

Starshell

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

Volume VII, No. 62

Spring 2013



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

www.navalassoc.ca

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ON OUR COVER

Our Navy in action! HMCS *Toronto*'s boarding party approaches a suspect dhow in the Indian Ocean on March 29th, 2013 during Op Artemis. The boarding party searched the suspect vessel as part of ongoing maritime security operations. While onboard the boarding team recovered a significant amount of narcotics with an estimated street value of \$100 million. (See p.11 for more on this event.)

HS12-2013-0086-07 Cpl Malcolm Byers, HMCS *Toronto* © DND-MDN Canada

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	1 Issue	4 Issues/per issue
Full page	\$220	\$180
2/3 page	\$190	\$150
1/2 page	\$160	\$130
1/4 page	\$90	\$80
1/8 page	\$70	\$55

Starshell is printed in Canada by Postlink Corporation, Ottawa

Editorial services, layout and design provided by



Cascade Creek Publishing®

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1871 Primrose Crescent, Kamloops, BC V1S 0A5
Phone 250-314-1284 • Fax 250-314-1286
cascadecreek@shaw.ca



Starshell

ISSN 1191-1166

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

www.navalassoc.ca

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Starshell Magazine is published quarterly by The Naval Association of Canada (NAC) in February, May, August and November. The editor is solely responsible for the selection of material. Contributions are encouraged and should be sent direct to the editor. **PLEASE NOTE: ALL MATERIAL MUST REACH THE EDITOR NO LATER THAN THE 15TH DAY OF THE MONTH PRIOR TO THE MONTH OF PUBLICATION.** All photographs submitted for publication must be accompanied by suitable captions and accreditation. **CHANGES OF ADDRESS ARE TO BE SENT TO THE EXECUTIVE DIRECTOR, NOT THE EDITOR.**

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The wave of the future...

The Way Ahead for Canada's Naval Policy

By Richard Archer

NAC Director Naval Affairs

In the great lottery of life, the one that determines where each one of the 7 billion people on earth live out their lives, for the most part we 35 million Canadians have won the grand prize. We have in our hands a jewel of a country. Canada is a rich country of good people, where ongoing positive development occurs, not only in wealth and infrastructure but also in the realm of ideas. Our Canada is thus a successful country, and clearly the nation's sovereignty and world-wide interests demand our safekeeping.

After World War II, most Canadians settled back into the comfort of knowing that short of an improbable nuclear holocaust, their country was in an envious position — surrounded on three sides by ocean buffers and to the south by a friendly United States. Even the Cold War, the Korean War, the Balkan conflict and the two Middle Eastern Gulf wars never seemed to disturb this outlook.

But now that we are well into the 21st century the world has moved on. In order to continually cope with emerging and unpredictable threats, today the safekeeping of Canada's interests takes many forms. Far from being part of the solution to Canada's security, the oceans are emerging as a source of concern, not only for our security, but also for our prosperity within a global economy. In this regard, Prime Minister Harper has recently pointed out that, "Canada is a maritime nation with trade, commerce and interests around the world. Surrounded as we are

by three oceans, it can truly be said, that Canada and its economy float on salt water."¹

That is, despite what we might hear from Fedex and UPS, 90% of world trade is borne on the sea, and Canada's prosperity is now wholly dependent on the freedom of the oceans and seaways. As has been said many times before, ocean shipping is the life-blood of the Canadian economy.² And although regulated by international law, the seas that cover 75% of the earth's surface are generally available for all nations to use with-

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out infringing on the sovereignty of others. Given the latitude this allows various actors, the world of the future will increasingly be shaped by ocean politics. This will include access to trade routes and sea-based resources, and crucially, the absolute need for a sea-bordered nation like Canada to secure its maritime approaches. In this regard, we Canadians would prefer to keep the trouble-makers as far from our shores as possible. So, besides looking to our sovereignty in local waters, we would wish to positively influence events far from home, so as to enhance our long-term prospects for prosperity and

other interests. This includes supporting military allies where necessary, and the provision of aid and comfort to distressed nations and peoples.

But do the old intervention models still work? As reported in *Aviation Week and Space Technology* last April, we are seeing today a momentous shift in the maritime strategy being pursued by the United States, particularly in the Pacific arena. The strategy is a return from taking on insurgents on their home turf, back to what is called "power projection," using the sea as a base to positively influence events ashore. This shift has been "triggered by the realization that the US cannot afford nation-building as demonstrated by operations in Iraq and Afghanistan."³

The bravery, skill, sacrifices and success of our troops in Afghanistan and elsewhere have been nothing short of remarkable, but the recent Libyan operation has been held up as a harbinger of things to come. Libya was a successful operation where sea and air power held sway, invasion was not required, the cost, in both blood and treasure, was remarkably reduced, and the duration was much abbreviated. "Boots on the ground" have always been an integral part of previous operations, but they are not now seen as an automatic necessity. Of course a key to such a momentous shift in strategy is sea power. And if we Canadians wish to have influence in these highly significant developments, it is essential that our nation play its part.

So what does this mean for the Royal Canadian Navy? As demonstrated off the coasts of Libya, Somalia, Kuwait, Iraq, Lebanon, Haiti and elsewhere, the presence of one or more Canadian warships and their well-trained and highly motivated crews is a great indicator of Canada's willingness and determination to go in harm's way and to stand up to oppression. Additionally, it demonstrates a willingness and determination to go to the aid of people in humanitarian distress — distress caused either by the actions of a dictator or by natural disaster. Moreover, our freedom to act on the seas without infringement on foreign sovereignty allows our Navy to be moved to the right place globally but without any earlier commitment to actual operations. The ships can be there on short notice, and be largely self-sufficient. They will then be in place and ready and able to do the government's bidding, whatever form it takes. In this regard, "Navies have always been, and will doubtless remain, political instruments — to a far greater extent than either armies or air forces."⁴

The Libyan operation in particular shows the magnificent flexibility of Canada's Navy. The original mission was to safeguard and evacuate Canadian nationals. But with

the advent of UN Security Council Resolution 1973, the mission continued to grow until the ship was actively engaged in blockade enforcement and interdiction of belligerent Libyan government forces, to the point where HMCS *Charlottetown* exchanged fire with those forces. This mission expansion occurred thousands of miles from any Canadian base and without any significant change to the ship or its crew. On this basis, our ships are tremendously useful and influential instruments of not only sovereignty enforcement at home, but also of distant foreign policies.

In close cooperation with the US Navy, the Pacific appears to be the next arena where Canadian warships and crews will need to once again demonstrate their mettle. A surging China, after having secured its land approaches, is now very busily expanding and strengthening its maritime forces. Among other flash points, potential marine territorial disputes are lurking in the wings. The stability of the region is crucial to the lasting prosperity of the world's economies, and we Canadians can contribute to such stability through the dispatch of our warships with those of like-minded nations. So for the foreseeable future, if Canada wishes to pull its weight in international affairs, the nation will continue to need an ongoing capability to influence diplomatic, political, humanitarian and economic interests both in its local waters and in the far corners of the world. A

capabilities ranging from showing the flag in foreign ports and waters, to all-out combat. The service life of a warship, however, is finite, and in due course our present ships will need to be replaced.

A major national project involving frigate and destroyer replacements takes a long time. From the project's inception, through the approval, design and construction phases, through the 30-odd years of service, until the decommissioning of the last of the class of ships could be as much as 50 years. Approval, design and construction alone will take a decade or more, and new ship delivery needs to be in place when the present-day ships reach the end of their respective lifetimes. We must therefore plan now for the replacement of the current 15 ships. The warship project, the Canadian Surface Combatant, promises to be one of the most

complex, far-reaching and beneficial high technology efforts ever seen in Canada. It will also be long-term. The government's National Shipbuilding Procurement Strategy (NSPS) is seen as a good but preliminary start in this direction.

Today's frigates and destroyers have benefitted from a significant level of high-tech Canadian content, particularly in the areas of battle



BMT Fleet Technology Ltd / Canadian Military Journal Vol. 13, No. 1

Rendering of a concept design of a Canadian Combatant Ship.

"modern and robust fleet,"⁵ a highly trained and internationally mobile Navy in sufficient numbers is the answer.

Currently, the Navy has 12 Halifax-class frigates and 3 Tribal-class destroyers in its major combat ship inventory. The frigates are just entering a significant mid-life update where their proven strengths will be developed into greater capabilities that are even more useful and effective in support of sovereignty and foreign and defence policies. For the remaining life of the frigates, the updates will continue to provide a strong Navy with a global reach, in a wide spectrum of

command, control and communications, and even in such areas as main engineering and propulsion control. The ships are considered world-class in such technologies and, when combined with Canada's superbly trained sailors, they continue to punch well above their weight in international operations. But can we be just as successful in the availability of Canadian technology in the new class of combat ships? Time will tell, but if we are to exploit Canadian technology and expertise (and the associated high-value jobs across the country) the time to start is now. "For the sailor of 2050, the ships are being

designed today.”⁶

But by themselves, combatant surface ships do not make a whole navy. A balanced fleet that includes submarines, coastal patrol vessels, unmanned air vehicles and a strong maritime air arm, all supported by space-based assets, is a maritime force in which each element is needed to allow vigorous surveillance and flexibility of response to threats to Canada’s interests, “above, on or below the sea surface.”⁷

Accordingly, the Navy needs to be supplemented with vessels that can do the job in what used to be characterized as our backyard, but which now seems to be evolving into our front porch, the Arctic. Furthermore, a common factor for both the Arctic and the far areas like the Mediterranean and the western Pacific and Indian Oceans, where combat ships, submarines and aircraft are expected to be sent, is that they are all a long way from the two naval bases in Halifax, NS and Esquimalt, BC. Given the vast distances, and in order to make our ships even more independent of foreign supply (such as fuel) new logistic support vessels are a vital necessity.

All of these considerations lead us to an inescapable conclusion. If Canada in the 21st century wishes to have more engagement and more influence in both home waters and the corners of the world such as Asia-Pacific, along with a vibrant, home-grown high-technology industry in the burgeoning maritime field, then it needs to have a pro-maritime and pro-Navy *policy*, which would have as one of its fundamental tenets the pursuit of, and sustained establishment of a measure of Canadian *sea power*. This sea power would be of a level suitable for a wealthy middle power like Canada, a nation interested in contributing to international stability and promoting its influence worldwide. It is clear that when it comes to Canada’s international relations, the Royal Canadian Navy is the wave of the future.

But what are the fundamental elements needed to make this policy a reality? Here are some ideas on what should be included:

- ◆ Acknowledgement that Canada is a maritime nation with a proud seagoing heritage and continuing existential interests over both home waters and vast

areas of the oceans and seaways.

- ◆ Education of the Canadian people to engender their appreciation of Canada’s maritime character, and of their reliance on the seas for their security, for their prosperity, and for their responsibility to protect and provide humanitarian aid to peoples in distress.

- ◆ Avoidance of the common military pitfall of planning and equipping for the last war. Instead Canada must prepare for a flexible response to the unknown, even as it takes steps to counter those emerging threats that can be seen.

- ◆ Agreement that in order to have the requisite level of sea power, Canada must have in place a robust, global, well-trained and technologically innovative Royal Canadian Navy and associated maritime assets — in sufficient numbers and over the long term, to provide excellence at home and leadership abroad in the control of ocean space.⁸

- ◆ Movement towards greater interoperability and cooperation between the RCN and the Canadian Coast Guard in safeguarding our home waters, in the right mix of both combat and constabulary roles, and within a “whole of government” approach to maritime matters.

