

# Starshell

‘A little light on what’s going on!’

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

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## OUR COVER

## HMCS PROTECTEUR

HMCS *Protecteur* in happier times, date unknown. The ship suffered a disabling engine room fire while at sea on March 6<sup>th</sup>, 2014, fortunately resulting in only minor injuries to twenty members of her ship's company. She was subsequently towed to Pearl Harbor by the US Navy tug USS *Sioux* and currently awaits a decision as to whether she will be repaired or paid off.

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# Starshell

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## the editor's desk

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



Once again the time has arrived for another issue of *Starshell* and once again, my desk overflows with material. But first things first...

This year being the 100<sup>th</sup> anniversary of submarines in the RCN, we officially kicked off our *Starshell* recognition of the event in the last issue with my predecessor as editor of this magazine, Mike Young's historic account: **'One Hundred Years of Submarines in the RCN.'** In my haste to complete the issue on schedule, I neglected to mention the fact the article

was originally published in NAC Ottawa's November 2013 edition of *Soundings*. I would like to express my apologies for the oversight to NAC Ottawa, *Soundings* editor Richard Archer and author Mike Young. You can read the latest edition of *Soundings* at <http://www.navalassoc.ca/images/soundings/Spring%2014.pdf>

This issue we follow Mike's capsule history with another dealing with the need for submarines in the Royal Canadian Navy entitled **'Does Canada Need a Submarine Capability'** written by Norman Jolin and originally published in Volume 11, No. 2 of *FrontLine Defence*—

<http://www.frontline-defence.com> My thanks to both the author and *FrontLine* Editor-in-Chief Chris MacLean for their permission to repeat this noteworthy article in *Starshell*.

Finally, I would like to welcome a new contributor aboard ... Bill Clearihue of Toronto Branch. Those 'on-line' will be familiar with Bill's entertaining anecdotes that periodically grace the NAC network. We are pleased he has agreed to include a spattering of these under *Bill's Corner* beginning in this issue of *Starshell*. Enjoy!

Yours aye

*George*

## Underwater Sovereignty and Surveillance...

# Does Canada Need a Submarine Capability?

By Norman Jolin



"We have no eternal allies, and we have no perpetual enemies. Our interests are eternal and perpetual, and those interests it is our duty to follow."

Henry Temple, 3<sup>rd</sup> Viscount Palmerston

In 2010, the Royal Canadian Navy marked its centenary, causing Canadians to reflect on how our Navy has mirrored the development of our nation. As the 20<sup>th</sup> Century unfolded, so did Canada's responsibilities as a sovereign nation. Today, our national priorities are no longer decided by others, they are being made in Ottawa, based on Canadian interests and, most importantly, resourced ourselves.

Canada's growth from a former colony

to a respected independent maritime nation has been defined by a number of issues, most notably geography. Possessing the world's longest coastline, we are simultaneously an Atlantic and a Pacific and an Arctic nation. Moreover, this expansive and very diverse geography has forced us to develop uniquely Canadian approaches to the defence of our nation, which have necessarily included participation in global alliances.

In response to Canadian national inter-

ests, throughout the latter half of the 20<sup>th</sup> Century and up to the present, Canada's maritime forces have been the unseen police officer patrolling the vast expanses of Canadian waters or acting on behalf of Canadians in far off waters. Submarines have always been an integral part of maritime defence. However, by their complexity and the nature of their capability and employment (much of which is unseen by the public), they have become a most misunderstood platform—but one

that has none-the-less contributed significantly to Canadian sovereignty.

### But why does Canada need submarines?

In these times of continuing fiscal restraint, where the post-Cold War threat is no longer quite so obvious, Canadians understandably question the need for submarines. The answer is threefold:

- There is a continued need to control Canada's three-ocean estate to ensure our national sovereignty;
- to achieve this, we need a distinctly independent Canadian underwater presence in areas of our national maritime interest; and,
- to be truly effective, Canada must be able to provide a balanced mix of maritime forces (surface, sub-surface and air) for both peacetime and wartime functions that includes a covert underwater capability.

Operating submarines allows Canada to assert full control over and under Canadian territorial waters and economic zones, which underpins our claims of national sovereignty. Through a balanced maritime presence, Canada gains the understanding of what is over, on and under our waters while maintaining the ability to deter unwanted intruders. Furthermore, balanced maritime forces—which include surface warships, submarines and aircraft—protect vital Canadian national interests, particularly the ocean going trade that is essential to our economy.

### How does Canada use submarines?

The main peacetime role of our submarines is contributing to national sovereignty—achieved through underwater ocean patrols. Additionally, secondary roles include—support to Special Operations forces and other government departments, as well as the training of other domestic and international military units.

National sovereignty, much like law

enforcement, requires a meaningful presence, an essential part of which is the ability to effectively conduct covert operations.

This is a form of deterrence whereby any potential adversary faces a problem that is compounded by elements of surprise and doubt, thereby increasing the available options for the Government to demonstrate or imply a presence.

It is important to keep in mind that an effective underwater presence demands a credible and covert underwater capability that fixed sensors and occasional surface and air patrols contribute to, but cannot provide on their own.

While Canada remains, geographically, the second largest country in the world, it is also a coastal state with an unques-



tionable (yet often underestimated) requirement for effective maritime coastal security. The harsh realities of coastal operations in Canadian waters demand a long-range deep sea, or blue water, capability that is independent of the weather, and can also include a capability to monitor activities in the approaches to the Canadian Arctic Archipelago. This type of work requires a vehicle that can covertly patrol far from land, unsupported for extended periods, operating in extremely challenging acoustic conditions in vast areas of ocean, whilst remaining flexible to changing circumstances. Only a submarine can provide this covert capability.

These requirements are not new and Canadian submarines have, for decades, quietly contributed to national sovereignty efforts, mainly in the Atlantic Ocean.

In the 1980s, heretofore classified operational surveillance work (well beyond

our 200 nautical mile economic zone) gained Canada well respected international submarine credibility (particularly among the submarine forces of our most important maritime ally, the United States) as we tracked Soviet submarines. Canadians conducted these covert submarine patrols in response to national interests, thereby allowing the Government to control the entire operation and not be subject to conflicting alliance or coalition requirements. Canada then determined what information gleaned from these patrols was to be shared, and with whom.

Canadian submarines have also conducted counter-terrorism support to Special Operations forces and have been very successful in—and continue to support—constabulary roles, such as narcot-

ics-interdiction, fishing violations and illegal immigration.

In fact, it was during the 1990s that Canada's Oberon-class submarines provided critical support to RCMP counter drug operations and, most notably, to the Department of Fisheries and Oceans in conducting fisheries patrols with

embarked Fisheries Officers.

A recently declassified review of Canadian submarine operations by the Department of National Defence's Naval Historian highlighted how an increased awareness of submarine capabilities enabled Canada to use submarines as a deterrent during the 1995 Turbot War with Spain and the European Union. It is important to remember that these are national taskings in the national interest, and cannot be supported by allies or other non-national submarine assets.

In times of tension, submarines offer the government of the day viable response options, as they can be quickly deployed in support of Canadian foreign policy as part of alliance or coalition operations. In wartime, our submarines would be used primarily to deny an adversary access to our sovereign waters or to disrupt Canadian interests, particularly those affecting

security or ocean-going trade.

### Sovereignty Options

Think of our submarines as a piece of Canada out on a station, exerting a distinctively Canadian presence. The independent mission flexibility of a submarine can vary from an unprovocative patrol posture to directed operations (against illegal fishing, drug smuggling and terrorists), through to a full wartime capability if necessary. Simplistically, National Sovereignty is about managing the water space, and to do that, we must maintain a physical capability to put presence in important places that are the choosing of Canada, not our allies.

Canadian submarines operating independently under firm Canadian control and able to be deployed or withdrawn (either announced or unannounced), is unquestionably a powerful tool in asserting national sovereignty. Much like the marked police car of law enforcement, a surface warship provides a visible presence, but the submarine provides the invaluable capability for covert surveillance activities and follow-on unaltered operations.

But there is another side to the need to maintain a submarine capability—to quote Vice-Admiral Lynn Mason, former Commander of the Canadian Navy: “Dollar for dollar, the submarine is the most effective platform for a navy with modest means. In fact for many of the world’s ocean-dependent nations, an adequate submarine force is the prime sea-going naval deterrent and the mainstay of maritime sovereignty enforcement.”

Clearly there remains a requirement for an effective balance between surface, sub-surface and maritime air assets, as no one platform can effectively do it all. That said, modern ocean-going conventional submarines typically have a crew one-quarter the size of a modern frigate or destroyer and incur significantly lower operating costs. The ability of a submarine to conduct lengthy independent operations without external support, such as

replenishment ships and forward operating bases, further underscores their utility in a balanced maritime force mix.

Vice-Admiral Peter Cairns, another former Commander of the Canadian Navy, once likened the situation to a craftsman with his toolbox. Remove any of the important tools and the Commander will struggle to protect these national interests—perhaps less effectively—with the remaining tools.

We all recognize that the realities of Canada’s geography will continue to strain finite fiscal resources when it comes to the national interests, however, such critical requirements can only be satisfied through the effective use of all available tools in the proverbial toolbox. For a nation with the fiscal resources of Canada, submarines, much like aviation platforms, are an effective and efficient tool to secure such an extensive ocean domain and maintain a sovereign presence throughout



its EEZ (Exclusive Economic Zone).

### What is the value of a submarine capability?

In 2012, at the official opening of Canada’s National Naval Monument, Prime Minister Steven Harper publicly acknowledged that “Canada and its economy float on salt water”—a fact that may not be fully appreciated by the average citizen. Canada is a trading nation and our economy depends on the free flow of trade. Over 90 percent of all world trade is moved at some point by sea, so it is as important to the farmer in Saskatchewan, as it is to the industrial manufacturer in Ontario, to have unfettered access to international trade to get their products to the increasingly global marketplace. Our economy depends upon this and it is in the national interest of Canada to ensure we have the capability to protect that ocean-going trade.

Without a doubt, submarines are a

logical component of a flexible, general purpose, combat capable maritime force. Clearly, a balanced maritime force with a credible sub-surface component is the best way to respond to the fiscal concerns of Canadians. Submarines can give medium sized maritime nations with modest means, like Canada, much more ‘bang for the buck.’

One only has to look at Australia, a nation with similar interests, and ask why they have invested so heavily in submarines. A quick look at a map will show they face the same problem as Canada: that of providing meaningful sovereignty over huge maritime areas of responsibility.

### Whither 21<sup>st</sup> Century Canadian sovereignty?

The 21<sup>st</sup> Century is seeing a truly global interest in international trade and resource exploitation—areas where Canada has deep-rooted, sea-based, economic interests that underpin our national economy.

Long gone are the halcyon days of discovery where planting a flag conferred ownership and title. As we approach the centenary of the First World War, when Canada stood up

as a sovereign nation, one must take a moment to fully appreciate the price of that sovereignty. If Canada wishes to continue to assert a claim of sovereignty over this vast maritime domain and all the riches therein, then we have an obligation to protect it with balanced maritime forces.

While we will continue to have like-minded interests and share security concerns and resources with our allies, a sovereign nation will always have unique national interests that must be protected by that nation alone. A balanced Navy with a submarine capability gives Canada that capability.

To answer the question of why Canada needs to maintain a submarine capability, we hark back over 160 years to Lord Palmerson’s prophetic words. Canada has unique interests as a nation, and if we are to credibly assert our sovereignty over these interests, we need to field a balanced

mix of maritime forces that include a covert underwater capability as an essential element of these forces.

*Norman Jolin is a former naval officer who*

*retired from the Royal Canadian Navy after thirty-seven years of service in 2011. He is currently an independent defence and strategic analysis consultant.*

*This article was originally published in Volume 11, No. 2 of FrontLine Defence and is reprinted here with permission.*



## from the bridge

Jim Carruthers | President | [jimc@rruthers.com](mailto:jimc@rruthers.com)



## An update

A question I have heard more than once — ‘*what does national do for the dues we pay?*’ — A good question. What it doesn’t do is provide the local interaction and camaraderie your Branch provides. Hopefully you will have seen some tangible evidence in the NAC NEWS—it is focused on our goal of supporting our Navy today and working to make sure we continue to have a strong RCN in the future.

