



Starshell

A little light on what's going on!

A publication for the Naval Association of Canada • Spring 2018, No. 82



Navigating Canada's Northern waters

Former Admiral Nigel
Greenwood realizes
his dream of becoming
an ice navigator
Pages 18-24

NAC Regalia Sales

Blazer Badge (NAC or RCN)	\$25 each
Blazer Buttons (NAC), large for blazer front	\$14.50 each
<i>Note: small sleeve buttons are no longer in stock but can be special ordered.</i>	
Cuff Links (NOAC or NAC)	\$35/ pair
Medallion Lapel Pins – Gold, Silver, Bronze	\$5 each
Medallion Neck Decorations	\$95 each
Necktie – NOAC/NAC/RCN	\$35 each

All prices include taxes and shipping. Send orders to the Executive Director, David Soule at executivedirector-nac@outlook.com.
Cheques payable to "NAC National"



CANADA'S COMBAT SHIP TEAM. WE'RE READY ON DAY 1.

Lockheed Martin Canada is proud to lead Canada's Combat Ship Team proposing the world's most advanced and modern combat ship design, the Type 26 Global Combat Ship integrated with Canada's trusted combat management system – CMS 330.

Learn more about our solution www.CanadasCombatShipTeam.com or follow us @CSCHomeTeam.

BAE SYSTEMS



LOCKHEED MARTIN



MDA



Starshell

ISSN-1191-1166

National Magazine of the Naval Association of Canada
Magazine Nationale de L'Association Navale du Canada

www.navalassoc.ca



PATRON: HRH THE PRINCE PHILIP, DUKE OF EDINBURGH

HONORARY PRESIDENT: H. R. (HARRY) STEELE

HONORARY COUNSEL: DONALD GRANT

OFFICERS OF THE CORPORATION

PRESIDENT: Bill Conconi

VICE PRESIDENT: Barry Walker

TREASURER: King Wan

SECRETARY (EXECUTIVE DIRECTOR): David Soule (ex-officio)

COMMITTEE CHAIRS

NOMINATING COMMITTEE: Mike Hoare

NAC ENDOWMENT FUND COMMITTEE: Michael Morres

NATIONAL AWARDS SELECTION COMMITTEE: Ray Zuliani

NAVAL AFFAIRS COMMITTEE: Ian Parker

MEMBERSHIP COMMITTEE: William (Bill) Thomas

FINANCE AND INVESTMENT COMMITTEE: King Wan

NATIONAL APPOINTMENTS

NATIONAL ARCHIVIST: Richard Gimblett

CHAIR, HISTORY AND HERITAGE: Alec Douglas

EDITOR, STARSHELL: Carmel Ecker

EXECUTIVE DIRECTOR, SECRETARY / COMMUNICATIONS:

David Soule • 613-837-4026 • executivedirector-nac@outlook.com

STARSHELL EDITOR

Carmel Ecker • 250-661-1269 • starshell@shaw.ca

STARSHELL magazine is published quarterly by the Naval Association of Canada (NAC) in February, May, August and November. The editor is solely responsible for the selection of material. Contributions are encouraged and should be sent direct to the editor. NOTE: All material must reach the editor no later than the 15th day of the month prior to the month of publication. All photographs submitted for publication must be accompanied by suitable captions and accreditation. Changes of address are to be sent to the executive director, David Soule, ExecutiveDirector-NAC@outlook.com.

The opinions expressed in this publication are deemed to be exclusively those of the author(s) and are not necessarily shared by the Naval Association of Canada, the Royal Canadian Navy or the Department of National Defence. If copyright is specified for any item, permission to copy must first be obtained through the editor, otherwise material may be copied without permission provided appropriate attribution is given to both the author(s) and STARSHELL.

DISTRIBUTION and SUBSCRIPTIONS – STARSHELL circulation exceeds 2,000 copies and is distributed to members of NAC, HMC Ships and shore establishments, NDHQ and other interested individuals. Except for copyright material, copying and internal circulation to interested individuals is encouraged. Non-members may subscribe by sending \$20 in Canada, \$25 elsewhere, for each subscription to the Executive Director.

From the Editor

Carmel Ecker



History often meshes seamlessly with our modern life and not just for the sake of nostalgia. We make significant efforts to pay tribute to the past while impacting our present and future.

The pages of this issue are full of current events and realities tethering the present to the past.

We have photos of May's Battle of the Atlantic Dinner, which honoured Second World War Veterans, and for the first time Korean War Veterans as well. Not only does this event honour our veterans, it helps to fund NAC's Naval Affairs program and the promotion of an effective navy now and in the future.

In his regular column, Bill Clearihue explores the long-standing influence of Jacques Cartier on place names in this country, which was perhaps made more significant by the choice of one particular map maker in 1569.

HMCS Haida's recent designation as the RCN's flagship—after much lobbying by a dedicated group of volunteers—presented an opportunity for the unveiling of the new Home Port Heroes program, designed to ensure Canada's Second World War naval heritage is remembered.

RAdm Nigel Greenwood's tale of realizing a dream to become an ice navigator in Canada's Arctic briefly journeys back through times when the quest for the Northwest Passage lured many adventurers to their deaths.

While certainly nostalgia plays a part in history's presence in our lives, the articles in this issue show that fondness for the past is certainly not the only reason we remember.

Also in this issue:

Learn about the results of the NAC AGM—held online on June 27—in NAC President Bill Conconi's "From the Bridge". As Bill points out, times are changing and NAC faces some significant challenges in the future. However, like any good leader, he sees opportunity in those challenges. It may be time for those who've watched from the shore to take action and help the executive steer this organization as it prepares to enter a new decade.

Peek behind the scenes of how NAC operates with an article by Mike Hoare about the recent Governance Review. Based on what they've learned, the Executive is working to make sure NAC adheres to Canada's Not-for-Profit Act, runs efficiently, meets its mandate and serves its members well.

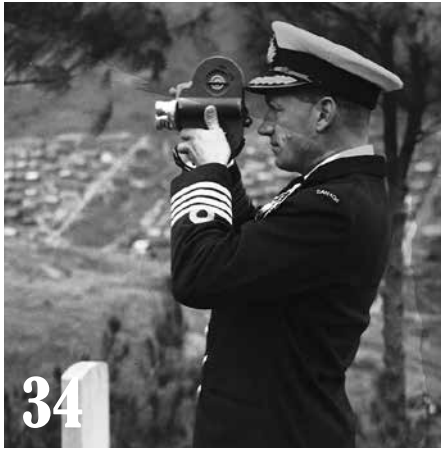
Starshell is printed
in Canada by



Editorial services, layout and
design are provided by



In this Edition



From the Bridge	4	Battle of the Atlantic Gala Dinner	26
The Front Desk	6	Nerissa – The Forgotten War Grave	30
Governance review ensures NAC runs smoothly	8	Releasing members and Reservists wanted for study	33
The Last Post Fund	10	Admiral Welland's Memoirs: "You're going to have to twist them"	34
A History of Service & Dedication	10	Book Review: American Sea Power In The Old World	38
Bill's Corner: What a difference a day makes	12	Book Review: The Halifax Explosion	40
Maritime Security: A Canadian Imperative	14	Last Post	42
HMCS Haida designated as navy flagship	16	HMCS Oriole deploys to the Great Lakes	45
The Arctic: Voyages into Mystical Territory	19	Our Navy	46
HMCS Sackville repairs well underway	25		

A large, modern grey warship, identified as a Type 26 frigate, is shown from a side-on perspective, moving across the ocean. The ship has a complex superstructure with various radar masts and antennas. The sea is dark blue with white wake behind the ship. The sky is a mix of light blue and orange, suggesting a sunset or sunrise. In the top left corner, there is a solid orange vertical bar.

We provide **competitive solutions** that meet current and future needs

Type 26 represents the latest in ship design options and this adaptable solution allows for the accommodation of different combat systems, sub-systems and equipment in order to meet specific customer requirements.

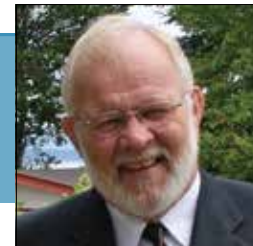
BAE Systems is a world leading shipbuilding company with the skills and expertise to design, build, integrate, test and commission complex warships to deliver the varying demands of our customers.

www.baesystems.com

BAE SYSTEMS
INSPIRED WORK

From the Bridge

Bill Conconi, National President



It has been a busy six months since the last AGM. There are successes to recognize and a number of identified challenges to tackle as we move forward.

During this time, the Board has conducted a review of our Governance. Led by Director Michael Hoare, our Constitution, By-Laws and Guidance Manual were examined with the goal of bringing all into alignment—no internal inconsistencies—and to make sure we are positioned to effectively handle challenges as they arise. This will be an on-going task as needs evolve moving forward. You can read Michael's report on this process on pages 8 and 9.

As an initiative within NAC, Naval Affairs is now up and running under the guidance of Director Ian Parker (with thanks to all the advance work by Dan Sing). This was fully covered in Ian's report to the 2018 AGM. The full report is available on our website. We now have staff working on this and a work plan is in place to take us through the next steps.

Linked to Naval Affairs—as we move forward with our goal of educating the Canadian public on our need for a capable navy—is the topic of communications. We have begun a review of all our communication elements. We are maintaining course and speed with NAC News thanks to the efforts of Director Rod Hughes. As well, we are reviewing our website, *Starshell*, and how we communicate with, and provide support for, our branches. This is an evolving task and will see many changes unfold over the next year. Of note here is the special thanks we owe NAC-O as it is their efforts with the BOA Gala that provide the funding for this.

Membership decline, both nationally and at the branch level, is a challenge and an opportunity, and one that will require time and effort over the next year.

Directors Ed Williams and Bill Thomas, chairs of the membership committee over the last year, have a number of initiatives and improvements underway. Special thanks to branches for nominating members to this group and for their informed contributions. Association memberships throughout our modern world are having issues as demographics change and people look to align themselves with associations they deem relevant to their needs and interests. We have an opportunity to redefine ourselves as we look to establish relevance and re-build our membership.

Coordinating all this is our national office, managed by Executive Director David Soule. David maintains a calm hand on the wheel as we move forward and makes much of what we do possible. Many thanks David.

I want to personally thank our departing board members for their support to the board and to the NAC membership. Some of these individuals have been involved with the NOAC and NAC for many years, so thank you to:

- Ron Skelton
- Dennis Baird
- Charles O'Leary
- Rowland Marshall
- Ed Williams

Thanks also to those who continue to contribute: Mike Morres and Derek Greer for guiding and managing our Endowment Fund; our Awards Committee under the chairmanship of Ray Zuliani and members Derek Greer and Michael Hoare. We welcome Mark Phillips to this committee.

So, where to next?

We know we face challenges in attracting new members and that our current membership numbers are in decline. Yet, we are moving forward with new initiatives like Naval Affairs. We will also look at best practices to attract younger mem-

bers while retaining many of our current members; we need to ensure that NAC is relevant to our current members as well as those we wish to attract.

We are planning a President's roundtable for early September. As an association, we now have the technical ability to bring groups and teams together electronically through "Go-To-Meeting" online software. This year we held our AGM online and despite a few early on challenges, all went well.

I look forward to our future.

*Yours Aye,
Bill*

Corrections

In the Winter 2018 issue of *Starshell*, there was an article about the Women of the Navy Project (pages 16-17). We forgot to include the email contributors can send their information and photos to. Please send your submissions to Dave Freeman at djfreeman@shaw.ca.

From the editor:

In the last issue of *Starshell*, I was remiss in not applauding the editors who preceded George Moore's years at the helm of *Starshell*. These dedicated volunteers put the magazine together for more than 50 years without the luxury of the technology and software I now take for granted. And they put out a sizable publication too—24 to 28 pages without advertising. It's nothing to sniff at. I thank you all for your work building this publication up over the years.

NAC ENDOWMENT FUND DONATION

Money raised through the NAC Endowment Fund allows our association to meet its mandate of increasing the awareness of Canada as a maritime nation and bringing attention to the critical role our Navy plays in the protection and development of our maritime interests.

✓ Yes, I want to help!

I want to support our Naval Heritage and Endowment Fund with my cheque, which is my enduring property gift for:

\$100 ____ \$500 ____ \$1,000 ____ Other amount \$ ____

Name ____

NAC Branch (if applicable) ____

UNTD ____ Venture ____ Other ____ (Check all applicable)

Address ____

City ____ Province ____

Postal Code ____ Phone () ____

Email ____

OR Donate Online

If you wish, you may donate on-line through Canada Helps. Go to www.CanadaHelps.org, enter Naval Association of Canada in the search field, and follow their instructions.

Please make your cheque payable to "NAC Endowment Fund" and mail to:

NAC Endowment Fund
PO Box 42025 Oak Bay
2200 Oak Bay Avenue
Victoria, BC V8R 6T4

Receipts will be provided for income tax purposes (in the case of a donation through Canada Helps, they will be issued by that organization). The Canada Revenue Agency charitable registration number is 11924 6551 RR0001

Other donation options

___ **Check here** if you wish to donate securities to the Fund (there are tax advantages to using this approach). The necessary information will be sent to you.

___ **Check here** if you wish to leave a legacy to the Fund. We will send you information on including the Endowment Fund in your will.



The Front Desk

David Soule, Executive Director



It is that time of year when, for most Branches, NAC-related activities slow down and we all look forward to some rest and relaxation over the summer. As you will note, this Spring edition of *Starshell* is late as a result of a decision to delay its publication until after the NAC AGM.

This year's AGM, held June 27, was conducted electronically, a practice that will become more commonplace in coming years. While we still have improvements to make in the process, we are able to satisfy the requirements of the Not-for-Profit Act in regard to an annual AGM. I want to extend a special thanks to those who took the time to vote or appoint a proxy, and to those who participated in the electronic meeting. I did feel some satisfaction when one member passed on their appreciation for making the voting /proxy process simple—this was done via email, which worked just fine! We will continue to work on this.

This year we did not have a branch that was able to host the AGM along with a conference and associated social program. The act of coming together once a year fosters comradeship and provides an opportunity for members to become more aware of the needs and activities associated with our Navy. That said, meeting the demands for an AGM and finding a suitable venue and conference program is always a challenge. Our plan is to address this by holding a special meeting of the members if we cannot combine these events.

Members attending the AGM approved the 2017 financial statement and appointed our financial reviewer for 2018. In addition, several committee reports were tabled—one of them is featured in this edition of *Starshell*. For those who wish to read these reports and other AGM material, you can find them

on our website under "AGM 2018". The draft 2018 minutes will be posted to the website in the coming week.

The focus of the NAC Board of Directors' meeting, which followed the AGM, was to appoint NAC's Officers of the Corporation, committee chairs, and honorary and national appointments. These are listed below.

As your executive director, I must say the past few months have been busy. A lot of committee work has been undertaken to address membership and governance issues. Membership remains a major challenge as the president has already noted in his article. There is no single magic solution, but a concerted effort by all of us can produce positive results.

I am excited about our Naval Affairs Program. I can assure you (with much

enthusiasm!) that Dr. Ann Griffiths (Coordinator) and Dr. Adam Lajeunesse (Research Coordinator), working alongside NAC Director Ian Parker, are busy producing a number of papers, notes and other material that will be of interest to all of us. These will be forthcoming this fall.