- ◆ Recognition that the nation’s shipbuilding and shipboard information technological capabilities are strategic resources, ones that require close attention, a consistent, steady order book, a focus on exploiting Canadian innovation, and trades training support for the associated marine industrial work forces across the country.

- ◆ Proactive support for the ongoing specialized education of young Canadians in aspects of marine technologies and seamanship, as an entry into service in government fleets.

- ◆ Renewed efforts towards attracting and recruiting young Canadians into naval and maritime service, especially a

greater input for women, French speakers and visible minorities so that the government fleets are truly reflective of the country they serve.

- ◆ Proactive support for the development of Canadian innovation and technology in the design of Canadian ships and their systems.

- ◆ Understanding that in order to maintain interoperability with other allied navies, particularly the US Navy, the RCN’s operational vessels must undergo regular capability updates, as a minimum just to keep pace.

Most of all, we must accept that designing and building the balanced fleet of tomorrow is not just about the Navy; it is also an investment in the nation, in diplomacy and in the prosperity of future generations of Canadians.

¹ Prime Minister Stephen Harper, in his speech at the dedication of the Royal Canadian Navy Monument, Ottawa, 3 May 2012.

² Peter Haydon, “Why Canada Needs a Navy,” Second Edition (Ottawa: Navy League of Canada, 2010)

³ *Aviation Week and Space Technology*, Volume 174, No. 13, 9 April 2012 (New York: The McGraw-Hill Companies, 2012)

⁴ Peter Haydon, op. cit.

⁵ Julian Fantino, Associate Minister of National Defence, at the NAC Naval Conference, Ottawa, 1 June 2012.

⁶ Rear-Admiral Mark Norman, RCN, Deputy Commander Royal Canadian Navy, NAC Naval Conference, Ottawa, 1 June 2012.

⁷ Commodore Daniel Sing, RCN, Director General Maritime Force Development, at the NAC Naval Conference, Ottawa, 1 June 2012.

⁸ *ibid.*

Commander (Ret’d) Richard Archer RCN, is a member of the Naval Association of Canada and serves as our National Chairman of Naval Affairs. The preceding was originally published in Issue 4, 2012 of “Frontline Defence.”

FROM THE BRIDGE

KEN SUMMERS | NATIONAL PRESIDENT | kensummers@telus.net



NAC AND THE CANADA NOT-FOR-PROFIT ACT

LADIES and GENTLEMEN – I ask every member to read this article and to discuss it with your Branch Executive. This will be the core of the discussions at our meetings in Victoria in June and fundamentally important to the future of the organization. We must comply with the NFP Act or be dissolved. To achieve compliance whilst maintaining a vibrant progressive organization, we must include only what is necessary in the new By-Laws and transfer much of how we operate today as an organization in the old By-Laws to a revised Guidance Manual.

The Naval Association of Canada in its current configuration is not conducting its operations in accordance with the new Not for Profit Corporations Act (NFPCA). In promulgating the NFPCA the government has decreed that a more business like structure is mandatory for all federally constituted not-for-profit organizations.

To ensure compliance with the Act, all not-for-profit organizations must submit new Articles of Continuance and By-Laws that are drafted in accordance with the Act. These documents replace Letters Patent, Supplementary Letters Patent and current By-Laws, and provide all not-for-profit organizations with a business structure similar to the for-profit corporate world.

The problem is how to ensure our new By-Laws (whether they are tweaked old By-Laws or completely restructured By-Laws using the Industry Canada model) are in accordance with the new Act while maintaining the status quo. These two aims are incompatible.

In writing the new By-Laws, two issues have arisen and are being discussed almost as one, which I believe has led to much of the confusion in a number of Branches. The first issue is membership in the organization and the second is composition of the Board of Directors. The common thread in these two issues, and what has really skewed the discussion, is who votes when. I will first address the membership issue, as I believe that will make the way ahead on the second issue clearer.

MEMBERSHIP

The current NAC By-Laws define only one type of member, namely

the individual.

The new By-Laws define one class of membership, namely the individual member.

The old By-Laws are clear that the individual member does not have a direct vote in the Association. Voting rights at the Annual General Meeting (AGM) are directed entirely to Branch Presidents, not in their capacity as individual members, but because of their position in the Branch. In their absence, the right to vote at the AGM can be assumed by another duly elected/appointed representative of that Branch. Articles in the old By-Laws refer to Branches as members, but the definition of a member does not provide that relationship. In the current Membership article, one must surmise that Branches are individual members under their own right because at the end of the membership article, Branches are given the right to resign or amalgamate to form a new Branch. We provide exhaustive rules for individuals as members, but none for Branches.

It is clear from the discussion to date that Branches do in fact consider themselves to be members of NAC.

The current individual NAC member does not have a role at the AGM under the current By-Laws as it is only the Branch Presidents who vote. To the best of my knowledge, the slate of officers and directors, the budget, the approval of Endowment Fund grants (i.e., our money being given away) and most other business, has never in recent times been put to the individual Branch memberships to allow them to give appropriate direction to their President's in advance.

Branches, not individuals, were requested to review and provide suggested changes to the Guidance Manual when it was being revised in 2010-2011. Under the new Act, because that 2010-2011 revision included By-Laws on membership conditions that directly affected individual members, every individual member, by-law, had to have a vote on the final product and therefore would have been involved in the review, not just the Branch.

This became very clear when discussing the changing of the name of the National organization, the Board of Directors was unable / unwilling to make a decision because they had not discussed the issue with their membership.

The new Act requires that the membership has the responsibility to elect the members of the Board. A Branch voting for its own President in a Branch election, is not the same as a membership vote for the entire NAC Board of Directors and cannot be taken to be that equivalent under the new Act. Thus, if Branch Presidents are going to vote at the AGM for the members of the new Board, and if they are the only ones to vote at the AGM, then they must carry not only their own vote, but the proxy votes of individuals of their Branch.

At the last teleconference, the articles were reduced to one class of membership and that class is the individual (not the Branch, the Branch President, or any other entity). The Act requires each not-for-

profit organization to have at least one class of voting members at general meetings. If individuals are our only class of member, then they must be given the vote and they are the only ones that can be given the vote.

BOARD OF DIRECTORS

The current National Board is comprised of elected officers, the Branch Presidents and three other Directors — namely the Director of Naval Affairs, the Director of History and Heritage, and the Director of Fund Raising (currently vacant).

Our By-Laws allow for each Branch to also elect a national representative who can attend board and general meetings and act and vote in place of the Branch President when he or she is not present.

The only voting members at the AGM, according to the By-Laws, are the Branch Presidents, not the National Executive — unless a tie vote needs the Chair of the meeting (the NAC President and an elected Officer, not a Branch President) to cast a deciding vote. While it is true that at the AGM the slate of officers and the directors are elected, those doing the voting have a definite conflict of interest in the vote as they are voting for themselves.

The new Act and its direction are clear that directors are elected by the voting membership and that the directors appoint the officers, who may or may not be directors. It is also clear that at a meeting of directors, when a director is absent no person is allowed to act on their behalf.

So right away it is self-evident that the status quo cannot be maintained with respect to the current structure of the Association. We can, in the Guidance Manual, as direction to the nominating committee — assuming the board appoints one — define the composition and size of the board to be put forward at the AGM for election. The Guidance Manual, and therefore recommended board composition, can be modified by the directors without recourse to the individual membership because they are given the responsibility in the Act for the running of the Association. If items are defined in the By-Laws, the fundamental rights of the directors are taken from them with respect to appointment of officers, organization of the board, committees set up and their own leadership.

GUIDANCE MANUAL

In the current Guidance Manual, many of the by-laws are not legal in accordance with the new Act. They are also more administrative than regulatory. Some examples:

- The By-Law on national representatives could stand as an operating procedure if the right to act is limited to representing Branch Presidents at the AGM.
- Current direction with respect to committees and their composition and terms of reference could remain virtually unchanged (except that they would no longer be By-Laws).
- Terms of reference for officers and other appointed individuals, that are clearly the purview of the directors in accordance with the Act, would become guidance to directors instead of By-Laws and the directors could, without consultation with the membership, alter those terms.

Directors under the new Act have more power but they also have much more and clearer responsibilities than we have written in our current By-Laws.

We cannot have By-Laws that contravene the Act, but we can, and do need to, provide guidance to directors so that they understand the terms of reference they will be expected to agree to before they stand for that position.

The Guidance Manual should reflect how the directors see the Association being managed and as such, should be controlled by and amended by the directors.

The Guidance Manual can recommend that the slate of directors include representatives of all Branches and others as appropriate, and solicit nominations under that construct. I would support this approach, but the final vote will rest with the membership at the AGM.

Some people who want to participate in the NAC goals and make a contribution at that level are being turned off from joining our organization because there is no way for them to have that national involvement under the current structure, unless they are one of the national officers.

Branches are integral to the future of the Association, but Branches will only exist in the future because of individual members and their desire to be a part of the greater national program. The current generation of membership candidates want more than a social club; they want to be able to make a difference and have a voice in the future of the Navy.

Membership in The Naval Association of Canada currently requires individuals to be members in two organizations. These are: membership in a Branch and membership in National. We need a structure that recognizes and nurtures both the Branch and the individual. Reliance on the status quo, when we are seeing a decline in individual membership at the Branch, and thus the National level, is clearly not the right answer. The new Act demands change in our structure and a more rigorous definition of rights and responsibilities for individual members, Branches, the Board of Directors and the Association's officers, than our current By-Laws provide.

The By-Laws currently before the Board of Directors provide the foundation for future work. The Articles of Continuance and the new By-Laws will ensure that we continue as an Association, and that our charitable status is maintained. **If we fail to get approval of new By-Laws in a timely manner, we would face the prospect of being dissolved as a not-for-profit entity under the Act and our assets, including the Endowment Fund, must be distributed to other registered charitable organizations. Not approving the new By-Laws therefore, is simply NOT an option.**

The important next step after approving new By-Laws will be the redrafting of the Guidance Manual to ensure that our operating procedures, particularly with regard to membership, the Board of Directors, and the voting powers of each, is appropriate to our requirements.

Once again I ask each and everyone of you to read this article, consider it carefully and get involved with your Branch Executive on this issue so we can discuss it thoroughly, make decisions, and move forward at our meetings in June in Victoria.

THE FRONT DESK

KEN LAIT | EXECUTIVE DIRECTOR | noacexdir@msn.com



In the last issue of *Starshell*, I noted the work that would need to be done towards getting our new Articles and By-Laws approved. Although much work has been done, much of it still needs to be finalized and agreed. Our President

has expanded on this need and I urge you to read carefully his message and to get engaged.

This year we have had thirty Naval Association of Canada Awards recommended by the Awards Committee. As always, one cannot help but be impressed by the broad range of service our members provide in their Branches, their communities and at a National level. This service raises the profile of the Naval Association of Canada at all levels and the recognition is well deserved. I thank all those who took the time and made the effort to submit these nominations. As always, the compilation of the submissions is one of the most rewarding parts of this position and I appreciate the hard work that is done to make it so.

The call for grant applications from the Endowment Fund has been answered and applications for \$38,000 have been submitted for the \$24,000 in funding available. The Endowment Fund Allocation Committee will have a difficult time making the choices regarding which request to fund. The Endowment Fund has grown significantly through the efforts of the Fund's Chairman and Trustees, but clearly there is still more needed to meet these worthy requests. Remember these figures when responding to the annual donor campaign later this year. The grant allocations will be announced at the AGM in Victoria and funds will be disbursed shortly thereafter.