Recently I had the opportunity to brief the Commander Royal Canadian Navy (CRCN—a NAC member) and a number of former Commanders on Naval Association of Canada progress, with an emphasis on support of the RCN. The initiatives listed below represent a multilevel approach, they do not exist in isolation, they are closely interrelated, each enabling others—the listing is in no particular order.

### ■ MEMBERSHIP

NAC membership is open to anyone interested in supporting our Navy regardless of rank, occupation or background. This has begun to change membership makeup, particularly in the Ottawa Branch which will most likely reach 400 members this year with serving members (ranging from Naval Cadets to CRCN), government, industry and academia joining.

### ■ TEAM

These listed initiatives are supported by a

wide group of NAC members, uniformed, retired and civilian. None of these initiatives would be possible without the support of a group of dedicated volunteers. Our future will be assured by having a large number of involved members spread across the country.

### ■ NAVAL CADETS

An introductory membership initiative where those under training can join free of charge is being implemented at Royal Military College where fifteen Naval Cadets (NCdts) have now joined. We expect other universities will follow. We are currently investigating how this can be extended to NCMs during their initial training.

### ■ BATTLE OF THE ATLANTIC GALA

While honouring our vets is a prime rationale, the dinner was also organized to provide a vehicle for government, industry and naval leadership to socialize with the aim of helping advance the goals of the RCN. Now in its second year and enjoying more widespread corporate support, the dinner also generates much needed funds for NAC naval affairs initiatives.

### ■ ANNUAL CONFERENCE

Now in its third year, the conference is held in conjunction with the NAC Board and Annual General meetings. We have created a quality venue which provides a valuable platform for discussion of issues

of importance to the RCN. The subsequent quotations in prestigious journals and use of material presented at the conferences attests to the contribution this initiative is making.

### ■ SUBMARINES

The need to change the submarine narrative has been identified as a naval priority. The 2014 NAC Conference will be dedicated to discussing the past, present and future of Canadian submarines with emphasis on examining the need for submarines. A powerful collection of speakers has been assembled which will support informed discussion from both sides of the question. This will be an opportunity to open discussion with ‘The City’ (decision makers be they government or civilian) and provide a base of published material that can be used by all in moving the issue ahead.

### ■ NAVAL AWARD

An award is needed to focus attention not only on those who have built the RCN, but to provide a vehicle to publicize our Navy. During the coming months we will work to create an award of the highest level which would be awarded for the first time at the 2015 BOA GALA.

### ■ OUTREACH

Education of Canadians as to the need for a strong and vibrant Navy must be a multilevel approach. Many of the preceding



initiatives are directed at informing Canada's leadership. A program has also been initiated to bring the discussion to the grass roots level. A packaged presentation has been developed and tried on local Ottawa service clubs. Lessons learned have been incorporated and it will be rolled out to NAC Branches nationwide.

#### ■ MONTHLY SPEAKERS

Branches across the country have a monthly speaker program as a mainstay of local events aimed at supporting the camaraderie of members while educating the membership so they can carry the message into the community in their everyday lives.

#### ■ CHANGE THE NARRATIVE

Although not a NAC initiative per se, I have personally undertaken to address changing the negative narrative that seems to be impacting the government's perception of the RCN's ability to execute on the National Shipbuilding Procurement Strategy (NSPS)—in an attempt to counteract those intent on seeing it not succeed. We have, unknown to most, a very successful history in developing and building ships and systems in Canada. We as a country have delivered world leading results over and over again from the incredible feat of WWII shipbuilding, up to the Halifax-class Modernization (HCM) success. It is proposed to write articles which would appear in publications such as the *Hill Times* to start educating 'the city,' plus develop lectures for junior and senior officers and a package that can be used by Branches across the country.

#### ■ RESERVES

Historically there was a strong connection between reserve units and local Branches, however, that has atrophied in the past decade. Following meetings with RAdm Bennett and Cmdre Craig as to how NAC and the Naval Reserve might cooperate to our mutual advantage, a pilot program is being established in Vancouver between our NAC-BC Branch and HMCS *Discovery*, lead by John MacLean.

#### ■ AUTHORS

With the success of the BOA dinners and

conferences, the Association has been able to build a small war chest which will now allow it to move out in building support for the RCN. A 'stable' of respected authors is being assembled and the funds will be used to support research and development of papers on subjects important to the progress of our Navy. The intent is not only to publish content making the argument for a strong navy, but to do it based on strong background work such that the output can be used in future discussions on the hill.

#### ■ ENDOWMENT FUND

The NAC has a National Endowment Fund which supports not only initiatives such as the *Canadian Naval Review*, CNMT, the homecoming statue in Victoria, vet-

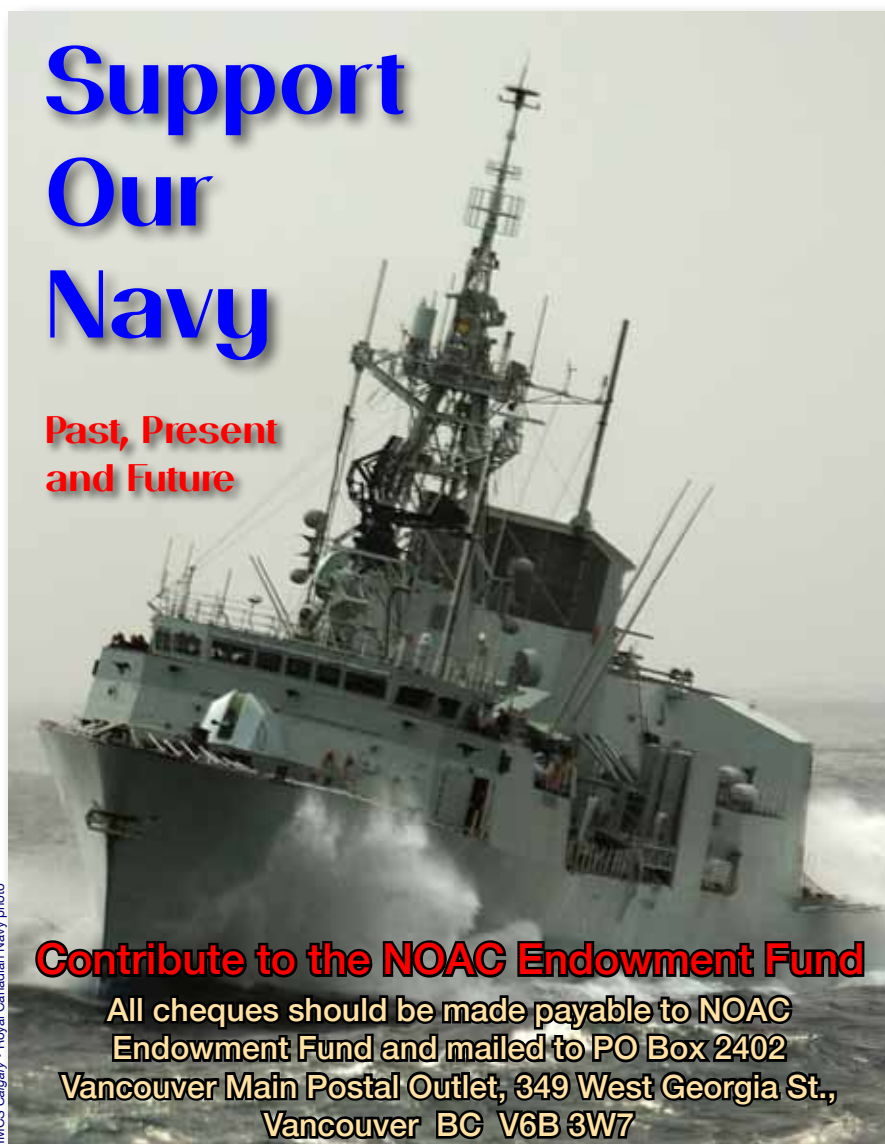
erans' homes and other projects, but is a proud supporter of Sea Cadets through the RCSCEF scholarship activities. This will grow in coming years.

#### ■ FINANCIAL VIABILITY

A fact of life is nothing is possible unless sufficient funding is available. There is unlikely to be government funding available any time in the foreseeable future so NAC has undertaken to create and operate profitable functions which not only achieve an aim in themselves, but spin off the funds necessary to support naval affairs research and publishing. This has been done and the NAC is in a strong financial position.

Yours aye

*Jim*



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HMCS Calgary • Royal Canadian Navy photo





## the front desk

Ken Lait | Executive Director | [executivedirector-nac@outlook.com](mailto:executivedirector-nac@outlook.com)



After two long years, the odyssey to change the name of our Association to the more inclusive Naval Association of Canada, and to have our Letter of Continuance granted by Industry Canada to maintain our federally incorporated status as a Not-for-Profit entity within the Canada Not-for-Profit Corporations Act S.C. 2009, c.23 (hereafter referred to as 'The Act,' was completed with the issue of our Letter of Continuance dated 26 February 2014, which you will now find on our website under NAC Governance. I would like to thank all those who assisted in reviewing documents and who provided input to the process that enabled us to achieve this milestone. As we move ahead we are now starting the first of many new processes necessary to fulfil our objectives and maintain our status as a Not-for-Profit Association and voice of Our Navy.

The purpose of The Act was to put in place, for all Not-for-Profit corporations, an accountable and regulated governance structure, with practices, by-laws responsibilities and obligations of Directors and Members, and financial and administrative processes in line with Corporate Canada best practices.

From a financial perspective, our Treasurer and the Endowment Fund Trustees have kept us in good standing with Canada Revenue Agency (CRA). The Treasurer has already called for end year financials from all Branches and by using his Guidance to Branch Treasurers; we will continue to meet the requirements of the Act.

Although it is five months until we elect the first slate of Directors under the rules of The Act, the process is much more prescribed and, with this issue of *Starshell*, we are starting the process. Until now, the

Board nomination process was automatic for Branch Presidents and for the current holders of Officer and ex-officio positions. Voting on the slate was by Branch Presidents only in accordance with the old By-Laws. Under the new Act and by-laws developed in accordance with it, any member may submit nominations for the Director's positions on the Board. Ex-officio and Officer positions cannot be used as a nomination tool as it is the responsibility of the Board, once elected, to appoint Officers as appropriate to the requirements of the Association. Finally, and possibly the largest change for us, the election of Directors is by majority vote of the members. Thus, even though it is anticipated that the current Directors will for the most part stand for re-election, they must be nominated and re-elected in accordance with the new Act.

The timeline envisioned for 2014, considering the mandatory notification times and the voting process before the October AGM, where all members, and not just the Branch Presidents as in the past, are now eligible to vote is:

**(1) Spring *Starshell*** – Call for Nominations.

**(2) June 16, 2014** – Nominations submitted to Executive Director as Secretary to the Nominating Committee. There is no limit to the number of nominations that may come from any single Branch. It must be emphasized however, that the 'Branch' does not make a nomination and a nominee does not 'represent a Branch.' Elected Directors sit on the Board and make decisions for the greater good of the Association. Board members do not

represent a Branch *per se*, but will ensure that any decision made is in the best interests of all Branches and thus by inference, will be in the interests of the Branch to which they belong. A person cannot nominate themselves, so it is incumbent on the person making the nomination to ensure that the nominee fully understands his duties as a Board member and will execute those duties accordingly if elected;

**(3) June 25, 2014** – Consolidated list submitted to Chairman of the Nominating Committee who shall review the nominations and compile a recommended slate of candidates for election to the Board of Directors, noting in particular candidates for the Officer positions within the Board;

**(4) Summer *Starshell*** – A candidate list of Directors with information provided from their nomination forms will be published in *Starshell* allowing all members sufficient time to review and make their decisions before the AGM. There is no formal campaigning and the process does not involve travel or personal expenses. In the past, financial compensation for travel has been limited, with large Branches expected to cover costs of their representatives and small Branches being given consideration for some financial assistance. For future travel, the Board will need to review the current policy and put in place a policy that is fully compliant with current CRA guidelines. At this time, there can be no guarantee for Board members that their expenses will be covered and as volunteers, they must be willing to

accept a financial commitment of their own to the execution of their duties as a Director.

(5) Voting will take place at the Annual General Meeting, Saturday 4 October 2014. All members in attendance will be eligible to vote at that time for the new slate of Directors. For members not attending the AGM, a Proxy Vote form with directions for completion and submission will also be included in the Summer *Starshell* and on-line. If the member is mailing in the Proxy, it must be received no later than Monday, 29 September 2014. Proxy votes can also be hand-carried by attending members and must be delivered no later than Thursday, 2 October.