As you know, the future of *Starshell* has been rather topical. Over the summer I will be working with a small group to map out a way ahead. We have heard from our members and recognize that *Starshell* fills a need for many. I know lots of you enjoy the current content, but I see a need to provide an outlet for those who wish to express their opinion on naval affairs. This does not have to be the "official NAC party line", but should be constructive in nature. I also see a

The following officers of the corporation are approved:

President	Bill Conconi
Vice President	Barry Walker
Treasurer	King Wan
Secretary (Executive Director)	David Soule (ex-officio)
Immediate Past President	Jim Carruthers (ex-officio)

The following committee chairs are approved:

Nominating Committee	Mike Hoare
NAC Endowment Fund Committee	Michael Morris
National Awards Selection Committee	Ray Zuliani
Naval Affairs Committee	Ian Parker
Membership Committee	William (Bill) Thomas
Finance and Investment Committee	King Wan

The following honorary appointments are confirmed:

Honorary National President	H.R. (Harry) Steele
Honorary Counsel	Donald Grant

The following national appointments are confirmed:

National Archivist	Richard Gimblett
Chair, History and Heritage	Alec Douglas
Editor, STAR SHELL	Carmel Ecker

need to provide more current and future content and a need to examine how we can incorporate individual branch news into the format. Several Branches are struggling, or at least looking at, more economical ways to produce their own newsletters, and *Starshell* could play a role. This is your magazine and it affords you the opportunity to contribute. *Starshell* will remain part of our membership offering. While some of you may see my comments in a negative way, I truly believe we have an opportunity to improve the product.

Finally, I want to personally thank those departing members of the NAC National Board of Directors for their support: Ron Skelton, Charles O'Leary, Dennis Baird, Ed Williams and Rowland Marshall, as well as those who currently serve you as board members, our President Bill Conconi, and those of you who have contacted me for a variety of reasons. Hopefully, I have responded to your queries promptly and with respect.

Have a great summer, share some time with your loved ones, and let's be ready for an exciting fall with the launch of our Naval Affairs Program.

Letter to the Editor

I have a couple of comments on some historical omissions in the Winter 2018, No 81 *Starshell* article by Clare Sharpe.

(1) In addition to the Vancouver Island memorial to women mariners lost in the World Wars, the four Canadian women killed during the First World War are memorialized in the Tower Hill memorial in London. The four Canadian women killed during the Second World War are memorialized at the Halifax Memorial.

Details are available on the Commonwealth War Graves Commission site. For example here are the details for Lillie C. Cook-Gorbell (under sur-name "Gorbell"), www.cwgc.org/find-war-dead/casualty/2558264/gorbell,-lillie/

(2) The SS *Athenia* was sunk by U-30 (not U-130 as stated in the article) a Type VIIA U-boat on Sept. 3, 1939, just a few hours after Britain and France declared war on Germany. (Canada officially declared war a week later on Sept. 10). This U-Boat action is considered by many to be the "first shots of the Battle of the Atlantic".

Hannah Baird was the only Canadian casualty in the SS *Athenia*'s Merchant Navy crew. In all likelihood, Hannah may have been the first Canadian service person killed-in-action during the Second World War. Her sacrifice is memorialized on the Halifax Memorial: www.cwgc.org/find-war-dead/casualty/2557406/baird,-hannah/

Bill Dziadyk, LCdr (Ret'd)



The Naval Association of Canada:

- Actively supports the Royal Canadian Navy.
- Educates. We do not lobby.
- Produces position papers, not opinion papers. Members are encouraged to state opinions, but NAC does not.
- Educates all politicians of all parties for they will certainly change and naval ships are around for many political cycles.
- Welcome all who are interested in ensuring Canada has a capable and effective Navy for all three oceans.
- Has local Branches in many major cities across Canada with local activities, social and otherwise.

Visit www.navalassoc.ca for information on your local Branch and its website.

All memberships include a subscription to our quarterly magazine, *Starshell* (yep, you'll get this snazzy magazine you're holding delivered four times a year!).



Research has shown the optimum size of effective non-profit boards is 9 to 11, so the NAC board will be reduced to 9 in 2019.

these decisions, there was no need for nominations and elections at the 2018 AGM.

The governance review report clearly identified two types of revisions: one involves non-substantive clerical revisions for clarity, which can be made to the administration manual; the other requires decisions to be made, followed by revisions to the manual and, more significantly, revisions to the by-law.

The purpose of this article is to apprise all members of this background information so the process and purpose of the review is understood. However, the most significant decisions were recorded in formal board resolutions passed at the board meeting held on April 9, 2018.

Over the next few months, the administration manual will be revised and the new separate finance manual will be created. In addition, By-Law No.1 will be revised. The board has the authority to approve revisions initially, but they would also be presented to the general membership at a future AGM for ratification. This did not occur at the AGM on June 27, 2018 due to time constraints.

I have attempted to provide you with a brief overview of the Governance review and hope you see the positive progress we have made to date. There is still a lot of work to be done to reach the final product. I have only provided you with the highlights; there are a lot of nitty-gritty details I have not shared.

Should you have any questions or comments regarding the governance review or this short article, please contact me at drmh@hay.net at anytime.

As a result of the governance review, several resolutions were passed at the April 9 board meeting:

- That the normal term of a director is three years; that a maximum of two three-year terms are permitted; that eligibility for re-election to the board is permitted after a one year absence; that replacement of a director who leaves the board before their term is completed is for the remainder of the original term of the departed director, though replacement is not required if a quorum exists.
- That committees, chairs of committees and terms of reference must be approved by the board.
- That the officers of the corporation be confirmed as President, Vice President and Treasurer, with the Secretary (Executive Director) and Immediate Past President, both as ex-officio and non-voting.
- That immediately following the AGM, a board meeting is held to approve the appointment of the officers, the signing authorities for bank and investment accounts and the committee chairs for the year ahead.
- That the honorary appointments approved by the board are the Honorary National President and Honorary Counsel.
- That the national appointments approved by the board are the National Archivist, Chair for History and Heritage and the Editor of *Starshell*; that the role of Webmaster be incorporated into the role of the Executive Director; that the role of AUSN Liaison be eliminated; that the role of Obituaries Editor remain a function of *Starshell*.
- That reference to an executive committee be deleted from the manual and not replaced until the need for an executive committee arises.
- That the chair and committee members of the NAC Endowment Fund be appointed and approved by the board—as are all chairs and committee members—and not by the members at an AGM, which has been past practice; that membership be composed of four trustees who cannot be directors.
- That the following Standing Committees of the Board are confirmed:
 - Nominating Committee
 - Naval Association of Canada Endowment Fund (NAC-EF) Committee
 - National Awards Selection Committee
 - Naval Affairs Committee (which includes the former Outreach Committee)
 - Membership Committee
 - Finance and Investment Committee
- That the Council of Presidents is confirmed as an advisory committee to the board.
- That membership and terms of reference for each committee will be reviewed and revised in accordance with the recommendations in the Governance Review document.
- That the Executive Director be authorized to make any and all amendments to the Administration Manual in relation to the foregoing motions subject to their approval; in addition, that he be authorized to make any required clerical edits to the manual.
- That ultimately, NAC reference and resource information be included in two separate manuals, namely the Governance Manual and the Finance Manual, and to facilitate ease of accessibility and updating, both manuals be available electronically on the NAC website.



THE LAST POST FUND

A History of Service & Dedication

“To honour and protect in death seems but a small return to those who have protected their country in life.”

-Arthur Hair, Founder

By Rear-Admiral Barry Keeler (Ret'd),
National President, Last Post Fund

The Last Post Fund, a national not-for-profit organization, originates from an act of compassion and respect.

On a cold night in December 1908, an unconscious homeless man was taken by two police officers to the Montreal General Hospital. Allegedly inebriated, he was left in a room to sleep it off. Later on, the Head Orderly, Arthur Hair—a veteran of the South African War—noticed an envelope sticking out of the poor man's coat pocket. It contained an honourable discharge certificate issued to Trooper James Daly by the Great Britain War Office. Daly had served for 21 years under the British flag and this document was his sole possession.

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

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

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

Eligible Veterans Include:

- Former members of the Canadian Forces

- Canadian Merchant Navy Veterans
- Allied Veterans who meet certain conditions

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

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

Please spread the word to ensure veterans and their families are aware of the LPF and consider making a donation to the Fund. After all, “To honour and protect in death seems but a small return to those who have protected their country in life.” —Arthur Hair, founder of the LPF

Visit www.lastpostfund.ca or call 1-800-465-7113 for additional program details and information on how you can make a charitable donation.

The LPF has ensured that no eligible veteran is deprived of a dignified funeral, burial and headstone for lack of financial resources.



CANADA'S COMBAT SHIP TEAM. WE'RE READY ON DAY 1.

AT LOCKHEED MARTIN,
WE'RE ENGINEERING A BETTER TOMORROW®.

Lockheed Martin Canada is proud to lead Canada's Combat Ship Team proposing the world's most advanced and modern combat ship design, BAE's Type 26 Global Combat Ship, integrated with Canada's trusted combat management system – CMS 330.

Our Team delivers innovative Canadian technologies with CAE, L3 Technologies, MDA and Ultra bringing expertise in naval training and simulation solutions, advanced manufacturing and engineering, systems integration and in-service support, electro-optic and infrared sensors, and underwater warfare integration and systems.

Learn more at www.CanadasCombatShipTeam.com and follow us @CSCHomeTeam.

CANADA'S COMBAT SHIP TEAM

BAE SYSTEMS | CAE | L3 TECHNOLOGIES | MDA | ULTRA ELECTRONICS

— LOCKHEED MARTIN CANADA —



What a difference a day makes

Jacques Cartier would probably be amazed by the homage paid to him in the present day as, among other things, the "Discoverer of Canada". A tablet with wording to that effect was placed in a church in St. Malo, in 1891, by Honoré Mercier, then Premier of Quebec.

Besides Canada, other significant names that were given or first used by Cartier during his famous voyages between 1534 and 1541 are St. Laurent, Donnacona, Stadacona, Hochelaga, Saguenay, Chaleur and Montréal. All of these names have been used by the Canadian Navy for vessels or shore establishments.

Cartier would also be intrigued to follow the historical timeline that resulted in a small patch of the north shore of the present St. Laurent/Lawrence River, which he named Canada, being applied now to the entirety of the second largest country in the world.

Equally intriguing to him might be

how an obscure anchorage that he named St. Laurent came to be applied to a 2,300 mile long waterway running from the Atlantic to Duluth, Minnesota. For this, he would primarily be indebted to Gerardus Mercator, who in his famous World Map of 1569 applied the name St. Laurent in large type to an area of the map adjacent to Cartier's original anchorage. In successive maps by others, this name was ultimately ascribed to the entire gulf and river. On that same Mercator Map appears Canada, where Cartier intended it to be, within a larger area designated as New France.

By Cartier's reckoning he was at the St. Laurent anchorage (approx. 50° 15' N - 063° 05' W) from Aug. 9 to 12, 1535. The 10th, his first full day there, was also the Feast Day of St. Laurent. Had he chosen to name the spot for his last day there, the 12th, he might have named it for St. Claire of Assisi on her Feast Day. In that case, all of the present day nomencla-

ture associated with the Gulf, River and Seaway, including the Laurentian and Laurentide derivatives, might be versions of St. Claire instead.

One hundred and forty four years later, on Aug. 12, 1679, Lasalle sailed the Griffon into a lake and then a river, just upstream from Detroit, and named them to honour St. Claire. Had Cartier previously used that name, Lasalle wouldn't have. In that case, had Lasalle been a couple of days earlier, he might have used the name St. Laurent instead.

Such is the fragility of the threads of history upon which much of our heritage—Naval and otherwise—is based.

The Canadian Navy has also used Lasalle, Griffon and St. Clair as ship's names.

The official ship's badge for *HMCS St. Laurent* 2nd—DDH 205, 1955-1974—had, as its main device, a white whale with a red gridiron superimposed on its body. It was shortly after leaving the St. Laurent anchorage that Cartier noted a



Cartier might be intrigued that an obscure anchorage that he named St. Laurent came to be applied to a 2,300 mile long waterway running from the Atlantic to Duluth, Minnesota.

profusion of whales in the river. Tradition has it that St. Laurent/Lawrence/Lorenzo was martyred by being roasted on a gridiron circa 256 AD. This gridiron can be seen in a church in Rome today. The blue and gold wavelets in the badge represent the water, done in the royal colours of France.

Some of the unofficial badges for *St. Laurent* 1st—H83, 1937-1945—featured a gridiron, but none featured a whale. The Battle Honours Atlantic 1939-1945 and Normandy 1944 were earned by *St. Laurent* 1st. It is noteworthy that a ship whose name and country both derived directly from a St. Malo mariner's

endeavours over 400 years earlier was involved in its ultimate liberation in the Second World War.

Name ship of her trend-setting class of "Cadillacs," *St. Laurent* 2nd was built by Canadian Vickers Ltd., Montreal, and commissioned on Oct 29, 1955. In February 1956 she proceeded to the U.S. Trials Centre at Key West, Florida, for three months' evaluation, after which she visited Washington, arriving on the Potomac River on Apr. 15, 1956 at 0800 hrs. Afterwards she departed for the UK and in the course of the latter excursion escorted HMY Britannia on a state visit to Sweden.

On Feb. 2, 1960, *St. Laurent*, by then stationed on the west coast, departed Esquimalt with two of her sisters, *Ottawa* 229 and *Saguenay* 206, on a two-and-a-half-month Pacific cruise, visiting Long Beach, Pearl Harbour, Yokosuka, Okinawa and Hong Kong. On Mar. 28, 1960 they departed Hong Kong after a port visit and returned to Esquimalt on Apr. 29, 1960. On Mar. 2, 1961, *St. Laurent*, in company with *Ottawa* 229, and *Saguenay* 206 departed Esquimalt for Operations with US Carrier Division 17 off Hawaii; returning to Esquimalt on Apr. 4, 1961. *Saguenay* was test-fitted with VDS prior to being converted to a DDH at Burrard Dry Dock, Vancouver. Re-commissioned on Oct. 4, 1963, she departed Esquimalt on Jan. 7, 1964 for a world cruise and then transfer to the Atlantic Fleet. *St.*

SHIP FACTS - St. Laurent 2nd

Laid down: Nov. 24, 1950

Launched: Nov. 30, 1951

Commissioned: Oct. 29, 1955

Re-classified at DDH: Oct. 4, 1963

Paid off: Jun. 14, 1974

Fate: Foundered Jan. 12, 1980



Laurent was paid off for the final time on Jun. 14, 1974. She remained in Halifax as a source for spare parts for her sister ships. On Jan. 1, 1980, she left under tow of the tug Odin Salvator for Brownsville, Texas, to be broken up, but on Jan. 12, 1980, the towline broke in a gale and she foundered off Cape Hatteras. Bravo Zulu *St. Laurent*!

Maritime Security: A Canadian Imperative

Courtesy of BC Shipping News

Maritime issues matter. Canada is a maritime nation whose economy is reliant on the safe passage of commerce across the world's oceans. The oceans underpin Canadian prosperity, both domestically in terms of our gross domestic product, and internationally with respect to Canada's role on the global stage.

With the economic and geopolitical shift towards the Indo-Asia Pacific, the importance of this strategic maritime realm has increased considerably and this, in turn, has generated the need for continued dialogue amongst stakeholders. The biennial Maritime Security Challenges (MSC) conference series, hosted by the Navy League of Canada, in association with the Royal Canadian Navy, provides an avenue for such discourse.

