

Volume VII, No. 75, Summer 2016



# Starshell

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



## 'The Big O' - HMCS Ontario (1945)...

Laid down by Harland and Wolff, Belfast, as the cruiser HMS *Minotaur*, she was presented to the RCN and on April 26<sup>th</sup>, 1945, was commissioned at Belfast, Ireland as HMCS *Ontario*. She was completed on the 25<sup>th</sup> of May and following trials and workups, sailed from the Clyde River on 2<sup>nd</sup> July for the Pacific, via the Mediterranean and the Suez Canal. *Ontario* joined the 4<sup>th</sup> Cruiser Squadron, British Pacific Fleet, too late to see war service, but was employed in a variety of duties that took her to Hong Kong, Manila and Japan. She arrived at Esquimalt on 27 November for refit. *Ontario* spent the remainder of her career as a training ship and was paid off on the 15 October 1958. She arrived in tow for breaking up at Osaka, Japan on 19 November 1960.

"The Ships of Canada's Naval Forces, 1910-2002," Ken Macpherson and Ron Barrie, Vanwell 2002.

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# Starshell

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The Naval Association of Canada • Ottawa Branch Presents



## **National Conference and Annual General Meeting 20 to 22 October 2016 Ottawa, Ontario, Canada**

### **National Conference**

Conference will be an all-day event at the Westin Hotel,  
Ottawa, on Thursday, 20 October. The conference theme is...

### **Recapitalizing the Fleets of the Government of Canada What next for Canada's Shipbuilding Strategy?**

Further details are on the NAC website at  
<http://navalassoc.ca/occasions/2016-agm-and-conference/>

### **Annual General Meeting**

The National AGM and Board of Directors Meetings will be held on Friday, 21 October at the Westin Hotel.

A partners/spousal program will be running on Thursday, Friday and Saturday mornings and will include the Museum of History/IMAX Theatre, the National Gallery or National Archives, and the Naval Memorial/Ottawa River and Parkway Tour. Full details on the partners/spousal program are on the website.

On Saturday, 22 October there will be a University Naval Training Division (UNTD) Reunion and Up Spirits in the Wardroom, HMCS *Bytown* and all are welcome to attend.

Further details on timings, registration, conference program and accommodation arrangements may be found on the NAC website.



# Ahead of schedule.

We are doing things differently. That means we can actually say something you will rarely hear in this industry - **we are ahead of schedule and on track for delivery.**



**DAVIE**



## You know the ropes better than anyone...

You have seen as many shipbuilding projects as you have controversies about them. You know the spin too. You don't need adverts full of aspiration and promises. You want facts. At Davie Shipbuilding, that is all we deal in. We are delivering a vital capability to the navy and we are doing it at a fixed cost and entirely at our own risk. We are delivering Canada's next AOR and we are ahead of schedule. The Resolve program was conceived and executed by navy veterans who know what we need and are committed to delivering it - urgently - for the world's best navy.



So ... the President is after me still — and “Why?” might you ask. Jim continues to put great effort into compiling *NAC News* each week and he uses our National membership list with associated email addresses to electronically distribute *NAC News*. However, he continues to get return messages from service providers that advise of non-delivery for any number of reasons—email address does not exist or could not be found (I guess they are two different reasons) or recipient rejected the email or just email undeliverable. So:

- If you are reading this column in the paper version of *Starshell*, have a valid email address but are not getting *NAC News* electronically and would like to, please advise me by email and I will fix your email address appropriately;
- Or you are reading this column electronically and are not getting *NAC News* and wish to do so, again I would ask you to advise me by email of your correct address as clearly you are electronically connected and I do not have the correct information.
- If you are reading this column electronically, have not opted out of receiving the paper version of *Starshell* but have not received the latest copy, (please allow about two weeks delay for the paper copy after seeing the e-copy), also note that I do not have a correct current postal address for you so

please once again send me an email to update my records appropriately.

In all cases, I will ensure that your Branch is also made aware of these changes.

At the October 2016 AGM the following Director's terms are due to complete: Murray Bialek, David Cooper, Moyra Haney, Rod Hughes, Chris Tebbs and William C. Thomas. The following Directors will continue with their service to NAC (term end dates are in parenthesis): John Anderson (2017), Dennis Baird (2018), Jim Carruthers (2018), Brian Cook (2017), Tony Goode (2017), Dave Hudock (2017), Rowland Marshall (2018), Charles O'Leary (2018), Daniel Sing (2017), Ron Skelton (2018) and Ed Williams (2018).

The Board of Directors has set the size of the Board at 16 for the foreseeable future and therefore, for this election, there will be openings for 5 new Directors whose terms will expire in 2019. After the call for nomination in the Spring edition of *Starshell*, the nominating committee has exercised its due diligence and confirmed the seven candidates who were nominated by the membership. Later in this *Starshell* edition, you will find a proxy form to exercise your voting rights as a member in good standing of the NAC should you not be able to attend the AGM on 21 October 2016. The Proxy Form contains the names of the seven candidates and full directions for proper completion.

This issue of *Starshell* does not have space for the endorsements of the sev-

en and these, along with an electronic version of the Proxy Vote Form, can be found on our website at

<http://navalassoc.ca/occasions/2016-agm-and-conference/2016-agm-and-conference-documents>

You are encouraged to review them before selecting your preferences and casting your **Yes** votes (up to five). The top five vote totals, from those members in attendance at the AGM and all valid proxies received by the submission dates noted in the directions, will constitute the elected replacements for the five retiring Directors.

The nominations for the 2016 NAC Awards will have been reviewed and deserving members approved by the time you read this column. I would like to thank the individuals and Branch Executives who took the time to put pen to paper to recognize their fellow members in this annual activity. Last year I advised Branch Presidents before the AGM of successful applications but didn't advise the actual nominators of the Award. This year I will so advise both so that the nominees can be advised in advance and hopefully all can be acknowledged at the Awards reception that will round out the day's events on 21<sup>st</sup> of October.

The Endowment Fund applications are also being finalized by the Endowment Fund Committee as I write this. The delay has been caused by an urgent arising that will be made public if the application is successful alongside the other applicants. I would thank the Endowment Fund Committee for their flexibility on the issue, notwithstanding whatever outcome they determine to

be the best use of our grant funds. I do not believe there will be a delay in announcing the successful applications and that anticipated funds will be released later in the fall as previously noted in the Spring issue of *Starshell*.

This issue contains an update from NAC Ottawa on the 2016 Conference and AGM planning. Registration via the web is now open and I encourage all out of town visitors to book into the venue hotel (The Westin Hotel in downtown Ottawa) early, as accommodation will sell out.

The schedule remains an all-day conference on Thursday, 20 October on

Canada's Shipbuilding Strategy followed by a Conference Reception and a Friday AGM and newly elected National Board meeting, all followed by an evening Awards Reception. This should help reduce costs for members and allow for return home on the weekend for those who must do so.

I encourage those visiting and also the Ottawa-based membership to check out the partner/spousal program with visits to some key attractions in the National Capital Region, Thursday through Saturday. These may also be booked through the website.

For those remaining, there is a joint

function with the UNTD Association at HMCS Bytown on the Saturday and all are welcome—you do not have to be an 'Untidy'—and the registration for this event is also on the website.

I would ask that all members planning to attend the AGM, whether attending any other events or not, register so that we may ensure we have enough seating and that we know who will be present for recognition at the Awards Reception.