(6) At the end of my column you will find a nomination form. An electronic version will also be posted on the NAC website. The nomination can be submitted electronically and must be time-dated on or before 16 June 2014. Paper nominations are to be post-marked by 11 June 2014.

Director responsibilities and obligations to the Association have been detailed in the Act. Directors do not represent a Branch, but they do represent the membership at large and are responsible to make decisions and take action that is in the vested interest of the National Association. Directors have legal responsibilities and rights defined in the Act and I encourage any person who is considering putting their names forward for consideration as a Director to read the Act on this issue. I also encourage those making a nomination to read the Act so that they understand what they are asking of their nominee. The Act can be found on the Industry Canada website at <http://www.canlii.org/en/ca/laws/stat/sc-2009-c-23/latest/sc-2009-c-23.html> and the relevant sections are Parts 9 and 10. I was going to include the above in this article but the sections run to 15 pages and their reproduction would come at the expense of many other good articles in this issue of *Starshell*.

## GET ON THE 'NAC NEWS' LIST and GET IN THE KNOW!



NAC is now sending out naval news of interest on a weekly or better basis but don't reach a large part of our membership simply because we don't have your email addresses. Should anyone have an email address and not be receiving these news items from me, please drop me an email and I'll add you to the list. So, don't delay ... **Get on the 'NAC NEWS' email distribution list today!**

**JIM CARRUTHERS**  
jimc@rruthers.com

The Act allows Directors to serve for terms up to three years and, where no term is specified, only until the next meeting at which Directors are elected. For our initial election a full slate of Directors is required and the NAC will be looking for Directors to indicate the length of term they are willing to serve. This election will group candidates into terms of 1, 2 and 3 year lengths, so that all future elections will only require a one-third turnover, providing better stability in the governance and

succession planning for the NAC.

This is a new process for our Association and I expect there will be additional questions to be answered and issues that need to be considered. As we move forward I solicit input to the process so that the Board may consider it and ensure that the processes in the next iteration of the NAC Guidance Manual are workable and in accordance with the Act and our national mission and objectives.

Yours aye

*Ken*

PLEASE PRINT

### Nomination Form – 2014 Naval Association of Canada Board of Directors

NOMINEE: \_\_\_\_\_ BRANCH: \_\_\_\_\_

LENGTH OF TERM: \_\_\_\_ 1 Year \_\_\_\_ 2 Years \_\_\_\_ 3 Years

BACKGROUND: \_\_\_\_\_

NOMINATED BY: \_\_\_\_\_ BRANCH: \_\_\_\_\_

**MAIL TO:**  
Executive Director  
Naval Association of Canada  
308 Kennedy Lane East  
ORLEANS ON K1E 3M4

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executivedirector-nac@outlook.com

## mail call

### Letters to the editor



#### Whatever happened to 'Meet the Navy?'

My father, CPO Ivan Romanoff, was one of the musical directors of the stage show and movie 'Meet the Navy.' I am his filmmaking and piano playing son who needs to raise \$10,000 to make a long overdue documentary entitled 'Whatever Happened to Meet the Navy?'

Please come to my *CrowdFunding* site and notify all your RCN friends to click and pledge for this most worthwhile project. The site address is: <https://www.indiegogo.com/projects/meet-the-navy-1946-film-royal-canadian-navy>

And, while you're at it, take a look at the movie this documentary will be all about:

<http://www.youtube.com/watch?v=d2pFecD3Ug8>

For further information, you can contact me, Sergei Romanoff,

at [romanoff@sasktel.net](mailto:romanoff@sasktel.net) or by telephone at 306-934-1958 (home) or 306-717-4996 (cellular).

**Sergei Romanoff, Producer, Director, Host**

#### Looking for HMCS *Haida* Sick Bay artefacts

Dr. Joseph Homer is one of HMCS *Haida*'s newest volunteers, welcome aboard! He is embarking on a project to refurbish *Haida*'s Sick Bay to the time period World War II through to the Korean War. In order to do this, he is looking for any equipment, medical supplies, photographs, names, medical logs, and to compile a list of past-serving medical officers of sick bay tiffy's.

If you know of anyone who can offer assistance, please contact the Doc at [jjhomer41@gmail.com](mailto:jjhomer41@gmail.com)

**Jerry Proc, [jerry.proc@sympatico.ca](mailto:jerry.proc@sympatico.ca)**

## the briefing room

### Items of interest



#### Naval Museum of Halifax receives donation to launch exhibit on World War I



On Thursday, February 6<sup>th</sup>, a cheque for \$1,000 was presented by Doug Thomas (far left) President NSNOA to Cdr. Scott Guild, Base Administration Officer, who accepted the cheque on behalf of the Naval Museum of Halifax (formerly the Maritime Command Museum) in the presence of Museum Director, Scott Guild (centre). The donation comes from the Naval Association

of Canada's Endowment Fund.

In recognition of the 100<sup>th</sup> anniversary of the commencement of the First World War, the grant will aid in developing an exhibit, which will tell the story of the Royal Canadian Navy's role. Museum staff, volunteers and subject matter experts are currently in the research and design phase and expect the exhibit will reach a broad audience in the Halifax region. The Nova Scotia Naval Officer's Association recognizes that the museum plays an important role in helping to interpret the naval history of Canada and is proud to support this venture.

#### Louis Audette on the Battle of the Atlantic

NAC members are alerted to the fact that a very important and informative address by the late-Louis Audette to the first meeting of the Canadian Committee for the History of the Second World War at St. Jean, on Trafalgar Day, 1977, is to be published in the upcoming Spring 2014 edition of the Canadian Nautical Research Society's quarterly publication *Argonauta* at the end of May or early to mid-June. The article (along with previous issues back to 2001) will be found on their website at [http://www.cnrs-scrn.org/argonauta/index\\_e.html](http://www.cnrs-scrn.org/argonauta/index_e.html)

To put it in the words of NAC Director Naval Heritage and former D HIST, Dr. Alec Douglas: "I would like today's young scholars and sailors to become acquainted with

this extraordinary man, veteran of the Battle of the Atlantic, member of the Mainguy Commission, descendant of Pierre LeMoyne d'Iberville, and to consider his words about Canadian naval heritage."

## NAC Shield and Book Award for 2014



Former NOAC National President Mike Cooper is seen above presenting the NAC Shield and Book Award to A/SLt John J. Lee at the annual Naval Technical Officer awards ceremony held at the CF Maritime Warfare Centre, *Stadacona*, on March 6<sup>th</sup>, 2014. A/SLt Lee was born in South Korea, coming to Canada when he was eleven. Spending his teenage years in Mississauga, he graduated from the University of Toronto with Bachelor's and Master's degrees in electrical engineering. He is currently a student at the CF Naval Engineering School in Halifax.

## Bronze Medallion awarded to Jim Wood

We are very pleased to report that a Bronze Medallion was presented to the late-Jim Woods at the Winnipeg Branch luncheon last September. Jim was an active member of NOAC Winnipeg Branch for more than fifty years. Regrettably, he became ill shortly after the presentation was made and he passed away on February 25<sup>th</sup>, 2014. Jim's passing was felt by all those in the Winnipeg naval community. (*Apologies for image quality. Ed.*)

Ron Skelton, NOAC Winnipeg



## Montréal Branch raises funds for 'Soldier On'



NAC Montréal Branch raised \$1,015.00 for 'Soldier On' recruiting the talents of members of the Black Watch of Canada RHR, 4 HSG and CCMRC *Victory*. Charles O'Leary, 2<sup>nd</sup> Vice-President of NAC Montreal conceived and coordinated the first annual 'Ho Ho Ho Christmas Variety Show' held in HMCS *Donnacona* in early December. Celebrating the accomplishment above are **L to R:** NAC Montréal President Dennis Baird, the CO of CCMRC *Victory*, Lt(N) Julie Guilbert, Maj Rachel Heude of 4 HSD, Cdr Luc Morin of HMCS *Donnacona*, Petit Choeur Director, Mr. Mike Dagenais and Claude Beaubien. Missing: Charles O'Leary, the Project Manager.

## Chicoutimi step closer to returning to ops

**CFB ESQUIMALT LOOKOUT – April 28, 2014** — HMCS *Chicoutimi* was under tow April 16<sup>th</sup> to conduct a camber dive. This was a key moment in the submarine's Extended Docking Work Period that began in 2010. The dive is an early stepping stone to *Chicoutimi*'s return to the fleet expected later this year, as it advances through an extensive test and trial program.

A camber dive verifies the sub's watertight integrity, as well as the functionality of communications and other key systems. Dives occur in protected harbours where the water is deep enough for the sub to be fully submerged. Before returning to operational service, a submarine must be certified following the successful completion of alongside tests and sea trials. The submarine must also be manned with a qualified and experienced crew and be deemed to be safe to sail, conduct trials and execute operations in accordance with their readiness status.

*Chicoutimi* will return to operational service with the RCN once it completes its period of testing and trials required under the tiered readiness program. The submarine is expected to complete testing and trials by mid-2014.



## Schober's Quiz

By George S. Schober, NOAVI

Our 'quizmaster' George Schober is taking a well earned 'Make & Mend' this issue (the first time in 65 editions of 'Starshell'!) All the best George!

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## New on-line link to RCN vessels

My buddy on the West Coast, CPO2 Ken Levert, Cox'n Home Fleet Shore Office, has drawn my attention to a comprehensive on-line listing of all RCN ships.

For the majority of the ships you can click on the vessel's name and see photographs, CO lists and some of the crew members. As Ken states, "BZ to whoever put this together, it's a masterful work of finding, assembling and sorting a huge quantity of information." The list is available at the following url:

<http://www.forposterityssake.ca/RCN-SHIP-INDEX.htm>

For interest sake, if nothing else, I asked my 'resident expert' Fraser McKee to take a look at the listing. His assessment follows:

*"Most information is available from other sources, e.g., Ken Macpherson and, for people lost, the new 4-volume set by Robert D'Aoust, and so on. Even the photos are all pretty standard.*

*I checked ships I served in as examples; seems accurate (the odd very minor error, e.g., Wallaceburg listed under 'minesweepers' which she never was, only an ocean escort during the war, not ever fitted for 'sweeping.' 'Crossed the Bar' is minimal — SLt Don French in Vison later killed when Shawinigan was lost, not shown. Harold Beaumont of Ambler, one of her COs, is long since demised, but postwar.*

*I had fun looking up what he'd collected, but I have most of the original 'sources' except they themselves were really secondary to D HIST records!*

*There's always a danger using such as this as a primary reference, when he's already used those such as Macpherson, etc., but it's interesting as a browse source, and shows a lot of work."*

Indeed!

The Editor



## The Little Known Navy

By Fraser McKee

## Signals...

A signal taken in by the frigate HMCS *Sussexvale* on entering Callao, Peru in 1960, originated by the Squadron Engineer Officer, J. Y. Clarke:

TO CORTON 4 FROM CANCOMCORTON 4

DOMESTIC WATER IS NOT TO BE TAKEN  
ABOARD UNTIL PASSED BY SQUADRON  
ENGINEER OFFICER BT

## Destroyerata

Go placidly amid the troubled waters,  
And remember what peace there may be in port.  
As far as possible, without surrender, be on good terms  
with Father.

Stand to attention, quick march, off caps; speak your  
truth quietly and clearly; even the dumb and ignorant  
can make up a good story.

Avoid the engine room. It is hot and noisy.  
Speak glowingly of those greater than yourself.  
And heed well their advice, even though they be  
turkeys.

Know what to kiss and when.  
Keep interested in your DO, it makes him feel needed.  
Don't screw yourself. Especially do not avoid cleaning  
stations.

Despite the changing fortunes of time, be comforted  
that in the face of all heredity and disillusionment,  
there is always a career outside as a school janitor.  
Remember the BONAVENTURE, the BRAS D'OR and  
Integration.

Gracefully surrender your mess kit.  
Practice Action Stations daily, just in case of sudden  
misfortune.

But do not close up too quickly or the XO may be  
pleased.

Take heart amid the deepening gloom, the radio station  
is still on the air. And reflect that whatever misfort-  
unes may be your lot, it could be worse in Halifax.

You are a fluke of the universe.

No less than the hammerhead shark.

You have no right to be here.

And whether you hear it or not,

The universe is laughing behind your back.

And whatever your hopes and aspirations, remember  
to wear a cap and not to butt your cigarettes on the  
deck.