Building on the success of seven previous MSC conferences, MSC18 will bring together an exclusive contingent of senior professionals from the national and international maritime security sector to Victoria, BC, from Oct. 15-18, 2018 to examine some of the complex and challenging issues unfolding in the Pacific maritime domain and beyond. Attendees will have the opportunity to gain insights from leading maritime analysts and practitioners and to discuss

the implications of emerging maritime security concerns, as well as strategies for achieving effective solutions that incorporate a broad array of stakeholders.

Arguably, the maritime domain has never been more complex. The rapidly evolving security situation, particularly in the waters of the Indian and Pacific Oceans, means that navies, national governments, and international organizations are faced with a growing array of challenges to safety and security at sea. New risks require new responses and solutions to these complex issues increasingly demand cooperative, collaborative and inventive approaches.

Through a series of panel discussions and special presentations, MSC18 will explore and debate critical questions pertaining to the future maritime security environment, both internationally and domestically. A survey of regional developments—such as progress on China's Belt and Road Initiative infrastructure project, maritime calculations on the Korean Peninsula, and motivations in the South China Sea—will provide insight on the geo-political developments in the region. A special presentation on changing ocean dynamics from Ocean Networks Canada will also explore the environmental considerations of maritime security.

In addition, MSC18 will examine

various considerations related to the defence acquisitions process as well as explore new ways in which the potency of future fleets could be enhanced across the air, surface, and subsurface dimensions of maritime operations. Furthermore, MSC18 will look at what role emerging technologies—such as artificial intelligence, autonomous systems, cyber, or 3D printing—could play for Canada and its international partners' maritime posture, and what types of capabilities defence planners will require in order to maintain a strategic advantage in this domain.

By featuring a diverse range of subject matter experts and encouraging discourse among the cross-section of maritime security stakeholders in attendance, MSC18 supports Canada's ability to position itself for success in the future maritime operating environment. Through formal proceedings and networking opportunities, MSC18 will deliver an enhanced understanding of global security trends, insight into innovative solution sets, and a reinforced network of allies and partners, which will all contribute to improved maritime capacity at home and abroad.

Visit www.msconference.com for more information on MSC18, including the conference program and registration details.

HAVE OLD PRINT COPIES OF STARSHELL LYING AROUND?

The Naval Museum of Manitoba wants them!

Members wishing to donate old print copies of Starshell would be greatly appreciated by the museum. Extra/duplicate copies will be shared with other naval museums.

Many thanks!

Please address to:

Claude Rivard, Curator, Naval Museum of Manitoba,
1 Navy Way, Winnipeg MB R3C 4J7



ASTER

Vertically Launched
Anti-Missile and
Anti-Air Missile
Systems.

MBDA

MISSILE SYSTEMS

EXCELLENCE
AT YOUR SIDE

Unmatched agility and manoeuvrability due to combined thrust / aerodynamic control "PIF-PAF" providing hit to kill capability

- Anti-missile by design
- High rate of fire
- Simultaneous multiple threat engagement
- Extremely quick reaction times
- 360° coverage

AIR
DOMINANCE



AIR
DEFENCE



MARITIME
SUPERIORITY



BATTLEFIELD
ENGAGEMENT



www.mbda-systems.com  

Canso

Investment Counsel Ltd.

is a proud supporter of
the Battle of the Atlantic Gala Dinner





HMCS Haida designated as navy flagship

By Navy Public Affairs Ottawa

HMCS Haida has been designated flagship of the Royal Canadian Navy (RCN) to honour the courageous spirit of this legendary destroyer and all those who proudly served in her.

Haida is the last remaining Second World War Tribal-class destroyer in the world. Moored in Hamilton, Ontario, it is now a National Historic Site managed by Parks Canada, welcoming visitors to learn about Canada's naval history.

A special ceremony, co-hosted by the RCN and Parks Canada on May 26, saw *Haida* commissioned as flagship of the RCN, 75 years after it was initially commissioned into service for Canada.

The ceremony was part of a two-day community event during which Parks Canada launched its new Home Port Heroes program to ensure Canada's Second World War naval heritage is remembered in communities across the country.

The ceremony included warm greetings by Chief Ava Hill from the Six Nations of the Grand River, who highlighted the contributions of her people to the cause of freedom as evidenced by the numerous Indigenous veterans present. After his welcome to the First Nation Treaty lands, Chief R. Stacey Laforme from the Mississaugas of the New Credit First Nation recited two poignant poems, one about Mother Earth and another touching upon sacrifice and remembrance.

Adding to the historic significance of the occasion was the participation of two Haida Nation Hereditary Chiefs, Lonnie Young and Frank Collison, from the west coast of B.C. This was the first direct contact between the Haida Nation and their fabled namesake ship. To solidify this bond, Chief Young presented Vice-Admiral Ron Lloyd, Commander of the RCN, with the Haida Nation Flag, which was then hoisted over the ship.

Other highlights included a parade, naval band, firing of *Haida's* guns, and a winged salute from a vintage aircraft of the nearby Canadian Warplane Heritage Museum. Additionally, the fabled warship's pre-1965 White Ensign was hauled down and replaced by the current Jack and Canadian Naval Ensign, which are flown by all RCN commissioned ships.

In the evening, a traditional sunset ceremony was held, followed by *Haida's* transformation into an illuminated living memorial in remembrance of the fallen of the Battles of the Atlantic and the St. Lawrence. A video of the battles, along with the names of the lost ships and of the fallen, scrolled up the hull.

"This is a tremendous day for both the RCN and for Parks Canada," said VAdm Lloyd. "*HMCS Haida* exemplifies the values of our naval personnel in uniform: service above self; courage in the face of immense danger; indomitable spirit; and

the relentless pursuit of excellence. As flagship of the RCN, *Haida* now stands as a permanent reminder of the sacrifice and courage of Canada's sailors, so that future generations of Canadians and sailors can be inspired by its story and the proud traditions of our RCN."

Along with his thanks to Parks Canada, VAdm Lloyd acknowledged the work of Haida Incorporated, a not-for-profit organization that "rescued Haida from the breakers" after being de-commissioned in 1963. He also recognized the efforts of the Friends of HMCS Haida, an organization of enthusiastic and energetic volunteers and veterans who served aboard *Haida*, and continue to ensure the destroyer's rich legacy is shared with Canadians.

"Today would not have been possible without the foresight and commitment of those who have worked diligently since the 1960s to save this ship from the fate of so many of its sister ships," VAdm Lloyd said.

Haida also links generations, bringing



Sailors on HMCS Haida G63, circa 1944. Photo courtesy of Doug Saunders, www.forposterityssake.ca.

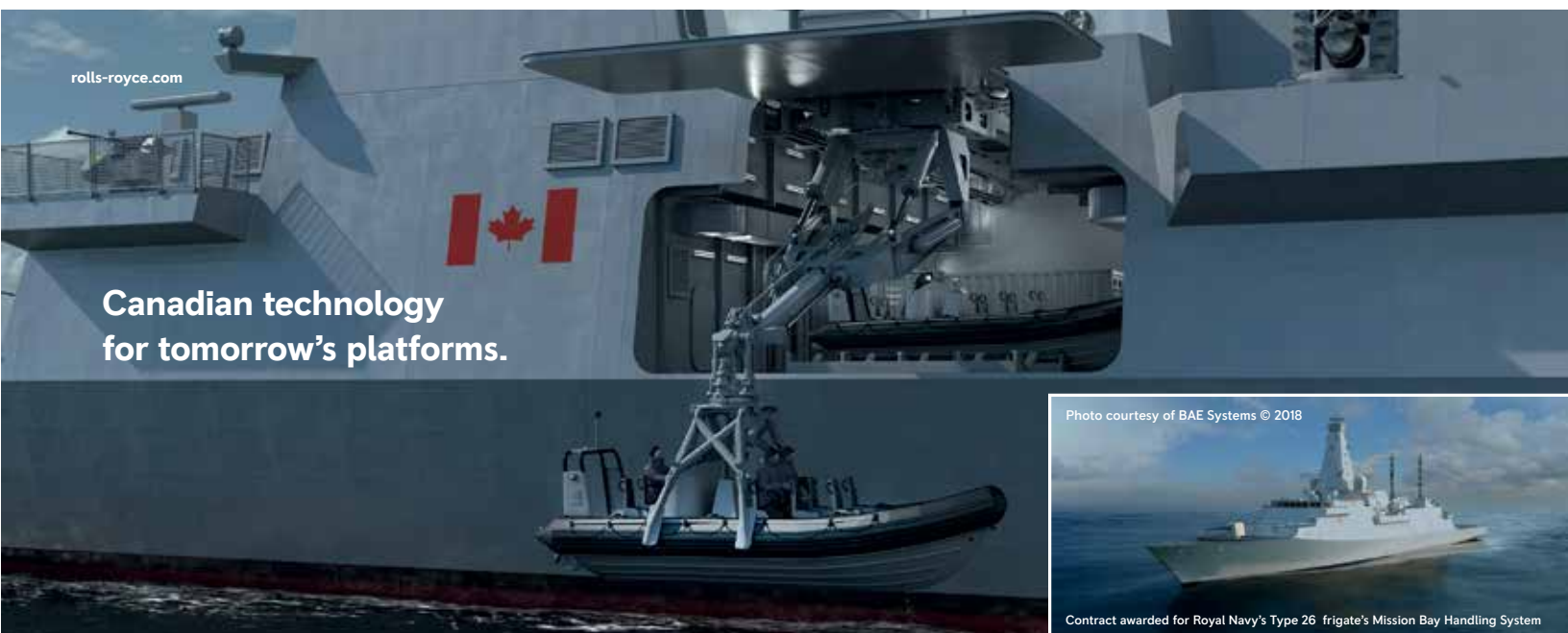
together the RCN's proud past with its bright future. Her original commanding officer, Harry DeWolf, is the namesake for both the first of, and the entire class

of, Arctic and Offshore Patrol Vessels. His inspirational, courageous and bold wartime leadership earned him the nickname "Hard-Over Harry." Post-war, Harry DeWolf rose to the rank of vice-admiral and commanded the RCN.

"The RCN is a navy with 108 years of service to Canada. *Haida* is the very embodiment of the history, valour and fearless dedication of the women and men who serve Canada at sea," said VAdm Lloyd. "It is a testament to the RCN's long history as a fighting force and now stands as a permanent reminder of the sacrifice, resolve and courage of Canada's sailors."

Known as Canada's "fightingest ship," *Haida* sank more surface tonnage than any other RCN ship during the Second World War and later joined the "Trainbusters Club" during the Korean War. *Haida's* legacy is steeped in Battle Honours: The Arctic between 1943 and 1945; English Channel, Normandy and Biscay in 1944; and Korea from 1952 to 1953.

Find out more about the Home Port Heroes Program at www.pc.gc.ca/en/culture/historique-historic/mer-port



Rolls-Royce is the reliable choice for innovative naval handling systems. Designed and manufactured in Peterborough, Ontario, our world-leading Mission Bay Handling system has been tailored to provide an adaptable and flexible integrated solution for current and future naval operations.

The Rolls-Royce Mission Bay Handling technology enables efficient deployment and recovery of manned/unmanned crafts from both sides of the ship. Containerised mission packages can be moved on an open deck or inside a mission bay without the aid of a dockside crane offering a low-risk naval solution for tomorrow's platforms.

[f](#) [in](#) [t](#) The story continues...



A person is silhouetted against a bright sunset over a calm body of water. The person is standing on a ship's deck, leaning on a metal railing. The sun is low on the horizon, creating a strong reflection on the water. The sky is a mix of orange and blue. The ship's structure is visible in the foreground, including a railing and a part of the deck.

Voyages into Mystical Territory

By Admiral (Ret'd) Nigel Greenwood,
NAC-VI

There is nothing quite so attractive as a voyage into the unknown. This is true whether this is a physical voyage or a virtual excursion into a domain of knowledge that promises intrigue, amazement and reward.

For me, a life-long passion for the Arctic was just a virtual passage through the ice-infested waters of naval history until after my retirement from the RCN in 2012. Since then, I have been able to indulge and advance this interest in more tangible ways that in some senses parallels the Navy's re-engagement in the Arctic.

Coincident with my own polar apprenticeship, the RCN has become more serious about navigation in ice, a specialist expertise that has been, at best, notional in the Canadian Navy since the transfer of *HMCS Labrador* to the Canadian Coast Guard in 1957.

The imminent launch of *HMCS Harry Dewolf*, the first of the RCN's class of Arctic Offshore Patrol ships, concurrent with climate-change-driven surge of interest in the Northwest Passage and the recent adoption of the International Maritime Organization's (IMO) Polar Code, mean that the previous benchmarks of polar operations are shifting in significant ways.



Imagination and Mystery

Since the days of Pytheas the Greek (325 BC), man has been lured north by the Pole star and Great Bear constellation as well as fantastic tales of frozen seas and real great (white) bears. The attractions of unusually toothed and tusked and horned sea life was matched with rumours of a quick route to Oriental riches to portray a domain of equally unimaginable challenges and rewards. In a real way, this incentive still holds as the appetite for Arctic oil and gas waxes and wanes.

The additional romance of mystery is another attraction. The recurrent scandals of false gold (Frobisher), the tabooed horrors of cannibalism (Franklin), the eerie reappearance of abandoned ships (HMS Resolute), improbable meetings of lost individuals (Nansen) and contested reports of glorious achievement (Cook and Peary) exert a powerful impact on the imagination. When these are coupled with fears of cold, darkness and loneliness, Robert Service's "strange things done in the midnight sun..." only scratches the surface of the oddly driven characters that have sought fame and fortune in the north.

The mystery of white space on the map also enticed explorers, scientists and prospectors to venture into the north in pursuit of understanding. Up until the mid 1950s with the completion of aerial surveys by the RCAF, this was seen as overwhelmingly geographic—the filling-in of the chart—but even in the 1800s this was a simplification. Franklin's last mission was as much about examining terrestrial magnetism as it was about tracing that last bit of Arctic coastline that he had not already walked himself. In the late 1800s, this effort continued with scientific expeditions that laid the groundwork of what we understand today of oceanic circulation, and the geology of the Arctic Archipelago, as well as the biology and anthropology of the Arctic. This scientific effort continues today with scientific investigation that extends from the heights of the atmosphere to the underlying strata of sub-marine geology, seeking to satisfy the

increasing demand for data in support of modern Arctic "claims", whether they be jurisdictional, economic, political or polemical.

Increasingly, there is another class of northern quester. These are the adventurers and tourists who aim to go "where many have gone before"—and died doing so—but to do so in novel ways that establish their own tenuous "ne plus ultra." In recent years we have seen NWP transits by kayaks (at least traditional and culturally appropriate), Hobie-cats, fast rigid-hull inflatable boats, assorted yachts, and even paddle-board. The yachts—some shockingly unprepared—were the largest component of through-traffic (i.e. non-destination, ocean-to-ocean transits) in 2017. The celebrations of accomplishment by some of these epic adventurers do not always mention the assistance provided by coast guards (up to and including actual deck-passage for small craft).

A Long Way Round to Four Arctic Voyages

I must admit to a degree of similar ambition. In my early career as a naval navigator, the polar regions always represented the epitome of the navigator's art—the greatest difficulty, most severe consequences and almost unlimited opportunity—and were thus undeniably attractive. Despite various attempts during my years of naval service, the closest I got was in 1982, painting the bullnose of *Annapolis* blue in the relatively warm waters of a NATO exercise north of Norway.