Finally, as I noted in the last issue of *Starshell*, I look forward to seeing as many of you as possible at the upcoming Conference and AGM in Victoria, 5-9 June 2013. There is still time and space for you to book if you have not already.

I have kept this piece short so that you have no excuse for not spending the needed time to digest and act on the President's message before the AGM.

NAC/NOAC REGALIA

Blazer Badge (NOAC)	\$23.00 each
Blazer Buttons (NAC)	
Large	\$29.00 each
Small	\$27.00 each
Cuff Links (NOAC)	\$37.00 pair
Medallion Lapel Pins	
Gold, Silver, Bronze	\$5.00 ea.
Medallion Neck Decorations	\$95.00 ea.
NOAC Plaque	
Ready for engraving	\$25.00 ea.
Necktie NOAC/RCN	\$36.00 ea.

All prices include taxes and shipping. Send orders to the Executive Director. Cheques payable to "NOAC National"

new! NAC 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!

SCHOBER'S QUIZ #61

BY GEORGE S. SCHOBER, NOAVI



A relatively small but influential number of officers of the Royal Canadian Naval Volunteer Reserve (RCNVR) on active service during the Second World War were not averse to circumventing the regular chain of command by making known their concerns, regarding the RCN, more-or-less directly to the Hon. Angus L. Macdonald, Minister of Defence for Naval Services ("Navy Minister"). But one especially well-connected Commander RCNVR finally went beyond the pale by 'going public' with his intemperately harsh criticism of the RCN and its top naval and political leadership. This was going too far, and he was summarily "retired" from service at the height of the war.

QUESTION: Who was this injudicious officer?

Answer on page 24

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MAIL CALL



THE BRIEFING ROOM

POSTAGE STAMPS

For those who collect such things, the exchanges in recent *Starshells* from Brooke Campbell and Jan Drent regarding RCN ship postage stamps are interesting. In fact there have been quite a few more RCN-related ship stamps over time.

One of the first was in 1942 showing the corvette *Collingwood* (not yet HMCS) building in that town in Ontario. Another wartime Tribal-class destroyer shown in 1943 on the \$1.00 stamp to record Canada's building of that class is actually HMS *Cossac*, laying a smoke screen. We didn't yet have any Tribals by then. In 1989 there is the stern corner of a corvette or Bangor-class minesweeper, and later in 2006 another of the bow of a short foc's'le corvette, both unidentified. However, there is the 2010, 100th anniversary pair of HMCS *Niobe* and a City-class frigate (not named). These, if one has some still, as I do, are usable by adding another six cents! In a 1994 issue there is a good shot of Lt McGregor's LCI(L) 299 landing at Normandy from a Lt Gib Milne photograph.

In addition to Canadian stamps, there is one of HMCS *Saguenay* in a Barbados 1996 issue; in 1996 a Gibraltar issue depicts the corvette HMCS *Prescott*. There are numerous stamps showing probably RCN LCAs landing at Normandy and in the south of France, again not identified specifically. And finally the badge of HMCS *Ottawa* appears on a 1974 Virgin Islands issue. This can be expanded to RCN people and pre-RCN French regime ships of that navy in Canada's early days. An inexpensive hobby!

Fraser McKee, NOAC Toronto

MARITIME MUSEUM OF BRITISH COLUMBIA MEDAL FOR MARITIME EXCELLENCE

This is an annual award to individuals still alive who have made outstanding contributions to the Province's marine sector whether it be in business, practical application of marine skills, scientific research or academic work.

The award is a medal made from materials salvaged from the wreck of the iconic paddle wheeler SS *Beaver* which pioneered steam navigation on the BC coast. Nominations for 2013 awards close on May 15th. Details at www.mmbc.bc.ca.

Jan Drent, NOAVI

NAVAL SENIOR APPOINTMENTS 2013 – GENERAL AND FLAG OFFICERS

- LGEN G. R. Thibault will be appointed Vice Chief of the Defence Staff, Ottawa, replacing VADM A. B. Donaldson who is retiring.
- RADM M. A. G. Norman will be promoted VADM and appointed Commander RCN Ottawa, replacing VADM P. A. Maddison who is retiring.
- RADM J. E. T. P. Ellis will be appointed Deputy Commander RCN Ottawa, replacing RADM M. A. G. Norman.
- RADM M. F. R. Lloyd will be appointed Deputy Commander (Expeditionary) Canadian Joint Operations Command, Ottawa, replacing RADM J. E. T. P. Ellis.
- RADM D. C. Gardam will be appointed Director General International Security Policy, NDHQ, replacing MGen M. D. Day.

- **CMDRE J. F. Newton** will be promoted RADM and appointed Commander Maritime Forces Atlantic / Joint Task Force Atlantic in Halifax replacing **RADM D. C. Gardam**.
- **Capt(N) B. W. N. Santarpia** will be promoted Cmdre and appointed Director General Navy Personnel at NDHQ replacing **Cmdre J. F. Newton**.
- **RADM A. Smith** will be appointed military lead of the Defence Renewal Team at NDHQ replacing **MGEN A. J. Howard**.
- **CMDRE D. C. Hawco** will be appointed Director General Cyber at NDHQ replacing **BGEN G. D. Loos**.
- **CMDRE S. E. G. Bishop** will be appointed Commander Canadian Fleet Atlantic, Halifax, replacing **CMDRE D. C. Hawco**.
- **Capt(N) J. R. Auchterlonie** will be promoted CMDRE and appointed Commander Canadian Fleet Pacific, Esquimalt, replacing **CMDRE S. E. G. Bishop**.
- **CMDRE E. M. Steele** will be seconded to Treasury Board Secretariat.
- **CMDRE L. Bisson** will be appointed Assistant Chief of Military Personnel at NDHQ replacing **BGEN M. K. Overton**.
- **CMDRE J. P. G. Couturier** will be appointed Director General Plans Strategic Joint Staff, NDHQ replacing **BGen W. A. Matheson**.
- **A/CMDRE M. J. M. Halli** will be promoted CMDRE and remain Director General Maritime Equipment Program Management in Ottawa.
- **A/CMDRE M. B. Watson** will be promoted CMDRE and remain Director General Personnel and Family Support Services, Ottawa.

NAVAL TECHNICAL OFFICER BOOK AWARD

RCN Photo



Former NOAC National President Mike Cooper presented the NAC shield and book award to A/SLt Justin Anderson of Revelstoke, BC at the annual Naval Technical Officer awards ceremony held in the Stadcona Wardroom on March 20th, 2013, in the presence of His Honour the Lieutenant-Governor of Nova Scotia, BGen J. J. Grant and the Commander Joint Force Atlantic, RAdm Dave Gardam.

A/SLt Anderson was born in Nelson, BC in 1990. On graduating from high school in Revelstoke, he immediately joined the military at RMC Kingston under the Regular Officer Training Plan, graduating in 2012 with a degree in Computer Engineering – Software. He won the departmental medal in Computer Engineering and was comm-

issioned on May 1st, 2012, following which he completed his Naval Engineering Indoctrination Course at the top of his class. He is currently a student at the CF Naval Engineering School in Halifax.

Mike Cooper, NSNOA

NOAVI MEMBER HONOURED



Gerry Pash, longtime member of NOAVI in Victoria, is shown above (*photo on left*) on the occasion of being appointed a Citizenship Judge by Immigration and Multicultural Minister Jason Kenney last June 27th. He is also shown above (*right*) receiving the Queen's Diamond Jubilee Medal from the Hon. Elizabeth May, MP Saanich-Gulf Islands on September 13th, 2012. Gerry retired last year from Navy Public Affairs, Maritime Forces Pacific in Victoria, after serving for twenty-two years as a public affairs officer both as a Naval Reserve Lieutenant-Commander and in a civilian capacity.

ENDOWMENT FUND GRANT TO THE MARITIME MUSEUM OF BRITISH COLUMBIA



Jon Irwin (left) Executive Director of the Maritime Museum of British Columbia in Victoria is seen recently, receiving an NOAC Endowment Fund cheque for the amount of \$5,000 from Michael Morres, President of NOAVI. The cheque will be used for the permanent Naval Gallery at the Museum which is a Victoria landmark.

Clippings... from the McKee files

It's amazing what tons of money can lead to ... and this by the great U-boat builders, Blohm & Voss ... come to think of it, looks rather like a U-boat too!

Fraser



From Ship's Monthly (Cudham, Kent, UK)

PRAIRIE SAILOR STATUE IN WINNIPEG



The Naval Museum of Manitoba aboard HMCS *Chippawa* (celebrating its 90th anniversary this year) has embarked on a project to honour all the men from the Canadian prairies who have served in the Canadian Navy, with special thanks to those who served in the Battle of the Atlantic. During WWII, Winnipeg became the third largest recruiting centre in Canada only exceeded by those on the two coasts. Approximately 300 officers and 8,000 other ranks began their journey to the sea in Winnipeg onboard *Chippawa*.

The statue (maquette is pictured above) is being created by Winnipeg sculptor, Helen Granger Young. Donations in any amount are being accepted now and the area surrounding the sculpture will include 4" x 8" memorial bricks which donors can purchase and have personally engraved. Donations are being accepted. Cheques should be made payable to "Friends of the Naval Museum" with "Prairie Sailor" in the memo line, and sent to Prairie Sailor Project, 1 Navy Way, Winnipeg, R3C 4J7. Additional information on the project's website at <http://naval-museum.mb.ca/about/prairie-sailor/> or by emailing Chris Thain at cthain@mymts.net.

Ron Skelton, NOAC Winnipeg

DIAMOND JUBILEE MEDAL - MONTREAL



Past President of the Montréal Branch, Bernie Cornell (left) is seen above presenting Dennis G. Baird with his Diamond Jubilee Medal in March. Dennis has also taken over as Montréal Branch President from Bernie who has stepped down following five years in the chair.

Bernie Cornell, Montréal Branch

HMCS TORONTO MAKES HISTORY WITH MASSIVE NARCOTICS HAUL

APRIL 2ND, 2013 – HMCS *Toronto* successfully disrupted a massive narcotics shipment in the Indian Ocean as part of counter-terrorism operations with Combined Task Force 150.

On Friday, March 29th, *Toronto's* naval boarding party searched a suspect vessel as part of ongoing maritime security operations. During this inspection, the boarding team recovered approximately 500 kilograms of heroin with an estimated street value of more than \$100 million. The narcotics were confiscated without incident and were to be destroyed.

"HMCS *Toronto* has recovered one of the largest heroin seizures



on the high seas," said the Hon. Peter MacKay. "This massive narcotics seizure is one example of how our Canadian Armed Forces members deployed in Canada and around the world are making a difference in international security and stability by denying criminals, and possibly terrorists, their source of funding." "The actions of HMCS *Toronto* and her crew demonstrate that Canada is playing an instrumental role in keeping illicit drugs off Canadian streets," said the Hon. Vic Toews, Minister of Public Safety. "We continue to strengthen ties with allies, confront transnational organized crime, and keep drugs away from Canadian shores." "This is the largest maritime interception of narcotics in the Combined Maritime Forces area of operations and one of the largest heroin seizures in the maritime environment."

Toronto's Commanding Officer, Cdr David Patchell, stressed the impact this find will have on the international community. "This seizure will have a sweeping impact on these organizations at all levels and demonstrates Canada's commitment to our allies and to ensuring the seas are used for legitimate purposes. It keeps the drugs off the streets and out of the hands of criminals, but it also has a massive impact on the finances of international terrorist organizations."