With all its hopes, dreams, promises and planned  
maintenance,

The destroyer still steams on.

Don't give up the ship.

After Max Ehrmann, 1872-1945; 'Deciderata' of 1927

(And submitted by my 'usual source' FMCK. Ed.)



# NAC Ottawa

## Battle of the Atlantic Gala Dinner

### Canadian War Museum - May 3<sup>rd</sup>, 2014







All photos  
contributed by  
Bernard Cornell  
NAC Montréal

## canadian naval heritage

a wee glance in the reciprocal...



## Coronation Day...

June 3<sup>rd</sup>, 1953

By Cullis 'Cully' Lancaster, NOABC

In 1953, I was a Naval Reserve officer on board the cruiser, HMCS *Ontario*. We were part of the Canadian Naval Contingent to the Coronation of Her Majesty Queen Elizabeth II. Our ships were part of the Review of the Fleet at Spithead taking place about ten days after Coronation Day. The contingent was made up of the aircraft carrier HMCS *Magnificent*, the two cruisers *Quebec* and *Ontario*, the destroyer *Sioux* and two frigates filled with university students doing summer training.

Part of the extra people on board the ships was the naval marching component which was to march in the Coronation procession. This unit was commanded by Commander Robert Welland and was made up of selected representatives from all parts of the Canadian Navy.

HMCS *Ontario* anchored off Portsmouth in the designated position for the forthcoming review. On Coronation Day, a group of us in *Ontario* were able to get ashore to see the parade in London and the activities there. So that a maximum number of people could watch the parade, almost every space along the procession route was vacated to make room for viewers. We were able to get tickets for an office on the second floor on

Regent Street. The glass in the window of the office had been taken out and bleachers had been erected inside to accommodate the largest number of people. There was a television set in the room and a very nice luncheon was served. Snacks and drinks were available. We were fortunate to be in the room because it rained all day and the weather was fairly cool.

We left the ship early in the morning and took the train to London. We went

guests and principals to Westminster Abbey. Every part of the service was seen in detail.

As an aside, the commanding officers of the ships at the Coronation Review and their wives received invitations to be guests in the Abbey. One of our captains had been in the Royal Navy before joining the Canadian Navy. He had divorced his wife for the wife of another officer many years before. A message came to the ship saying that the organizers of the Abbey events understood that a divorced person had received an invitation. The message was hidden away until after the ceremony. The captain and his new wife went to the Abbey.

When the crowning ceremony was over, the procession left the Abbey to go back to Buckingham Palace. So that as many subjects as possible could see the Queen, a long parade route was followed through the streets of London.

In a Royal Parade, the order of seniority of the units involved is a reverse of most parades. The most senior units are closest to the Sovereign. The procession back to the palace was headed by representatives of the Colonies. Then contingents from the Dominions followed. The Canadian contingent was the last of this portion of



Troops at Trafalgar Square in the procession for the Queen's Coronation on June 2<sup>nd</sup>, 1953.

directly to our chosen location to avoid the crowds of people on the streets. The Coronation ceremony was at 11:00 am. It was telecast in black and white. As there were not yet any satellites at that point, fast fighter aircraft were on stand by to fly copies of the tapes to Halifax to be put on the North American television networks. We were able to watch the arrival of all the



marchers.

The Canadian parade component was headed by the RCMP, then the Air Force, next the Army and last and closest to the Queen was the Navy platoon. The various British units followed. Air Force, Army and Navy followed by the Guards units and the Household Cavalry. In the procession were the honoured guests including foreign kings and queens, members of the Queen's family, the Prime Minister Clem-

ent Atlee and Winston Churchill.

Each unit of the whole parade had a Guards officer walking beside them with a measuring stick to make sure everyone was marching at the same pace and the same length of step.

After the parade had passed, we left our viewing space to go to Buckingham Palace to see the Queen and Royal Family come out on the balcony to greet the crowd. It was still raining so it was dark and un-

pleasant but it was a great thrill to be part of an historic event. I was able to get a good view of all the happenings as I found a spot on the base of the Victoria Monument which is right in front of the palace.

When the ceremonies and appearances were over we went back to Portsmouth to prepare for the Fleet Review which would be in a few days time.



# This will have to do

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

## Part Three ~ Far East Fleet Exercises

**EDITOR'S NOTE** – We left Midshipman Welland in Singapore, his leave just having been stopped for a month in 1937 as a consequence of an incident that occurred when conveying the Royal Marine Band aboard HMS Emerald ashore.

A part from my boat duties, I had the job of being assistant to the ship's navigating officer, Lieutenant Hardy. It was Hardy's great grandfather, who as captain of Admiral Nelson's flagship *Victory* at the Battle of Trafalgar, held the shot and dying admiral in his arms. He and I and half a dozen officers were very busy writing the instructions for a major fleet exercise in which our Captain was to be in tactical control.

"Our fleet is cast in the role of the Japanese Armed Forces," said Gus [Captain Augustus Agar, HMS Emerald's CO]. "I will be Admiral Yamamoto and we will capture the Island of Singapore." He explained that all ships of the East Indies Fleet and the China Fleet would be under his command for the ten-day exercise; five cruisers, ten destroyers, eight landing craft and support ships of two tankers.

"Plan to land two thousand armed men with stores for three days." Gus described

the defenders: the Army garrison included five thousand soldiers with field guns, vehicles and small arms. There were two massive shore-batteries to fend off warships; these were equipped with 15-inch battleship guns and searchlights. Then there was the Royal Air Force with two squadrons of fighter aircraft and a squadron of sixteen bombers. Those considerable forces would stave off our 'Japanese' invasion.

"We will conduct ourselves like oriental warriors," he said, brushing back his mop of wavy hair and grinning like a poker player holding four aces. "We will employ deception, evasion, spying, terror and any other oriental attributes for which we are given credit." Gus instructed us to make the arrangements to capture a dozen soldiers and imprison them in the tankers, "Bargaining chips." He explained that our Admiral (named Ramsay) would be ashore at the Governors headquarters. He would ensure the exercise was conducted realistically and represented the perceived threat of the Japanese in the event of war. He would also monitor the exercise results, as it progressed, in cooperation with the Army, the Air Force and the Police.

Gus and Admiral Ramsay were known

to be close friends. Both were open critics of Singapore's defence arrangements and would resort to every effort to defeat the Army and Air Force. "The Japanese would have nothing like their incentive," Lt Hardy said to me.

As the planning proceeded, Gus checked it daily. Finally the paperwork was done; it was neatly bound (by midshipmen into one volume using three-ring binders) and delivered by hand of midshipman to each captain of the participating ships. Major Sobey (of our Royal Marines) was in charge of keeping our planning away from the 'enemy.' He was more frightening than any enemy, so 'security' was secure.

The day before the fleet sailed for the exercise, I landed twenty men from our ship. They were dressed as businessmen, complete with pith helmets, palm beach suits and suitcases. Some business! I knew them; they were our engineers and electricians and the suitcases held packages of dummy explosives. Lt Hardy had rented rooms in small private hotels for them.

During the planning sessions, Gus told us: "The Japanese have many people in Singapore and Malaya; they own rubber

Panaramio photo



Raffles Hotel. Their pier was used by our boats to land the officers. The hotel guests often came to chat with the smartly dressed midshipman and his sailor crew.

plantations, hotels, taxis; they live here." He had said in plain English. *"To whom are they loyal in a war?"* He also told us of the command organization in Singapore. *"The governor cannot govern because he does not control the Army, Navy or Air Force. The Army cannot govern because they do not control the Navy or Air Force or the Police. Everyone is in charge and therefore no-one is."* He then said, *"That is the way London has it organized. It is a mess. We can easily capture the fortress, perhaps they will learn something."*

The fleet sailed then split into two parts, one steaming into the South China Sea east of Malaya, the other the Indian Ocean toward Penang, on the west coast of Malaya. On the second day, both fleets were over-flown by the RAF (decrepit bomber-biplanes called Wildebeasts) so we knew the defenders had our positions. Gus then had the two groups steam south to join each other, 300 miles off Singapore, near Borneo, well out of range of the RAF. *"We shall disappear,"* Gus had said during the planning.

On the fourth night one of the destroyers landed fifty men on the commercial waterfront near Raffles Hotel. Hardy's plan was that they be caught. They were soon rounded up, but as we discovered

later, served the intended purpose of drawing the defenders toward the south of the island. On the sixth night Gus steamed the fleet at best speed toward Singapore, and at five in the morning landed the main force in three areas, on the western end of the island, on the eastern end in the dock-yard and on the wharfs in Singapore city.

My personal role was to pilot my picket boat (with thirty armed men on board) onto a beach near the causeway connecting the island to Malaya. I was to abandon the boat and become part of the assault group. I was armed with a 44 Webley pistol and carried a pack of 24 hand grenades (dummies that we trained on, but they weighed the same as live ones!). I found the beach in the dark and ran the boat aground as planned. We all waded ashore without being detected, and ran to the building that had been marked by our own 'spies' with blue lights. We were met by three of our ship's petty officers in palm-beach suits the businessmen. Each had a small bus waiting; we drove into Singapore city with the headlights on. They told us the 'dummy' sabotage explosives had been successively installed throughout the city. We set up three machine-gun posts in the city centre just before the sun came up.

The exercise referees were called in at

ten o'clock in the morning to assess the state of affairs. (Admiral Ramsay had apparently demanded of the Governor, the assessment be done at that time.) All telephone connections in Singapore had been shut down—they really had! Our teams had explosive packages at all three electricity generator plants on the island. The main water supply system had been 'mock' sabotaged in half a dozen places. Explosive charges (dummy) had been placed in the RAF fuel depot. The Army barracks that housed the crews of the 15-inch gun batteries, had dummy charges spread throughout; few soldiers would have survived the blasts. One 20-pound gun-cotton charge was installed in the Governor's gate house, and another in the headquarters of the Singapore police.

Our armed men taped streets and stopped all traffic where we had machine gun posts. That was done in reality, and the Army never got around to preventing this 'outrage' (as the Chief of Police described it at the debriefing session). Referees judged the success or failure for each event. At noon that day the defenders of Singapore were compelled to agree we had captured the island. We had destroyed their ability to regroup. Eighteen warships with guns ready were within a mile of the shore and we had captured the Army's batteries. The fortress had fallen. It had taken only ten hours.

The exercise was debriefed three days later in the main ballroom of the Raffles Hotel with all parties represented. Because my leave was stopped, I had plenty of time to assist in making the descriptive charts showing just where we were and what we did at any time. The Army and Air Force used a lot of words calling 'foul.' The Police said it was highly disruptive to have shut down the phone system. Gus spent little time saying, *"What did you expect? You should have been prepared for the enemy who is amongst you."* Admiral Ramsay said he hoped the Army, Air Force and Police would face reality, get organized amongst themselves and make effective preparations for a likely Japanese attack. *"Because we have captured your fortress. And you did not fight back."*

In December 1941, three years after this

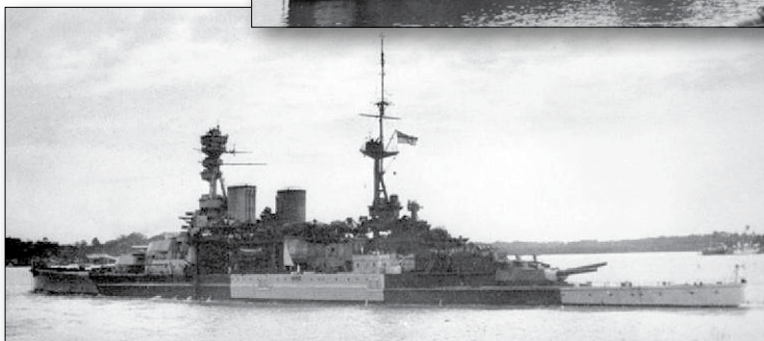
1938 imaginative exercise, the Japanese did invade Malaya. In a short period they captured Singapore and did it easily with trivial loss to themselves. They took over 100,000 military prisoners who did not fight back because they were hopelessly disorganized. This was entirely the fault of the British who failed to get their command and control set up properly, which Gus and Ramsay had pointed out in 1938. "No one is in charge."