A better opportunity showed itself in 2013 after my retirement from the RCN. Against the popular wisdom that it is unwise for admirals to get too close to the actual practice of navigation, I mustered myself up for the Ice Navigation course at the Marine Institute of Memorial University. With a recently-refreshed certificate as Master Mariner in my pocket—obtained in 1996 during a rush of enthusiasm for my first desk job at NDHQ—I had visions of immediate employability as an ice-navigator. Part-time employment as a mentor in the

RCN's navigation simulator complex at Venture, the RCN's school for naval officers, supplemented this experience with exposure to modern radars and ECDIS. Then nothing happened...until 2015.

Out of the blue, I got a call to go at short notice to Cambridge Bay to relieve an ice-navigator on a super-yacht. The incumbent was required to return to his day-job as a harbour pilot on England's south coast. As the ship was west-bound, the most difficult part of the passage (and ice) had already been negotiated. On five days notice I flew to the central Arctic to join a 2014 Dutch-built private ship of 90m LOA, about 3,000 tons displacement and acres of glass, chrome and marble.

This is truly the way to go to sea! Upon departure of the owner and guests in Cambridge Bay, the ship was left with 26 crew and one ice-navigator (me). At 57, I was the oldest person onboard by at least 10 years, followed by the Chief Engineer (about 45) and then the Master (about 35), with the remainder of the mixed crew averaging about 28 years old. The ship was fitted with two 40-foot launches, two rescue boats, four jet-skis and a helicopter pad. It had all the most modern navigational gear, full internet connectivity, a gym and a spa. Fortunately, the two chefs remained onboard to add privileged quality to the pampered existence. I resided in splendor in the vacant and palatial guest accommodations. And we saw no ice, so I was celebrated as a particularly effective ice-navigator.

The next year, with intelligence that a recently retired CCG captain and former Sea-Cadet chum from Powell River was about to land a job as ice-navigator for a two-way transit of the NWP, I volunteered to understudy him as ice navigator onboard the RRS Ernest Shackleton (ES), scheduled to provide logistic support and ice-capable escort to the MV Crystal Serenity (CY).

Built in 1996 for the North Sea oil and gas industry, the ES is relatively small at 80m length overall (LOA) and about 5,000 tons displacement. She has been on long term charter to the British Antarctic

Continued on page 22

Survey (BAS) and is used primarily for resupply of BAS research stations out of her “home port” in Stanley, Falkland Is. Off-season, she refits in Denmark and is available for charter, hence her engagement for Crystal Serenity’s landmark voyage as the largest cruise ship (68,000 GT) to attempt the NWP.

Captain Marc Rothwell (ex-CCGC Louis St-Laurent) and I joined ES on Aug. 7 in St. John’s where the ship was embarking expedition stores. Not only would ES provide assistance and contingency support to CY, but also carry about half the contingent of guides, naturalists, divers, and photographers that would provide expedition support to CY. This totaled about 30 extra people in ES, including the boat-drivers/guides for the 15 RHIBs (from 8 to 40 passenger) and 12 kayaks. All of this gear was set-to-work, tested and run-in as the ship made its way through the NWP (via Bellot Strait) to Ulukhaktok (Holman) on the west side of Victoria Island to meet CY.

This being accomplished on Aug. 27, ES accomplished a record movement of more than 900 people off and back to CY for shore excursions, boat rides, kayak trips and helicopter flights in a routine that would set the pattern for five stops in the Canadian Arctic. Three of these occasions included interaction with local people in Ulukhaktok, Cambridge Bay and Pond Inlet, visits that had been carefully planned with local authorities. Finally, having transited Baffin Bay for a couple visits in Greenland, ES took leave of CY to return to Newfoundland for off-load of expedition gear on Sept. 14.

While much of the ES’s passage was in ice-free (no ice in sight) or open water (less than 1/10 ice coverage), the trip proved a perfect apprenticeship to ice-navigation. Not only was I able to understudy an officer (and friend) of substantial polar experience, but the master, Captain John Harper, was able to demonstrate the ship’s capabilities in the ice remaining off the east coast of Baffin Island as we made our way north.

While relatively low in ice-classification due to her power, the ES has a

The year proved to be a particularly light ice year in the critical sections of Victoria Strait where Franklin was lost.

strong hull and was able at a run to break through almost two metres of thick first-year ice. In addition, the ship carried the latest version of Ice-Nav, a Canadian computer system for over-laying ship’s position and radar picture on current ice-charts provided by the Canadian Ice Service. These assisted significantly with the tactical avoidance of ice, even though the year proved to be a particularly light ice year in the critical sections of Victoria Strait where Franklin was lost.

While actual ice experience in ES was particularly light for the distance and time traversed, it was enough to whet my appetite for the following summer. In 2017, the opportunity was guaranteed to satisfy: my good friend and mentor in ice-navigation, Captain Duke Snider—well-known to members of NAC Vancouver Island as the head of Martech Polar Consulting and President of the Nautical Institute—offered me the chance to back him up as Assistant Ice Navigator for a transit of the Finnish multi-role support vessel (MSV) Nordica from Vancouver to Nuuk, Greenland. This passage—to relocate the ship from Pacific to Atlantic and to jointly celebrate Finland 100/Canada 150—was offered as an Arctic experience to an eclectic selection of academics, journalists, coast guard observers and wild-life specialists, resulting in an extended series of pre-dinner lectures to exchange ideas. And we saw lots of ice, so the ice-navigators were happy!

Captain Snider had sailed with Nordica and her sister ship Fennica the previous year, in which they had set a record for the latest season transit of the NWP. These ships were built for Baltic ice escort and winter waterway clearance, but are also configured for utility in the oil and gas industry off-season. Accordingly, they have a relatively high ice-class, good power and superb manoeuvrability with twin azimuthing thrusters aft and multiple athwart-ship thrusters. They are fitted with advanced technology and controls for conducting underwater work while maintaining station with dynamic positioning. They have as permanent crew some of the most experienced ice navigators anywhere as well as excellent cooks!

For the second year, Nordica found herself in the Pacific with the NWP being the quickest route home, this time early in the season. In fact, it turned out to be the earliest NWP transit on record, with Nordica passing Point Barrow on July 16 and arriving at Nuuk on July 29. Victoria Strait and Larsen Sound, and indeed up through Franklin Strait to Peel Sound, all provided ample examples of differing ice regimes to demonstrate the capabilities and limitations of this ice-breaker. For me, it was a master-class in ship manoeuvring in ice, but also, and very importantly, the skills and pitfalls of distinguishing first-year (relatively passable) from multi-year (harder, more dangerous) ice.

I arrived home on Aug. 5, thrilled with this significant improvement in my knowledge and understanding of ice navigation, and enough time with training and previous deployments to be recognized by Transport Canada in their list of qualified ice-navigators. I soon got a call offering a return trip through the NWP, this time as the principal ice-navigator. The task was to provide local knowledge, ice advice and assist with interface with MCTS (coast guard radio and traffic services) as well as Transport Canada for the transit of the Chinese research ship Xue Long from Nuuk, Greenland, to Nome, Alaska. By Aug. 25 I was on my way back to Nuuk.



Xue Long is a large ship, of 21,000 tons displacement (about the same as our last class of AOR), 167m LOA, built in 1993 in the Ukraine. She has been busy in Chinese service for many years servicing their Antarctic research stations. This past summer, Xue Long undertook a circum-polar voyage of scientific inquiry for the Polar Research Institute of China.

With a crew of 96 mariners and scientists, Xue Long left her home port of Shanghai in July and proceeded through the Bering Strait for an east-west transit across the top of Russia, into the Atlantic and through the NWP.

While Xue Long has completed more than 30 voyages to Antarctica, this was only its eighth Arctic voyage and its first to transit the NWP. I boarded in Nuuk, Greenland, joining two Canadian

hydrographers and one Department of Fisheries and Oceans (DFO) representative embarked earlier from a CCG vessel in Davis Strait. From here, our track took us up the east coast of Baffin Island, conducting bathymetric and oceanographic surveys while mostly skirting the ice edge. After this, the ship's track wound through Lancaster Sound to Peel Sound and then through the most common, southerly NWP route to the Beaufort Sea. After a couple weeks conducting science in the Beaufort and Chukchi Seas, I was landed in Nome, Alaska, concluding my busiest summer at sea since I was a Lieutenant Commander!

Sovereignty and Commercial Viability

For those who ponder the intent of this voyage and perceive a challenge

to Canada's jurisdiction in the NWP, I should point out that Xue Long complied with every requirement of Canadian regulations during the transit. The presence of the Canadian hydrographers and DFO representative provided the authority for the science work in Canadian waters, and my expertise as an ice-navigator was employed to ensure that all reporting in accordance with CCG and Transport Canada requirements was done properly.

The close attention of Canadian government agencies was well noted by the crew as Xue Long was hailed by government ships and aircraft at least every day of the voyage, even if some of this provoked some mirth as when we were ordered to heave-to by "Warship

Continued on page 24

Edmonton” off Cambridge Bay—“where is the cannon?” the master asked me.

My own naval background was known and acknowledged by my hosts, but not probed in any searching way beyond a few skill-testing questions on navigational practices. Demonstration of my recently refreshed skills at applying parallel indexes, as well as calculating iceberg heights by vertical sextant angles, seemed to put them at ease that my presence was not more sinister.

The passage of Xue Long proved the navigability of the NWP to the Chinese in a way that they had not previously experienced, while providing the opportunity for a “flag-waving” circumpolar voyage. But it also proved the limitations.

Their expectation of a straight-through transit of Barrow and McLure Straits was immediately discouraged as being beyond the ice-capability of the ship. The passage of Franklin and Victoria Straits, which at a date two weeks earlier the previous year had been almost ice-free, required careful navigation at 5-8 knots to avoid elements of hard, old ice in 5-7/10ths of decayed thick first-year ice (up to 2m thick). During Xue Long’s transit of this area, the ice was the fourth heaviest in the last 10 years. This contrasted with the near-record lack of ice the previous year.

This unpredictability, along with careful examination of limiting depths in Cache Point Channel—at the west end of Coronation Gulf, west of Cambridge Bay—are enough to convince most mariners that an expeditious and economical passage is not guaranteed, and that a passage of any commercial ship of greater than 12m draft is to be attempted with extreme care.

The spectres of security and environmental risks are frequently raised as concerns, with the prospect of increased voyages in conditions of disappearing ice posing a threat to sovereignty. The reality is somewhat different.

The greatest number of transiting vessels in the NWP this past year were yachts, some spotted by us in Xue Long in seemingly incredible conditions

of ice-constraints. Larger vessels, by contrast, have been seen to plan their voyages with the greatest attention to environmental, legal and insurance liabilities so as not to leave anything to chance. This is particularly true of destination voyages for eco-tourism or for resource extraction, as well as for the few commercial through-transits.

Several developments in the past few years have, in fact, contributed to a safer environment for navigation in the Arctic and particularly the NWP, and not just due to wishful thinking associated with “global warming” (i.e. climate change, not all of it warming).

The adoption of the IMO Polar Code has codified, at a global level, agreed standards of knowledge, training and preparation for operations in polar waters. The associated Polar Waters Advanced Training Certificate constitutes a basic recognition of preparation for polar voyages. Canada, for its part, maintains a higher standard for the award of the PWAC than is strictly required for compliance with the Polar Code, requiring both time in polar waters and time in ice.

Concurrent with this codification, the Nautical Institute’s recently-introduced Ice-Navigator qualification scheme

provides recognition of higher levels of qualification and incentive for maritime colleges to produce related training.

Canada is also contributing to the safety of polar navigation in the quality of its national ice forecasting and reporting service, as well as numerous home-grown efforts to quantify and manage navigational risks in ice. Additionally, the Pilotage Review that is underway may further address safety and sovereignty in the north through the imposition of navigational supervision by Canadian-certified officers.

Call of the North...

There is a lot to attract attention in the north, notwithstanding resolution of the mystery of the final resting places of Franklin’s ships and the decreasing novelty of access. This vast region is full of grand vistas, intriguing sights, and engaging people. For adventurers, scientists and eco-tourists, there are many personal discoveries to make. For commercial interests, there are intriguing opportunities for future resource extraction. And for everyone, there are indigenous societies and cultures to understand and respect.

The RCN is again approaching a domain of deep (corporate) cultural history. The manner in which it does this will not only inform its tactical activities in the north, but will develop a better appreciation of the broader aspects of this country’s maritime power.

The imminent introduction of the RCN’s first ice-capable ships in three generations will not relieve the CCG of any duties, but will add further government presence in the NWP. Much effort is going into preparing the first few officers to command and navigate the Harry DeWolf class ships. Such training and preparation will have to be sustained—and those officers maintained in this employ for some time—if the RCN is going to operate these ships safely and develop a cadre of its own experts available to teach their successors. Otherwise, the navy may find itself in the situation again of ceding this territory to the coast guard.

Unpredictability, along with careful examination of limiting depths...are enough to convince most mariners that an expeditious and economical passage is not guaranteed...



Photos by Pat Jessup

HMCS Sackville repairs well underway

By Pat Jessup and Jim Reddy

Starshell readers will recall the most welcome announcement in January by President of the Treasury Board Scott Bryson that \$3.5 million would be provided to the Canadian Naval Memorial Trust (CNMT) for the preservation of *HMCS Sackville*.

After docking in February and moving into the submarine repair building, we started external hydro blasting and interior grit blasting from the waterline down. The old hull was bared to a degree we'd never seen. Part of this process included removing machinery close to the hull to permit working access to the ship's side plating and framing. Unfortunately, but not unexpectedly, some holes were made in internal tank bulkheads and in the shell plating. This considerable work took until late April and included thorough non-destructive testing and surveying.

The challenge then was to determine the repair method. With RCN naval architect involvement, the plan was developed to repair corroded internal framing in the machinery spaces as well as in the forepeak. A decision was made to cover or sheath the whole underwater hull with quarter inch steel plate. This work is pro-

gressing now with Dockyard and contractor resources and will carry on all summer.

The repair will likely not be completed by mid-September when the building must be vacated for scheduled work on the Victoria-Class submarine, *HMCS Windsor*. This means that *Sackville* will be floated for a period then redocked on the syncrolift outside to finish the work. She would have required a second docking in any case because the lifting blocks need to be repositioned to complete the sheathing adjacent to the keel.

Sackville hull repairs should be completed through the winter and the ship

reassembled for the 2019 season on the Halifax waterfront. She is very much missed this year but CNMT has worked to maintain some presence on the waterfront with ship models and interpretive staff in the Maritime Museum as well as signage at our usual berth explaining our absence.

Thanks to the resolution of *Sackville's* immediate hull concerns, led by Fleet Maintenance Facility Cape Scott in HMC Dockyard Halifax, CNMT has come to understand the physical state of the 77-year-old ship to a level we hadn't previously. CNMT can now more confidently plan for *Sackville's* future.



6th Annual
Battle of the Atlantic Gala Dinner
Thank you to our Sponsors



Sponsors Extraordinaire





Photos courtesy of Richard Larwrence Photography



Veterans who attended this year's dinner gather for a photo with Commander RCN RAdm Ron Llyd and Minister of National Defence Harjit Sajjan



Battle of Atlantic Gala Dinner another success

By Tim Addison,
BOA Dinner Co-chair

On May 3, 2018, the Ottawa Branch of the Naval Association of Canada, with the support of the Royal Canadian Navy, hosted the annual Battle of the Atlantic (BOA) Gala Dinner to recognize the men and women who served in the RCN, the Royal Canadian Air Force, and the Canadian Merchant Navy during the Second World War and the Korean War.