As one of sixteen Canadian Forces' missions currently deployed around the world, HMCS *Toronto* is deployed on Operation Artemis, Canada's contribution to Combined Task Force 150, combating terrorism in the Arabian Sea and Indian Ocean.

Navy Public Affairs

VETERANS OF ARCTIC CONVOYS AND BOMBER COMMAND HONOURED

A recent link from the Royal Navy's *Navy News* reports: "Up to a quarter million WWII veterans and their families will be recognised for their contribution to the Arctic convoys and Bomber Command ... Mark Francois, the defence minister, will unveil the design of a new medal, the Arctic Star, following outrage that the service of tens of thousands of veterans who served in the Arctic had not been properly recognised." This will be of interest to those who served in the eighteen Canadian warships that made one or more Russian convoy trips. Given previous experience, I'd guess that permission to wear the Arctic Star would have to be approved by the Canadian Chancellery, and that issue would possibly be by the British Admiralty. Any ex-RN vets are fine and presumably just need apply. The site for applications will be found at www.veterans-uk.info/arctic_star_index.htm.



Fraser McKee, NAC Toronto

Did you know?

The Memorial University Marine Institute of Newfoundland is in a joint venture with the RCN to operate the Naval Combat Systems Technicians Training Plan. This year some 45 sailors from across Canada and Scotland graduated from the two year program which "trains naval recruits to operate and maintain the wide range of shipboard electronic and combat equipment found on Canada's navy ships." These graduates will be stationed at Halifax or Esquimalt for further naval training. Memorial University is the only Canadian post-secondary education facility to have the naval training agreement. It has been in place since 1992 and more than 900 sailors (male and female) have graduated from the Marine Institute.

World Ship Society, Vancouver Branch "Ship's Log"



The Royal Canadian Navy announces the recipient of the Admirals' Medal for 2012

Commander Fraser McKee, CD, RCNR (Ret'd)

Established in 1985, in conjunction with the 75th anniversary of the Naval Service of Canada, the Admirals' Medal is bestowed upon individual Canadians in recognition of their outstanding achievements in the advancement of maritime affairs in Canada.

Named for Rear-Admirals George Stephens and Victor Brodeur and Vice-Admiral Rollo Mainguy, the silver medal is awarded annually for outstanding achievement in the areas of maritime related science, technology and academic studies or for the application of practical maritime skills warranting special recognition.

Past recipients of the award include: (1985) Mr. Robert Hendy, a founder of the Canadian Institution of Strategic Studies and organizer of the Royal Canadian Naval Association; (1988) Miss Moira Dunbar, author of *Arctic "Canada from the Air,"* (2000) retired naval Commander Tony German, whose book, *"The Sea is at Our Gates,"* continues to promote interest in Canada's maritime history; (2004) Mr. Mike Eaton, one of the key persons behind the development of the Electronic Chart Display and Information System (ECDIS); and most recently, (2010) archivist Ken Macpherson, for his lifetime contributions as an author-editor of histories of ships of the RCN.

This year, the Admirals' Medal is awarded to Commander Fraser McKee, CD, RCNR (Ret'd), "for his contributions

as author and editor of numerous histories of the Royal Canadian Navy, which have added enormously to our maritime heritage."

Commander McKee was born and raised in Toronto, Ontario, the son of a military family. In 1943 he enlisted in the RCNVR and served in a number of ships including HMCS *Wallaceburg* as part of the last convoy of the War. Immediately joining the Primary Active Reserve, he qualified in torpedo and anti-submarine operations, and did

Jacek Szymanski, Navy Public Affairs



Vice Admiral Paul Maddison, Commander Royal Canadian Navy, presents Fraser McKee with the Admirals' Medal for 2012 at the Battle of the Atlantic Gala in Ottawa, May 2nd, 2013.

tours with various classes of ships. Having served as Executive Officer of HMCS *York*, he retired as a Commander in 1970.

Employed by Bell Canada and/or its subsidiaries for thirty-two years, he has been very active in The Naval Officers Association of Canada and The Navy League of Canada.

Throughout, Commander McKee kept an abiding interest in naval history. A prolific writer he has authored or co-authored a number of important reference books

including: *"Volunteers for Sea Service," "The Armed Yachts of Canada," "The Canadian Naval Chronicle," "Sink All the Shipping There"* and *"Three Princes Armed."* He has also published a number of major articles addressing naval themes, including *"How to Run a Mess Dinner,"* and has edited three newsletters including *Bumph* and *Starshell*.



Please join us in supporting your Endowment Fund!

In the past ten years your donations have doubled the size of your Endowment Fund which now stands at \$550,000. During 2012, \$24,000 was granted to various projects including five Sea Cadet scholarships across Canada. Please complete and mail in the handy form with your donation today. Your continued support is sincerely appreciated.



Brooke Campbell, Larry Fournier, Reg Kowalchuk, Doug Plumsteel • Trustees, NOAC Endowment Fund

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Here is my cheque payable to the NOAC Endowment Fund* for \$_____ which is my enduring property gift.

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*Please note that the formal changing of the name of the NOAC Endowment Fund to that of the NAC Endowment Fund is awaiting approval from Ottawa. Thus cheques should still be made payable to the "NOAC Endowment Fund" as indicated above.

Please complete the above form, clip, attach your cheque and mail to: NOAC Endowment Fund,
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Public Archives Canada

HMCS *Barrie* ... What's in a name?

By Bill Clearihue

Editor's Note – *This originally arrived in my in-basket as a "Letter to the Editor," however being rather lengthy, I decided to move it to our heritage column. By the way, it is without doubt a boost to the editor to have a reader respond to something published in Starshell, particularly a cover photo! The above photo was taken of Barrie at the same time as the Winter 2012-13 edition cover image.*

Referring to the cover photograph on the Winter 2012-13 edition of *Starshell*, and the description on page two as being "HMCS *Barrie*, corvette at play, June 1945," the following detail on the name might be of general interest.

Last summer, June 2nd to be exact, CFB Borden and the City of Barrie, Ontario, held an all-hands-on-deck Freedom of the City Ceremony. In the speeches, then-Base Commander, Col (now BGen) Louis Meloche, referenced the War of 1812 Bicentennial as the motivation for the event, as well as the long-standing cordiality between CFB Borden and the city. No mention was made of the

military significance of the name of the city, the surrounding area and waterways.

Barrie, as a named community, did not exist in 1812, but the military route from York (Toronto) to Lake Huron took you up Yonge Street to Holland Landing, into Cook's Bay of Lake Simcoe, then west along the lake's Kempenfelt Bay, to the present site of the City of Barrie, where a short portage was taken to water emptying into Lake Huron.

The namesake saga really gets started in 1758 at Halifax, where Royal Navy Captain John Simcoe, in command of HMS *Pembroke* (60 guns), introduced his Master, James Cook, to the renowned army surveyor, Samuel Holland. That year they successfully took Louisbourg and the following year assisted MGen James Wolfe in going up the St. Lawrence and take Québec City. John Simcoe died of pneumonia enroute and was buried at sea near Anticosti Island. James Cook did much of the sounding work to move the force up the river.

John Simcoe's young son (John Graves), then eight years old, was taken in hand by his godfather, Samuel Graves, an RN confrère of

his father's then living in London.

Although Wolfe died at Québec City, his ADC, LCol Thomas Gwillim, survived. He died a few years later in Germany, leaving an infant daughter Elizabeth, who was also a niece-by-marriage of Samuel Graves.

At the recommendation of Thomas Graves, Governor of Newfoundland (and nephew of Samuel Graves), James Cook went on to do an extensive survey of Newfoundland and became a premier RN surveyor. Before that job was complete, he was tapped for the first of his three increasingly important and famous voyages, all taking place between 1768 and 1779.

William Bligh (yet to become infamous) was Cook's Sailing Master on the third voyage; George Vancouver a Midshipman on the second and third voyages.

During the Cook odysseys, the American Revolutionary War was in full flight. By then John Graves Simcoe was a young army officer and had a very active participation in the war, forming the Queen's Rangers. The Graves admirals were also by then, senior RN commanders in that war.

At the war's conclusion, John Graves Simcoe returned home and married Samuel Graves' niece, Elizabeth Gwillim, and followed a political and a continued at-home military career. Soon he found himself appointed the first Lieutenant-Governor of Upper Canada, assuming that position in 1791. When he arrived, he had with him a large marquee tent he'd bought at auction from the effects of James Cook. During Simcoe's time here, a visitor to the marquee was US General Hull, who Brock would go on to defeat at Detroit in 1812.

Also in 1791, at the recommendation of Adm Alan Gardner, and based on his experience on the Cook voyages, Vancouver undertook his own epic voyage, with a nephew of Gardner's, Mid Robert Barrie under his wing.

Simcoe's previous experience fighting the Americans set the tone of his stewardship in Upper Canada and he was under no illusion as to the potential for further conflict with them. He set about settlement and defence initiatives with that clearly in mind. While here he created the Queen's York Rangers as an extension of his American unit and used them extensively in construction and exploration. They built Yonge Street (named for then-Secretary of War George Yonge) to get them up to Holland Landing (named for Samuel Holland who was then Surveyor-General of the Canadas in Québec City and with whom he had corresponded concerning his father's death). Lake Simcoe he named for his father, Cook's Bay for James Cook, and Kempenfelt Bay for another friend of his father's, RAdm Richard Kempenfelt who, in 1782, had died along with 900 others in the tragic, accidental sinking of HMS *Royal George*.

The largest island in Lake Simcoe was originally called Graves Island (now Georgina Island). Various nearby townships bear the name Gwillimbury.

The Queen's York Rangers still exist as a Primary Reserve Regiment in Toronto.

By the beginning of the War of 1812, Robert Barrie was a seasoned RN Captain in command of HMS *Dragon* and had an active war off the American eastern seaboard. In 1819 he took command of British Naval Forces in Canada (except Halifax), headquartered at Point Frederick, Kingston, which to-

Royal Military College of Canada / Wikipedia



Sir Robert Barrie.

day is the site of Royal Military College. During his first few years here, he built the Stone Frigate, now an iconic feature at RMC. While still in the service here, he was promoted to Commodore. He often made the trip that Simcoe had blazed and a town grew up at the west end of Kempenfelt Bay, at the beginning of the portage, which was ultimately named Barrie for him.

There are geographic features that were named for him in British Columbia during his time there with Vancouver, as well as the town of Barriefield near Kingston and Barrie Island in Lake Huron.

After he returned to England, he was promoted to Rear-Admiral and knighted.

It was during WWII that Barrie sponsored her namesake corvette, which in effect honoured RAdm Sir Robert Barrie. Like her namesake, the ship had a distinguished war record, earning the battle honours Atlantic 1941-45 and English Channel 1942. HMCS *Barrie* was paid off in 1945 but saw further mercantile service and ended her career as the *Capitan Canepa* of the Argentinian Navy in 1972.

So having said all this now, I can see why Colonel Meloche might have decided not to start mentioning any of it.

A Montréal native, former Sea Cadet and product of the UNTD system, Bill was Communications Divisional Officer at HMCS Donnacona in the late 1960s. He's now a resident of Oakville, ON, a member of NAC Toronto, the Hamilton area group Archivist and Assistant Editor of the UNTD Association of Canada's "Newsletter."



The Little Known Navy

By Fraser McKee

Rum tales...