On their way to capturing Singapore in 1941, the Japanese sank two British battleships with their naval aircraft and took no losses. Had those two battleships been aircraft carriers the end result would have been quite different. This was only the beginning of Gus' predictions that were to come to reality as the war progressed. It is of note that no British government ever made a formal inquiry into the loss of Singapore to an inferior Japanese force. The loss of two battleships caused much angst in the RN; had Admiral Phillips (HMS *Prince of Wales*) not been drowned he probably would have been court-martialled for foolishness or bravado or both. Gus Agar would have been a wonderful witness had British governments ever screwed up enough courage to investigate the Singapore debacles. The Australians and the New Zealanders are really angry about Singapore, their men went to prison camps.

Every two or three months, each midshipman was attached to a different department, the idea being to acquaint us with the whole ship, but make us expert at things we'd have to do personally. We became competent at navigation and pilotage, in radio-communications, in all things to do with seamanship. We spent many days in boats of the motor, sail and oared kind; and especially how to launch and recover them. We became acquainted with guns, torpedoes, propulsion systems and electrical generation. We learned about fresh-water manufacture and refrigeration. Importance was attached to ammunition and how to live in safety while surrounded by it. We were cycled through all these and examined on them, facts mattered. Then we had to change mental gears every two weeks to cope with the

**RIGHT** – HMS *Prince of Wales* arriving Singapore December 4, 1941.

**BELOW** – HMS *Repulse* leaving Singapore Dec. 8, 1941. Both ships would be lost to the Japanese two days later with great loss of life.



#### 'Appreciation of the Situation.'

My social life beyond the ship approached zero. We were discouraged from fraternizing with the native peoples, meaning girls. This was easy to respect as punishment was severe for contracting unpleasant diseases. We knew what these were through highly descriptive lectures given by the surgeon commander. "*Many of these ladies have five different kinds of VD, six if you count pediculosis pubis.*" Then he would add, "*It's not my job to cure you, I'm here for gunshot wounds.*"

Occasionally we were invited to spectacular parties given by the colonial governors: here is a sample.

We were required to have a dinner jacket. Mine was white with matching maroon tie and cummerbund. Space to store one's clothing was a problem; rolling it up was best.

I enjoyed some notoriety in the ship through creating a dispute with a Chief Petty Officer called Bungee. He was the ship's physical training officer and had the muscular india-rubber physique to match. He was expert at all manner of physical activity; he trained both the officers and the ratings in 'Stay Fit' exercises. Half an hour a day for everyone was part of the routine. Along with the Captain and Commander

Boutwood he was the most well known person on board. He was also a pig-headed bully who pushed everyone around. I felt he had me picked out for special treatment; I was the 'flippin colonial.' And that was when he was being polite.

Bungee had elected himself and a few cronies to be the ship's swim team. Most ports we visited had expert swimmers organized into clubs, and had pools of a high standard. Swimming was a part of their daily lives, the water was always warm, children swam in the sea. Our swim team always lost; it was an out-and-out joke with the locals. The native people, black and oriental, swam an overhand stroke. Bungee and his pals swam the breast stroke, like the Navy said they should. Without fail they came in last. And they were not about to change. They were Britannia and ruled the waves.

Soon after arriving at our East Indies base, Trincomalee, I was shown a small island that was within the harbour ... Little Sober was its name. It had a beach and was free of dangerous fish. It was an enchanting place: coconut palms, mango trees and banana plants. Huge butterflies flopped about, macaws and parrots squawked from high in the trees. The beach was pink coral and the water crystal



Both photos author's collection.



The water in the beaches off Singapore was too shallow for sharks and always 85 degrees. Welland is shown in his swimming garb of the day (from a rather poor quality snapshot).

clear. It was as good as the Ochre River and just right for training.

I set up Johnny Weissmuller's [*a notable swimmer of the day. Ed.*] stakes and told my fellow midshipmen of my plan to kick Bungee and his gang off the ship's team and replace them. Three of them quickly showed a lot of talent; in a month we were ready to make the challenge. "*Midshipmen Welland, Roxborough, Henley and Ridgeway request permission to challenge the ship's swim team to a race. The result will decide which team will represent the ship.*" I gave this written request to Lt Edwards who passed it on to Cdr Boutwood. The Commander replied in writing that he approved of the challenge and that we would be informed of arrangements.

Gambling was highly organized in the ship. There was a bridge league, Tom-bola, betting on all boat races, on soccer, on everything that the ship's canteen—'Ladbrooks Inc.'—as they called themselves, could invent. So the idea of a competitive swim that everyone could watch fitted right into the society. The race was scheduled to take place in Trincomalee harbour right after the Captain's Sunday-morning inspection of the ship's company and church. There had been two week's notice of the event, so plenty of time had been available for the odds-makers to issue tickets. 'Middies vs. All Comers.' I bet two pounds, a week's wages, on our team

to win; so did all my team and the other five midshipmen. Lt Edwards had ten pounds on us to win and our Goanese gunroom steward Stephano, had twenty pounds on us to win—he had far more money than any midshipman!

At this time none of the ship's crew had seen us swim as our training beach was not used by anyone except the midshipmen. Bungee's propaganda was pretty strong at ridiculing us 'Kiddies not Middies' as he called us. We did nothing to lower the odds; at race time they were six-to-one against the 'Middies.'

The crew lined the guard rails from stem to stern, six hundred of them, yelling, giving plenty of raucous advice.

A shotgun started the race.

The four of us swam easily, not pushing it too much. When I reached the bow the other three red caps were close by. Bungee's nearest green cap was twenty yards behind. Roxborough said, "Let's push it and beat the arse off them!" So we set off down the port side stroking like Johnny [Weissmuller], boiling along as though Jane\* was in desperate peril. The crew on deck yelled their heads off. We rounded the stern and made the finish line

\* Weissmuller was noted for his role in the 'Tarzan' movies of the late 1930s and '40s. His 'wife' in the successful, popular series was known as 'Jane.' Ed.

swimming abreast of each other. We had won by fifty yards over Bungee's fastest swimmer.

This performance got me better known to the crew and they nicknamed me 'Canada.' Cdr Boutwood was good to his word, the midshipmen became the ship's official team. We went on to beat the Malays in Kuala Lumpur, the Chinese in Singapore, and teams of natives and whites in Madras. We won in Mombasa and Dar es Salaam, in the Seychelles and in the Andaman and Nicobar Islands. We were never beaten. We always wore the red caps; if we had been made to switch colour we would have lost. Bungee refused every invitation I sent him for a rematch!

We nine midshipmen became bolder because of the notoriety we gained throughout the ship by winning the swim. We had caused half the crew to lose their bets at six-to-one! In many ports there were rowing clubs who competed against each other in shells, eights and cox-fours. The ship had always turned down invitations because we didn't have the shells on board. We midshipmen had a whaler crew that either won against the other ship's crews or came in close. Mid Bill Landymore, my fellow Canadian, was the cox of our whaler crew. He was smallish, tough and a great leader who could make us break our hearts for him.

—To be continued in next issue



# Canada's Forgotten Navy

"We need a diversion!"

By Robert Williamson, NAC Toronto

When Commodore Sir James Yeo, RN arrived in Kingston from England on May 16, 1813, to take up his new appointment as naval commander on the 'Lakes of Canada,' he faced a growing crisis. The Americans, having had several winter months to build ships and organize their extensive resources, were first on Lake Ontario in the Spring of 1813. They tested their strength with an amphibious raid on York (Toronto), April 27, 1813, capturing or destroying large amounts of military stores and equipment in that weakly defended outpost. They expanded their Spring offensive against the British by attacking Fort George on the Niagara River. Commodore Yeo, after only a few short weeks in his new post, took action.

Yeo wrote this report to the British Admiralty on May 31, 1813: *"In consequence of the enemy's attack at Fort George (May 27, 1813) it was deemed advisable by His Excellency Sir George Prevost (Governor General) and myself, to cause a diversion and that [the American naval base at] Sackett's Harbour should be the point of attack."* His report concluded by saying that on May 29, the newly defined Royal Navy squadron under his command carried out the raid. *"Our troops, after gaining a decided advantage, were reluctantly ordered to embark (by Governor Prevost) and leave a beaten enemy, having obliged them to set fire to their naval stores."* After the New York State militia abandoned the naval depot and town, the remaining regular troops *"retired within their closed forts and blockhouses."* [Admiralty Papers, Canadian Archives M389-6, p.22]

Civilian historians describe the so-called battle of Sackett's Harbour as an American victory because the Americans did not surrender their fortifications. Such writers fail to recognize that the operation was a 'raid,' not a 'battle.' The British did not have the resources to occupy the enemy base. Their objective was to destroy and capture as much as possible, thus creating a diversion to draw the American fleet under Commodore Chauncey, away from its support of the American troops invading the Niagara Peninsula. The diversion succeeded.

Even Patrick Wilder, President of the Sacketts\* Harbour Historical Society in 1975 and author of 'The Battle of Sackett's Harbour 1813' admits that because of the destruction of all the ship's stores and damage to the navy yard, *"...the Americans were unable to outfit their ships under construction and could not return to the offensive (for several weeks). The strike succeeded because it bought the British valuable time in control of the lake"* during the all important summer months of military operation. [Battle of Sackett's Harbour, p.154] Commodore Chauncey abandoned the American army on the Niagara Peninsula and returned to Sackett's Harbour with his fleet

to protect his badly scorched ships still under construction.

Meanwhile, General Vincent, commander of the British forces at the head of Lake Ontario on June 5, 1813, was holding a key defensive position on Burlington Heights (Hamilton), a position that controlled the supply routes to the British Right Division, the army and navy on the Detroit frontier. If the Americans captured Vincent's position, then the entire British force and Indian allies on the western frontier would be cut off and forced to surrender. Eventually all of Upper Canada, west of Kingston, would be lost.

To make things worse, Vincent's fortifications on Burlington Heights were in their initial stages of construction and incapable of withstanding a major attack by a vastly superior force now camped on his doorstep at Stoney Creek (a suburb of Hamilton). However, he knew that the Regiment of the 8th Foot Infantry and desperately needed supplies were on their way from Kingston with Commodore Yeo's fleet and due to arrive in three days. **The problem was that he needed time.**

As Vincent sat with his senior officers in his Burlington Heights headquarters on June 5, they decided that the only way to buy time was to make a daring night raid on the American camp, hoping to create enough destruction and confusion to delay the American advance on Burlington Heights. The plan worked. The Americans withdrew to Forty Mile Creek (Grimsby) to regroup and resupply. They were ready to continue their advance to Burlington Heights on June 8 when the British fleet showed up, like the cavalry in a western movie. (Who said Canadian history is boring?) In a panic, the Americans abandoned everything and rushed back to the Niagara River, bringing an end to their Spring offensive.

In the aftermath of the navy's diversionary raid at Sackett's Harbour, and the subsequent 'bid for time' at the Stoney Creek raid, a respected American career officer, Col Alexander Macomb said, *"Canada will not be conquered this year."* [Battle of Sackett's Harbour, p.154]

If the Directorate of History and Maritime Command find it difficult to recognize the importance of the navy's role on the Great Lakes during the War of 1812, at least the Americans did.

## Resources

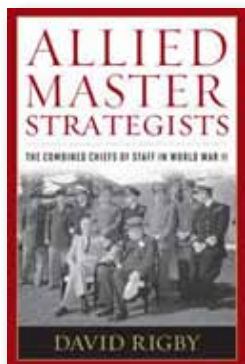
1. Joint Operations on Lake Ontario 1813, A Campaign Exercise for Senior Officers, Canadian Forces College, December 2002 (a collection of 1813 military papers and documents from the Canadian Archives).
2. The Battle of Sackett's Harbour 1813, Patrick A. Wilder, Nautical & Aviation Publishing Company of America, Baltimore, Maryland, 1994.
3. The Path of Destiny, Thomas H. Raddall, Doubleday Canada, Ltd., 1957.
4. Flames Across the Border, 1813-1814, Pierre Berton, Random House of Canada Ltd., 1981.
5. Commodore Yeo's Report to Admiral Warren, June 1813, British Admiralty.

Bob Williamson is a member of NAC Toronto and a former CO of HMCS Star in Hamilton. He has written or co-authored 16 books on Canadian heritage.

\* Original documents spell the naval base as Sackett's Harbour, while modern references spell it as Sacketts Harbour.

## the reading room

*For those summer evenings by the lake...*



### ALLIED MASTER STRATEGISTS

THE COMBINED CHIEFS OF STAFF IN WORLD WAR II

By David Rigby

Naval Institute Press (2012), [www.usni.org](http://www.usni.org)  
Annapolis, MD, hardcover & ebook, 288 pp,  
photos, notes, bibliography US\$29.95, ISBN  
978-1-61251-081-1.

