at NATO HQ, flld. by Senior Fellow at Queens. [AW, *Globe & Mail*, "Canada's Naval Aviators"]

♦ A/Lt Kenneth Seldon DOERR, RCNVR (Ret'd)

Toronto Br., 92 in Toronto 26/06/13. Jn'd. RCNVR at *Prevost* in '43, prom. SLT 08/43 and A/Lt in '44. Srv'd. *Stadacona*, thence app't. *Protector* 04/44. Rls'd. in '45. Civilian career in advertising and marketing. [AW, *Globe & Mail*]

♦ RAdm William Andrew HUGHES, CD**, RCN (Ret'd)

NOAVI, 85 in Victoria 11/07/13. Jn'd. RCN as Cdt at *Royal Roads* 08/44. Prom. Mid 07/46, thence RN for trg. (HM Ships *Renown*, *Jamaica* and *Glasgow*). Prom. A/SLt 09/47, flld. by RNC Greenwich. Prom. SLT 06/48, thence *Haida* in '48, flld. by RN SLT Cse's (HM Ships *Dryad*, *Excellent*, *Vernon*, *Siskin*, *Mercury*, *Phoenix* and *Victory*) in '48, thence *Ontario* in '49. Prom. Lt 12/49, flld. by *Antigonish* in '50, RN for long TAS Cse. in '51, *Naden* in '53, *New Glasgow* in '54, *Crusader* in '54, *Sioux* (Korea) in '54 and *Stadacona* in '56. Prom. LCdr(TAS) 12/57, thence US S/M *Cavala* in '58, *Gatineau* in '58, *St. Laurent* (XO) in '59, *Terra Nova* (XO) in '59,

RN Staff Cse. in '61, *Niobe* in '62 and *Beacon Hill* (i/c) in '64. Prom. Cdr 03/66, thence NDHQ in '66 and *Gatineau* (i/c) in '66. Prom. Capt 08/69, flld. by Commandant CFFS Hfx in '69, CO 1st Cdn Escort Sqn in '71, CO 5th Cdn Escort Sqn in '72, MARCOM HQ in '73 and Directing Staff NDC '74. Prom. Cmdre 07/75, thence COS(Sea) MARCOM HQ in '75 and NDHQ in '77. Prom. RAdm 08/80, flld. by Cdr MARPAC. Ret'd. 03/82. [RT, *Times Colonist*, "Canada's Admirals & Commodores"]

♦ Rev. Dr. Donald Carleton MacMAHON, CD

Calgary Br., 86 in Calgary 07/07/13. Srv'd. RCNVR in WWII and later as a Military Chaplain. Very active in Calgary naval community and authored a regular column entitled "The Padre's Sea Chest" for the Calgary Naval Veterans Assoc. newsletter "The Bosn's Call" for many years. [SR, GAM, *Chronicle Herald*]

♦ LCdr William Jordan McKECHNIE, CD*, RCN (Ret'd)

NOABC, 86 in W. Vancouver 26/08/13. A/CMD BOSN in RCN(R) 12/54 and tsf'd. RCN as CMD O 10/59, thence *Columbia* 11/59, flld. by *Huron* 11/60. Prom. Lt 01/62, flld. by *Bonaventure* 04/63. Prom. LCdr 01/74. Also srv'd. *Protecteur*, *Discovery* and NDHQ. Ret'd. in '81. Civilian career with BC Ferries. [RH, *Vancouver Province*]

♦ RAdm the Hon Frederick John MIFFLIN, PC, KCStG, CD**, RCN (Ret'd)