Once again, this year's BOA Gala dinner was a huge success and the evening was memorable for all who attended. Notwithstanding an initially slow start, the event was a sell-out by late April and 441 diners consumed a delicious five-course meal.

This year there were 27 veterans, including, for the first time, Korean War veterans who were honoured at the dinner.

The Admirals' Medal was presented by Commander RCN to Capt(N) (Ret'd) Dr. Jim Carruthers, Past President of the Naval Association of Canada, in recognition of his tireless work as President of the Ottawa Branch, National Vice President and then National President of our organization over 10 years.

The evening also included a repertoire

of Second World War era songs sung by the Military Wives Choir, which was well received by all.

The Loyal Toast was delivered by Korean War Veteran LCdr (Ret'd) Bill Black, which was considered a fitting way to start the transition to a more inclusive dinner in the years to come.

Minister of National Defence, Harjit Sajjan, attended again this year and addressed the dinner. Also present were several of his staff, Senators Colin Kenny and Joseph Day, Members of Parliament, and Deputy Minister of National Defence Jody Thomas. There was also a contingent of RMC Cadets who assisted in hosting the veterans. They seemed to enjoy the opportunity to meet serving and former members of the RCN, members of government and the defence industry.

My co-chair Dave Forestell and I would like to recognize the outstanding work performed by members of the planning committee. Without their support, the event could not have taken place. This includes:

- Barry Walker – Past Co-Chair, Registration
- Nick Leak – Seating Plan, Event

Execution

- Gerry Powell – Registration, RMC Cadets
- David Soule – Audio/Visual Support
- Casey Van Camp – Flowers
- John Millar – Finance
- LCdr Kathleen Casby – Naval Staff POC and VIP guest list coordination
- LCdr Melanie Blanchard – RMC Cadet Coordination
- CPO2 Joanne Legge – Musicians, Sea Cadets and Program Coordination

We would be remiss if we did not also mention the Ottawa Branch volunteers who assisted with the setup and tear down of the Canadian War Museum space on the day of the event and the sponsor companies, without which we would not be able to mount such a significant event.

In addition to supporting the dinner and allowing us to honour our veterans, funds generated by the BOA Gala Dinner go towards the NAC's Naval Affairs Program and our efforts to promote a capable and effective RCN. The success of the program can be measured to a degree in the positive results for the RCN in the Defence Policy Review last year.



Jim Carruthers receives the Admirals' Medal in recognition of his many years of service to the RCN and the naval community.



Above: Korean War Veteran LCdr (Ret'd) Bill Black delivers the Loyal Toast.

Below: The Military Wives Choir entertains diners.



RMC Cadets being briefed by NAC Ottawa Volunteer LCdr Melanie Blanchard.



BOA Veteran Bill McLachlan and his nephew Terry Nolan enjoy a glass before dinner.



Nerissa – The Forgotten War Grave

One of the two last photos of the Nerissa by Sergeant Deryck McCusker, the P5136 wireless operator/gunner.

By Bill Dziadyk, LCdr, RCN (Ret'd),
NAC-Ottawa

The article “Ocean War Graves closer to being protected” [*Starshell* Winter 2018] cast a much needed *Starshell* light on the need for protecting the war graves of Canadians who were lost at sea during the Battle of the Atlantic.

I call upon the Naval Association of Canada to actively lend support to this campaign, which was initiated by Merchant Navy veteran Paul Bender. This important campaign should also include designating the wreck of the SS Nerissa as a protected Ocean War Grave. The SS Nerissa was the only Canadian troopship lost to enemy action during the Second World War.

The Newfoundland Connection

The SS Nerissa was a British registered passenger and cargo ship built in 1926 by the Wm. Hamilton & Co. Ltd. ship-

yard in Port Glasgow, Scotland. She was designed with an icebreaker style sloping stern and a strengthened hull to cope with ice floes in the Newfoundland area of the North Atlantic.

The ship's characteristics included:

- Tonnage: 5,583 tons gross
- Length 349.5 feet
- Beam: 54 feet
- Draught: 20 feet 8 inches
- Propulsion: steam, 4 oil-fired boilers and a 4-cylinder triple-expansion engine
- Capacity: 163 first class and 66 second class passengers
- Cargo capacity: 197,430 cubic feet

It's important to note that her speed was 17 knots maximum and 14 knots cruising.

Until 1929, Nerissa and two other ships—of the Red Cross Line of the New York, Newfoundland and Halifax Steamship Company, Ltd.—provided

the main passenger and freight service between St. John's, Newfoundland, and New York (via Halifax). The Red Cross Line was managed by C.T. Bowring and Co. Ltd., which was owned by the Bowring family of St. John's, Newfoundland. This steamship line based its name on the Bowring family's house flag, which consisted of a red St. Andrew's cross, on a white background. This flag was displayed on the black smokestacks of their steamships. The ships of the Red Cross Line were well known to Newfoundlanders, many of who were part of the ships' crews.

The Red Cross Line's business relied on passenger and freight traffic in and out of New York City. This business was negatively affected by the Depression. By the end of 1928, its three ships were sold to the Bermuda & West Indies Steamship Company, which was

managed by the Furness Withy & Co. Ltd, London. The Furness Withy house flag included a black disc with two red horizontal stripes of irregular width. The familiar red St Andrew's cross on a white background on Nerissa's funnel was thus replaced with one narrow and one broad red band on a black background.

The Nerissa continued to serve the New York, Halifax and St. John's routes until 1931 when she was switched to the New York to Bermuda tourist run and also provided services from New York to the West Indies as far south as Trinidad and British Guiana. In the decade prior to the Second World War, the SS Nerissa became as well-known to New Yorkers as she had been to Newfoundlanders. However, many Newfoundlanders continued to serve as members of the Nerissa crew.

The Troopship

In July 1940, the Nerissa was pressed into wartime service as a troopship. She was modified as an auxiliary transport with accommodation for 250 men. Many of her luxurious peacetime fittings were replaced with more practical military equipment including 40 mm Bofors anti-aircraft guns and a 4 inch naval gun manned by a Royal Artillery (Maritime Regiment) gun crew. She was repainted with a new coat of grey for the superstructure and black for the hull. The funnel was also painted grey, which covered the two red bands of the Furness Withy house flag. Her new captain, 57-year-old Gilbert Ratcliffe Watson, had just survived his fourth sinking over the course of two world wars.

The 40th Wartime Crossing

As a troopship, Nerissa made 39 wartime unaccompanied voyages across the North Atlantic. She sailed alone for these wartime crossings because her maximum speed of 17 knots under loaded conditions was considered capable of outrunning enemy U-boats.

On the 39th crossing, during the forenoon of the fourth day westbound from Liverpool, Nerissa narrowly missed being hit by a U-Boat's spread of three torpedoes. During the early evening of that same day, she was engaged in a sur-

Crew	
Merchant Navy (includes 28 from Newfoundland)	115
Maritime Regiment of the Royal Artillery gunners	4
Royal Navy D.E.M.S. gunners	2
Total	121

Passengers	
Royal Canadian Navy (Includes 12 Ord Tels trained at HMCS NADEN, Esquimalt)	16
Canadian Army (Includes the 3 stowaways, and 7 RCMP transfers to 1 Provost Company)	109
Royal Navy	3
Royal Air Force (Includes pilots trained in Canada)	12
Air Transport Auxiliary (American ATA pilot volunteers)	14
British Army	1
Royal Norwegian Air Force (pilots trained at RCAF Little Norway, Toronto Island)	4
Civilians (11 Canadian, 1 Australian and 8 British)	20
Total	179

face gunfire dual with a U-boat located a good mile astern. Both the U-boat's shots and Nerissa gun crew's shots were on for bearing but short on range before Nerissa increased speed and outran the opposition.

On her 40th crossing, the Nerissa sailed from Halifax early on April 21, 1941 in company with ships of Convoy HX 122. She maintained position in the convoy for about 12 hours before sailing independently for St. John's, Newfoundland. She arrived in St. John's at about 0600 hours on April 23. Passengers were allowed to explore the town. At the end of this shore leave, the returning passengers included three stowaways: a Sergeant (Corps of Military Staff Clerks); and 2 Coastal Artillery Gunners (Roy-

al Canadian Artillery) who had been serving in the St. John's garrison.

Early on April 24, Nerissa sailed independently from St. John's bound for Liverpool. Her cargo, destined for the war effort, included: 1,872 Tons of general items, 574 Tons of Aluminum, 352 Tons of ammunition shells, and 251 Tons of Motor Trucks. The ship's complement of 300 persons comprised 121 crew and 179 passengers. By April 29, after an uneventful voyage, the Nerissa reached the approaches to Ireland where the possibility of a U-Boat attack was considered high. Mid-morning on April 30, the first of four RAF Coastal Command 224 Squadron's Lockheed Hudson aircraft—call sign P5136—arrived overhead and provided escort protection



Captain of the SS Nerissa, Gilbert Watson



Captain of U-552, Erich Topp

starting at 56°59'N 13°48'W. P5136 aircraft's escort area was about 60 nautical miles north of where SS Athenia had been sunk—128 casualties - 55°57'N 14°05'W—by U-30 on the first day of the war.

Sergeant Deryck McCusker, the P5136 wireless operator/gunner, took two photographs of the Nerissa. They were the last photographs ever taken of the ship.

The second (T9337), third (N7376) and fourth (N7376) aircrafts provided overhead protection until 1915 GMT (ending at 56°16'N 11°00'W).

About 3 hours and 20 minutes after the departure of the Coastal Command's aircraft protection, SS Nerissa was sunk (2234 GMT at 56°08'N 10°27'W) by three quick torpedoes fired from U-552, Captained by Erich Topp, the third most successful of German U-Boat commanders during the Second World War.

The U-boat's log entry records: "shadow at 320 degrees, course easterly, approaches fast. Not dark enough for attack. Running parallel at full speed and approaching slowly. Shadow crisscrosses (zigzags) strongly, steamship, rather big. All torpedoes prepared." Close to an hour passed after Topp saw that shadow.

He saw a phosphorescent glow on the sea and decided 1,000 metres was as close as he should get, and that he should fire three torpedoes "because of unclear shooting position."

This sinking occurred about 100 nautical miles north-west of the County Donegal coastline on the northern tip of Ireland. The next morning, just 92 survivors were rescued by the Royal Navy. The remains of 12 casualties later washed ashore on the coasts of Ireland, Northern Ireland and Scotland and were laid to rest in nearby church cemeteries. After the war, the remains of the two American ATA pilots were repatriated to the United States.

Casualties:

Duncan Bell, Cpl, Cdn Army
 Victor Clarke, Staff Sgt, Cdn Army
 Kenneth B. Collings, American ATA pilot
 Francis G. Harrison, Cpl, Cdn Army
 Thomas E. Mitchell, Lt, Cdn Army
 George D. Morrow, Capt, Cdn Army
 Edward G. Robbins, SLt, RCN
 Robert G. Smith, American ATA pilot
 John R. Townshend, Capt, Cdn Army
 John V. Tree, Flt Lt, RAF
 Archibald G. Weir, Wing Cdr, RAF
 Ernest E. Winspear, Steward, Brit. Merchant Navy

The Ocean War Grave

Captain Gilbert Watson did not survive his fifth sinking. He went down with his ship along with others who have no grave but the sea. Nerissa went to her ocean grave taking with her 197 souls.

After joining Confederation, Newfoundland's Second World War casualties in British Merchant Navy crews were considered to be Canadian Merchant Navy casualties. The names of the Newfoundland crew members who have no known grave but the Nerissa are memorialized with the Royal Canadian Navy and Canadian Army casualties on the Halifax Memorial in Point Pleasant Park. The British Merchant Navy casualties are recorded on the Tower Hill Memorial in London. The RAF and ATA casualties are recorded on the Commonwealth Air Force Memorial in Ottawa. The Royal Navy casualties are recorded on the Naval Memorials in Plymouth and Portsmouth. The 17 civilian casualties are recorded in the Civilian War Dead Roll of Honour in Westminster Abbey, London.

The recent *Starshell* article "Ocean War Graves closer to being protected" provides details of a House of Commons TRAN Committee, which is undertaking a related study. I recommend that

the Naval Association of Canada state a formal position of support to the campaign to protect the war graves of Canadians who were lost at sea during the Battle of the Atlantic. The wreck of the SS Nerissa should be one of those protected Ocean War Graves.

References:

- www.ssnerissa.com – A tremendous amount of research material compiled and shared by Ann Hentschel of Sarnia, Ontario. Her uncle, Sidney Atkins, was a British Merchant Navy casualty in the sinking of the S.S. Nerissa.
- www.cwgc.org – Commonwealth War Graves Commission database of war dead and related memorials.
- <https://wrecksite.eu/wreck.aspx?1201> – Information on the wreck of the S.S. Nerissa.
- <https://www.uboa.net/allies/merchants/ship/895.html> – Information on U-552 and S.S. Nerissa.

SS Nerissa Ocean War Grave	
Royal Canadian Navy	9
Canadian Army	67
Air Transport Auxiliary (American pilots)	9
British Merchant Navy	65
Canadian Merchant Navy (Newfoundlanders)	17
Royal Navy	4
Royal Air Force	6
Royal Norwegian Air Force	3
Canadian Civilians	8
British Civilians	8
Australian Civilian	1

Releasing members and Reservists wanted for study

Are you or do you know a Regular Force member taking a release in the next six months, or a Reservist with operational experience who will be releasing in the next six months?

Researchers from Université du Québec en Outaouais (Gatineau), Mount Saint Vincent University (Halifax), and Queen's University (Kingston) are looking for participants for a study on the mental health and well-being of Canadian Armed Forces (CAF) members and veterans during military-to-civilian transition (MCT).

The process of leaving the military and becoming re-established in the civilian world can be challenging. We are interested in gaining a better understanding of the experiences of members during MCT, the impact of MCT on the mental health and well-being of military members and veterans, and the benefits of existing supports and interventions.

This research is funded by Veterans

Affairs Canada (VAC) but carried out by an independent academic team. Your status as a participant will not be shared with anyone. You and specific details you share (like names, places, agencies, etc.) will not be identifiable in any publications or presentations resulting from this study.

The study will last two and a half years, over the course of which you will be asked to complete three separate interviews. Interviews can be done in person or by phone at a time that works for you. The first interview will take place 0 to 6 months prior to the end of your service with CAF, the second 6 to 9 months after your service ends, and the third 12 to 18 months after your service ends.

In the interviews, researchers will ask about your experience of transitioning out of the military, including about support services available to you. Our study will provide information to stakeholders like VAC, health care pro-

fessional groups, and community service providers.

The research submission, titled "Study on Well-Being and Military to Civilian Transition", has been approved by the DND/CAF Social Science Research Review Board (SSRRB), in accordance with DAOD 5062-0 and 5062-1. The SSRRB approval # is 1659/17F.