A review by Colonel P. J. Williams

One normally sees this august group of men standing behind their political masters (usually FDR and Winston Churchill) in photos taken of the great Allied conferences of WWII and such a photo graces the cover of this book. Minus the Russian of course, as they were never a part of this exclusive club, for reasons the author explains. Neither was Canada for that matter. Indeed we are talking about the Combined Chiefs of Staff (CCS), those US and British wartime service leaders and others, who were the key to western Allied cooperation in WWII. Who these men were, and how they were able to do what they did is the subject of this fascinating book.

The author, who holds a PhD, is a teacher of history as well as an adjunct instructor in colleges and universities in the Boston area. It would appear that this is his first book, and indeed, by the same token, though the CCS is described in many sources, they have never had a work totally devoted to them. Now they do, and we should be thankful.

The CCS was established in 1942 as the highest level military body for the Western Allies, and operated in the style of a board of directors, an approach very much different from previous attempts at high level coalition command, including attempts made in WWI. Their influence and mandate was vast and extended beyond

merely making high strategic plans for execution in the various global theatres of operation in WWII. In the author's words, the CCS could "...set production priorities for everything from morphine to machine guns..."<sup>1</sup> In the case of aircraft, the US took this responsibility

very seriously, with General Henry 'Hap' Arnold, Commander US Army Air Forces (USAAF) having effective total control of all aspects of aircraft production in the US, authority never seen before or since.

The CCS conducted much of their daily work through agents from both the US and UK, based in Washington. When required, the principals, who were the service chiefs in the respective nation's armed forces, would get together, whether in Washington or at some of the more famous conferences, such as Casablanca, Tehran or even Québec City, site of the Quadrant Conference in August 1943. As busy as they were, some members of the CCS were able to partake of the great fishing in the local area. This is also largely the extent to which Canada is mentioned in the book.

The book begins with biographies of the key members of the CCS, and those such as VAdm Louis Mountbatten (Chief of Combined Operations), who were not. Interestingly, the average age of CCS members was 59 years, with most being 60 or over, which perhaps says a lot of how that era valued the wisdom which comes with age. Mr. Rigby deems that the most gifted member of the CCS was Admiral Ernest J. King, Chief of Naval Operations and Commander-in-Chief US Fleet, and whom President Roosevelt kept on active duty in the war despite him being beyond retirement age. I suspect that given the

author's descriptions of King's propensity for strong drink and other women who were not his wife, he would not have lasted long in today's military.

Subsequent chapters describe the organization of the CCS, how it operated with respect to the Pacific theatre (which despite being predominantly American, had much input from the British CCS members in terms of operational sequencing and Allied resource allocation) as well as Operation OVERLORD, the planning for the Normandy invasion.

The CCS was very much a bilateral UK-US body, and the Russians as well as any other Allies were not part of this group. It would have been interesting to see how those various Allies, such as Canada, which gets very little mention in this book, made their voices heard around the table when matters of great strategic import were discussed.

Doubtless, many of the CCS members would have preferred to be commanding the various operational theatres, for which the CCS provided oversight. It was perhaps fortunate that their talent was not used in this way, as the author firmly believes that, "...grand strategy was too important to be left to front line commanders,"<sup>2</sup> a lesson learned from WWI. This is not to say that duty as a CCS member was easy: Gen Arnold suffered several heart attacks during the war, and two British CCS members, Field Marshal Sir John Dill and Adm of the Fleet Sir Dudley Pound, both died in office.

In writing this book, Dr. Rigby consulted a wide variety of sources. Archives in both the US and the UK were consulted, particularly the records of the US Joint Chiefs of Staff and the British Chiefs of Staff Committee, in addition to the private papers of many of the *dramatis personae* referred to in the book. The Notes run to some 37 pages.

One would be hard pressed to find a mod-

ern day parallel to the CCS, and perhaps the only thing that might come close is the NATO Military Committee, or perhaps the long running North American Aerospace Defence (NORAD) arrangement, with its integrated Canadian and US staffs. That said, military operations these days are certainly characterized by a high degree of multinationalism, and the use of coalitions, such as that which existed among the Western Allies in WWII, and for which

the CCS proved a major key to victory.

These men, despite their varied background, knew how to get along, to an extent the Axis powers thankfully never achieved, a point the author goes to great lengths to make clear.

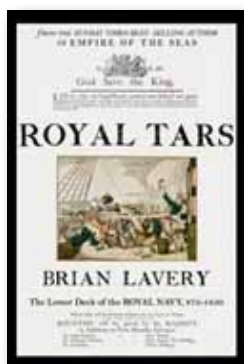
For these reasons, this book is highly recommended, particularly for those serving, or about to serve on multinational staffs.

#### FOOTNOTES:

<sup>1</sup> David Rigby, *ALLIED MASTER STRATEGISTS: The Combined Chiefs of Staff in World War II*, Naval Institute Press (2012), p.51.

<sup>2</sup> *Ibid.*, p.167.

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



## ROYAL TARs

### THE LOWER DECK OF THE ROYAL NAVY 875-1850

By Brian Lavery

Naval Institute Press (2011), [www.usni.org](http://www.usni.org)  
Annapolis, MD, hardcover, 383 pp, illustrations, drawings, charts, glossary, notes, bibliography, index US\$37.95 (USNI members discount), ISBN/SKU 9781591147435.

A review by Fraser McKee, NAC Toronto

Until this volume by the Curator Emeritus of the National Maritime Museum appeared, the best, or at least most readable to the general naval public, of general social histories of the Royal Navy were Professor Michael Lewis's 1960 *A Social History of the Navy 1793-1815* and his 1948 *The Navy of Britain* (both Allen and Unwin).

With this volume Brian Lavery not only expands on the time period, but makes greater use of actual quotations he has unearthed from a multitude of archives.

And of even more value are, oddly, his initial 'Contents' pages. For both here and throughout the text itself, he has not only his eight chapters and a 'Conclusion,' but titled subsections that make the whole an easily used reference text. Such as, under '2. Civil War and Dutch Wars, 1642 to 1689' appear: 'The Seaman and Parliament,' 'The Civil War,' 'The New Navy,' 'Edward Barlow,' 'Marines,' 'Guns and Gunnery,' 'Why Did the Seamen Hate the Navy,' and so forth—twenty-one subsections in this chapter alone. The other chapters are: '1. The Early Seaman,' '3. European War, 1689 to 1739,' '4. Impe-

rial War,' '5. The Crisis, 1783 to 1803,' '6. A Large Fleet in a Long War, 1803 to 1815,' and finally '7. The Long Peace 1815 to 1850.'

Whenever possible Lavery has used quoted letters, pamphlets or even subsequent broadsheets and memoirs to make and

illustrate his points.

Most of them do not come from seamen directly, who presumably only occasionally could read and write, although many do, but from chaplains, officers of all ranks from Midshipmen to Admirals, and even civilians writing on naval conditions.

An example: Henry Teonge, a naval chaplain, provides a vivid picture of life on board: "You would have wondered to see here a man and a woman creep into a hammock, the woman's legs to the hams hanging over the side ... half drunk or half asleep." This from the 1670s.

Or by Lieutenant Edward Brenton in 1797 during the pay and conditions crisis: "On board the *Agamemnon* little suspicion was entertained of an intention to mutiny till the people had dined, when they were called by the boatswain's mate, but none appearing, a petty officer came, and gave information that the ship's company had retreated to the fore part of the lower deck and refused to come up." (Shades of the RCN some 150 years later! It takes awhile for lessons to sink in!)

The illustrations are taken from a multitude of sources, nineteen of them in colour, illustrating ship's layouts, seamen's

and officers' dress, cartoons of the day, harbour views and copies of actual muster book pages.

His glossary is extensive (Guarda Costa, Gundeck, Gunner, Gunport, Gunroom and so forth) and his 'Notes' detailed enough to satisfy an academic.

The text, however, is tailored to the reader with a general interest in the development of the Royal Navy from pre-Norman days, occasional 'King's ships' through the gradual formation of a more regular 'Navy' under Henry V and VIII and Elizabeth, and the confusing loyalties of the Civil War of Charles I and Parliament.

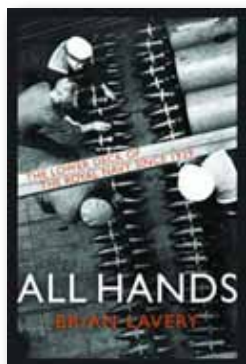
Throughout there are small gems of rare detail: Flogging, despite its wide use in the 18<sup>th</sup> and 19<sup>th</sup> centuries, was rare in the 17<sup>th</sup>. Punishment usually consisted of a capstan bar through a man's jacket sleeves with weights suspended from its ends while he stood for long periods, or 'ducking' in a sling from a yard's end or even keel-hauling under the hull.

And the transfer of young boys from the Royal Hospital School into the Navy: Lieutenant Rouse: "These boys at fifteen years of age, when they are discharged into the Navy, are, in my very decided opinion, generally very superior on strength in comparison to other institutions of the same nature ... where we are bound to take those who are sent to us." (1849)

Altogether a most interesting and readable book.

Fraser is an author of note of several books on the RCN as well as a former editor of, and continuing contributor to, *Starshell*.





## ALL HANDS

### THE LOWER DECK OF THE ROYAL NAVY SINCE 1939

By Brian Lavery

Naval Institute Press (2012), [www.usni.org](http://www.usni.org)  
Annapolis, MD, hardcover, 352 pp, illustrations, glossary, notes, bibliography, index  
US\$25.26 (USNI members discount), ISBN  
978-1-59114-035-1.

A review by Michael Young, NAC Ottawa

**A**ll Hands is the third volume of the trilogy of the social history of the lower deck of the Royal Navy by eminent maritime historian Brian Lavery. In this book the author looks at his subject—the men and, later on, the women who comprise the non-commissioned ranks of the RN over a period which is arguably the most significant in the long history of the RN. During this period, from 1939 through to the present day, the RN went from its zenith as the gold standard of world navies, to a mere shadow of its former self. The roles and standards of professional excellence which once were exclusive to Her Majesty's navy, have long since been ceded to the United States Navy. As well, British society has changed dramatically in this same period and this is reflected in the way the lower deck of the RN has changed.

At the outbreak of war in September 1939, despite the severe shortfalls it suffered in the preceding decade, the RN was a relatively capable fighting force albeit with some truly glaring shortcomings in ships and weapons. It was still the largest of the navies of the world with over 200,000 sailors and marines and it enjoyed a prestige in British society unmatched by the other two services. It was regarded as a formidable foe by the German and Italian navies which would encounter it in combat. However, from the point of view of the lower deck of the RN, except for technological advances, little had changed since the end of the First World War. No significant social reform to improve the lot of the sailors in the ships and their dependents ashore had been implemented—a reflection also of British society as a whole

by mid-1942, using both volunteers and conscripts, it had more than doubled its prewar size to over half a million men and women. This massive influx of 'Hostilities Only' (HO) personnel eventually had a profound and lasting effect on the insularity of the culture of the RN, both in the wardroom and on the lower deck. Many of the newcomers were more widely educated than the Continuous Service (CS) regulars and they were not as malleable or accepting of the RN's traditions. The author cites many examples of the resultant frictions. Also, while most of the HO men were sailors on the lower deck, there were many officers—predominantly RNVR—in the same category. These were not all men with the leadership qualities imbued into the regular officers of the RN and there were many cases of breakdowns in discipline. There is one section of Chapter Three devoted to 'Discontent and Mutiny' which is a real eye-opener.

The RN in the immediate postwar period, faced a time of austerity and budgetary cutbacks. In the 1950s major reorganizations occurred and both circumstances had significant impact on the men of the lower deck. The author covers these periods, and the attendant issues, thoroughly. Often, the reader is surprised (or at least this reviewer was!) by some of the issues; for example, the length of time it took the RN to make major improvements in habitability by introducing bunks in their ships—some ships were still using hammocks well into the 1970s.

As British society changed yet again in the 1960s and into the 21<sup>st</sup> century, the RN was slower than that wider society to adapt to the changes. Apart from the aura

at the time—and the rigidity of the class system still prevailed. Though it could not be foreseen at the time, this was about to change drastically—change which is still reverberating today.