NOANL, 75 in Ottawa 05/10/13. Jn'd. *Venture* as Cdt 09/54. Prom. Mid 09/56, thence *Cornwallis* in '56. Prom. A/SLt 09/57, flld. by *Assiniboine*. Prom. SLT 09/58, thence *Micmac*. Prom. Lt 07/60, flld. by *Stadacona* (Long Wpns Cse.) in '63 and *Nipigon* in '64. Prom. LCdr 07/66, thence Sea Trg. Staff in '66, CFSC in '67, NDHQ in '68 and *Saguenay* (XO) in '68. Prom. Cdr 07/69 and *Saguenay* (i/c), flld. by MARCOM HQ in '69, *Skeena* (i/c) in '70, USN War College Cse. in '72 and NDHQ in '73. Prom. Capt 07/74, thence 1st Cdn Escort Sqn (i/c) in '76, NDHQ (DNR) in '78 and NDC in '81. Prom. Cmdre 01/82, flld. by MARCOM HQ (COS Plans & Ops in '82 and COS Personnel in '84). Prom. RAdm 08/85, thence MARCOM HQ as Deputy Cdr in '85. Ret'd. '87. Elected MP Bonavista/Trinity/Conception in '88 (MP until 2000). Cabinet positions as Parliamentary Secretary for National Defence & Veterans Affairs, Minister of Fisheries & Oceans and Minister of Veterans Affairs. [JC, *St. John's Telegram*, *Citizen*]

♦ Cdr(SB) Royden Stewart MURRAY, CD*, RCN (Ret'd)

NOAVI, 89 in Nanaimo, BC 30/07/13. Srv'd. WWII RCNVR (Coder). Jn'd. RCN(R) as A/SLt(SB) at *Brunswick* 03/51, thence tsf'd. SSA and *Bytown* 06/52. Prom. Lt(SB) 03/53 (later sen. adjusted to 11/50), flld. by *Stadacona* 03/56 and *Bytown* 08/58. Prom. LCdr(SB) 11/58 and Cdr(SB) 07/66. Ret'd. in '73. Civilian career as D Info for Transport Canada. [AW, *Citizen*]

♦ SLt(SB) the Rev Eugene Martin SAUNDERS, RCN(R) (Ret'd)

Winnipeg Br., 87 in Winnipeg 17/06/13. Jn'd. RCN(R) at *Hunter* as SLt(SB) 03/55 and to Ret'd. List in '58. Civ. career in education and broadcasting (CBC) as well as the ministry. [GCM, *Winnipeg Free Press*]

♦ Cdr(C) Edmund James SEMMENS, CD*, RCN (Ret'd)

NOAVI, 93 in Victoria 04/09/13. Jn'd. RCNVR in '40 and comm. SLT 07/44, thence *Miramichi* 10/44. Tsf'd. RCN as Lt (sen. 03/44), thence *Uganda* 12/45, flld. by *Stadacona* (Comm Cse.) 01/48 and qual. 'C' *Naden* 01/49 and *Cornwallis* 02/52. Prom. LCdr(C) 03/52, thence *Ungava* (i/c) 06/54 and *Niagara* 03/53. Prom. Cdr(C) 01/57, flld. by *Cornwallis* 03/58,

Bytown 08/60, Naden 07/62 and CF COMMSYS 08/65. Ret'd. in '70. Civ. career with BC Govt. Bronze '84 and '89 Silver Medallions, [RT, *Times Colonist*]

♦ **Capt(P) Victor Jura WILGRESS, CD*, RCN (Ret'd)**

Ottawa Br., 92 in Ottawa 21/07/13. Jn'd. RCNVR as Mid 09/39 at Ottawa Naval Div., thence Stadacona in '41. Prom. SLt 01/41, fl'd. by Windsor Naval Div. in '41, Annapolis in '41 and ML 074 in '42. Prom. Lt 01/43, thence ML 074 (i/c), ML 118 (i/c) 11/43, RCAF for pilot trg. in '44, fl'd. by RN for carrier qual. Tsf'd. RCN 08/45 at Lt(P) sen. 08/45, thence Niobe