Yours aye

*Ken*

**NOTE:** Election materials will be found on pages 8 through 11. Ed.



## From the Bridge

Jim Carruthers, National President. [jimc@arruthers.com](mailto:jimc@arruthers.com)



## A Professional Home for Serving RCN and CCG Members

In my Fall 2015 column <http://navalassoc.ca/wp-content/uploads/2015/12/Autumn-2015.pdf> I suggested there were three areas where we need to concentrate our efforts and that we are in some ways combining what might otherwise be three different organizations:

- Continuing our 'traditional' role of camaraderie—an alumni organization.
- Developing a professional home for serving members.
- Educating Canadians and particularly Canadian leaders as to the need for a capable and effective Navy.

### SOME BACKGROUND

The 'alumni' pillar has been and continues to be a mainstay of our Branches. We are moving ahead on educating Canadians but where are we with regard to building a professional home for serving members? Some may ask why should we even be thinking of this. Why NAC—are

there not other organizations among those who play in this sandbox who are already doing it?

'Back in the day' I can recall having some knowledge of what was then NOAC but it was for retired folks—certainly there was no promotion of a serving membership. Over the past few decades Commanders of our Navy not only discouraged NOAC membership, but in the case of some Commanders evidently forbade it. Have things changed?

Yes! Things are changing. We start with solid support from our naval leadership. We count members ranging from VAdm Mark Norman, C1 Tom Riefesel, VAdm Ron Lloyd, RAdm Darren Hawco, RAdm Art McDonald, Cmdre Simon Page, Cmdre Luc Cassivi, Cmdre Marta Mulkins, Cmdre Marcel Hallé, Cmdre Jeff Zwick, to fifty or more Naval Cadets at RMC this fall. More work is needed to fill in the gap. At the very least serving folks should have no concern that NAC membership is forbidden or frowned on and in fact, as evidenced by letters from Admiral Norman and others, NAC membership is encouraged.

We have also had some success in expanding our membership to seafarers outside the RCN. CCG Commissioner



Jody Thomas is a long-time member.

## WHAT IS NEEDED?

I first joined the US Naval Institute not long after commissioning and suggest we might look at its mission <http://www.usni.org/about/mission> in considering one aspect of how we might support serving members.

But service in the RCN and CCG is more than a profession that can be pursued through academic study alone. I would argue that in addition to formal discussion and debate via written commentary, there is much to be gained by personal relationships that go outside our circle of shipmates. Those who have gone before have a universe of experiences in other times but the principles are enduring and their subsequent experience outside the service environment provides a wider outlook. Contact with NAC member industry and government leaders provides a broader maritime perspective while helping us build a stronger base of naval and coast guard support.

## WHAT CAN WE OFFER?

With NAC NEWS, *Starshell* and Branch newsletters such as *Lead and Line*, we offer valuable and unique professional information sources to our membership. Our website hosts not only an historical record of these offerings, but various writings on naval affairs. We have a nascent but growing presence on *Linkedin*, *Facebook* and *Twitter*. Branch programs such as Ottawa's monthly speaker's evenings fill an information gap while providing exposure to professional experts. Our support of Canada's premier naval publication *Canadian Naval Review*, as evidenced by our funding of the recent defence review special issue, is growing as we search for a means of developing a professional level journal.

It is important that we continue to expand and widen our membership and that we create a unique 'agora'—a meeting place—for those interested in maritime affairs. The informal contacts and discussions are not only key to an individual's professional development, but also Canada's future as we create an exchange of ideas. Much can be done via social media, but face-to-face interaction has real value.

Much effort goes into making our annual conference the success it is. This fall we will host 100-plus serving folks and have 40 or so Naval Cadets from RMC present. Joining the mix will be representatives from Government, Industry and Academia. As for our Battle of Atlantic Gala, what other venue provides this level of interaction reaching from those who have just joined through to our leadership with those having experiences stretching back to World War II?

## CHANGES NEEDED

It would be hard to imagine that dues for serving members are an issue. They are very low and NAC provides a charitable receipt. So there must be other reasons that there are fewer serving members than their numbers might warrant, particularly on the coasts.

Shortly after taking over as President I wrote in this column regarding the way ahead and suggested some changes we might consider <http://navalassoc.ca/wp-content/uploads/2015/02/SSFromtheBridge-Summer2013.pdf>. We have moved ahead on many of the suggestions and accomplished much, but there were suggestions which were expected to have an impact such as our offering more value to serving folks that we need to work on. Suggestions in this vein included:

- Be 'joined at the hip' to the local RCN regular or reserve unit.
- Have meetings so that people can attend after work. Lunchtime meetings limit active participation to retired folk. The new generation of naval personnel value and protect family time on weekends and NAC membership cannot compete with family.
- Meetings should, wherever possible, be held at a local RCN mess, which appeals to those retired, is easy for those working to reach, usually lowers costs and keeps NAC in front of the Navy.
- Branches should get involved with local ROTP/RETP/UTPM naval cadets and reserve division university students to offer introductory memberships.

Unlike our traditional membership, serving folks are posted every few years—we need to make the transfer between branches easier or perhaps establish a national membership. This spring a large group of RMC members were commissioned and went to schools on the coast. We need to maintain contact with these bright young individuals and bring them into the fold.

## WHAT NOW?

- Canada needs an institution that provides a professional home to those in the CCG and RCN that wear the uniform.
- At present there is no such readily identifiable organization although NAC has built some of the required structure.
- While there are other organizations that could perhaps provide this home, NAC is the best equipped to do so—it is what we do.

# PROXY FORM INSTRUCTIONS

## The Naval Association of Canada

### Annual General Meeting

### Ottawa, Ontario, 21 October 2016

At the October 2016 AGM the following Director's terms are due to complete: Murray Bialek, David Cooper, Moyra Haney, Rod Hughes, Chris Tebbs and William C. Thomas. The following Directors will continue with their service to NAC (terms and dates are in parenthesis): John Anderson (2017), Dennis Baird (2018), Jim Carruthers (2018), Brian Cook (2017), Tony Goode (2017), Dave Hudock (2017), Ron Skelton (2018) and Ed Williams (2018).

The Board of Directors has set the size of the Board at 16 for the foreseeable future and therefore, for this election, there will be openings for 5 new Directors whose terms will expire in 2019.

### Instructions for the completion of the Proxy Form:

- 1) Insert your name and the name of your proxy holder where indicated. If you do not know a member who will be attending, you may appoint the National President or the Executive Director as your proxy.
- 2) Indicate your instructions to your proxyholder by checking either (1) (as the proxy holder sees fit), or (2) as you direct.
- 3) If you check (2), you must then indicate how you want your proxy holder to vote, either "Yes" or "No" (as allowed against each of items "a" and "b" to be voted). For the election of the Board of Directors, item "c", you may vote "Yes" (**to a maximum of five votes**) or "Withhold" for any or all the nominees. All nominees must have direction given (Yes – Withhold) for your Proxy Holder to fulfill their duties in the election of Directors. Director Nominee Endorsements are posted on the website.
- 4) Sign and date your form and return it:
  - (a) Via mail to NAC Executive Director, 308 Kennedy Lane East, Orleans, ON K1E 3M4 to arrive by Monday, 17 October 2016.
  - (b) Or by email (the emailed version does not have to be signed but must be from your account registered with the Executive Director) to the Executive Director at [executivedirector-nac@outlook.com](mailto:executivedirector-nac@outlook.com) by Monday, 17 October 2016.