If you are interested in participating, or have any questions about the study, please contact any team member:

Dr. Dave Blackburn
dave.blackburn@uqo.ca

Dr. Heidi Cramm
613-533-6094
heidi.cramm@queensu.ca

Dr. Maya Eichler
maya.eichler@msvu.ca

Canadian Naval Heritage

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



"You're going to have to twist them"

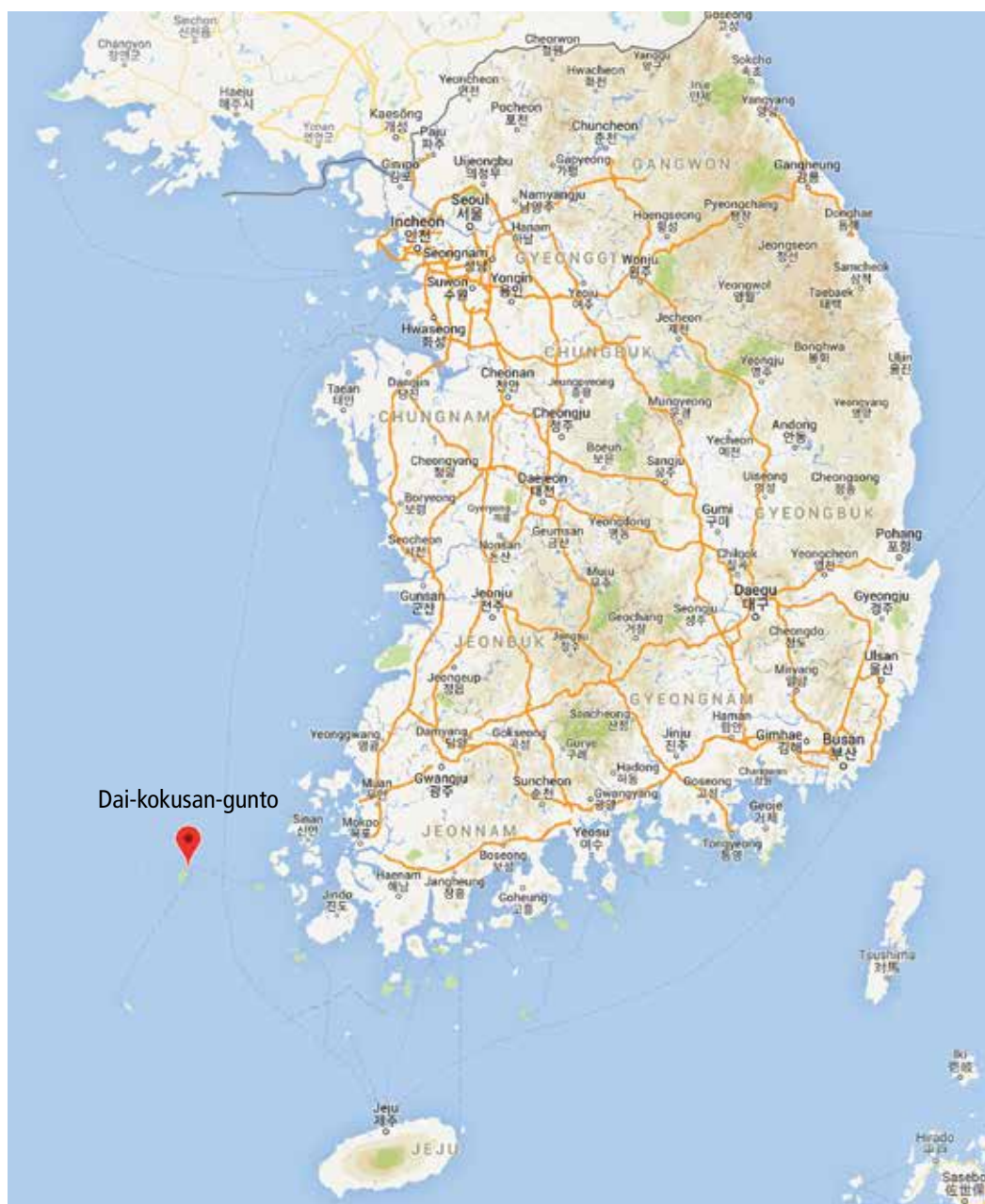
Negotiating to keep the enemy at bay

We pick up the story near Dai-kokusan-gunto. The cluster of islands is a likely target for an attack from North Koreans. The crew of the Athabaskan is determined to help the islanders defend themselves.

The Kokunsan Gunto [Dai-kokusan-gunto] is a large group of islands ten miles north of the Kun-san river estuary. The principal island lies only three miles from the mainland; it was inhabited by about 3,000 people who made their living fishing and mining. I watched the islands carefully from the first day; they were the only large pieces of South Korea, except for the city of Pusan, that had not been overrun by the North Koreans. Even though the mainland was very close, I was sure that between *Athabaskan* and the Korean boats we could prevent an invasion. My onboard liaison officer, Kim, agreed. More importantly, so did Commander Lee.

We talked about how to get the islanders on side. They were frightened; it was obvious they would be occupied and pillaged as many other islands had been. Lee said there would be a Headman who decided for everyone else: "That's how their society works."

I suggested to Lee that he explain we would protect them and arm them. I don't think oriental



brains work differently from mine, just faster. The Headman, said Lee, without a moment's hesitation, would have one question: "How is it that you can protect us when you have already lost ninety nine percent of the country? The enemy soldiers are only five kilometres away". Lee had a point. I told him I would visit the Headman and take Kim with me. I had my coxswain, the muscular Able Seaman Wright, ready the skimmer.

In white uniform, with Kim in company, I stepped ashore on a gravel beach that fronted the village. A half dozen fishermen stood about, grinning. I was not a stranger to these people; some had brought their boats alongside previously wanting free fuel. Kim told them I wanted to see the Headman. A dozen kids showed up and took a noisy interest in six-foot-two, friendly Able Seaman Wright and the snappy little skimmer.

In about ten minutes an elegant young woman appeared, strolling down a path to our beach; she had black hair bound tightly about her head; a ribbon bound it at the back. She wore a flowing dress of blue and white material. She could have been sixteen or thirty six; large black eyes, pencil lines for eyebrows. She smiled, displaying the whitest teeth, "Sir, I am a school teacher. I am also the granddaughter of the Headman. Will you tell me why you wish to see him?" For a moment I knew a miracle had occurred. I could understand Korean! Then I realized she was speaking perfect English, with an upper-class accent as though she had worked for the BBC.

I am describing her because she was worth describing; absolutely perfect, like a Japanese wall-hanging. She must

have noticed my mouth hanging open. "I went to university in Oxford," she said. "I remember a few words."

"My Canadian warship is here to help recover your country," I said, in case she hadn't guessed. "Your islands are close to the enemy who occupy the coast. We can protect you, but you must help. That is why I am here."

"Please tell me what help you want from us?" She reminded me of my grade-eight school teacher, Pearl Hanson, who was very pretty and knew it, but also expected questions to be answered sensibly.

"I want the men on your island to be armed and able to repel any attempt to invade you. I will supply arms and training. I want to start very soon." The fishermen and the kids were all very silent; the waves washed onto the gravel beach; the girl and I talked.

"My grandfather is worried about invasion. But he would be against arming the men."

I was surprised she spoke so firmly of her grandfather's opinion.

"I would be pleased if you would give him my message."

"I know he would worry about reprisals if our men were armed."

"You have my message to the Headman," I said. "Will you please tell him I am anxious to make a start?"

"Yes I will," she said. "And I'll be in touch with you tomorrow."

She bowed and walked gracefully back toward the village. I wasn't certain she'd deliver the message.

"You are going to have to twist them," said Kim as we got back into the skimmer, "and especially the pretty lady."

"We don't take hostages, do we, Sir?" said Able Seaman Wright over the roar of the engine.

I moved the ship closer to the beach; perhaps that would give them a heightened sense of insecurity when we left! Maybe they'd be relieved when we left? Who knew? We now lay at anchor a quarter mile off the village. The crew went about their work in shorts and sandals. I took a deck chair up to the gun deck over my cabin to brush up my tan and enjoy the weather. A fishing boat rowed alongside; I listened to the conversation. The people in the boat jabbered to a sailor on deck,

"Go and get Lieutenant Kim," a petty officer told the sailor.

Kim arrived on deck and talked in Korean to the three people in the boat.

"Don't let them onboard," Kim said to the petty officer. "I'll get the engineering officer."

In a few minutes Lieut. Eric Revfrem arrived along with Kim. There was more Korean talk then Kim said, "They have an engine cylinder-head and it's cracked and they want us to weld it."

Eric said to Kim, "Sure we can weld it, but I have only so much welding-gas, we're not a repair depot."

"Suppose I make them work for it," said Kim, "like get fresh fish?" There was now much Korean conversation then the boat left the ship.

"I've told them you'll do the weld when they deliver fifty kilos of fresh abalone," said Kim. "They'll be back in two hours. Their women dive for it; there's tons of it around here."

Kim's prediction was correct, three

Continued on page 36

canvas bags of fresh abalone were lugged up to the deck to be followed by the cylinder head of a six-cylinder diesel.

Kim reported to me there was no diesel fuel on the island, fishing had stopped, and a food shortage was developing. Before the war, the islanders had imported almost everything from the mainland, swapping the supplies for fish. Now they dare not go to the mainland for fear of the north's army seizing their boats or them.

We had plenty of diesel fuel; maybe it was the key needed to "twist them."

The next day the schoolteacher sent a message that the Headman was thinking about my proposal. That was all.

I left Kokunsan and patrolled the coast as far north as the river leading to Chinampo. Lee had sent a message saying there were few boats at sea, none going south, and it would be a good idea to show we were still in the area. On the return trip I entered Incheon harbour; it was quiet with no traffic at any of its many wharfs. There was no sign of the North Korean army. We restocked Lee's three boats, which were working in the Kunsan Delta. Then I went back to Kokunsan; I had been away for two days.

The Headman now wanted to see me. I put on long-whites, thinking I'd appear more serious than in khaki-shorts and sandals. Able Seaman Wright and Kim dressed similarly and we motored over to the beach. A fisherman greeted us and led us up the slope to the village. He delivered us to the open door of a pagoda-style bungalow.

A male servant, in a white floppy get-up, bowed and led us into an airy room that was barren of furniture except for a low table with three chairs. The Headman and his pretty granddaughter were standing behind two of them. The Headman was tall, slim, and dressed in a white Arab-style nightgown thing. He had a wispy grey beard and a conical, wide-brimmed black hat and looked like an oriental Merlin or the lead man in a Charlie Chan movie. He was probably over seventy.

He did not return my smile. I was sup-



A lady abalone diver. We traded seafood for fuel.

posed to be impressed. I saluted to be polite, and his granddaughter smiled for him. She wore the same blueflowered gown, but had a blue ribbon in her hair.

She was not as out-going as she had been on the beach; I put it down to Grandad's lack of animation. A pot of incense burned on the lacquered table, smelling like camphor or citronella.

There was some chat in Korean between the girl and Kim, who then turned to me: "The Headman prefers I not remain for the meeting and do you agree?" Before I could answer, Kim said, "I'll wait outside." Had I a woman's intuition I would have known it was Miss Pretty who didn't want Kim at the meeting; as it was, I just guessed.

Over cups of tea the girl translated. He told me the people were hungry because they could no longer fish or trade ashore. I said I knew that. He knew we had plenty of fuel and would we give enough for the fishing boats? I told him we had no fuel for his boats unless he allowed us to train 120 men and provide arms for 60 of them, with more arms to follow.

I wished he had smiled and offered me a cigar, but as he hadn't I thought it

best to explain my intentions. I said we would supervise his armed patrols until we were confident about them. After she had translated that, I asked if the Headman understood what I was saying. She said he did, "And you need not repeat it."

The meeting lasted half an hour and the old gentleman never changed his expression from 'inscrutable'. For all I knew of their extended conversations in Korean, they could have been discussing Mah Jong. I knew she had engineered Kim's absence.

"I would like the Headman to visit my ship, tomorrow," I said. "We will show him how we are going to defend his islands."

With that, I got up to leave.

"Please be patient," she said. Then she added, "He will come if you send a boat at ten in the morning."

Somehow, I knew grand-daddy would do as he was told.

Kim, meanwhile, had been learning the local politics; he told me the Headman was facing a revolt. The fishermen knew of the deal we offered "because I told them," said Kim. "They are pushing him. They don't like the schoolteacher

being the Headman!"

At ten the next day Wright picked up the Headman and his granddaughter and brought them to the ship. I toured the old fellow around and especially to the guns. Today he was able to smile and grin and climb ladders and smoke thin black cigars while doing it. He hadn't brought his tall hat. No longer was he the inscrutable oriental Pooh Bah. He was my buddy and Kim his son, almost! I told him we had enough diesel fuel for his boats for a month and then I would get more. Kim showed him a radar screen and explained that it could see 30 kilometres, day or night, and that nothing on the sea could escape it. Kim gave the girl a detailed lesson on radar so she could pass it on.

Bob Paul the gunnery officer had organized that a target be made by the fishermen ashore—old oil drums lashed together. He had put a flag on it and anchored it three miles from the ship. Our doctor, Bruce Ramsay, handed out ear plugs and showed how to insert them. I told the Headman that our big guns could fire every seven seconds out to twenty kilometres, but that we were only going to fire once at the target.

"One shot. You will see it completely

destroyed," I said, "just as any boat would be destroyed, day or night."

I made sure Kim rubbed this in. I wanted his cooperation without any more footsy.

"Watch the target," said Kim.

I held up my arm, then slapped it down, "Crash" went the guns. Cordite smoke blew across the bridge; it smelt great. The target had disappeared when the spray settled.

Lieutenant Paul McCulloch, three chief petty officers, two petty officers and four leading seaman started the training camp that afternoon. Many of the fishermen had been in the Japanese army and navy and knew as much about rifles and hand grenades as we did. We equipped them with forty 303 rifles, four Bren guns, ten 9 mm Sten guns. We gave them cases of live ammunition, flare pistols and explosive charges for mining their own wharfs. We gave them an HF radio so they could talk to Kim in our ship.

That same evening over fifty boats, full of diesel fuel, set out for the fishing grounds. The fellow with the welded cylinder-head came onboard and gave Revfrem another sack of abalone.

The Headman invited me for tea the

next day. He was thoughtful enough to invite his pretty granddaughter and this time she allowed Kim to sit in.

The end result of this episode was that the north never did capture the Kokun-san Gunto; the old man's neck remained intact; and it could have been done two weeks earlier had not the pretty lady tried to wear the mantle of the master.

Over the following eight months I visited the island whenever there was the opportunity, about six times. Trade with the mainland had been restored when our forces drove the north out of the country. The Headman always offered tea. He never wore his ceremonial hat and was a jolly old guy once we got to trust each other. His beautiful granddaughter must have known I regarded her as a sneak. Kim maintained a polite truce.

During the training of the fishermen, our crew had a lot to do with the islanders; there were 'All you can eat' abalone parties with campfires; competitive rifle shooting; tours of the ship. When I went ashore, the school kids—six to ten year-olds—lined up and made a guard of honour using sticks for rifles and shouted orders in between peals of laughter.

To be continued...



The Headman. We were able to make a deal.