The Navy underwent massive expansion in the early years of the war and

surrounding the Falklands episode, it never fully regained the prestige it once had. The final two chapters deal with the RN of today, including the ignominious episode in the Persian Gulf in April 2007 wherein the crews of two detached boats from HMS *Cornwall* were taken hostage by Iranian forces.

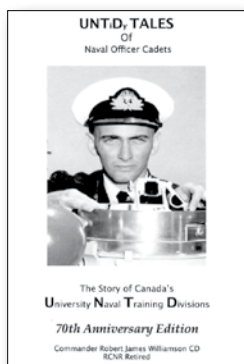
As usual, this book is written in a very skilled and highly readable fashion. Like the previous two parts of the trilogy, this book can and does stand on its own merit and it is not necessary to read the earlier works before enjoying this one. Of the two this reviewer has read, this one is by far the more interesting and fascinating.

Brian Lavery is a Curator Emeritus at the British National Maritime Museum in Greenwich and author of many books on naval subjects, and his extensive knowledge of naval matters shows. In the same style as the previous volumes, this one 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 and photographs are excellent and relevant. The author has used a wide variety of sources including both the British National Archives and Admiralty records. Particularly interesting for this reader are personal memoirs from a variety of unpublished sources to enliven the straight factual recounting of an event or incident.

Once again, this is both an important contribution to maritime history and an entertaining and informative look into a fascinating period of naval history—highly recommended.

*Mike Young is a former naval officer, member of the Naval Association of Canada Ottawa Branch and former editor of Starshell, residing in Nepean, Ontario.*

*The third volume in the Brian Lavery series on the RN lower deck entitled: 'Able Seamen: The Lower Deck of the Royal Navy, 1850-1939,' was also reviewed by Mike and will be found in the Spring 2013 edition of Starshell beginning on page 19.*



## UNTIDY TALES OF NAVAL OFFICER CADETS 70<sup>TH</sup> ANNIVERSARY EDITION

By Cdr Robert Williamson RCNR (Ret'd)

Privately published (McMaster University)  
2012, 425 pp. Illustrated, photos, sketches,  
maps, bibliography, index, soft cover. ISBN  
978-0-9698768-3-0 \$40 incl. postage in Canada.  
From: R. J. Williamson, 1 Clonmore Ave., Ham-  
ilton, ON L9A 4R2 or [williamson10@shaw.ca](mailto:williamson10@shaw.ca)

A review by Fraser McKee (not UNTD),

Some 19 years ago, Bob Williamson, ex-CO of HMCS *Star* in Hamilton and a 1950 UNTD Cadet at Queen's, had printed a small paper booklet under the title: 'Spindrift – UNTIDY Tales' of a few UNTD stories he had collected. He has been a strong supporter of the UNTD ex-members association ever since and this new and full sized book is an accumulation of vastly more stories he has collected from not only those who passed through the system, but also a few from others who had 'Untidies' under their command.

After a forward by VAdm John Allan, the senior UNTD graduate, there is a chapter on the proposed formation of the UNTD at the Ontario Agricultural College in Guelph, Ontario in 1942 at the urging of Professor Jack Baker, with the help of the RCNVR at HMCS *Star*, later formed at McMaster University in Hamilton. It lasted for some 25 years, producing many young officers via their varied university courses, many of whom went on to commands in both the Regular Force and Naval Reserves. The UNTD had the very real advantages of allowing students to continue with their degree courses at the same time as providing a steady small stream of new intake officers and providing summer employment. Thus his chapters follow the lives of these youngsters with vignettes taken from letters, interviews both at the time and more recently, and many quotes from the annual *White Twist* magazine published each year. Such headings as 'Joining Up,' 'Welcome to Halifax,' 'Memorable Associations,' and so forth. There is an abbreviated biography of Cdr Herbie Little, RCN, the postwar leader and strong

advocate of the UNTD entry continuing with those new challenges. Memories of the initial interview boards, cadet flying experiences, cadet reviews, training vessels from yard craft to destroyers, a summer wedding UNTD style, Alaska to Fort Niagara. Enough to whet any appetite.

And apart from the expected review of, to ex-UNTDs, familiar expeditions and experiences, it provides an interesting view from well down the rank ladder of life in the Navy in all its facets, almost entirely postwar, to the cancellation in 1965. There's little strategy, although Bob does add a few explanatory notes to set some stages, for this is life at the sharp end, as

lived by seamen officers, pay bobs and engineer cadets at the time.

The names attached to memories will ring many a bell: VAdm Yanow, Cmdr Buck Bennett, Captains Bob Darlington, J. C. Littler, Bob Duncombe; Commanders Dave Stock, Fred Lee, Don Bethune, Derek Bate; doctors, ministers, teachers, presidents and authors ... the list is almost endless and intriguing.

An interesting and appropriate note can be added here, in that a very similar program is about to be trialed at the University of Alberta in Edmonton, with the Canadian National Leadership Program next September. So, for expectant ex-UNTDs, there's hope yet. One nastily suspects that DND/the government doesn't like to be seen to have been pressured into re-starting the UNTD, hence the new name. Yet, maybe, that's what is indeed coming. Seems very worthwhile!



**NAC Conference 2014**

**Submarines: Past, Present and Future**

**at the National Arts Centre 2 October 2014**

[www.navalassoc.ca](http://www.navalassoc.ca)



Presented by the Naval Association of Canada  
in recognition of 100 years of Canadian Submarine Service and  
in association with the Royal Canadian Navy

The Naval Association of Canada will gather in Ottawa for its **Annual General Meeting and Conference** this October. An exciting program is already being planned for **1-5 October 2014** starting with a gathering of members on Wednesday evening, October 1<sup>st</sup> to welcome all delegates as they arrive. The NAC Conference will be held on Thursday, October 2<sup>nd</sup> at the National Arts Centre with a relevant, interesting and important program of speakers all focused on **'Submarines, Past, Present and Future.'** The Conference adds value to the Annual General Meeting activities which will be held on Friday and Saturday, which includes both the business schedule of events and also a great **'Partner's Program'** for all days of the event. Ottawa is so beautiful at this time of the year, with the leaves on the turn. Therefore, we have already planned for a bus trip to Gatineau Park. Other equally exciting activities will be offered to NAC members and their supportive partners. The NAC is also working closely with UNTD members to combine activities, all with a goal of supporting the Navy, the NAC AGM and Conference. A Sunday morning program at the Bytown Mess will conclude the activities and we hope that all members will attend.

The Lord Elgin Hotel is again the official NAC hotel for this event and registration can be secured easily with a special rate of \$169 plus applicable taxes. NAC delegates can phone 1-613-236-3333, 1-800-267-4298 or email [reservations@lordelgin.ca](mailto:reservations@lordelgin.ca) to make their reservations.



## Bill's Corner

By Bill Clearihue, NAC Toronto

Captain James Cook RN  
From Corner Brook to Nootka Sound

On June 4, 2011, the submarine HMCS *Corner Brook* experienced a misfortune in Nootka Sound. She nosed in or bottomed out on the southeast wall of Zuciarte Channel at a depth of 45m. This resulted in two minor injuries and a goodly bit of damage to the outer hull. At the time it was the only operational submarine and so the frustration to the Navy had to be palpable.

There is a heritage moment that can be salvaged from contemplating that event by turning to Captain James Cook RN. As the crow flies, just under 3,000 miles separate Corner Brook and Nootka Sound. The famed Captain Cook visited both places, but with 11 years and a couple of global circumnavigations intervening. He wasn't the first European to visit either place, but was the first to disembark, spend time at, extensively survey and give them their current names: Corner Brook in 1767 and Nootka Sound in 1778.

Entering Nootka Sound you are facing Bligh Island, named for Cook's later to be infamous Master on *Resolution*. The island has a peninsula named for Charles Clerke who succeeded Cook upon his death on that famous last voyage. Clerke himself did not survive the voyage and was succeeded by John Gore, Cook's 1<sup>st</sup> Lieutenant. Gore Island is nearby. Towards the tip of Clerke Peninsula is Resolution Cove, where in 1788 the two ships spent a month and performed at least 600 Lunar Distance calculations to fix Longitude. On board *Discovery* was Mid George Vancouver. Entering the Sound and then Zuciarte Channel, a chart would show the names Discovery, Bligh, Clerke, Resolution and Vancouver. North of Bligh Island is Cook Channel.

Cook may have daydreamed that in some future Navy those names would be on charts, but could he envisage that a powerful submersible weapon of war named *Corner Brook*, would pass his anchorage 233 years later, or that a larger than life-sized statue of himself would look down on the sub's namesake city? Staring at the moon as often as he did in Resolution Cove, could he imagine that man would one day walk there and name a crater for him? Cook's legacies in Canada are overshadowed by those in New Zealand, Australia, Tahiti and Hawaii, but his experiences here, starting in 1758, both in war and peace, laid the groundwork for his later international fame.



Clippings  
...from the  
McKee files

## The Lutine Bell



Those with an interest in matters maritime will be at least vaguely aware of the Lutine Bell at Lloyd's of London Insurers. It was raised from the sand banks off the island of Terschelling in the Netherlands in 1858, during a succession of vain attempts to recover a supposed fortune of over £1 million in gold bars and specie lost when HM frigate *Lutine* drove ashore there in a gale on 9 October 1799. Lloyd's were her insurers, and to this day maintain at least a portion of the rights to any items salvaged from that site and ship since 1823. At Lloyd's the tradition has been, certainly during sailing ship days and continuing at least until recent times, that the bell is rung once for a ship's loss and twice for good news—usually the report of the safe arrival of an overdue ship.

But during WWII, despite the loss of several thousand ships, the bell was only rung once, and for the loss of one ship. That ship was the Kriegsmarine's battleship *Bismarck*, sunk on 27 May 1941. Even then tradition was maintained, as although the ship's sinking was good news for the Allies, the Lutine Bell was rung but once, for the ship's loss.

In fact the bell is rung to bring silence in the usually noisy underwriting room so that an announcement can be made from the rostrum where it is mounted. Another unusual occasion was at noon on 25 January 1965, when it was rung once to call for a moment's silence in memory of Sir Winston Churchill who had died the day before. He was an honorary member of Lloyd's and the son-in-law of Col Sir Henry Hozier, the long-time Secretary of Lloyd's from 1874 to 1906. It was also rung twice when Queen Elizabeth laid the 1<sup>st</sup> stone of the Lloyd's new building on Lime Street, and when Queen Elizabeth, the Queen Mother, opened the building in 1957.



# Obituaries

Compiled by Pat D. C. Barnhouse

Starshell Obituary Editor  
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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.  
Aprocrypha – Matthew 44:7-8

## ♦ **Cdr(S) Bruce CORMACK, CD, RCN (Ret'd)**

NAC-O, 85 in Ottawa 09/02/14. Jn'd. RCN in '46, prom. A/SLt(S) 08/54 and SLt(S) same day, thence *Cornwallis* 09/54, *Naden* 11/54, *Donnacona* (for NSD) 05/55 and *Hochelaga* 10/55. Prom. Lt(S) 03/56, fl'd. by *Bonaventure* 05/57, *Granby* (SupO) 10/58, FOAC 12/59 and *Terra Nova* (SupO) 03/62. Prom. LCdr 03/64, thence *Hochelaga* 03/64. Prom. Cdr 01/70 and sr'd. CDLS(W). Ret'd. in '75. [AW, *Citizen*]

## ♦ **Andrew F. CORNFOOT**

London Br., 87 in London, ON 15/12/13. WWII RCNVR service from 1943-46. Career in insurance business. Bronze Medallion '03. [KR, *London Free Press*]

## ♦ **LCdr Andre Jules GEDDES, CD\*, RCN (Ret'd)**

NAC-O, 84 in Ottawa 18/03/14. Jn'd. RCN(R) at *Donnacona* as A/SLt 09/51, thence CND in *Wallaceburg*. App't. SLt RCN(SSA) 09/52 and Lt RCN 09/53, fl'd. by *Stadacona* 04/55, *Niobe* (RN for trg. & qual. 'N'), *Athabaskan* 03/59 and *Stadacona* 08/61. Prom. LCdr 09/61, thence *Provider* 09/63. Also sr'd. NDHQ. Ret'd. in '75. Civ. career with Canadian Coast Guard and advisor to Cdn. delegation to IMO. [AW, *Citizen*]