**NOTE:** While the maximum number of "Yes" votes you may cast for directors is five (5), you can "Withhold" your votes for any and all candidates. Withholding your vote is not a vote "against" a particular candidate, it only ensures that there is not a vote cast in your name for that candidate.

**This form can be downloaded in Word format for easy completion  
on the NAC website: <http://navalassoc.ca/>**



# PROXY FORM

## The Naval Association of Canada Annual General Meeting Ottawa, Ontario, 21 October 2016

I \_\_\_\_\_  
(YOUR NAME)

OF \_\_\_\_\_  
(YOUR ADDRESS)

Being a member of the Naval Association of Canada (NAC)

HEREBY APPOINT: \_\_\_\_\_  
(Person's name or the NAC President or the Executive Director)

To be my proxy and to attend and vote on my behalf as directed below at the  
21 October 2016 Annual General Meeting and at any adjournments thereof.

Signed on this \_\_\_\_\_ day of \_\_\_\_\_ 2016

\_\_\_\_\_  
(YOUR SIGNATURE)

\_\_\_\_\_  
(Your contact phone number and/or email)

☐ 1. As my proxy holder sees fit; **OR**

☐ 2. By my direction as follows:

Yes No

(a) Approval of the AGM Minutes

☐☐

(b) Approval of the Financial Statements

☐☐

(c) Nominees as listed below (to a maximum of five [5] yes votes).

### NOMINEE

### YES

### WITHHOLD

William Conconi

☐☐

David Coulson

☐☐

John Dugan

☐☐

Jeff Gilmour

☐☐

Mark Philips

☐☐

John Pickford

☐☐

William Thomas

☐☐

(d) As my proxyholder sees fit for any items not listed above and requiring a vote at this AGM.



## Canadian-Won Battle Honours

It was in 1954 that Canada enthusiastically signed on to the newly created RN Common Commonwealth List of Naval Battle Honours.

We've all seen battle honours boards in HMC Ships and Naval Reserve Divisions. British-won battle honours applied with equal vigour to any Canadian ships, vessels or Naval Reserve Divisions, with a name that had been used previously in the RN or any Commonwealth Navy. This was entirely an esprit de corps initiative and it certainly cemented in a highly visible way the historical connection between Canada and the UK, naval and otherwise.

Three decades later, the Canadian government was much less enthused. In 1987 it was decided that *only* Canadian-won battle honours would henceforth be displayed in HMC Ships. Not retroactively but to apply only to any "new construction." The net result three decades on, is that there is only one HMC Ship (vessel) carrying a British-won battle honour, and that is the venerable HMCS ORIOLE, with the single battle honour "DUNKIRK 1940." By contrast, the Naval Reserve Divisions still carry large numbers of British-won battle honours as most have been in continuous commission since the 1940s.

Some recent dealings with RCSCC VANGUARD brought up the opportunity to look into the battle honours history of HMS Vanguard, the post-WWII RN battleship being the namesake of the Sea Cadet Corps. The name VANGUARD carries 15 battle honours, from ARMADA 1588 to JUTLAND 1916. All of them



are British-won but two of them can be considered Canadian-earned, namely LOUISBURG 1758 and QUEBEC 1759. It reminds us that the *bro-mance* between what was to become Canada and the UK was not always so.

Forty RN ships earned the LOUISBURG 1758 battle honours, forty-nine earned QUEBEC 1759 and many of them earned both. One of those ships was HMS HUNTER, so our current Naval Reserve Division HMCS HUNTER in Windsor also carries both. HMCS YORK in Toronto carries the LOUISBURG 1758 battle honour. Had the 1987 policy change not occurred, the current HMCS HALIFAX and KINGSTON would also be carrying one or both of those battle honours.

The RCN official march, "Heart of Oak," a direct carry-over from the Royal Navy, refers in the second line of its lyrics to "this wonderful year," which is a direct reference to QUEBEC 1759, amongst other events of that year. Naval battle honours attach to a ship's name, not a hull, and Canada as a name could refer to the New France colony or to our current sovereign state. If HMCS HUNTER or YORK are ever paid off and a new ship of either name subsequently commissioned, their British-won Canadian-earned battle honours would be lost. This is very unlikely to happen, so in a curious sort of way, we continue to honour our own defeat.

Yours aye,

*Bill*



**PLEASE COMPLETE, CLIP AND MAIL YOUR DONATION TO:**

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# Back to Basics: The Principles of Partnership

Ashley Milburn, Strategic Advisor, Royal Canadian Navy, 11 July 2016

Partnership lies at the heart of nearly every success story. In fact, the merits of cooperation and collaboration are widely acknowledged and commonly quoted across all aspects of life: no one succeeds in a silo; strength in numbers; it takes two hands to clap. Yet, in an increasingly complex world the basic, but important tenets of partnership inherent in such expressions are often forgotten, overlooked or overshadowed by other narratives. In some cases, this is understandable. For instance, when it comes to matters of international affairs and national defence, a more comprehensive and strategic discourse is necessary. However, the foundational principles of friendship, relationships and partnerships are transferable across the spectrum of complexity. Moreover, they are paramount in positioning Canada for success, both at home and abroad.

The Royal Canadian Navy has long embodied these values of cooperation and camaraderie and continues to lead the charge for Canada at-sea and ashore. As a truly global service, the RCN is uniquely positioned to build capacity, generate goodwill and establish trust amongst international partners on behalf of Canada.

This capability was on full display last month in Halifax, Nova Scotia when the RCN hosted the 27th Inter-American Naval Conference (IANC 2016), the leading biennial forum for maritime affairs in the Western Hemisphere. In a city accustomed to seeing Canadian and foreign warships alongside its waterfront, hosting IANC in Halifax presented an opportunity to showcase another important side of RCN business at work: partnerships. Not only did IANC 2016 provide a platform for the leaders of North, Central and South American navies to exchange ideas on shared challenges and common goals that stretch from the tip of Cape Horn to the shores of the Arctic, it also provided an unparalleled opportunity to build relationships at the professional and personal level.

At first glance, the connection between Canada and other countries' strategic maritime objectives in a region as large and diverse as the Western Hemisphere may be difficult to discern. However, Vice Admiral Ron Lloyd, current Commander RCN, made a poignant observation during the opening presentation at IANC 2016. He noted how in conversations with Canadian citizens and partners abroad, he continually emphasizes that Canada is a three ocean nation, with considerable interests in the Pacific, the Atlantic and the Arctic. However, in the context of an increasingly globalized world, he suggested to his regional counterparts that the notion of a single world ocean may be a useful perspective to take.

Viewing the world in this context allows the RCN and its international partners to leverage their commonalities, rather than be divided by their differences. Understanding developments on the national and international stage, appreciating how Canada's allies and partners are thinking about evolving issues, and discussing how to better meet potential challenges and embrace future opportunities are vital components to advancing the bedrock of these relationships: trust.

It was within this framework that some of IANC 2016's key achievements were made. Recognizing the importance of open and direct communication as a foundation of effective partnerships, IANC member states voted unanimously to endorse the Code for

Unplanned Encounters at Sea (CUES), a voluntary agreement that outlines "the rules of the road" for the maritime realm. This milestone agreement was both a product of the level of trust between the IANC navies as well as a reinforcing testament to the success of the multilateral partnership. Furthermore, in the spirit of inclusivity, another key component of robust partnerships, IANC members also voted unanimously on a procedure that will work towards incorporating additional navies of the Americas into the IANC organization.