**I held up my arm, then
slapped it down,
"Crash" went the guns.
Cordite smoke blew
across the bridge; it
smelt great. The target
had disappeared when
the spray settled.**

American Sea Power In The Old World

The United States Navy In European And Near Eastern Waters, 1865-1917

By William N. Still, Jr, US Naval Institute Press, 2018

Reviewed by Colonel (Ret'd)

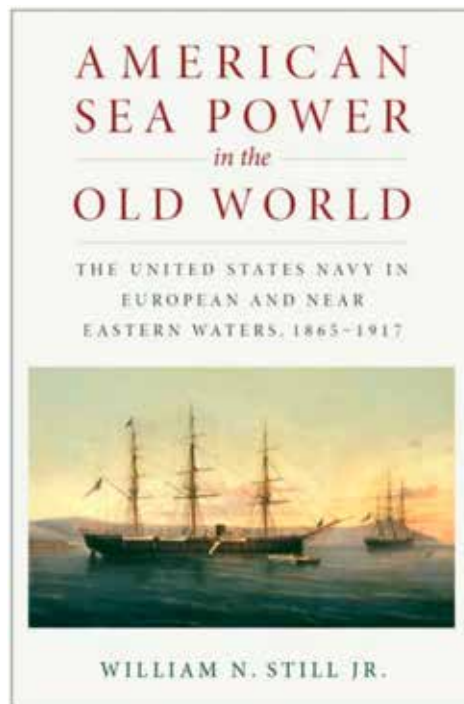
P.J. Williams

These days, the US Navy's (USN) presence in the Old World and in Near Eastern waters is the Sixth Fleet, headquartered in Naples. Lest one think that such a maritime footprint is but a legacy of the Cold War, this classic, originally published in 1980 by Greenwood Press, will make you think again.

The author is a noted American maritime historian with a particular interest in the history of the US Civil War. At the end of that conflict the US had the world's largest navy. Author William Still's aim here is to present an operational rather than diplomatic history of the period in question, though the very nature of naval missions means that their diplomatic aspects cannot be ignored, nor are they here. Still also states that by focusing on operational activities, he did not generally cover other activities, such as those of attachés and of those involved in intelligence gathering. Perhaps this might be the subject of a further volume.

The book is organized largely along chronological lines, covering periods that were largely defined by crises; "The Turkish Crisis" figures in the title of two of the book's 11 chapters.

The USNs presence in the Old World dates from quite early in the history of the Republic. The Mediterranean Squadron was the first overseas station established—in response to attacks on American commercial shipping by Barbary pirates—in 1801. The book goes on to describe how the fortunes and



size of the Mediterranean Squadron—which later also included responsibility for parts of western Africa—waxed and waned until 1917 when, upon America's entry into the First World War, her ships on the European station were given a mission they had not conducted before: combat.

Prior to assuming a warfighting role, the ships on the Mediterranean carried out a wide variety of missions, commerce protection having already been mentioned. In addition, they were often called to hot spots in the Eastern Mediterranean, when US citizens—missionaries were quite active in the area—and Armenian and Jewish communities

came under threat. USN warships were even sent in to help the government collect on debts: the USS Chicago was so ordered to Tangier in 1899 to help collect debts owed to American merchants.

There was also the social side to so-called "gunboat diplomacy". As Commander Cornelius Schoonmaker wrote to his father about the travails of having to endure the fleshpots of Nice, "You can go to a breakfast, an afternoon reception, a dinner and a ball, all in the same day, and you can do it every day of the week almost, if one's constitution can stand it..." (p. 48).

Fans of US naval history of this period will welcome references to Admiral David Farragut, who had a successful tour in command of the Mediterranean Squadron from 1867 and also of Captain Alfred Thayer Mahan, who served as the Squadron's Flag Captain under Rear-Admiral Henry Erban, with whom he did not get along.

The author has made extensive use of source material from American, German, French, British and Spanish sources and the bibliography runs some 18 pages. The End Notes—very detailed in many cases—account for a further 49 pages.

While the period in question, with the exception of the First World War years, does not normally excite my attention from an historical point of view, I was surprised to find that I enjoyed this book very much. It taught me a lot about US foreign policy with regard to Europe during this period that I did not know

previously. The author also has an engaging style, which made the book flow easily. While the photos of many of the dramatis personae and of some of the ships involved were useful, I found the absence of maps to be a drawback in following the narrative.

Somewhat akin to the book I reviewed for the last issue of this journal—"Great Powers, Grand Strategies: The New

Game in the South China Sea"—this study is highly recommended for those whose business will take them down to the European seas in Her Majesty's Canadian Ships, and indeed for those who send them there. Though some of the issues faced by the USN "back in the day" are different now, the themes of transits of warships through both the Bosphorus Straits and the Dardanelles, of

naval forces being used as instruments of diplomacy and of assisting in the evacuation of non-combatants are timeless.

If you plan to buy this book, I recommend the (cheaper) soft cover version. The hard cover can run you over \$450.00 Canadian on Amazon!

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



Canada's Shipbuilding Centre of Excellence

- Built over 80% of Canada's current fleet
- Most modern shipyard in North America
- Facilities custom designed for the efficient building and support of Canada's naval ships
- Experienced and knowledgeable workforce

- Canada-wide supply chain benefiting Canadians from coast to coast to coast
- Builder of Canada's next generation of Combat Ships under the National Shipbuilding Strategy

To view our progress building Canada's future naval fleet and how we are creating a sustainable shipbuilding and marine industry, visit www.ShipsforCanada.ca

 @IrvingShipbuild  IrvingShipbuilding



IRVING
Halifax Shipyard

The Halifax Explosion

By Ken Cuthbertson, HarperCollins Publishers Ltd, 2017, 345 pages

Reviewed by Gord Forbes

There have been many books about the tragic Halifax Explosion. Many of you may well have read one or more of these. I have read at least two others, including "Halifax, Warden of North". So, what can a new book on the subject bring that would make it worth reading?

First, Ken Cuthbertson's account of the iconic event is well written. The book moves at a good pace through the story, neither rushing the reader nor giving a feeling that the story is going nowhere. The author's language is clear and precise.

Second, the book is well researched. The author has uncovered things I had never read before. Wherever possible, the author has used original material and has supplemented it with information that has come to light more recently.

Unlike other books or articles on the subject, "The Halifax Explosion" doesn't just focus on two ships nearing a collision. The story begins days earlier with the French ship *SS Mont-Blanc* in New York Harbor, awaiting clearance to sail to Halifax. The focus then shifts to the activities of the Norwegian steamship *SS Imo* from the time the ship arrived in Halifax. Finally, the author introduces key people who sailed the ships and tells of their backgrounds. With the foundation laid, Cuthbertson then goes through the events that brought these two ships together.

The reader learns how the *Mont Blanc* was supposed to have entered the

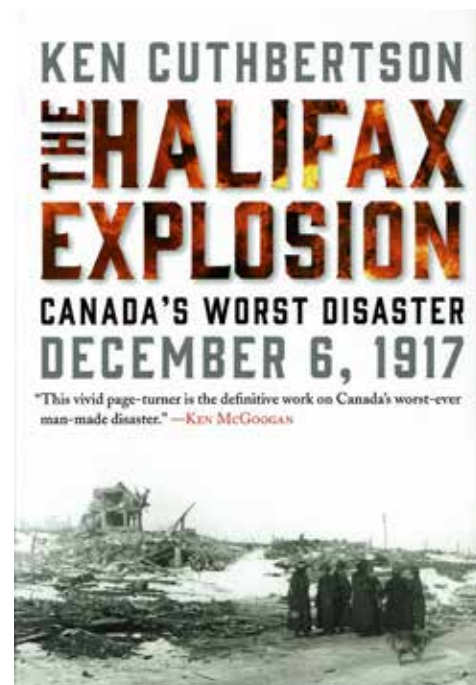
harbour the evening before the tragic day, and how the ship should perhaps not have been allowed into the harbour because of its lethal cargo. It also points out why the *Imo* was in a hurry to get out of the harbour and how this led to the fateful collision.

Tensions between the Royal Navy and Royal Canadian Navy over their respective roles in the harbour are shown to have been a factor, as well as tensions between naval personnel and the Halifax Pilotage Commission. Antipathy and lack of communication between these groups before and after the collision played a large part in the accident and the aftermath.

Interspersed with the story of the principals involved are the stories of some of the ordinary people who were impacted by the disaster. This includes the incredible survival story of a woman who was buried for over 24 hours beneath rubble in a ditch a couple hundred metres from the explosion. There is also the sad story of a man who lost his wife and 12 children.

Cuthbertson's account of the aftermath includes stories of recovery efforts of both the living and the dead, including how the basement of Chebucto School became the main morgue. The effort to identify bodies went on for days, and many of them had to be buried with no name.

Then came the outside help, first from other towns in Nova Scotia and New Brunswick, and then from the New England states. In particular, there



was the extraordinary work done by a group from Boston. Its organizer and leader, social activist and philanthropist Abraham "Cap" Ratschesky, became a leading figure in the recovery work and the treatment of the injured. In thanks for the work done by those volunteers, the people of Halifax gifted a giant Christmas tree to Boston in 1917. That gift was revived by a group of Lunenburg tree farmers in 1972 and has become a provincial project every year since 1977.

As the response to the disaster came to an end, the question quickly became who was to blame. At first it was suspected by some that it was caused by German agents and a hunt for suspects began. The main suspect was one of the survivors from the *Imo* who spoke only Norwegian. Since nobody else spoke that language, it was mistaken for German. But the real investigation was carried out by a formal inquiry convened on Dec. 17, 1917 at the Halifax County Court House, despite its blown out

windows and lack of electricity. Called by the federal government, the event was popularly known as the Wreck Commission inquiry. The judge, Arthur Drysdale, was a man of strong opinions and his leadership of the trial was often contentious.

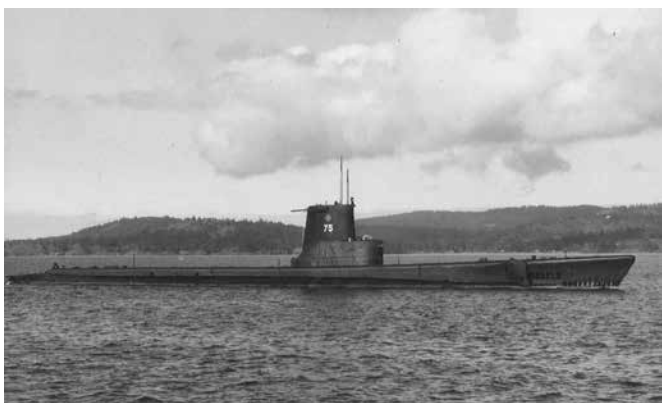
The inquiry heard its last witness on Jan. 29, 1918, the day another incident on the waterfront caused a temporary panic. The judge delivered his findings on Feb. 4, six days after the close of testimony. The findings were surprising. The judge placed the sole blame on the *Mont Blanc* and its Master and

The author uncovered things I had never read before. [He] used original material and has supplemented it with information that has come to light more recently.

the harbour pilot. After you have read the story, you too might be surprised at those findings.

Halifax recovered and continued to be the main harbour for the formation of convoys during the war, and again during the Second World War. The North end was rebuilt and the resulting hydrostone houses and stores in that neighbourhood, built in 1922, can still be seen.

I strongly encourage anyone who has an interest in Halifax or the largest manmade explosion before the atomic bomb to pick this book up. It's available on both Amazon and Indigo.



2018

SUBMARINER'S GATHERING

50th Anniversary of HMCS Okanagan & Rainbow Commissioning



NOV. 4 • VICTORIA, BC

To register,
call 250-812-1840
or visit
www.saocwest.ca





Last Post

Compiled by Pat D. C. Barnhouse
'Starshell' Obituaries Editor

Kindly forward all obituaries to Pat at 535 Kenwood Avenue, Ottawa, ON K2A 0L7
or by email to pat.barnhouse@sympatico.ca

NAC MEMBERS

LCdr Gaston Joseph BRUNEAU, CD*, RCN(Ret'd)

NAC-O, 86 in Ottawa 16/03/18. Jn'd RCN as OS 12/49, CFR'd as CMD O (MAd) 04/63, fl'd by *Bonaventure* 08/63 and *Stadacona* (RCNH) 06/64 and prom Lt 07/64. Prom LCdr 04/69 thence CFHQ 06/71, CFCSC 08/72, NDHQ 08/73 and NDMC 05/76. Ret'd 01/78. (LB)

LCdr George GOOSSEN, CD**, RCN(Ret'd)

NAC-VI, 85 in Victoria 27/02/18. Jn'd the RCN 06/51 as an OS. CFR'd as a CMD O 04/65 thence Dkyd Esq 07/65. Prom Lt 04/68 fl'd by DDH 280 Trials Team 06/71 and *Terra Nova* 07/73. Prom LCdr 10/73 thence CFMETR (i/c) 11/74 and NEU(P) 08/77. Ret'd 08/83. (RNDM)

BGen(AFR)(Ret'd) Robin Laughlin HUGHES, CD**

NAC-O, 92 in Kingston, ON 03/03/18. Jn'd RCAF in '43, qual Plt in '44, tsf'd to RNFAA as A/S/Lt(A) 01/45 and srv'd *HM Ships Pretoria Castle, Theseus and Implacable*. Tsf'd to RCN(R) 09/45 as S/Lt (sen, 01/45) whilst with RN and to RCN in '47 as Lt(P) (sen, 09/46) thence *Warrior* in '47, *Magnificent* in '47, NDHQ in '52 and *Niagara* (USN Exchange) in '53. Prom LCdr(P) 09/54 fl'd by NDHQ (Tracker acquisition) in '55, *Assiniboine* in '58, *Saguenay* (XO) in '59, *Jonquiere* (i/c) in '61 and RCAF Staff College in '63. Prom Cdr 01/64 thence Naden (Fleet School) in '64, NDHQ in '66, COS CANCOM-FLT and CO VS-880 in *Bonaventure* in '67, *Skeena* (i/c) in '69, Commander 3rd Canadian Escort Sqn in '69 and MARCOM (SSO Current Ops) in '72. Tsf'd to Air Force reserve in '73 as LCol(Plt), thence CFB Shearwater (CO 420 Air Reserve Unit). Prom Col(Plt) 01/79 fl'd by CO 4 Air Reserve Wing Edmonton. Prom BGen 04/80 as Commander Air Reserve Group in '80. Ret'd 08/83. Post retirement founded Down East Aviation. (Citizen, Canada's Admirals & Commodores)

LCdr Richard G. PEPPER, CD*, RCN(Ret'd)

NSNAC, 79 in Dartmouth, NS 29/03/18. Jn'd RCN as OS in '56, selected for Observer's Mate training in '57 and srv'd VS-880, *Shearwater* and *Bonaventure*. CFR'd as a S/Lt 04/67

and qual Plt. Srv'd HS-50, *Bonaventure*, *Shearwater*, *St. Laurent* and *Fraser*. Prom Lt 04/70 and tsf'd to Public Affairs, thence CFB Halifax 09/72, SNFL (Northwood, UK) 12/73, PA Victoria 03/75 and HQ CCUNME 01/76. Prom LCdr 03/78 fl'd by CFSS 02/78, NDHQ (DGPA) 06/80, CFLS Ottawa 07/82 and DNDPA Toronto 07/83. Ret'd 12/85. Civ career with Coast Guard and later as tour director. (SR, Chronicle Herald)

Capt Ronald Robert RICHARDS, CD**, RCN(Ret'd)

NAC-O. 80 in Ottawa 11/03/18. Jn'd RCN as Cdt at Venture 09/54, prom Mid(E) 09/56 thence *Stadacona* and RNEC in '57. Prom A/S/Lt(E) 09/57 and S/Lt(E) 07/58 fl'd by *Cayuga* 05/59 and *Niobe* (RNEC Applications Cse.) 05/60. Prom Lt 08/60 thence SUPLANT 03/62, *Crescent* 03/64 and *Columbia* 01/65. Prom LCdr 01/69 fl'd by CFHQ (CTS & CMP) 07/71, Fleet School (Pacific) 07/74, Naval Training Development Centre (Pacific) 02/77 and Provider 08/77. Prom Cdr 06/78 thence *Gatineau* 06/78, CFB Halifax Base Development Plan 08/79 and CFFS Hfx 07/83. Prom Capt 07/84 fl'd by CFB Shearwater (Truro, NS) 07/84, 2CFTSA (i/c) 07/85, CF Language School 08/88 and CF Defence Attache Tokyo 08/89. Ret'd 08/93. (DMcC, Citizen)