## ♦ **LCdr John Ross McLennan KILPATRICK, RCNVR (Ret'd)**

Toronto Br., 90 in Toronto 08/03/14. Jn'd. *Royal Roads* as RCN Cdt in '43, thence *Restigouche* 09/43. Prom. RCNVR SLt 02/44 and Lt 02/45, fl'd. by *Niobe* (standby 1<sup>st</sup> Crescent destroyer). Rls'd. in '45. Career with Texaco., fl'd. in retirement with youth affairs and the Memory Project. [JC, AW, *Globe & Mail*]

## ♦ **Lt Douglas Colton MATTHEWS, RCNVR (Ret'd)**

Toronto Br., 89 in Collingwood, ON 11/01/14. Jn'd. as Prob. SLt in '44, thence *Cornwallis* 12/44. Prom. SLt 01/45, fl'd. by *New Waterford* 07/45. Rls'd. in '46. Business career as an entrepreneur and involved in political activities. [AW, *Globe & Mail*]

## ♦ **SLt Arthur William MAY, PhD, OC, RCN(R) (Ret'd)**

NLNAC, 76 in St. John's 30/01/14. Jn'd. *Cabot* as UNTD Cdt 03/56, prom. SLt 05/58 and to Ret'd. List in '59. Distinguished career in marine science and public service. Was DM/DFO, President NSERC, President Memorial University and sr'd. on numerous national and international boards. President NLNAC 2000-01. Bronze Medallion 1999. [WC, EW]

## ♦ **BGen [Cmdr] Stuart Edward McGOWAN, OStJ, CD\*\*, RCN (Ret'd)**

NOAVI, 75 in Lima, Peru 17/02/14. Jn'd. RCN as Cdt at CMR 09/55, fl'd. by RMC. Prom. SLt 05/60, thence RCAF for Plt. Trg. in '60, *Shearwater* (VS 880) in '61, and *Bonaventure* (VS 880) in '61. Prom. Lt(P) 07/62, fl'd. by *Stadacona* in '65, *Ottawa* in '66, *Shearwater* (HS 50) in '67 and *Bonaven-*

*ture* in '67. Prom. LCdr(P) 07/68, thence CLFCSC in '70 and Exchange USN (LAMPS Project) in '71. Prom. LCol (Plt) 07/74, fl'd. by Atlantic Recruiting HQ (Hfx) in '74. Prom. Col (Plt) 01/80, thence CFB Winnipeg (CO 408 Sqn. in '77, Deputy CO Air Reserve Group in '80 and BComd. in '83) then NDHQ DPM NSA in '86. Prom. BGen (Plt) in '87, fl'd. by CFB St. Hubert (CO 10 TAG) in '87, NORAD HQ in '90 and Elmendorf AFB Alaska (Deputy Cdr Alaska NORAD Region) in '91. Ret'd. 08/93. In retirement active with St.J Ambulance and Rotary. [JSC, 'Canada's Naval Aviators']

## ♦ **LCdr Arthur William MURRAY, RCNVR (Ret'd)**

NSNOA, 93 in Halifax 05/01/14. Jn'd. at Hfx. Div in '41, thence *Royal Roads*. Prom. SLt 05/41, fl'd. by examination vessels *Kelowna* 01/42 and *Q097* 11/42. Prom. Lt 05/43, thence *Q093* (i/c) 11/43, *Sackville* (XO) 05/44 and *Westmount* (i/c) 09/45. Prom. LCdr on Ret'd. List and spent reserve time in *Haida* and *Micmac*. Civ. career in advertising industry. Bronze Medallion '79. [SR, *Chronicle Herald*]

## ♦ **Capt Raymond PHILLIPS, MiD, CD\*, RCN (Ret'd)**

NAC-O, 92 in Ottawa 02/14. Jn'd. RCN as Cdt 01/39, thence *Stadacona* in '39, fl'd. by HM Ships *Frobisher* and *Vindictive*. Prom. Mid 09/39, thence HMS *Southampton*. Prom. A/SLt 05/41 and SLt 11/41, fl'd. by *St. Laurent* 11/41. Prom. Lt. 04/42, thence *Haida* (XO) 06/43, *Niobe* (for flt. trg.) 02/46 and qual. Lt(P), fl'd. by *Stadacona* 01/49. Prom. LCdr 04/50, thence *Antigonish* (i/c) 09/50 and *Cornwallis* 05/53. Prom. Cdr 07/53, fl'd. by *Naden* (as XO *Venture*) 08/54 and *Fraser* (i/c) 06/57. Prom. Capt 01/59, thence *Bytown* 09/59. Ret'd. in '64. Civ. career with DSS, Treasury Board and DND. [AW, *Citizen*]

## ♦ **Cdr William James WALDRON, CD, RCN(R) (Ret'd)**

Windsor Br., 91 in Essex, ON, 14/02/14. Jn'd. RCNVR in '43, prom. SLt 02/44 thence *Barrie* 06/44, prom. Lt 02/45 and rls'd. in '45. Jn'd. *Hunter* 12/42 as RCN(R) Lt (sen. 02/45), tsf'd. SSA and sr'd. to '55 in *D'Iberville*. Thence RCN(R) at *Hunter*, prom. LCdr 11/58 and app't. CO UNTD 06/63. Later prom. Cdr. Civ. career as high school teacher and college professor, and in financial affairs. Bronze Medallion in '79. [JM, SF, *Windsor Star*]

## ♦ **Cdr (Ret'd) Michael John WICKWARE, CD\*\***

NOAVI, 67 in Victoria 10/03/14. Jn'd. as SLt 09/67, prom. Lt 09/71, LCdr 01/81 and Cdr. Sr'd. in *Beacon Hill*, *Assiniboine*, *St. Croix*, *Columbia*, *Terra Nova* (XO), *Fundy* (i/c), *Miramichi*, *Cowichan*, CFFS (Hfx), CFFS (Esq), MARPAC, NDHQ, CFS St. John's (i/c) and SACLANT. Ret'd. in '01. [KL, *Times Colonist*]

## In Memoriam (non members)

### ♦ **SLt(ND) Lois Elaine BAGNALL (nee O'ROURKE), RCN(R)**

91 in Halifax 05/01/14. Dietitian, jn'd. RCN(R) on CND as SLt(ND) 02/45. Sr'd. *Protector*, *Stadacona*, *Naden* and *Donnacona*, then rls'd. in '48. [SR, *Chronicle Herald*]

### ♦ **Cdr(L) James Louis BELYEA, CD, RCN (Ret'd)**

In British Columbia 03/14. Jn'd. RCNVR as El SLt 05/44, sr'd. Somers Isles and prom. El Lt 05/45. Tsf'd. to RCN(R) on CND as SLt(L) (sen. 05/45)

then to RCN with same seniority. Prom. LCdr(L) 05/53 and Cdr(L) 01/60. Sr'd. NDHQ, *Naden* and *Bonaventure*. As Lt(L) conceived idea of DARTAR. [KB]

### ♦ **Lt Neil Lawrence CURRIE, RCN(R) (Ret'd)**

85 in Toronto 27/12/13. Jn'd. *Prevost* as A/SLt(SB) 02/51, prom. Lt(SB) 03/54 and to Ret'd. List in '55. [AW, *Globe & Mail*]

Concluded on page 26

◆ **LS Frank CURRY, RCNVR (Ret'd)**

94 in Ottawa 06/01/14. Jn'd. in '39, srv'd. *Bytown, Stadacona, Kamsack, Caraquet, Niobe* and *Peregrine*. Rls'd. in '45. Author of "War at Sea: A Canadian Seaman in the North Atlantic." [AW, *Globe & Mail*]

◆ **Dietitian Elizabeth DOE (nee DEAN) RCN (Ret'd)**

95 in Ottawa 12/03/14. Jn'd. RCN as Dietitian 04/43, srv'd. *Stadacona* and *Niobe*. Rls'd. in '45. [Citizen]

◆ **LCdr (Ret'd) John Robert FISHER, CD\*\***

63 in Ottawa 27/01/14. Tsf'd. from ATC classification in '74 as SLt (sen. 04/74), prom. Lt. 01/76 and LCdr 01/85. Srv'd. inter alia NDHQ. [AW, *Citizen*]

◆ **Lt Michael John Uniacke Penrose FITZGERALD, CD, RCN (Ret'd)**

86 in Halifax 31/01/14. Jn'd. as RCN (SSA) Lt 08/55, thence RCN Lt (sen. 06/55). Srv'd. *Stadacona, Scotian* and *Montcalm*. Ret'd. in '71. [SR, *Chronicle Herald*]

◆ **Lt(N) Ret'd. Beverly J. GREEN**

51 in Ottawa 15/02/14. Nurse, jn'd. as SLt 07/85 and prom. Lt 01/88. [AW, *Citizen*]

◆ **Lt Maclean Everett JONES, RCNVR (Ret'd)**

96 in Calgary 16/03/14. Jn'd. at *Tecumseh* in '42 and prom. Lt 11/42. Srv'd. *Kings* and *Lauson*. Rls'd. in '45. [AW, *Globe & Mail*]

◆ **A/SLt(S) James Andrew David LEAMY, RCN**

83 in Victoria 01/02/14. Jn'd. UNTD as Cdt(S) at *Donnacona* 01/50, prom. A/SLt(S) RCN 09/52. Srv'd. *Ontario* and *Naden* and rls'd. in '54. [WC]

◆ **Cdr John Thomas LEGAARDEN, CD\*\*, RCN (Ret'd)**

70 in Ottawa 17/02/14. Jn'd. RCN at Royal Roads as Cdt 09/63, thence RMC 09/65, prom. SLt 05/67, Lt 05/69, LCdr 01/76 and Cdr 01/88. Srv'd.

*Annapolis, Restigouche* (att. posting *Chaleur* as XO), *Ottawa* (XO), NDHQ and CDLS(W). [EJMY, AW, *Citizen*]

◆ **SLt Donald Edward LOUDON, RCNVR (Ret'd)**

89 in New Jersey 04/03/14. Jn'd. in '44, SLt 05/44. Srv'd. *Pictou* and rls'd. in '45. [AW, *Globe & Mail*]

◆ **Lt(S) Harold Allan MacCULLOUGH, CD\*, RCN (Ret'd)**

Former NSNOA, 84 in Dartmouth, NS 09/01/14. Jn'd. RCN in '48, prom. A/SLt(S) 06/56, SLt(S) 06/57 and Lt(S) 12/58. Srv'd. *Cornwallis, Hochelaga, Naden, Gloucester, Stadacona, Lanark* (SupO), *Columbia* (SupO), *Shearwater, Magnificent, Cape Breton*, CDLS(L), MSU Hfx and MARCOM. Ret'd. in '75. [BD, SR, *Chronicle Herald*]

◆ **Lt(L) Donald Evans McGREGOR, RCNVR (Ret'd)**

96 in Toronto 18/01/14. Jn'd. in '41, SLt(SB) 08/41 and prom. El Lt 03/42. Srv'd. *Bytown* and rls'd. in '45. [AW, *Globe & Mail*]

◆ **Dietitian Helen Edna MURPHY, RCN (Ret'd)**

101 in Halifax 11/02/14. Jn'd. RCN 01/42 as Dietitian and srv'd. *Stadacona* 1942-45, latterly as A/Matron. Rls'd. in '45. Later in RCAF and ret'd. as Squadron Leader. [SR, *Chronicle Herald*]

◆ **SLt(S) R. J. RUSHFORD, RCN(R) (Ret'd)**

83 in Moose Jaw, SK, 17/02/14. Jn's. UNTD as Cdt(S) 01/51 at *Unicorn*, prom. SLt(S) 01/53, thence Ret'd List. [AW, *Globe & Mail*]

◆ **Lt(E) John Clement STEVENS, RCNVR (Ret'd)**

90 in Toronto 07/09/13. Jn'd. in '43, prom. SLt(E) 05/44 and Lt(E) 05/45. Srv'd. in *Bellechasse* and *Magnificent*. Rls'd. in '46. [Queen's Alumni]

◆ **Lt(N) Andrew F. WEBSTER, CD**

34 in The Seychelles 02/01/14. Graduate (2004) of RMC as SLt. Srv'd. at sea and ashore, latterly in *Toronto*. [SR, *Chronicle Herald*]

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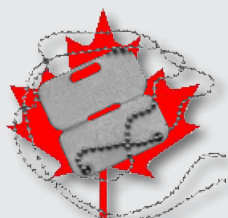
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