Given the success of IANC 2016, it could be tempting for Canada to close the file and move onto the next objective. However, building partnership capacity is not a specialized program or a single event and the RCN is committed to staying the course. Meaningful contributions to international fora, like IANC and other regional organizations, provide the RCN with the type of experience and credibility needed in order to be a trusted and valued partner in the international community.

Trust, however, is not a commodity to be bought and sold over time; it must be earned. Given that trust is shaped by our past experiences and expectations of future behaviour, communicating our intentions clearly, standing by the plans that they prescribe and doing so in a manner that assures our partners of our long-term dedication is critical. After all, relationships are a two-way exchange and all manners of trust are reciprocal.

In matters of defence and security, these are important principles for Canada to uphold. No state in a globalized world is capable of being safe and prosperous if it does not embrace working with like-minded international partners to address issues of shared concern that occur beyond its national borders. The RCN's continued support of anti-drug trafficking patrols in the Western Hemisphere, for example, is evidence of the IANC partnership at work. Such cooperation generates significant dividends for all countries in the region; however, it is important to remember that a trust deficit, caused by under-investment in national capabilities and international partnerships, can have equally damaging and compounding consequences.

While trust between countries is spent in times of crisis and shared concern, it is built long before and requires sustained investment and consistent maintenance. This reality has yielded a saying which has found particular support in defence communities throughout the world. "You can't surge trust." Vice-Admiral Lloyd reinforced this important sentiment during his closing remarks at IANC 2016, offering a simple yet powerful takeaway for all those involved.

What this means for Canada and the RCN is that it is imperative to ensure that well established partnerships, built on a solid foundation of trust and familiarity, are part of our national capability as we prepare for the challenges and opportunities that lay ahead.

In a world of increasing complexity, it can be an occupational hazard to overlook some of life's foundational principles in favour of quick solutions that produce immediate results. However, when it comes to international relationships and maximizing the strategic dividends for Canada, the RCN is well positioned to embrace the basic principles of trust and partnership and help write Canada's success story.

## An Open Letter to the Canadian Defence Policy Consultations Team

*Most NAC members are well aware that the federal government is undertaking public defence consultations as part of a defence review that will likely conclude with a white paper on defence in late 2016 or early '17. As an ex-sailor, I'm of course interested in making sure that the defence review gives adequate consideration to Canada's need for a strong Navy. I was pleased when the Prime Minister's "mandate letter" to MND mentioned the need for a capable navy, and so I went looking for supporting pro-Navy arguments in the online material produced for guiding the consultations and review. But I couldn't find any. As a private citizen (rather than as a member of the Naval Association of Canada, say), I therefore wrote the following letter to the defence consultations team. It is intended to provide to the fundamental question as to why Canada needs a Navy. I'm well aware that the chances of any influence on the forthcoming white paper are somewhere between slim and none, but thought it worthwhile to put my oar in. You can find the associated documents at [www.defenceconsultations.ca](http://www.defenceconsultations.ca). The deadline is 31 July 2016, but it may not be too late to speak your mind. The consultations are being hosted by the polling firm IPSOS. You can respond on line at [canada.ca/defence-consultations.ca](http://canada.ca/defence-consultations.ca) or by snail mail to: Defence Policy Consultations, c/o IPSOS, 1 Nicholas Street, Suite 400, Ottawa ON K1N 7B7. R.A. [Richard Archer, NAC Ottawa]*

Dear Defence Policy Consultations Team:

I have read with great interest the Defence Policy Review Public Consultation Paper. I found it useful and informative, but in my view it suffers from a major oversight. Particularly in the section on Contributing to Global Peace and Security, the document makes no mention of the way that Canada depends crucially on the freedom of the seas for its prosperity and security. Ninety percent of global trade travels by sea and world-wide communications, in the way of fibre-optic cables lie on the sea bed. It is a serious mistake to take these two ingredients in our current prosperity and security for granted.

Nearly fifty percent of Canada's trade moves by ship. And as our nation actively pursues further overseas trade deals, such as the Trans-Pacific Partnership and the Comprehensive Economic and Trade Agreement with the European Union, this percentage will only increase. Moreover, Canada has the longest coastline in the world and major oceans on three sides, plus the Saint Lawrence–Great Lakes system on the fourth side. In addition to the major islands off all three coasts, mainland Canada itself can be considered as almost another island. Of the thirteen provinces and territories, all but two, Saskatchewan and Alberta, have salt water coasts. Even so, Saskatchewan depends heavily on the seaborne transport of grains, potash, uranium and other products for its prosperity. And Alberta continues its efforts to get its major energy exports to tidewater via pipeline, be it to the US Gulf Coast, the British Columbia coast or the New Brunswick coast. Alberta's future prosperity depends on it. In this light, even the people of land-locked Saskatchewan and Alberta are becoming increasingly dependent on the freedom of the seas.

And for the future, a glance at a map of the world shows that Canada is well-placed to benefit from ever-burgeoning world trade, possibly, it can be said, in an emerging global maritime era. As the Arctic Ocean becomes more navigable, Canada will be at the nexus of trade routes between Europe and Asia. Consequently, even taking into account our continuing continental trade and security relationship with the United States, Canada is by many measures a maritime nation.

So what does all this mean to Canada's defence policy?

In the first place, a maritime nation must be able to protect its sovereignty and interests in its home waters, to provide a secure base for its control of its approaches and the management of its extensive coastal and ocean real estate and resources. When it comes to the freedom of the seas that permits Canada to prosper, our nation should not depend on a free ride, relying on other nations to keep the sea lines open. Additionally, we must be able to help influence events in the maritime domains of the world, so as to help prevent conflict as much as possible before it arises. If such prevention should fail, then we should then be able to contribute to the conflict's resolution.



In my opinion, the maritime nation that is Canada needs an overall strategic maritime vision, one that recognizes how dependent we are on the seas, including our three ocean approaches, for our security and prosperity. Such a vision would then outline what we are going to do about it. A key consideration is that to implement such a vision, Canada needs a measure of sea power.

Such sea power would be tailored to Canada's specific requirements and reflect our nation's role as a middle power with an enormous stake in what goes on under, on and over the seas. In short, Canada needs to evolve into a significant maritime player, working where necessary with allies and friends to respond to the demands of its national and international maritime interests.

I believe as well that Canada would be recognized internationally for its sea power. It would help establish Canada's place and influence in the global order.

Our measure of sea power would have many elements, but a major component would be a strong navy that can actively defend Canada's multitudinous interests in home waters as well as the distant corners of the world. Such a navy would have the right mix of vessels that can go in harm's way, with complementary maritime aircraft and with surveillance systems and ships for home waters sovereignty and defence. Importantly, our Navy would also have the sufficient number of vessels and aircraft so as to be able to respond as soon as required to challenges in both home waters and overseas.

In short: Canada is increasingly a maritime nation, becoming ever more dependent on the seas for its prosperity, security and standing in the world.

A developing maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters.

Canada therefore needs a strong and effective Royal Canadian Navy.

(Sgd.) Richard Archer  
NAC Ottawa Branch



## The Mail Bag

Letters to the editor...