After I'd done my long TAS course in the early 1960s, I felt the way to really learn to hunt submarines was to live in one for a bit and see how it operated from their end. To the astonishment of my NT staff at HMCS York, I managed a three week period in HMS *Astute*, 6th Squadron at Halifax.

I learned a lot, and to help out I was often Duty Officer when alongside in Halifax and Bermuda, which naturally included supervising the rum issue.



So the Saturday I was leaving, after the issue the Chiefs & POs said: "As you're leaving sir, how about coming into our mess for a final wet?" Which I gladly did of course,

and was poured about 1/3 glass of pusser's. I filled it with coke and after one sip, my eyes were watering and I kept refilling with coke as I lowered the level slightly. I said to the Cox'n, "I'm just a poor bloody Reserve, not used to this unobtainable quality ... put some more coke in!" They got their laugh and I recall the bite of real issue rum!

Another time I was duty officer on *Magnificent*, where the issue was indeed done from a "THE QUEEN ~ GOD BLESS HER" oak tub on the cable deck under the flight deck forward. A measure of water was added to the tub, as required, but believe me, that's a lot of rum! At the end of the issue to probably 250 men, naturally there was a bit left over, and I was rather shaken when the issuing storesman Petty Officer just dumped the remainder down the hawsehole to the outside, by the cable. There are stories, probably apocryphal, of people rigging a funnel below such exit ports and catching this 'remainder,' but I recall thinking, "This seems a real waste and surely there's a better way," ... not for the QRCN regulations!

Canada, about six years after the end of the RCN and amalgamation of the three services, officially ended the tot on March 30th, 1972. Near the end when everyone knew the infamous date was approaching, the issue was pretty slack. I don't know if they mixed it with water in the barrel or not, but I don't think so. The 151 proof rum came in 40 oz. bottles produced by Captain Morgan in Waterloo, Ontario, or that's what is said on the bottle. They poured the rum into the barrel as required. The empty bottles became gash, and just about every sailor (including me) grabbed an empty. Officially, one was not allowed to walk away with his tot, unless the officer witnessed him mixing it with something (water, coke, etc.) — if you wanted to take it neat you had to drink it in front of the officer or the chief. But it was *nudge, nudge – wink, wink* and everybody rushed off with their neat tot and poured it into their bottle.

Every part-timer like me filled up at least half a bottle on my short three week cruise in *Columbia* from Esquimalt to Alaska and back. I still have the bottle which I keep replenishing with Lamb's 151 proof

"Navy Rum."

The only incident I ever witnessed was on HMCS *Sioux* on a six week Great Lakes cruise when it was the birthday of the Quarterdeck communicator and our entire Ax watch each gave this poor killick our grog, which he chugged until he literally passed out and was quickly carried away and was replaced on the headphones. This was in July 1963 on the first ship I had served in so even though I was 20 and was issued my tot, as a lad who had only been in the RCNR for less than nine months, it was indeed interesting. There were many noon day meals eaten with a 'glow on' for me on that cruise.

The loss of the tot in the RCN came some two years after it had been stopped in the Royal Navy on July 31st, 1970 — known as "Black Tot Day" in the RN. Black arm bands were worn as the Queen was toasted; tots were buried at sea and in one RN training camp, sailors paraded a black coffin flanked by drummers and a piper. "It was a sea change, it was one hell of a change," said Cdr David Allsop, RN, who enjoyed the tot as a junior rating in the navy in 1955. "It [the cancellation] was badly received ... there was a lot of muttering below decks." The British Admiralty took away the tot as they were concerned that a lunchtime slug of rum would hinder sailors' ability to operate increasingly complex weapons systems and navigational tools. But by 1970, the rum bosun's daily doling out of the rum at midday — diluted with water for junior ratings, neat for senior — was a reasonably gentlemanly affair. "In my era it was a social occasion," said Cdr. Allsop. "You paid for favours quietly, you had friends come 'round to share a tot." R.I.P.

*Yours aye,
Fraser*

Bicentennial Honours?

By Bob Williamson, Editor, UNTD Association "Newsletter"



As part of the 1812 Bicentennial, an "Honour our 1812 Heroes" lobby group has succeeded in convincing the Minister of National Defence and the Prime Minister to support a popular effort to recognize Canadian regiments legitimately associated with militia units of the War of 1812. On September 14, 2012, the Prime Minister announced the creation of six new Canadian Battle Honours linked to decisive engagements of the War of 1812: Detroit, Queenston, Crysler's Farm, Chateaugay, Maumee and Niagara, **but not a single ship.**

At first I thought this was another example of what Admiral McFadden said during our naval centennial year, that, "**Canada suffers from maritime blindness.**" (*Starshell*, Spring 2012, p.4). Historical records show that three Naval Reserve Divisions should qualify for the published battle honours. They are, HMCS *Queen Charlotte* – Detroit 1812, HMCS *Hunter* – Detroit 1812 and HMCS *Star* – Niagara 1814. Curiously, one of the most successful naval joint operations of the war is mentioned — the capture and destruction of Fort Oswego along with large quantities of shipbuilding supplies destined for the Ameri-

can navy yard at Sackets Harbour. This naval success left the British in uncontested control of Lake Ontario for most of the summer of 1814. The National Maritime Museum has several outstanding paintings illustrating the famous raid.

When I wrote to the Minister of National Defence regarding naval battle honours, he graciously replied that, any Naval Reserve Division, "as a unit of the Canadian Forces, should submit a proposal through the Royal Canadian Navy's chain of command, which will then be brought to the attention of the Directorate of History and Heritage (DHH)." However, with only three naval units qualifying for battle honours, a recently published MARGEN indicates that Naval Headquarters wishes to take a more inclusive approach to recognizing the navy's contribution to the War of 1812. Therefore, any naval unit with any kind of affiliation to personages, place names or vessels associated with the War of 1812, will received a commemorative "Defence of Canada" banner as shown in the preceding column.

The banner may be carried, flown or displayed throughout the commemorative period of 18 June 2012 to 16 February 2015. Thereafter it may be paraded on anniversaries of 1812 events that forma-

tions consider important within their own heritage. The banner is not a Colour or Standard and shall not be paraded with any other flag nor compliments paid to it. The banner is to be deposited in an appropriate commemorative location. The following 17 units have received an 1812 commemorative banner: HMC Ships *Prevost* (CinC British Forces), *Tecumseh* (Shawnee leader), *Algonquin* and *Iroquois* (First Nations), *Brunswicker*, *Chippawa*, *Queen Charlotte*, *Hunter* and *Star* (1812 Canadian vessels), *Halifax*, *Kingston*, *Montréal*, *St. John*, *Ville de Québec* and *York* (1812 dockyards and ports), and *Toronto* and *Windsor* (modern cities associated with old battlefields).

The blanket approach to commemoration is certainly in keeping with the government's policy to promote the importance of the War of 1812 as the foundation of both a truly pan-Canadian identity and our Confederation. But, will it discourage those units that qualify from requesting their rightful battle honours? Remember, the Duke of Wellington, the foremost military authority of the period 1812-15 declared that: "the defence of Canada depends on the cooperation of the Indians and the control of navigation on the lakes."

Given that kind of prominence, the navy should request to share in the militia battle honours that played in this defining chapter of Canadian history. The question is: will they, or will our national maritime blindness prevail? Perhaps more important is this question. Will the Naval Association of Canada close its eyes as well, or turn the light on and encourage those units that qualify, to claim their share of our early naval heritage? Will another generation of Canadian schoolchildren be oblivious to the role played by the navy in what renowned Canadian author and historian Pierre Berton called the war that was the origin of our Canadian way of life?



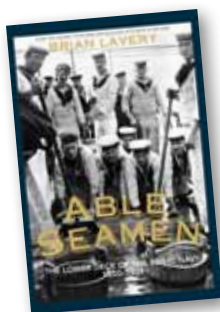
Oswego, May 6, 1814 courtesy National Archives of Canada C-794. L to R: Frigate HMS *Prince Regent*, brig HMS *Star*, Frigate HMS *Princess Charlotte*, brig HMS *Charwell*, support the main landing to the left of the fort while the frigates HMS *Niagara* (former *Royal George*), HMS *Montreal* (former *Wolfe*) and schooner HMS *Magnet* support the landing on the right. This highly successful operation gave the British control of Lake Ontario for most of 1814 and spelled defeat for the American invasion attempt of the Niagara Peninsula in July 1814.



Niagara, July 24, 1814 adapted by R. Williamson from a sketch by B. J. Lossing. HMS *Charwell* and HMS *Star* arrive at the mouth of the Niagara River with General Drummond and 400 reinforcements to win the Battle of Lundy's Lane at Niagara Falls, the last invasion of Canada during the War of 1812.

THE READING ROOM

BOOK REVIEWS



Able Seamen The Lower Deck of the Royal Navy, 1850 - 1939

By Brian Lavery

Naval Institute Press, Annapolis (2011), 368 pp, 6-1/4" x 9-1/4", illustrations, appendices, notes, bibliography, index, cloth, US\$25.26 (discount to USNI Members), ISBN: 978-1-59114-730-5.

A review by Mike Young, NAC Ottawa

The second half of the 19th century was something of a golden age for Britain. On the world map the British Empire dominated and Pax Britannica seemed the order of the day. Both were sustained by the unchallenged might of the Royal Navy (RN) and its presence in the far flung outposts of the Empire. It was also a time of great transformation, immense social change and technological advancement. For the RN it was the pinnacle of its

prestige and influence — sail gave way to steam and the RN was at the leading edge of developments in technology. In the post-Victorian era up to the Second World War, Britain's might was diminished but it was still a formidable power despite the impact of the First World War.

The strength of the RN in reality depended upon the calibre of the men (and in that era they were all men) of the Lower Deck — the Warrant Officers, the non-Commissioned Officers of the Chief and Petty Officer ranks and the ordinary sailors — who's work, dedication, morale and loyalty was responsible for the ships of the RN having the capability to undertake their tasks.

In this book, which is the second of a planned trilogy on the subject, the author paints a fascinating picture of a sailor's life in both the Victorian and post-Victorian navy. The book is an effective stand-alone so it is unnecessary to have to read the first volume to comprehend and enjoy this one.

In 1850, the starting point of the book, sailing ships with smooth bore guns were still the dominant type of ship in the RN. Steam powered ships were slowly being introduced but it would take many years

for sail to be completely replaced. Although the introduction of steam propulsion had profound and wide ranging effects on the men of the lower deck, the author shows that many other issues had a major impact on the life of the sailor. Such fundamental matters as conditions of service (e.g., the introduction of Continuous Service to replace the practice of discharging all men back to civil life when a ship paid off at the end of a commission), standardized uniforms, recruiting and training were all issues that were addressed throughout the early part of the period.

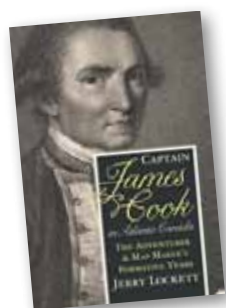
The book shows that much of the change that took place during the Victorian era, and even the years in the 20th century up to 1939, resulted from the steady pace of technological change. Steam replaced sail; iron hulls replaced wooden ones and steel replaced iron; rifling produced more accurate guns which produced a need for improvements in gunnery training and in control of the guns; hydraulics and electric power reduced manpower requirements; and, most significantly, the new technology required skilled men to operate and maintain it. Thus sailors needed to become better educated and more comprehensively trained resulting, in particular, in the introduction and growth of the technical trades. This is addressed very effectively, especially in the descriptions of the engine room branch trades

of stoker and artificer.