(advanced trg.) in '45, *Shearwater* and *Warrior* in '46, and Bytown in '48. Prom. A/LCdr(P) 09/48, thence *Shearwater* and *Magnificent* (i/c 803 Sqn.) in '48, *Niobe* (RN Air Warfare Cse.) in '49, *Shearwater* and *Magnificent* (i/c 19th CAG) in '49 and *Shearwater* in '50. Prom. LCdr(P) 01/51, fl'd. by Stadacona, *Magnificent* (Little F) and *Niagara* in '53. Prom. A/Cdr(P) 03/54, thence *Magnificent* (Cdr Air) and confirmed Cdr(P) (sen. 07/54), fl'd. by Bytown and *Chaudière* (i/c) '59. Prom. Capt(P) 05/61, thence Bytown in '61. Ret'd. in 64. Civilian career as stockbroker. [AW, *Citizen*]

In Memoriam (non members)

♦ **LCdr Keith Albert BOWDEN, CD**, RCN (Ret'd)**

71 in Ireland 29/08/13. Jn'd. RN as Boy Seaman, tsf'd. to RCN, CFR'd as Lt 06/78 and prom. LCdr 01/86. Spent majority of career as a submariner. Ret'd. in 1997. [JP, *Chronicle Herald*]

♦ **Lt(S) John William BROWN, QC, RCN(R) (Ret'd)**

83 in Toronto 12/09/13. Jn'd. Star as UNTD Cdt 01/51, prom. SLt(S) 09/53 and Lt(S) 09/55. Ret'd. in '59. [AW, *Globe & Mail*]

♦ **Capt Daniel Patrick McCartney BROWNLOW, CD*, RCN (Ret'd)**

93 in Halifax 24/07/13. Jn'd. RCNVR as OS in '39 and prom. SLt 05/43 and Lt 05/44. Srv'd *Kings*, *Captor* and *Cornwallis* and rls'd. in '45. Jn'd. *Nonsuch* 01/48 as RCN(R) Lt (sen. 09/45), thence tsf'd. SSA in '52 as Lt (sen. 09/48), fl'd. by LCdr (sen. 09/53) and srv'd. Stadacona, *Granby* (i/c) and *Quinte* (i/c). SSA term ended in '58, thence RCN(R) at *Scotian* 02/60. Prom. Cdr 01/64 and later Capt. XO and CO *Scotian*. Also Master Attendant and A/QHM Halifax. [FM, SR, *Chronicle Herald*]

♦ **SLt Frederick Alan BROWNRIDGE, RCNVR (Ret'd)**

89 in Toronto 23/08/13. Jn'd as SLt late '44 and srv'd. *Kings* and *Cornwallis*. Rls'd. in '45. [AW, *Globe & Mail*]

♦ **Lt(S) Henry Thomas CARMICHAEL, CD, RCN(R)(Ret'd)**

Former Calgary Br., 88 in Calgary 30/11/09. Srv'd. RCNVR in WWII. Jn'd. *Unicorn* as UNTD Cdt(S) 11/48, prom. SLt(S) 01/50 at *Queen*, fl'd. by Lt(S) 08/55. Ret'd. in '64. Federal public servant in civilian life. [GM, WC]

♦ **A/Cdr Dalton Edward CHARTERS, QC, CD, RCN(R) (Ret'd)**

80 in Windsor, ON 01/01/13. Jn'd. *Hunter* as UNTD Cdt 01/49, prom. SLt 05/51, Lt 09/54 and LCdr 02/63. App't. CO *Hunter* 05/61 as A/Cdr. Ret'd. in '64. [GM]

♦ **Surg Lt Lillian CLARK (nee SUGARMAN), RCNVR (Ret'd)**

94 in Niagara Falls 25/08/13. Jn'd. as Surg Lt (sen. 05/44) and srv'd. *Protector* and Stadacona. Rls'd. in '44. [AW, *Globe & Mail*]

♦ **Surg Lt Douglas Alfred DENNY, RCN(R) (Ret'd)**

89 in Victoria 25/07/13. Jn'd. RCNVR in '42, prom. SLt 11/42 and Lt 11/43. Srv'd. *Kings*, *Protector* and *Border Cities*. Rls'd. in '46. Jn'd. *Cataraqui* 08/48 as RCN(R) Lt (sen. 11/45), thence to Ret'd. list in '52 as Surg Lt. [AW, *Globe & Mail*]