### It's a small world after all...

See photo on page 26, Summer 2015 *Starshell*, RAdm Bob Welland's memoirs—"This morning [June 10, 2016] I am sitting in my kitchen in the UK glancing through the internet when, to my great surprise, a picture of my mother appeared. She [Audrey Sillitoe] is mentioned in the article by [the late] Admiral Robert Philip Welland. I am wondering if it is possible to get a copy of the picture of her with my grandmother and RAdm Welland." (Sgd.) Susan Rhodes.

A copy of the photo was immediately e-mailed to Ms. Rhodes which resulted in the following response:

"This is just wonderful, thank you very much indeed. I shall treasure this photo and pass a copy on to my sister who lives in France. Sadly our mother died when she was only 28, so you will understand how precious these photos and memories of her are to us ... she did marry a naval officer, Surgeon Captain 'Bob' Rutland who died in 1998, never having remarried ... This is indeed a splendid Association of Canada and your splendid magazine *Starshell*."

Susan Rhodes and Rosemary Rudland



## Women in the RCN

Do you have a female ancestor or relative who served in the Canadian Navy between 1910 and 1946? Or do you know of anyone else who has?

The CFB Esquimalt Naval and Military Museum in Victoria [not the Maritime Museum of BC] has a project to identify and record the names of all the women who once served in our Navy during the period noted: nursing sisters, doctors, technicians, dieticians, physiotherapists and members of the WRCNS (Wrens). This also includes those Canadian women who may have joined the WRCNS during the First World War.



World War. It is a stunning and moving memorial, created with extreme gratitude for those who made the supreme sacrifice and whose final resting places cannot be marked by graves.

The memorial is built into a grass hillside at HMCS *Prevost*. A series of 25 blue granite stones traverse the hillside. Each stone is engraved with the name, the image, the hull number and the date the ship was lost during the Battle of the Atlantic. There is also a stone honouring the sacrifice of the Merchant Navy. The memorial rests in central Canada as the sailors represented here, who were lost with their ships, came from small towns and large cities from every province across this great country.

As much as we remember the ships and the gallant names of *Valleyfield*, *Alberni*, *Louisburg* and others, it is not the steel and iron we commemorate, it is the sons and fathers, the brothers and friends, the grandsons loved and lost. It is their service, their sacrifice which permeates this memorial.

The memorial remembers the 18 year old sailor bundled heavily against the bitter cold. He's standing watch on the open bridge of an RCN corvette. Around him is the freezing North Atlantic, and in the moonlight are the many plodding hulls of the convoy he's protecting. It remembers the blinding flash, being hurled into the air and slamming down into the icy water. It remembers the struggle to surface and the weight of the black Arctic water slowly overwhelming. It also remembers the Sunday morning knock on the door; the telegram, the words: "...deeply regret to inform you."

If only one ship was lost and only one young Canadian life was given, this memorial would still not be enough to recognize that sacrifice. There are thousands of other stories which left no community untouched and few families unscarred.

On completion it is our intention to publish the information in book form. Currently we have some 8,000 names in our data files but a lot of the information is incomplete; i.e., we hold the married names of 200 Wrens but have no relevant maiden names. For others we lack many married names, service numbers, ranks and trades.

We wish to record the following information for each person: (1) service number (2) maiden name (3) married name(s) where applicable (4) first name (5) nickname where applicable (6) rank attained (7) for the Wren's, their navy trade or occupation.

We are also looking for high definition images (300 dpi or better) of the women in naval uniform, plus copies of diaries, note books, letters, obituaries, and any naval documents like a station card, leave chit, draft order, etc.

If you can assist, please contact me at the address below or via Clare Sharpe at [clare.sharpe@forces.gc.ca](mailto:clare.sharpe@forces.gc.ca)

Dave Freeman, Naval & Military Museum, CFB Esquimalt  
PO Box 17000 Stn Forces, Victoria BC V9A 7N2

## Touching the Stones

The Battle of the Atlantic Memorial in London, Ontario, is a tribute to the ships and men of the Royal Canadian Navy, lost in the longest running battle of the Second



As much as the Battle of the Atlantic Memorial has become a place of remembrance, it has become a place of healing. It is a destination for those who for over 70 years have had no destination. No grave. No marker.

The stones touch those who visit, and those who visit touch the stones. Two sisters from small town Québec had their great-granddaughter drive them to HMCS

Prevost to visit the memorial. In November of 1944, their 19-year old brother was lost with HMCS *Shawinigan*. Tears steamed down each of their faces as their aged hands caressed the *Shawinigan* stone.

There was the elderly gentleman who literally clawed his way up the hill to touch the *Regina* stone. He had been on *Regina*.

And the 93-year old gentleman in the Legion jacket, accompanied by three vans of family members who wanted to see the *Spikenard* stone. He had been on another ship in convoy and had witnessed the *Spikenard*, with his best friend, torpedoed and sunk.

With these memories and these visitors in mind, the Naval Association of Canada (London, Ontario) has launched into an aggressive landscaping project.

Where these visitors once struggled on foot, or walker, or wheelchair to get across the grassy lawn to their memorial, they will now have an even level pathway.

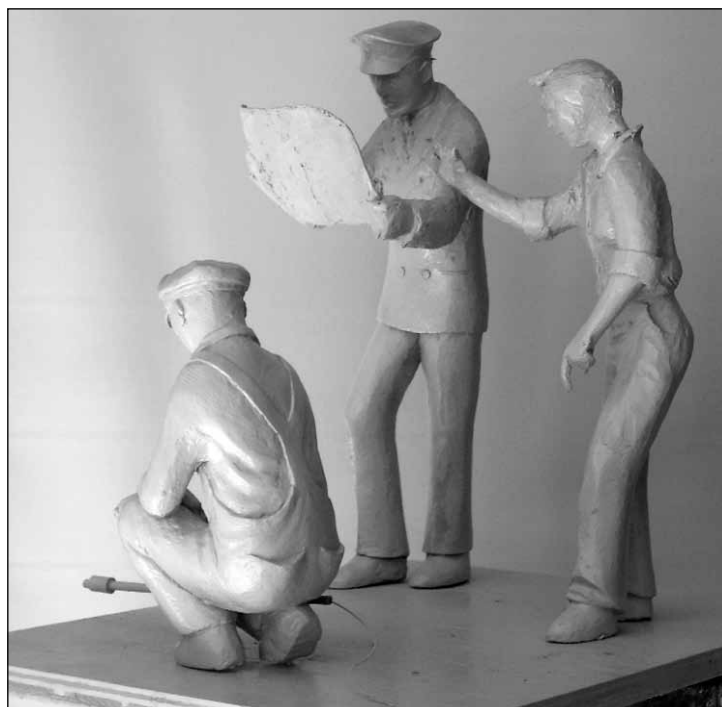
The slippery dangerous grassy hillside is being replaced with a safe and solid stairway. It is a huge undertaking but it will truly enhance the accessibility to the site for generations to come.

Standing at the memorial and viewing these granite symbols of sacrifice, the words of Abraham Lincoln come to mind: "We cannot dedicate, we cannot consecrate, we dead, have consecrated it far above our poor power to add or detract." His words ring true today. We do not know what constitutes 'hallowed' ground, but we do know that this grassy hillside at HMCS *Prevost* has changed forever.

**EDITOR'S NOTE:** The Naval Association of Canada (London, Ontario Branch) has set up a 'gofundme' page for those who would like to assist them in the dramatic improvements being made at the Battle of the Atlantic Memorial. The page can be found at <https://www.gofundme.com/battleatlanticmem>

David Lewis, NAC (London, Ont.)