The author describes the impact that many of these changes had in a very skilled and highly readable fashion. Brian Lavery is a Curator Emeritus at the British National Maritime Museum in Greenwich and the author of many books on naval subjects, and his extensive knowledge of naval matters shows. The book is arranged as a series of pen sketches on a specific subject area grouped under major chapter headings which are arranged chronologically and by over-arching topics. It is an effective technique which makes for a very readable book. The illustrations are excellent and relevant. The author has used a wide variety of sources including both of the British National Archives and Admiralty records. Particularly interesting to this reviewer is the use of personal memoirs from a variety of published and unpublished sources to enliven the straight factual recounting of an event or incident.

This is both an important contributor to maritime history and an entertaining and informative look into a fascinating period in naval history — highly recommended.

Mike Young is a retired naval officer, member NAC Ottawa and former editor of Starshell residing in Nepean, Ontario.



Captain James Cook in Atlantic Canada

The Adventurer & Map Maker's Formative Years

By Jerry Lockett

Formac Publishing Co. Ltd., Halifax (2011), 198 pp, illustrations, charts, appendices, notes and sources, bibliography, index, \$29.95, cloth, ISBN 978-0-88780-920-0.

A review by Fraser McKee, NOAC Toronto

Anyone interested in maritime history will be familiar, at least in general terms, with Captain James Cook, usually known as the explorer of the Pacific. Born in 1728, he is probably as well remembered for his murder in the Sandwich Islands, now Hawaii, in 1779. This well researched small book is a quite fascinating recounting of his beginnings, and a detailed account of his maturing as a surveyor, map maker and ship's master in Nova Scotia and Newfoundland in the years 1758 to 1767. The importance to maritime history in general of this period is described by one of his other major biographers, J. C. Beaglehole (1955-1967), as "Nothing he ever did later exceeded in accomplishment his survey of the southern and western sides of Newfoundland." The charts he made there and along the Nova Scotia coasts, of Halifax and other ports, were still in use into the mid-19th century.

The truly amazing thing about this man was that he came from nothing — his father was a tenant farm labourer. Our James Cook attended school until he was 17, then became apprenticed to a ship owner in the coastal coal trade, soon becoming a qualified seaman.

His worth was apparently recognized, probably due to his own resolve to study navigation, seamanship and mathematics. Within nine years, by 1755, he was an acting Mate, and was offered command of a collier. But Cook felt this would not likely lead to much, so resigned and joined the Royal Navy as an able seaman at age 27 — practically unheard of in those days of Press Gang recruiting.

Here too his abilities were noted and very fortunately he served under a successions of captains who not only recognized his latent capabilities but were able to advance him. Within a few years he had become a boatswain, then a master's mate. In 1757, he passed his master's exam and was appointed Master in HMS *Pembroke*, a well-run 60 gun 4th rate ship, under Captain John Simcoe, the father of Canada's later Lieutenant-Governor. Masters were appointed, not commissioned, and Cook was only commissioned as a Lieutenant in 1768.

He did a good job in this ship, assisting in the capture of Louisbourg and then Québec. But the important advance in his self-training was in his encounter, training and work at Louisbourg with the ex-Dutch army surveyor, Captain-Lieutenant Samuel Holland of the 60th Foot. From him he soon picked up plane-table surveying and plotting. From this chance encounter, Cook soon became a careful and accurate surveyor himself, which was to establish his credentials both as a map-maker and explorer for the rest of his life. He taught himself, in this period, not only surveying, but trigonometry, astronomy and thus astronavigation. His charts of the coast of Nova Scotia, the Gulf of St. Lawrence, the coasts of Newfoundland, the Magdalenes and St. Pierre and Miquelon, were to be published at his own expense and arrangements, as was the norm then, despite the Admiralty agreeing to his employment on the task for six years and even funding the necessary equipment and survey ships.

The more one reads of this part of his career and his attention to the health of his seamen, another entirely separate success, the more one is amazed at not only his progress from the humblest of beginnings, but his ability to convince others in authority — his captains, the local Governors, the Admiralty — to support his ever-widening work. Thus it was not a particular surprise for him to be sent off to the Pacific in 1768, ostensibly to plot and record the transit of Venus to aid in the development of navigation tables, but also to establish more British hegemony in that contested sea and to settle for once and for all if there was, as others had reported, a “great southern continent.” Lockett only gives a brief, one-chapter, final segment to this eventual career.

Lockett has written an interesting, commendably brief yet clear picture of Cook. He points out the problems of “too many Cooks,” of which there were three James Cooks on the North American Station at this time, and his father was also James, so there has been much confusion in the past. Cook’s explorations, up to Alaska and around New Zealand and Australia, can safely be left to other narratives. This story is, as Lockett’s sub-titles says, “The Adventurer & Map Maker’s Formative Years,” and well worth its shelf space in any Canadian maritime library.

Fraser is the author of six naval and merchant navy books and a frequent contributor to, and former editor of, “Starshell,” the CNRS’s “Northern Mariner” and the RCNA’s “Yardarm.”



Riders of the Apocalypse German Cavalry & Modern Warfare: 1870-1945

By David R. Dorondo

Naval Institute Press (2012), 312 pp, photos, notes, appendices, bibliography, hardcover, US\$36.95 (discount to USNI members), ISBN 978-1-61251-6

A review by Colonel P. J. Williams

The cover photo of a mounted German cavalryman circa World War One, complete with rifle, lance and gas mask, is one which I’ve found is increasingly popular with publishers of books about the Great War of 1914-18. In some ways it serves to highlight that this war in particular, was one in which ostensibly anachronistic noble ideals of chivalry would come up hard against the terrors of modern industrial-era warfare, as epitomized by poison gas. Fast forward almost nine decades and we have the iconic photo of a mounted US Special Forces soldier, calling in air strikes in Afghanistan, using all the technological wizardry of the 21st century.

Common to both images is the horse, and the author, as one of his reviewers states, “...a historian who knows his horses and a horseman who knows his history.” With this work, the author attempts to answer the question as to why the German Army, even after the Great War trench stalemate, and having been for so long associated with its Panzer Divisions, maintained horse cavalry in such relatively

large numbers.

The US Civil War, which pre-dated the Franco-Prussian War of 1870-71, provided the Germans with an opportunity to take away valuable lessons about the employment of cavalry in what was then considered, modern warfare. However, such was not the case. Whereas in the US case, most cavalry fought on foot, as the author states, “... the American cavalymen did not feel morally obligated ... to die on horseback, whereas his European counterpart still did in 1870.” In a war which saw the last successful cavalry charge in history, the German cavalry’s successes in the Franco-Prussian War and the lessons they chose to take away from it, strengthened the case for horse cavalry in the German army for decades to come. On a more sinister note, and one which presaged a role which SS Cavalry Divisions of World War Two would be closely associated with, German cavalry was often used in a highly brutal, anti-partisan role.

With the onset of the First World War, it was felt by some that an increasingly urbanized Europe would provide little scope for the employment of massed cavalry formations. However, for many more, the moral impact of cold steel being delivered to the enemy by a mounted horseman, still meant there was a place for cavalry in the 20th century. In the end, the trench warfare so symbolic of the Western Front meant that cavalry’s traditional role of turning the enemy’s flank was rendered somewhat academic, when the only flanks were either the English Channel or neutral Switzerland. Thus, many cavalry units, as was the case in the British Army, fought, to their dismay, dismounted as infantry. The Eastern Front however, where warfare was relatively more mobile, offered the German cavalry more opportunities to carry out their traditional roles, and this may have been enough for them to subscribe to what the authors call an act of faith, and that “next time,” the cavalry would be able to demonstrate what it was truly capable of.

The Germans retained cavalry in their small army authorized by the Versailles Treaty, and even as they experimented with developments in the armoured vehicle realm, its leadership still insisted that the cavalry still had a role to play in being able to outflank the enemy and to bring about a victory of annihilation. The Germans were not alone in this and no less a figure than General Patton, who had commanded the US Army’s Tank Brigade in the First World War, remained a strong adherent of the horse well into the 1920s.

On the eve of the Second World War, the German Army had a single cavalry brigade, later expanded to a division. Though this might seem a somewhat insignificant number, it must be remembered that a standard infantry division, which still marched on foot as its Great War counterparts had done, numbered some 5,375 horses on its establishment. And herein lies the point of why the Germans still retained so many horses, and not only in cavalry divisions throughout the war: very early it was realized that the German war economy was in no way prepared for a long conflict, and that horses would be required throughout the war in large numbers, because they could not simply be replaced with machines. As the author states, horses would have to do. Indeed, in time the German Army of World War Two would have its own Cavalry Corps. Incredibly, one of its brigades in four days of combat on the Russian front, inflicted more casualties on the enemy than was the entire strength of their own unit.

I found this book to be very well researched, the author having a good command of the primary source material, much of it in German, and many with on-line references as well. About the only omission I noted was no mention of the Cossack Cavalry Corps, made up of Russians who did not claim to be Soviet citizens, who fought as part of the German Army in World War II, and whose fate is described in Nikolai Tolstoy's "The Victims of Yalta."

Horses continue to serve the German Army to this day, with Mountain Pack Animal Company 230 being the sole unit to employ horses and mules. Indeed, Canada had a short-lived, as I recall, experiment

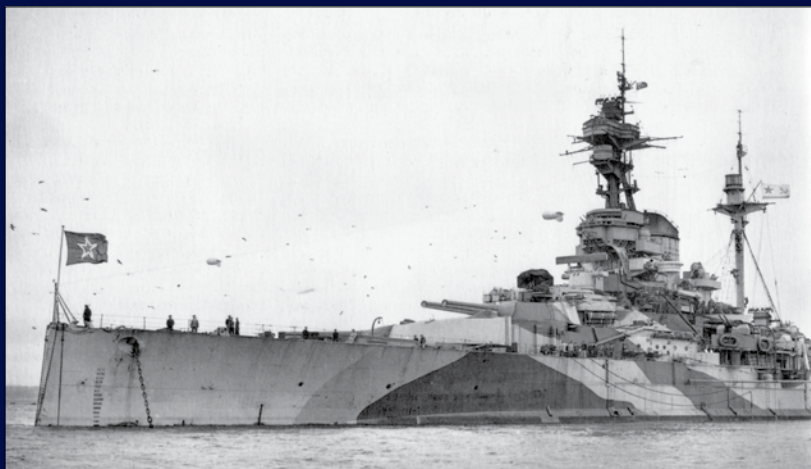
with mules on operations as part of the Light Transport Platoon in Kandahar Afghanistan during our combat mission there. Perhaps its story will be told in a similar fashion in future. Recommended.

Colonel Williams (who, despite his soldiering roots, lays claim to a genuine unabashed interest in naval history) is Commander of the Kabul Military Training Centre Training Advisory Group as part of Canada's contribution to the International Security Assistance Force (ISAF) in Afghanistan, known as Operation ATTENTION. He is a regular reviewer in "Starshell."