Cmdre Bradley Lawrence WILKINS, CD**, RCN(Ret'd)

NSNAC, 90 in Chester, NS 01/04/18. Jn'd RCN as Cdt at Royal Roads 08/44. Prom Mid(L) 07/46 thence York (UofT) 09/46. Prom A/S/Lt(L) 03/48 fl'd by NSHQ in '48 and *Stadacona* (L Cse.) in '49. Prom S/Lt(L) (sen, 03/48) and Lt(L) 08/48 thence *Huron* in '50, *Nootka* (Korea) in '51, *Niobe* (Asst Staff O Electrical) in '53 and NHQ (OIC GM Section) in '54. Prom LCdr(L) 08/56 fl'd by *Stadacona* (MEE Staff Dkyd), *Restigouche* in '58, *Stadacona* in '59, NHQ in '62 and *Prevost* (UWO) in '64. Prom Cdr 05/65 thence NDHQ (DSE) in '65 and DDH 280 Project in '66. Prom Capt 01/71 fl'd by NDHQ (DMSE) in '71, NDC in '73 and CFB Esquimalt (Commander SRU((P)) in '74. Prom CMDRE 07/76 thence NDHQ (DGMS) in '76 and MARCOM (COS (Mat)) in '79. Ret'd 09/82. Civ career with St John Shipbuilding and MIL. (JGRH, Citizen, Canada's Admirals & Commodores)

Note: * indicates bar to the medal

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

– Apocrypha, Ecclesiasticus 44

NON-MEMBERS

PO Charles BEDDOE, RCNVR(Ret'd)

98 in Ottawa 01/04/18. WWII combat photographer. Srv'd, inter alia, in *Niobe*, *Haida*, *Huron*, *Prince David* and landing craft D-Day. (Citizen)

LCdr Charles E. CARTILE, CD, RCN(Ret'd)**

82 in Ottawa 07/03/18. Jn'd RCN as OSLMS 09/56 and CFR'd as CMD O 04/67. Prom Lt 04/70 and LCdr 08/74. Srv'd DDH 280 Project (Halifax), NDHQ (ADM(EM)), DEL-EX Project and CPF Project. Ret'd 12/84. (Citizen)

Cdr Michael CIZ, CD, RCN(Ret'd)**

95 in Lunenburg, NS 23/04/18. Jn'd RCN during WWII rising to Chief Yeoman of Signals, CFR'd as Comd Com Off 06/55, prom Lt* 04/59, star removed and Lt (sen. 03/57), prom LCdr 01/64 and Cdr 01/69. Srv'd *Huron*, NRS Frobisher Bay (i/c), *Niagara* (exch. USNS Key West & later USN HQ Norfolk), Shelburne (i/c), MARCOM HQ and QHM Hfx. Ret'd in '73. (SR, Chronicle Herald)

LCdr Stephen COWELL, CD*, RCN(Ret'd)

93 in Ottawa 05/05/18. Jn'd RCNVR as Stoker2/c 07/43 and tsf'd to RCN as Stoker 4/c 05/46, CFR'd as CMD O 06/60, prom Lt 01/64 and LCdr 04/70. Srv'd *St Pierre*, *New Waterford*, *Uganda*, *HMS Ariel*, *HMS Condor*, *Shearwater* and NDHQ. Ret'd 05/74. (Citizen, Canada's Naval Aviators)

CPO1 Henry Waldemar DYCK, CD*, RCN(Ret'd)

88 in Colchester, NS 16/03/18. Jn'd RCN in '49 and srv'd *Portage*, *Swansea*, *Athabaskan*, *Ontario*, *Huron*, *Micmac*, *Saguenay*, *Cap de la Madeleine*, NRS Albion Lake, NRS Mill Cove, NCF Frobisher Bay and CFFS Hfx. Ret'd in '76. (SR, Chronicle Herald)

Mid, the Honourable Douglas Donald EVERETT, RCN

Former Winnipeg Br., 90 in Winnipeg 27/03/18. Jn'd Royal Roads as RCN Cdt 09/43 and prom Mid 07/45. Srv'd *Uganda* and RN for training. Rls'd 05/47. (CT)

Surg LCdr Keith Richard FLEGG, CD, RCN(Ret'd)

86 in Ottawa 19/04/18. Jn'd RCN as Surg Cdt at Cataract (Queen's Med Student) 09/52, prom Surg Lt 06/53, graduated Queen's in '56 and prom Surg LCdr 06/61. Srv'd *Haida*, *Shearwater*, *Niagara* (Ophthalmology residency in Philadelphia) and NDMC. Rls'd in '74. (Citizen)

Lt John Peter Hamilton FORD, QC, RCN(R)(Ret'd)

83 in Oakville, ON 10/04/18. Jn'd Star as a UNTD Cdt 01/53, prom RCN(R) S/Lt 09/55 and Lt 09/57. To Ret'd List in '58. (WC)

CPO1 John Winston FREEMAN, CD*, RCN(Ret'd)

89 in Middleton, NS 08/04/18. Jn'd RCN in '46, last posting as Base CWO CFB Greenwood. Ret'd in '77. (SR, Chronicle Herald)

CPO1 Douglas Herbert GILES, CD*, RCN(Ret'd)

94 in Orillia, ON 05/03/18. Srv'd WWII and post-war. (SR, Chronicle Herald)

CPO2 Archibald Alfred GRAY, CD, RCN(Ret'd)**

85 in Dartmouth, NS 05/03/18. Jn'd RCN in '54 and retired in '88. (SR, Chronicle Herald)

LCdr Gordon Campbell GRAY, CD*, RCN(Ret'd)

79 in Halifax 14/04/18. Jn'd RCN as Cdt at Venture 09/56, prom Mid 08/58, A/S/Lt 05/59, S/Lt same date, Lt 11/62 and LCdr 01/77. Srv'd *Niagara* (Plt Trg @ various USNAS and USS Antietam), *Shearwater* (VU-32, HU-21, HS-50), *Bonaventure*, *Niobe* (RNAS Cudroze, HMS Ark Royal), HS-50 Detachment, CANCOMFLT Staff, CFB Portage La Prairie, CF-CSC and NDHQ. Ret'd 07/84. (JC, SR, Chronicle Herald, Canada's Naval Aviators)

Marilyn GURNEY

70 in Halifax 21/03/18. Late Director Maritime Command Museum in Stadacona where she was employed 44 years. (DF, Chronicle Herald)

CPO1 John Drummond HALL, CD, RCN(Ret'd)

95 in Dartmouth, NS 10/04/18. Jn'd RN as Boy Seaman in WWII. Jn'd RCN in '53 and srv'd *Cornwallis, Iroquois, Crescent, Kootenay, Terre Nova, Shearwater* and *Stadacona* (Osborne Head). Last posting as Base Chief CFB Stadacona. Ret'd in '73. (SR, Chronicle Herald)

Lt(MN) Nancy Dianne KIERAN (nee MacMILLAN) RCN(R)

83 in Halifax 04/04/18. Jn'd RCN(R) as A/S/Lt(MN) at Chip-pawa 02/57, prom S/Lt(MN) same date and Lt(MN) 08/59. Srv'd Naden (RCNH) on CND. Rls'd in '60. Wife NSNAC member Harley Kieran. (SR, Chronicle Herald)

LCdr(Ret'd) Cyril Anthony McDONALD, CD*

58 in Halifax 10/04/18. Jn'd as OS 04/78, selected as Cdt 09/86, prom A/S/Lt 06/87, S/Lt 06/88, Lt 06/90 and LCdr 01/01. Srv'd Cornwallis, Fleet School(Pacific), *Algonquin, Okanagan, Ojibwa*, CFB Hfx., CFFS Hfx., Margaree, CFS Mill Cove, *Iroquois, Charlottetown, Halifax*, MARCOM HQ and CFMWC. Ret'd in 2007. (SR, Chronicle Herald)

Cdr Ronald Thomas MACE, CD*, RCN(Ret'd)

84 in Ottawa 27/04/18. Jn'd RCN as Cdt(E) at Royal Roads 09/52, prom Mid(E) 09/54, A/S/Lt(E) 01/56, S/Lt(E) 05/57, Lt(E) 12/58, LCdr 06/66 and Cdr 07/72. Srv'd *Ontario, HMS Theseus, HMS Vigilant, Niobe* (RNEC), *Bonaventure, Restigouche, Lanark, Haida, Annapolis*, SACLANT, CFSC, Dkyd Hfx (MENO fl'd by Prod Off.), NDHQ (DMEE) and CDLS(L) (Eng Staff Off.). Ret'd in '81. (FWH, Citizen)

LCdr(S) Orest Michael SACHKIW, CD, RCN(R)(Ret'd)

92 in Calgary 26/02/18. Previous army service. Jn'd UNTD

as Cdt(S) at Nonsuch 11/48, prom RCN(R) A/S/Lt(S) 03/50, S/Lt(S) 02/52, Lt(S) 11/51 and LCdr(S) 11/59. Ret'd in '64. (WC)

CPO George SKELTON, CD, RCN(Ret'd)

94 in Lunenburg, NS 04/04/18. Srv'd WWII and post-war. (SR, Chronicle Herald)

LCdr Murray Eldon STANLEY, CD, RCN(Ret'd)**

78 in Halifax 07/03/18. Jn'd RCN as OS 01/59, CFR'd as S/LT 10/69, prom Lt 10/72 and LCdr 07/80. Srv'd CFS Aldergrove, MARPAC HQ, NDHQ and Scotian (Regular Support Staff). Ret'd in '94. (SR, Chronicle Herald)

Lt Julius William SZEKRENYES, RCN(R)(Ret'd)

79 in Calgary 10/03/18. Jn'd UNTD as Cdt at Nonsuch 01/58, prom RCN(R) S/Lt 07/60 and Lt 07/62. Tsf'd to Tecumseh 06/63. Rls'd in '65. (WC)

PO1 Gene Alan TAPSCOTT, CD, RCN(Ret'd)**

81 in Halifax 24/03/18. Srv'd as a Wpns Tech for 33 years. (SR, Chronicle Herald)

Lt(L) Roger Wayne WHITEHEAD, RCN

81 in Toronto 03/04/18. Jn'd RCN as Cdt(L) at RMC 09/54, prom A/S/Lt(L) 05/58, S/Lt(L) 01/59 and Lt(L) 03/59. Srv'd *Stadacona*. Rls'd in '62. (e-Veritas)

S/Lt Henry Collins WINTERS, RCN(R)(Ret'd)

76 in Sarnia, ON 18/03/18. Jn'd UNTD as Cdt at Cataraqui 01/60 and prom S/Lt 07/62. Rls'd in '63. (WC)

EVERYTHING LOOKING A LITTLE TOO GREY?

Why not read Starshell

ONLINE

in full glorious

COLOUR?

PLUS! You make Starshell even better when you say no to print.

NAC is now saving mailing costs to just over 10% of our membership, a significant savings that has allowed the magazine to expand to 48 pages with printing costs remaining relatively stable.

If you haven't already, check out Starshell online at www.navalassoc.ca/naval-affairs/starshell/. Not only will you find the current issue but you also have, at your fingertips, issues back to Spring 2011!

HMCS Oriole joins the Atlantic Fleet, sails for Great Lakes Deployment 2018

HMCS Oriole, Canada's navy tall ship, was inducted into the Atlantic Fleet in early June with a small ceremony at HMC Dockyard on May 29, just minutes before the ship and its crew departed Halifax for the St. Lawrence Seaway and the 2018 Great Lakes Deployment.

Oriole, built in 1921, was donated to the RCN and commissioned in 1952. It is essentially an ambassador ship for the navy, used for public outreach and training junior sailors.

The 31-metre tall sailing ketch was previously based at CFB Esquimalt, and the goal in transferring it to the East Coast is to give a different segment of the Canadian population a chance to enjoy the history and heritage that *Oriole* offers.

This began in 2017, when the ship first made the daunting 16,000 kilometre sail to Halifax for the Rendez-vous Tall Ships Regatta, and continues now with the ship as an official member of the Fleet, led by Commanding Officer, LCdr Drew Foran.

"The Great Lakes is an outreach mission, and we'll be conducting 14 different port visits as we sail from Halifax all the way to Windsor, Ontario, and back," LCdr Foran said.

Deployments to the Great Lakes region in the summertime have been a regular RCN activity for decades, often involving port visits, community activities, day sails on larger ships, and other methods of introducing Canadians who live away from the East or West Coasts to their navy and its highly-trained personnel.

"This ship is really a means of delivering the sailors who are part of today's Royal Canadian Navy to Canadians, to allow them to tell their stories of the work they do, and do it on this important and historic vessel. She's a beautiful ship that just finished refit, so it's a fantastic opportunity for us," LCdr Foran added.

Roughly 20 sailors at a time will crew the ship for the summer. For many of them, it will be their first sailing experience.



HMCS Oriole departs Halifax for the 2018 Great Lakes Deployment on May 29.

As part of celebrations this year marking the 100th anniversary of the Royal Canadian Sea Cadets, *Oriole* has invited some of the organization's top 14- to 18-year-old members to train aboard the vessel. It is expected that about half the crew will be composed of cadets through the July and August portions of the trip.

"The main thing they'll be doing is learning how to sail," LCdr Foran said. "We'll get a new group of cadets each week, and we'll take them from one port to the next to learn how to sail, do some adventure training, do some team-building exercises, and work together with the rest of my crew."

The ship recently returned from a six month refit at the Lunenburg Shipyard, which included new wiring, electrical work and refinishing of the masts.

"It's certainly different than sailing on an average warship and that should bring some exciting moments for the crew. We're looking forward to it," said LCdr Foran.

The Great Lakes Deployment will continue through the summer. *Oriole* is due back in Halifax by the end of September.



During the Great Lakes 2018, HMCS Oriole will also visit the following cities:

Port Dalhousie, Ont. (July 6-9)
Oakville, Ont. (July 13-16)
Port Stanley, Ont. (July 20-23)
Windsor, Ont. (July 27-30)
Port Colborne, Ont. (Aug. 3-7)
Oshawa, Ont. (Aug. 10-13)
Kingston, Ont. (Aug. 17-27)
Trois-Rivières, Que. (Aug. 31-Sept. 3)
Québec City (Sept. 7-10)
Sept-Îles (Sept. 14-17)
Gaspé (Sept 21-22)

Oriole also visited Toronto and Hamilton in late June.



H.M.C.S. ASSINIBOINE(2) - DDH

"...the ship gyrating and plunging in heavy seas". Pencil drawing from a photograph widely circulated at the time, showing H.M.C.S. ASSINIBOINE(2) as a DDH-converted. 'ST. LAURENT'-Class recovering its helicopter with the 'BEARTRAP'. Also evident is the Variable Depth Sonar (VDS) fitted at the stern.

Copyright © 2018 F. R. (Hamish) Berchem CSMA – All Rights Reserved

Please return undeliverable address blocks to /
Retournez les blocs-adresses à l'adresse suivante:

Naval Association of Canada
1138 Sauterne Pk
Orleans, ON, K1C 2N8

Canadian Publications Mail
Sales Agreement No. 40025187
Ottawa, ON