## Metro Vancouver Naval Monument



The National Shipbuilding Procurement Strategy (NSPS) has been great news for the Royal Canadian Navy as a means to recapitalize our fleet. In addition to the much needed frigate replacement program, Canada needs to revitalize our faltering shipbuilding interests.

### OUR STATUE PROPOSAL:

The Metro Vancouver Naval Monument Society plans to erect a commemorative sculpture of three individuals symbolic of the West Coast's rich shipbuilding history to enlighten and inspire present and future generations.

The proposed statues will depict two workers, a female, "Shipyard Sally" and a welder from the shipbuilding trade and a naval petty officer to honour the association between the various navy/private industry partnerships in bringing jobs and prosperity to the West Coast.

The statues will not become an edifice that will sit on a pedestal to be admired, but rather people-friendly bronze figures at ground level that residents can relate to, tourists can take pictures with and children can play around them.

Our sculptor is a well known West Coast artist, Norm Williams, whose work has graced the front of the Gulf and Georgia Strait museum with a family of three statues and a statue of Roger Neilson outside the Rogers Arena in downtown Vancouver.

The theme of our statues is to bring back the historic significance of an industry that built Metro Vancouver, and the heritage that the City of North Vancouver continues to be proud of, in a people friendly setting.



### STATUS OF WORK TO DATE

To date our Society has raised over \$20,000 to create the mock-up and will continue to fund raise to complete this project. Our target is to have the statues created and erected by 2017 to coincide with Canada's 150<sup>th</sup> anniversary celebrating the founding of our country. We have obtained an agreement with the City of North Vancouver which has given our society a site where the statues will be placed, next to the Washington shipyard along the waterfront promenade.

### FUND RAISING

We are now fund raising to complete the project. In this respect, the Metro Vancouver Naval Monument Society is partnering with the Vancouver Naval and Heritage Museum and other naval affiliates on the West Coast. Donors will receive tax receipts for the amounts donated to be issued by the Museum Society. In addition we are also developing a sponsorship package with appropriate items at various levels of contribution. **Please support this statue project to showcase our Canadian naval and maritime heritage. We need your support ... thank you!**

### FOR MORE INFORMATION PLEASE CONTACT

King Wan, Project Lead & Chair  
Metro Vancouver Naval Monument Society  
604-871-6506 Bus.  
Email: [king.r.wan1@gmail.com](mailto:king.r.wan1@gmail.com)

Robert McIlwaine, P.Eng., Project Manager & Director  
Metro Vancouver Naval Monument Society  
778-688-6387 Bus.  
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Norm Williams, Designer and Sculptor  
1-604-744-1942 Bus.  
604-856-8167 Cell.  
Email: [normwilliams@shaw.ca](mailto:normwilliams@shaw.ca)

### DONATIONS CAN BE MADE TO

Vancouver Naval Museum & Heritage Society  
c/o HMCS *Discovery*  
PO Box 43595 RPO Alberni Street  
Vancouver, BC V6G 3C7

Please mark your cheques "Naval Statue Project." A tax receipt will be issued for donations of \$20.00 or more.

## Keel Laying: RCN Traditions at Work

The laying of the keel of a ship is one of the significant dates in that ship's life. The date in effect marks the birth of the ship. It has been years since there was a keel laid for a ship of the RCN. The keel for what became HMCS *Summerside* was laid March 28, 1998. Now, on June 8, 2016, the keel was laid for what will become HMCS *Harry DeWolf*, first of the patrol ships of the Arctic and Offshore Patrol Ship (AOPS) project.



Irving Shipyard employee Carl Risser shakes hands with RAdm John Newton, Commander JTFA and MARLANT, following laying of a coin on the keel of Irving hull 103, later to become HMCS *Harry DeWolf*. Risser has been employed with Irving for more than 46 years.

The keel of a ship is the primary fore-and-aft part of a ship's frame. It runs along the bottom connecting the stem and the stern. In a steel ship, the keel extends the entire length of the vessel.

Attached to it are the stem (the foremost steel part forming the bow), sternpost (the upright structural member at the stern) and the ribs of the vessel. This definition reflects how ships were customarily built.

Nowadays a ship may be built of modules or blocks, fabricated separately with fittings and equipment inside, then brought together to form the hull and superstructure of the ship.

In the case of the patrol vessels, each is composed of three mega-blocks made up from a total of 62 smaller blocks. It will be the lowering of part of the first of the large blocks into the cradle on the building ways that will be the keel-laying for each patrol vessel.

A keel-laying is a significant date because it customarily marks the start of full production of a ship. For a civil ship, the date locks in the applicable construction standards.

Much activity such as design, ordering of material and initial fabrication takes place prior to laying of the keel, so in many respects that date is one of convenience. And the laying of a keel is no guarantee that the ship will be launched and completed.

Ships can and have been cancelled or converted into another type of ship before being launched.

For ship fans, the date of a keel laying is of interest, for the duration between it and the date of launching of a ship is an indication of government support to the project, of the complexity of the engineering and logistics involved, and of the efficiency of the shipbuilder.

A keel-laying ceremony is an informal affair arranged, for the most part, by the ship's builders. After gathering for a short address, a section of keel is lowered into place onto a cradle on the ways.

The sponsor of the ship or senior naval representative then declares the keel "*well and truly laid*." Mementoes (e.g., silver plates, silver hammers) may be presented—these





# Schober's Quiz #72

By George S. Schober | NAC-Victoria

Question:

Name the cruiser which almost single-handedly decided the course of a war.

Answer on page 37.

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become part of the official artifacts of the ship. A keel-laying ceremony traditionally invites good luck in the construction of the ship and throughout her life.

Chaplains of various faiths say a few words of blessing that the ship may be protected and older customs may take place. In the RCN, one custom has the senior naval representative laying a silver dollar under the keel before it is laid.

In other navies, a coin may be laid by the sponsor or the youngest or oldest trades-person of the shipyard. In the US Navy, the sponsor may be invited to weld her initials onto a metal plate which is placed in the ship.

A silver hammer may be used to drive a silver nail into the keel.

Whatever the customs, the intent is to keep the ceremony short, simple and in accordance with the traditions of the sea. It can be anticipated, though, that the keel-laying for the patrol ships, at least the first-of-class, will receive significant national attention. What customs and traditions Irving Shipbuilding will follow for the ceremony have yet to be announced.

It is inappropriate to refer to the keel-laying of a ship by the vessel's name. The ceremony at which the ship will be named occurs later with launching.

And it has not been unknown for a ship's name to be changed whilst she is still under construction. Therefore the practice is to refer to the shipbuilder's number or hull number.

The shipbuilder's number for the ship is the sequential number of hulls built by that company. What will become *Harry DeWolf* is Irving Shipbuilding hull number 103. Typically, a plaque with the builder's name and number is affixed to the back bulkhead of the ship's bridge.

The keel-laying of Irving Hull 103, to become HMCS *Harry DeWolf*, was a welcome event, a sign of rebuilding the RCN. In the interest of a robust shipbuilding industry and a strong Navy, it is hoped that Canada will maintain a continuous program of building ships, beyond current projects, and that there will be many more laying of keels for HMC Ships.