Obscure & Offbeat Naval Oddities

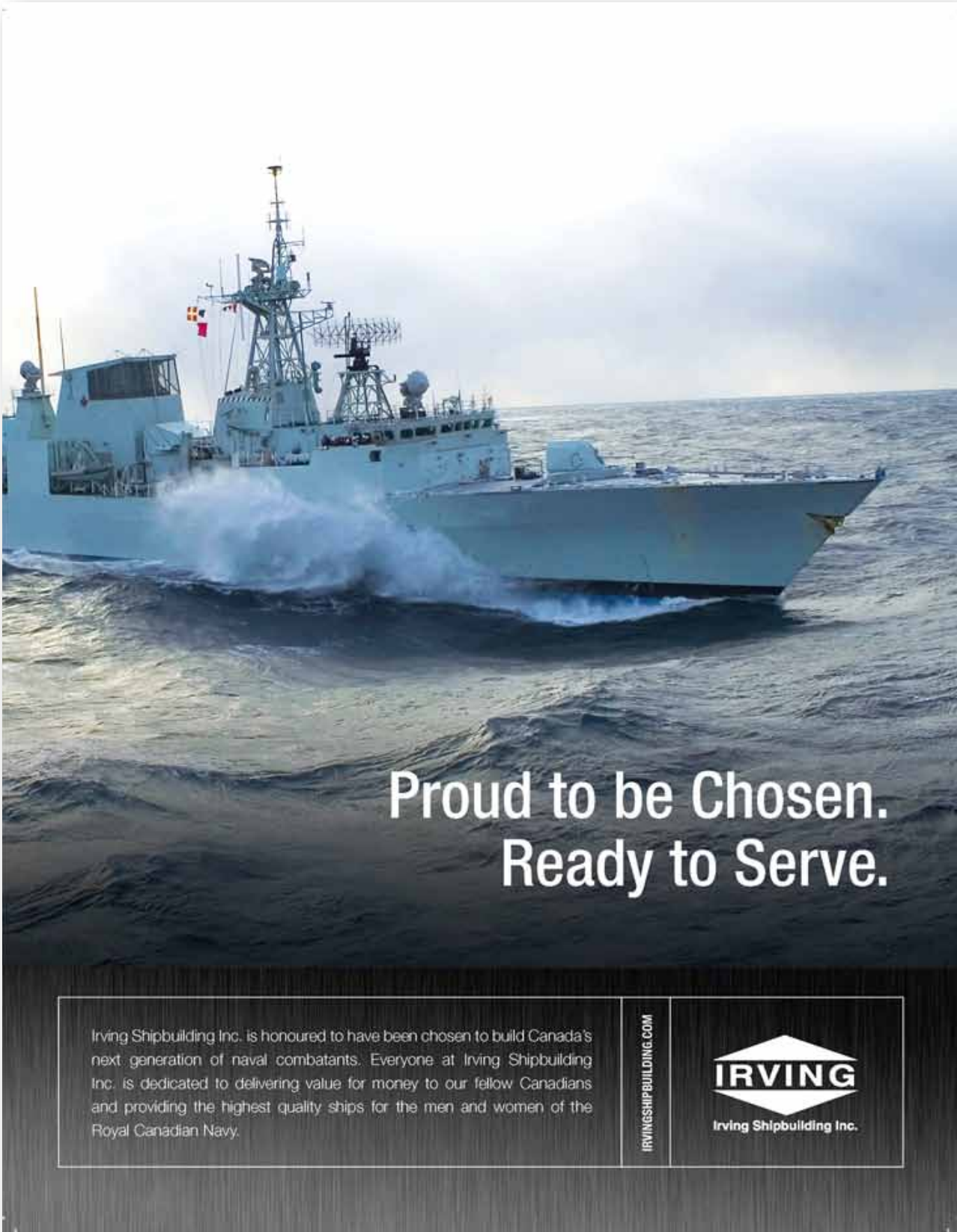
'The Arkhangelsk's last RPC'

By J. M. Thornton



On August 29th, 1944, the elderly British battleship, HMS *Royal Sovereign*, arrived in Kola Inlet to be commissioned into the Soviet Northern Fleet as the Russian Ship *Arkhangelsk*. She was one of several men-of-war, including the American Omaha-class light cruiser USS *Milwaukee*, nine destroyers and four submarines, transferred by the Western Allies to the Russians as temporary appeasement for the Soviet claim of a share of the surrendered Italian fleet. The *Arkhangelsk* did not venture outside the confines of the Kola Inlet until hostilities ended and she was returned to the Royal Navy at Scapa Flow on February 4th, 1949, pending the settlement of the Italian Peace Treaty, which awarded the Italian battleship *Giulio Cesare* to the Soviet Navy as a permanent replacement. The following is an [unidentified] eyewitness account of its last evening under the Red Flag.


"As I recall, she was in a filthy state. The night before they struck their flag for the last time, the Russian afterguard decided they had better dispose of all their vodka, so they invited the officers of every ship in the anchorage to repair on board for one of the most monumental RPCs in naval history. Seems all the magazines and shell rooms were stuffed with vodka and by the middle watch there was not a drop left. After it was all over they laid out their guests on the quarterdeck in neat, orderly rows like cordwood, so they could be easily identified by the cox'ns of the fleet when they came to collect their officers for conveyance back to their own ships. Had the fleet received orders to proceed to sea the next morning, centuries of tradition would have gone for a 'burton.' I believe the senior un-paralysed officer was a sub under report."



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Answer to Schober's Quiz #61 on page 9

ANSWER ~ Commander Andrew Dyas MacLean, RCNVR. (20 November 1896 - 22 January 1971)

The son of a wealthy publisher and nephew of the founder of *Maclean's Magazine*, MacLean was born into a life of privilege. His close political connections went back to the 1930s, when he served as Prime Minister Richard Bennett's private secretary.

MacLean was commissioned as a Temporary Sub-Lieutenant RNVR on 1 December 1916. Following basic training he was appointed to an Anti-Submarine (A/S) trawler in the Mediterranean, then to the light cruiser HMS *Cleopatra* to obtain a Watch Keeping Certificate.

Between the wars he joined the RCNVR, rising to command the Toronto Company, later HMCS *York*, in the early 1930s as a Temporary Lieutenant-Commander. He was placed on the Retired List on 13 January 1935. On the outbreak of the Second World War MacLean applied to the Admiralty to rejoin the RNVR, but was turned down. Thereupon, as a peacetime yachtsman, he joined the RCAF Marine Section as an instructor in small-boat-handling. After a short stint in this capacity he somehow got himself accepted by the Admiralty, and was appointed to the A/S trawler HMS *Zeno* — possibly in command. Soon however, MacLean became involved with acceptance trials of the new Fairmile "B" Type A/S motor launch.

Subsequently MacLean joined the RCNVR, returned to Canada on 28 August 1941 and was appointed "Senior Officer Fairmiles" on the Atlantic Coast. Soon, however, he began actively lobbying to be placed in overall charge of the RCN's Fairmile programme, with promotion to the rank of Captain or Commander. When that fell on deaf ears he became progressively more and more insubordinate against the RCN hierarchy, claiming that it was discriminating against Reserve officers. Moreover, utilizing his political connections, he eventually directed his increasingly bitter attacks against the Navy Minister, resulting in MacLean's forced retirement from the Naval Service on 20 October 1942.

Once free of naval discipline, MacLean gave full vent to his fury against the Navy in a number of scathing 'Editorial Comments' and articles in the periodical *Boating Magazine*, of which he was editor. As an example of his disparaging language against the Naval Service, the February 1943 issue contained the following sentence: "...The honest, capable [Regular Force] officers of the RCN — and there are a few..."

For a time MacLean became something of a nuisance to the Mackenzie King government, culminating in his charges against the Navy Minister being debated in the House of Commons — with one John G. Diefenbaker leading the Conservative attack against the Liberals.

NOTES:

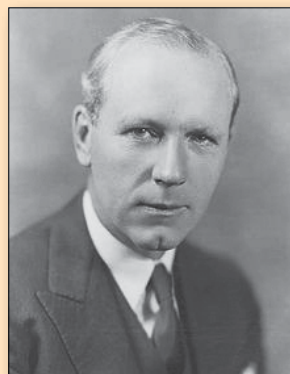
(1) The author is greatly indebted to Commander Fraser McKee, RCNR (Ret'd) for suggesting the topic of this quiz and generously provided material used in its preparation.

(2) The under-noted book presents a meticulously researched and detailed analysis of the 'MacLean affair' and its possible consequences to the troubled relationship between Navy Minister Macdonald and the Chief of the Navy Staff, Vice-Admiral Percy W. Nelles, RCN.

Richard O. Mayne, "Betrayed: Scandal, Politics and Canadian Naval Leadership," (Vancouver, University of British Columbia Press, 2006).



Andrew Dyas MacLean



Angus L. Macdonald



Vice-Admiral Percy W. Nelles, RCN,
Chief of the Naval Staff.

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World Ship Society, Vancouver Branch "Ship's Log"

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Obituaries

Compiled by Pat D. C. Barnhouse
"Starshell" Obituary Editor

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

Aprocritypha – Matthew 44:7-8

♦ Lt Grey Howick Merivale AUSTIN, RNVR (Ret'd)

Calgary Br., 91 in Calgary 28/01/13. Jn'd. RNVR as A/SLt 12/41, thence HMS *Benbow* 12/42 and HMS *Dorothy Duke* 11/43. Prom. Lt 06/44, fl'd. by HMS *Black Bear* 06/44 and HMS *Benbow* 12/44. Rls'd. in '46. Civ. career as geologist in industry and with his own company. [AW, *Globe & Mail*]

♦ Con LCdr John JAY, CD, RCN(R) (Ret'd)

NSNOA, 77 in Windsor, NS 20/02/13. Jn'd. Scotian as UNTD Cdt(E) 01/53, prom. A/Con SLt 07/55, Con Lt 07/57 and LCdr 07/65. Ret'd. in '69. Civ. career as consulting engineer, srv'd. on many volunteer boards and life trustee of CNMT. [MC, *Globe & Mail*]

♦ Capt Joseph Paul Avme GODBOUT, CD**, RCN(R) (Ret'd)

Ottawa Br., 82 in Ottawa 22/01/13. Jn'd. RCN in '48, thence CTP and *Royal Roads* as Cdt 09/50. Prom. Mid 09/52, thence Ontario 09/52. *Beacon Hill* 01/53 and *Magnificent* 09/53. Prom. A/SLt 01/54, fl'd. by *Thunder* 01/54. Confirmed SLt 01/54, thence *Niobe* (RN for trg.) and *Crescent* 12/55. Prom. Lt 06/56, fl'd. by Ontario 11/56, *D'Iberville* 05/58, *Gatineau* 09/60, *LaHullose* 10/61, *Stadacona* 03/63 and CMR 09/63. Prom. LCdr 06/64 and tsf'd. to Naval Reserve at Carleton in '73. Prom. Cdr and CO Carleton/Barracks Cdr. around '77. Prom. Capt as Convoy Cmdr around '80. President Ottawa Br., 1988-90; Bronze ('86) and Silver ('92) Medallions. [JC, AW, RB, *Citizen*]

♦ Ord LCdr Denis Ernest LEMON, CD, RCN (Ret'd)

NOAVI, 87 in Victoria 24/01/13. Jn'd. RCN as A/Ord Lt 01/54 (later confirmed Ord Lt with same sen.), thence *Cornwallis* 02/54, *Naden* 04/54, *Ontario*, *Haida* 08/55, *Stadacona* (NAD) 02/57, *Kootenay* 11/60, *Restigouche* and *Gatineau* (Sqn Staff) 04/61 and *Bytown* 09/62. Prom. LCdr 01/63, fl'd. by *Naden* (INO) 09/63, fl'd. by *Naden* (INO) 09/63, Mgr. Rocky Point Amm. Depot in '68, EA Base Cdr Esquimalt in '70, CO CF Ammo Depot Angus in '72, and CDLS(L) for UK MOD. Ret'd. in '74. Civ. career in insurance, real estate, at BCIT and with BC Government. [RT, *Times Colonist*]