♦ **Cdr Edmund Gilbert GIGG, OMM, CD**, RCN (Ret'd)**

88 in Ottawa 23/08/13. Jn'd. RCNVR as OS 04/42, CFR'd as Prob SLt 05/43, prom. SLt (sen. 05/43) and Lt 06/45. Tsf'd. RCN in '45 as Lt (sen. 06/45), qual. 'P' in '45, prom. LCdr 05/53 and Cdr 01/62. Srv'd. *Kings*, HMS *Dolphin*, HMS/M's *Oberon*, *Uther* and *Tradewind*; *Crusader*, *Niobe II*, RAF and RN for pilot trg., Stadacona (Air Section Dartmouth), Naden, HMS/M *Alderney*, *Perisher* in '52, HMS/M *Selene* (i/c), *Montclare* and *Tally Ho* (i/c), Bytown, *Niagara* (USS *Burfish* acquisition), *Grilse* (i/c) and 1st SM Sqn (i/c). Ret'd. in '73. [EJMY, *Citizen*, "Canada's Naval Aviators"]

♦ **LCdr Ralph Gordon HUMPHRIES, RCNVR (Ret'd)**

92 in Chemainus, BC 04/09/13. Jn'd. RCNVR as Prob SLt at *Royal Roads* in '42, prom. SLt 04/42 and Lt 04/43. Srv'd. *Givenchy*, LCI 115, Naden, Stadacona & *Cornwallis*. Rls'd. in '45 and prom. LCdr on Ret'd. List. [JC]

♦ **Lt Gerry Jean MAILLOUX, CD, RCN (Ret'd)**

64 in North River, NS 29/07/13. Jn'd. as Cdt in '67, prom. SLt 10/71 and Lt 10/74. Specialized as Clearance Diver and srv'd. Halifax, Victoria, Portsmouth UK and Bethesda, Md. Ret'd. in '95. [SR, *Chronicle Herald*]

♦ **Capt(CE) Harold Douglas McFARLAND, CD, RCN (Ret'd)**

90 in Vancouver 12/08/13. Jn'd. RCNVR as Prob SLt in '43, prom. SLt 06/43 and Lt 06/44. Srv'd. *Nonsuch*, ML 053 & ML 061. Rls'd. in '45. Jn'd. RCN 05/50 as Lt(SB) (sen. 06/45), prom. LCdr(SB) 06/53 (sen. ltr. adj. to 06/51), redesignated LCdr(CE) in '56, prom. Cdr(CE) 01/60 and Capt(CE) 01/64. Srv'd. Bytown, Stadacona & Naden. Ret'd. '65. [AW, *Globe & Mail*]

♦ **N/S Florence Mary PARROTT (nee McMILLEN), RCN (Ret'd)**

89 in Toronto 17/07/13. Jn'd. 10/44 and srv'd. Stadacona, *Avalon* & Naden. Rls'd. in '45. [Toronto Star]

♦ **Cdr (NR) (Ret'd) Neil Verne PAYNE, OSTJ, CD***

68 in Kingston, ON 16/07/13. Former CO *Cataraqui*. [KL]

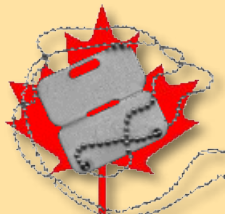
♦ **Lt(N) Michael Anthony PILSON, CIC**

46 in Ottawa 20/08/13. Qual. & srv'd. as OIC on Orcas for Sea Cadet training establishments. [RT, *Toronto Star*]

♦ **Lt(E) John Element STEVENS, RCNVR (Ret'd)**

90 in Toronto 07/09/13. Jn'd. in '44 as SLt(E) (sen. 05/44) and prom. Lt(E) 05/45. Srv'd. *Prince Rupert* & *Magnificent*. Rls'd. in '46. [Toronto Star]

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