By Commander (Ret'd) Colin Darlington

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## National President's Visit to NAC Newfoundland & Labrador Branch



Group photo at the Crow's Nest; front row L to R: Ed Williams, NAC Director; Bob Jenkins, NLNAC President; Jim Carruthers and LCdr Gerald Parsons, Commanding Officer CFS St. John's.

The Annual General Meeting and Mess Dinner of the Newfoundland and Labrador Branch of the Naval Association of Canada was held on 11 May 2016 at the Crow's Nest in St. John's, Nfld. The Branch was very pleased that NAC National President, Jim Carruthers, was able to make his first official visit to the Branch and to be the guest speaker at the Mess Dinner.

Jim spoke about the evolving role of NAC in an era when competing forces place demands on the federal treasury leaving the NAC as a primary agent to speak for a strong naval capability in this country. Membership in NAC is now available to any citizen who supports the aims of the organization and Jim asked that all existing members try to enlist at least one friend or acquaintance to consider becoming a member.

In addition to his visit to the Crow's Nest (see above photo), Jim visited CFS St. John's where LCdr Gerald Parsons provided a very comprehensive briefing on the Station and its facilities. A tour of

the Surgeon Lieutenant Commander Anthony Paddon Building overlooking historic Quidi Vidi Lake provided an overview of the size and complexity of the building.

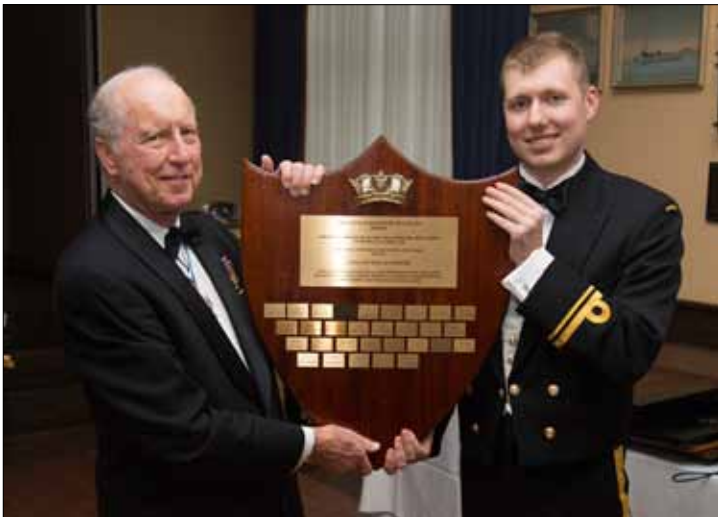
Jim also visited HMCS Cabot and was briefed by Training Officer Lt(N) Craig Luedee, who provided an overview of the current strength of the unit and gave a tour of the building with the great vista on the south side of St. John's Harbour.

The third visit of the brief two day stay was to the Marine Simulation Centre of the Memorial University Marine Institute. This world class facility consisting of twenty-one marine simulators, provides training to commercial and government interests throughout the world. Jim was able to experience actual simulations in three of the simulators and the most modern of the simulators demonstrated the capability to simulate any environment in any locality in the world.

The NL Branch expresses thanks to Jim Carruthers for taking the time from his busy schedule to be one among us and we offer best wishes as we go forward.

Edgar Williams, 23 May 2016

## Annual Naval Engineering Grad Award



This year's Naval Association of Canada Shield and Book Award recipient for the highest standing on the Naval Technical Officers' Indoctrination Course was presented to SLt Mattheus (Matt) Fackelmann at the annual NTO Awards ceremony in the HMCS Stadacona Wardroom in Halifax on May 19th, 2016.

He is seen above receiving the NAC Shield from retired NAC National President Mike Cooper.

SLt Fackelmann is a native of Hamilton, Ontario. He graduated with a Bachelor's Degree in Mechanical Engineering in May of 2015, having joined the Canadian Armed Forces in July of 2011.

At the time of the award, SLt Fackelmann was undergoing training at the CF Naval Engineering School.

We wish him every success in his naval career.

Mike Cooper, NAC Nova Scotia

Got NAC Branch news worthy of sharing?

Email it to [starshell@shaw.ca](mailto:starshell@shaw.ca)

## Is the US Navy's giant new destroyer too stealthy?

Associated Press Photo



US Navy Photo



While she may not win any beauty contests, the future USS Zumwalt is so stealthy that it'll go to sea with reflective material that can be hoisted to make it more visible to other ships. The Navy destroyer is designed to look like a much smaller vessel on radar and it lived up to its billing during recent builder's trials. Lawrence Pye, a 'lobsterman,' told the Associated Press that on his radar screen the 610 ft. ship looked like a 40- to 50-foot fishing boat. He watched as the behemoth came within a half-mile while returning to shipbuilder, Bath Iron Works.

Despite its size, the warship is fifty times harder to detect than current destroyers thanks to its angular shape and other design features, and its stealth could improve even more once testing equipment is removed, said Capt James Downey, program manager.

During recent sea trials, the Navy tested Zumwalt's radar signature with and without reflective material hoisted on its halyard, he said. The goal was to get a better idea of exactly how stealthy the ship really is, Downey said from Washington, DC. The reflectors, that look like metal cylinders, have been used on other warships and will be standard issue on the Zumwalt and two sister ships for times when stealth becomes a liability and they want to be visible on radar, like times of fog or heavy ship traffic, he said. The possibility of a collision is remote.

The Zumwalt has sophisticated radar to detect vessels from miles away, allowing plenty of time for evasive action but there is concern civilian mariners might not see it during bad weather or at night, and the reflective material could save them from being startled. The warship is due to be commissioned in October and will undergo more testing before becoming fully operational in 2018.



# China's Increased Naval Presence in South East Asia

By Jeff Gilmour

For years, China has sought to divide and rule in the South China Sea.<sup>1</sup> It is clear that China no longer accepts that America should be the dominant naval power in the Pacific. Chinese leaders have had an ambitious long-term vision based on long-standing claims referring to the ambiguous "nine dash line" enclosing the majority of the South China Sea, although they have repeatedly declined to disclose the precise basis for, the precise nature of, or even the precise geographical parameters of such claims.<sup>2</sup> The so-called "nine dash line" goes back to 1949 and vaguely lays claim to over more than 90% of the South China Sea.

Based on this initial concept, China by the 1980's established the "First Island Chain" approach developed by Admiral Liu Huaqing. As noted by the author Simon Winchester, this chain runs from the tip of the Kamchatkan Peninsula in the north to Borneo in the south.<sup>3</sup> This chain includes the Spratly Islands close to the Philippines and the Paracel Islands near Vietnam. At the present time, Brunei, Malaysia, the Philippines, Taiwan, Vietnam and now Indonesia, all claim that China's sovereignty claims in this South China Sea are illegal. China dismisses all of these concerns as invalid.

Although China is a party to the UN Convention on the Law of the Sea (UNCLOS), under which countries are entitled to territorial waters and Exclusive Economic Zones (EEZ's), it has failed to clearly articulate how its claims in the South China Sea accord with the provision contained in UNCLOS.

Under UNCLOS, habitable islands are entitled to territorial waters extending 12 nautical miles around their periphery, as well as a 200 nautical mile EEZ. Inhabitable rocks get the territorial waters but not the EEZ. Low-tide elevations, such as reefs that before construction and dredging were wholly submerged at high tide, get neither.<sup>4</sup>

China to date has declined to explain how its claims conform with the parameters and provisions described in UNCLOS. The Philippines has asked an international tribunal, the Permanent Court of Arbitration in The Hague, to rule on China's claims under UNCLOS. A decision in favour of the Philippines would have the effect that China's "nine-dash line" has no legal basis. China has already announced it is boycotting the case and will ignore the verdict.