♦ Capt James Gillespie MacLEOD, CD*, RCN(R) (Ret'd)

NSNOA, 74 in Halifax 07/02/13. Jn'd. as UNTD Cdt at *Scotian* 01/59, prom. RCN(R) SLt 05/61 at *Brunswick*, fl'd. by Lt 05/63. Tsf'd. RCN in '65 as A/Lt (sen. 03/59) in Instructor Br. Tsf'd. back to Naval Reserve in '71. CO *Scotian* 1985-88. Civ. career as high school teacher. [JC, SR, *Chronicle Herald*]

♦ LCdr(S) John Edward Denison PEARSON, CD*, RCN (Ret'd)

NOABC, 91 in Vancouver 15/01/13. Srv'd. lower deck 1940-47 (*Raccoon*, *Nabob*, *Warrior*). Thence CTP and commissioned at *Discovery* as A/SLt(S) RCN 08/51, thence Ontario 06/52. Prom. SLt(S) 05/52, fl'd. by *Naden* 10/52. Prom. Lt(S) 05/54, thence Ontario 07/54, *Venture* 06/56, *Chippawa* 09/58 and *Cayuga* (SO) 09/61. Prom. LCdr 05/62, fl'd. by NSD Hfx 02/63. Ret'd. in '66. Post retirement administrator Physics Dept. UBC. [PP, *Vancouver Province*]

♦ SLt Gordon Allan PENGALLY, RCNVR (Ret'd)

Toronto Br., 92 in North York, ON 20/03/13. Jn'd. as Prob SLt in '44, thence *Cornwallis* 10/44. Prom. SLt 03/45, fl'd. by Port Arthur 03/45. Rls'd. in '45. Surgeon in civilian life. [RG]

♦ Cdr Christopher T. W. ROSS, USN (Ret'd)

Toronto Br., in Buffalo, NY 29/09/09. [MR]

♦ Lt(E) Lawrence Noel WARDLE, RCN (Ret'd)

Toronto Br., 76 in Belleville, ON 03/13. Jn'd. RCN as Cdt at *Venture* 09/54, thence Cdt(E). Prom. Mid(E) 09/56, fl'd. by *Stadacona* 11/56 and RN for trg. 01/57. Prom. A/SLt(E) 09/57, SLt(E) 07/58 and A/Lt(E) 01/60. App't. *Stadacona* 05/61 and rls'd. medically in '62. Long civ. career with PPG Canada. [DM, *Belleville Intelligencer*]

♦ Lt Robert Ward WATSON, RCNVR (Ret'd)

NSNOA, 93 in Halifax 17/03/13. Jn'd. *Chippawa* at Prob SLt in '41 and prom. SLt 06/42, thence *Granby* 08/42. Prom. Lt 06/43, fl'd. by *Ribble* 06/44. Rls'd. in '45. Civ. career with Cargill agri. business; involved in community volunteerism. [SR, *Chronicle Herald*]

In Memoriam (non members)

♦ SLt Raymond Sedgemore Locke BOSLEY, RCNVR (Ret'd)

92 in Oakville, ON 04/04/13. SLt 01/43 at *Cornwallis*. Rls'd. in '44. (AW, *Globe & Mail*)

♦ LCdr Thomas Holland BURDON, RCNVR (Ret'd)

92 in Los Altos, CA 14/03/13. Jn'd. in '40 at *Royal Roads* as Prob SLt, prom SLt 01/41 and Lt 01/42. Srv'd. *Cornwallis*, *Columbia*, *Leaside* and *Brunswick*. Qual. "a/s." Rls'd. in '46 and prom. LCdr on Ret'd. List. [JC, *e-Veritas*]

♦ Capt Michael Edward DENNY, CD**, RCN (Ret'd)

75 in Ottawa 20/03/13. Jn'd. *Brunswick* as UNTD Cdt 01/58 and prom. RCN(R) SLt 05/61. Tsf'd. to RCN in '62 as A/SLt (sen. 05/61) and prom. SLt 11/62 and Lt 02/64. Qual. LOGS O (i.e., Supply), thence prom. LCdr 07/68, Cdr 07/74 and Capt 01/82. As jnr. officer srv'd. *Lanark* and *Columbia*. Ret'd. in the '90s. [Citizen]

♦ Lt Charlotte Anne Mary DONALDSON, RCN(R) (Ret'd)

In Ottawa 18/01/13. Jn'd. *Carleton* as A/SLt(W) and prom. A/Lt 01/65. [Citizen]

♦ Surg Lt David William McNair JOHNSON, RCN

80 in Enfield, NS 03/13. Jn'd. 05/60 as Surg Lt (sen. 04/57). Srv'd. *Stadacona* and *Crescent*. Rls'd. in '63. [SR, *Chronicle Herald*]

♦ LCdr Archibald Roy Campbell JONES, RCNVR (Ret'd)

90 in Ste. Anne de Bellevue, PQ 24/02/13. Jn'd. as Prob SLt in '42 and prom. Lt 08/43. Srv'd. *York*, *Kings* and *Timmins*. Rls'd. in '45 and prom. LCdr on Ret'd. List. [AW, *Globe & Mail*]

♦ LCdr David James LEWIS, RCNVR (Ret'd)

92 on Salt Spring Island, BC 01/01/13. Jn'd. Mtl. Div. early '41, prom. SLt 08/41 and Lt 08/42. Srv'd. *Niobe* (Combined Ops), *Kapuskasing* and

(Continued Overleaf)

Cornwallis. Rls'd in '45 and prom. LCdr on Ret'd. List. Co-author two volume, "From St. Nazaire to Singapore," a photo essay on Combined Operations. [AW, *Globe & Mail*]

♦ **LCdr(P) Ernest Patrick LOURME, CD**, RCN (Ret'd)**

83 in Dartmouth, NS 19/03/13. Jn'd. RCN 04/49 to RN in '50 for Prep. Crse., fl'd. by Upper Yardman and Subs courses. Prom. SLt 01/53 and Lt 01/55, qual. Lt(P) 11/56 and prom. LCdr(P) 06/63. Srv'd. *Crusader, Sussexvale, Niagara* (flt. trg.), *Shearwater, Bonaventure*, US Armed Forces Staff College and NDHQ. Ret'd. in '84. [SR, *Chronicle-Herald*]

♦ **Surg Lt David Lloyd MacINTOSH, RCNVR (Ret'd)**

98 in Toronto 12/01/13. Jn'd. as Surg Lt 01/40 and srv'd. with RN for diving research, fl'd. by HMS *Philante*, thence York. Rls'd. in '46. [AW, *Globe & Mail*]

♦ **Lt Keith Wilmer PERCIVAL, RCNVR (Ret'd)**

91 in Mono, ON 30/03/13. Jn'd. in '43 as Prob SLt at York. Prom. SLt 09/43 and Lt 09/44. Srv'd. *Caraquet*. Rls'd. in '45. [AW, *Globe & Mail*]

♦ **Lt(P) Roger Michael PYPER, CD**, RCN (Ret'd)**

73 in Ottawa 17/01/73. Jn'd. Venture as Cdt 09/58, prom. A/SLt(P) 09/61, SLt(P) 09/62 and Lt 07/66. Srv'd. *New Glasgow, Oriole*, RCAF for plt. trg., *Naden, Shearwater, Bonaventure*, CFB Esquimalt, CFB Comox, CFRC Winnipeg and NDHQ. Ret'd. in '94. [AW, *Ottawa Citizen*, "Canada's Naval Aviators"]

♦ **LCdr (Ret'd) Roger P. RICHARDSON, CD****

64 in Ottawa 30/03/13. SLt 09/71, Lt 09/74 and LCdr 01/81. [RG, *Citizen*]

♦ **Cdr Douglas Grant SHERLOCK, CD*, RCN (Ret'd)**

Former NOAVI, 84 in Victoria 28/01/13. Jn'd. *Discovery* as UNTD Cdt(S) 10/48, prom. RCN(R) A/SLt 02/50 and Lt(S) 11/51. Tsf'd. RCN as Lt(SB) in '51, prom. LCdr 11/60 and Cdr 07/67. Srv'd. *Haida* (for duties with ADJA Tokyo), York and Bytown. Also srv'd. in Cairo, London, Bonn, Lahr, Halifax and Victoria. Ret'd. in '78. [RT, *Times Colonist*]

♦ **Lt Morris Conroy SHONFIELD, RCNVR (Ret'd)**

91 in Victoria 19/01/13. Jn'd. as Prob. SLt in '43 and prom. Lt 02/44. Srv'd. *Kings, Truro* and *Sarnia*. Rls'd. in '45. [DM, AW, *Globe & Mail*]

♦ **Lt Wellwood Stanley SMITH, CD, RCN (Ret'd)**

91 in Renfrew, ON 03/01/13. Srv'd. RN in WWII and jn'd. RCN in '54. CFR'd 05/62 and prom. Lt 01/65. Srv'd. *SUPLANT, Bonaventure, Cornwallis* and NDHQ. Ret'd. in '72. [Citizen]

♦ **SLt Jessica Gleugh TELFER (nee RIDDEL), WRCNS (Ret'd)**

93 in Montréal 04/01/13. Jn'd. as SLt 02/45 and srv'd. *Stadacona*. Rls'd. in '46. [AW, *Globe & Mail*]

♦ **Lt(SB) William Clarence WILKINSON, CD*, RCN (Ret'd)**

98 in Ottawa 01/01/13. Srv'd. WWII, CFR'd 11/52, prom. Lt(SB)* 04/57 and thence star removal to Lt(SB) (sen. 04/55). Srv'd. *Bytown, Gloucester* and *Niagara*. Ret'd. in '64. [AW, *Citizen*]

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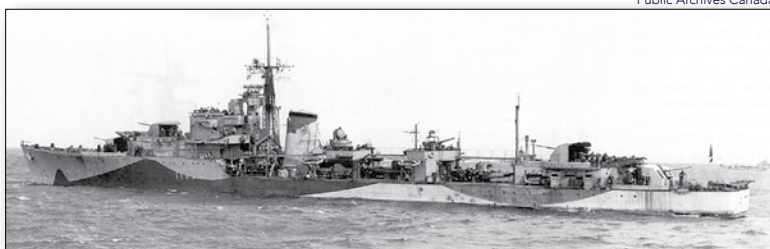


The RCN in retrospect...

'Beauty and the Beast?'

TOP – HMCS *Algonquin* (1st), a V-class destroyer (not a Tribal despite her name) as she originally appeared, photographed on D-Day, June 6, 1944 as she participated in bombarding shore targets on the Normandy Coast. Many would argue, perhaps not incorrectly, that the 'modernization' (see lower image) robbed her of her sleek, 'Tribal-like' destroyer silhouette.

BOTTOM – Fast forward to January 5, 1954 and HMCS *Algonquin* (1st) commanded by Cdr P. F. X. Russell, RCN, is seen as she sails from Halifax with the 1st Canadian Escort Squadron as senior ship on a three and one-half month cruise that will take her to San Juan, Puerto Rico, Norfolk, Virginia, and several ports in the West Indies. She is shown in this image as she appeared following an extensive 'modernization' completed in early 1953.

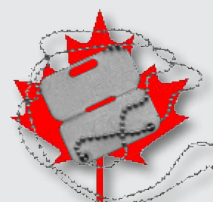


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