The US Navy has relied on Article 17 of UNCLOS which allows the "right of innocent passage" for warships to pass through territorial waters off foreign coasts, if they do so without any menacing behaviours. The Chinese are clear, on the other hand, that they do

not want any USN warships within 12 nautical miles off their newly created artificial islands.

Beyond China's sovereignty claims for the South China Seas, their expansion plans include the possible control and influence to both the "Second" and "Third Island" chains. The former concept is a line passing through Japan, Guam and the western tip of New Guinea, which includes the waters of Luzon and the Marianas, between Sebu and Palau and between Borneo and Vanuatu.<sup>5</sup>

The "Third Island Chain" concept encompasses the Aleutians to New Zealand, including the Hawaiian Islands.

The following steps taken by the Chinese over the past fifteen years clearly illustrate the measures they are prepared to take to control the waters of the South China Sea, the Yellow Seas and the East China Sea by the People's Liberation Army Navy (PLAN). In 2014, China greatly accelerated their plans to expand and build their artificial islands in these waters. China used some of the world's largest dredgers to build up coral reefs above the water line with thousands of tons of sand, coral cuttings and concrete.<sup>6</sup>

In an effort to safeguard their territorial claims in these waters, such islands now include major port facilities for warships, facilities for military personnel, airstrips, radar networks and air defence missiles and satellite tracking stations. For way of an example:

- In 1995 on a low horseshoe-shaped bank of coral in shallow waters off the Spratlys called "Mischief Reef," which lies approximately 100 miles off the Philippines coast, the Chinese built enormous platforms with facilities housing an array of satellite dishes;
- Woody Island which is located in the middle of the Paracel Islands had been turned into a major logistic centre by 2006. It has now become the City of Sansha, the administrative capital for China in the South China Sea. It has an airstrip 3,000 metres long which can handle fighter and transport aircraft. The island also has a number of docking facilities to handle both frigates and destroyers. Officials in Taiwan and the US confirmed on February 17, 2016 that China has placed a surface-to-air battery on the island, which is located approximately 300 kilometers northeast of China;<sup>7</sup>
- In 2014 the Chinese began dredging on the western edge of Fiery Cross Reef. Within weeks satellite images showed a significant docking facility with a 3,000 metre runway, and



PLAN corvettes were seen operating out of this new base;

- On Johnson South Reef, dredging and construction is underway for a new artificial island complex.<sup>8</sup>
- On Scarborough Reef, close to the Philippine coastline, Chinese vessels have blocked the entrance to all foreign ships.<sup>9</sup>
- In the Diaoyu Islands located in the East China Sea, which is a cluster of uninhabited land northeast of Taiwan, the Chinese in 2013 announced the creation of an ADIZ to track aircraft approaching such airspace. China threatens "defence emergency measures" if foreign aircraft don't comply with its orders.<sup>10</sup>

It seems clear that China is determined to change the balance of military capability in the Pacific region; not solely for littoral defence but the projection of force by the PLAN.

From very modest beginnings, their navy has grown from a purely coastal defence force to a blue water navy operating outside its territorial waters followed by long distance ventures which have become more frequent and more technically demanding.<sup>11</sup>

China has invested in the past several years in everything from shore-based anti-ship missiles to submarines and modern maritime patrol and fighter aircraft. It is also seeking the ability to patrol the choke points that give access to the Indian Ocean, through which the transportation of its economic lifeline is dependant on.

The Chinese, within a relatively short timeframe, have built up their military to accomplish their strategic goals in the Pacific. They are now operating one aircraft carrier the *Liaoning*, with three more being acquired from Russia and Australia and two more being built in Shanghai.<sup>12</sup>

The Pentagon recognizes that the PLAN has the largest number of vessels in Asia, with more than 300 warships, submarines, amphibious ships and patrol vessels in their inventory.

Several new missile systems have been developed, including the DF-16 medium range ballistic missile system, two nuclear-capable intercontinental types (DF-5B and DF-21A) as well as the "carrier-killer" DF-21D that could destroy a carrier with one hit.<sup>13</sup> This missile has an approximate range of 900 miles and has been deployed along the Chinese coastline since 2010.

In December 2014, the Chinese dispatched a nuclear submarine to the Gulf of Aden.<sup>14</sup> China is currently conducting its first patrol of a nuclear ballistic missile-armed submarine, and building patrol submarines at a rate of four times that of the US.

Torpedoes in the past rarely travelled faster than 100kph because water friction and turbulence caused them to veer off course or suffer damage. Currently, torpedo speeds can be doubled or tripled by "cavitating" torpedoes. A small disc in the torpedo can vaporize water by creating a steamy air bubble, called a cavity, which envelops the torpedo which can dramatically reduce water drag.<sup>15</sup> This technology could now be utilized by the PLAN.

In 2012, the J-15 "Flying Shark" fighter jet became the first aircraft to land on the *Liaoning* aircraft carrier. In the same year, China's second stealth fighter jet was unveiled, called the J-31, which looks very familiar to the F-35.

Other military analysts have noted the extensive build-up of the PLAN arsenal over the past number of years.<sup>16</sup>

- Between the years 2000 and 2012, China's attack submarines increased eightfold, from five boats to forty which can launch ASCM's (anti-ship cruise missiles) when submerged;
- Type 022 Houbei fast attack craft can be armed with ASCM's. The stealthy hull structure, high speed and small size make them ideal platforms for evading enemies launching surprise attacks at night in offshore waters;
- The PLAN's shore-based fixed wing aircraft can fire ASCM's; notably the SU-30 MKK multirole fighter and the H-6 medium-range bombers which can operate in offshore areas;
- Long-range anti-ship cruise missiles (ASCM's)



can be fired by submarines, surface ships, aircraft and concealed coastal missile sites;

- Diesel-electric attack submarines (SSK's) fitted with an air-independent propulsion system (AIP), multi-purpose corvettes, fast attack craft (FAC's), coastal missile/gun batteries, unmanned aerial vehicles (UAV's), midget submarines, mines and ballistic missiles, are all being built by the PLAN.<sup>17</sup>
- Over the past two decades, China has built up its surface fleet consisting of the Type 052D Luyang III destroyer, the Type 054A Jiangkai II frigate and the Type 056 Jiangdao corvette.



One of the primary concerns of the USN is the susceptibility of a carrier group within the close proximity of the coastline or littoral in the South China Sea. As noted by Vego in his article:

*"'Littorals,' properly speaking, encompass areas bordering the waters of open peripheral seas, large archipelagos and enclosed and semi-enclosed seas. They can extend outward to the farthest extent of the continental shelf."*

When the USN operates in such restricted waters, they refer back to the threat capabilities which could be utilized by the PLAN as AZ/AD, or anti-access/area denial.

Besides the military hardware which could be relied on by the PLAN, as discussed previously, the Chinese are also relying on multi-layered defences extending several hundred miles from the coast. These defences include over-the-horizon radars, bombers and multi-purpose attack aircraft carrying air-to-surface missiles (ASM's) and ASCM's.

China is also reportedly building a secret underground naval base at Sanya, on the southern tip of Hainan which can accommodate up to 20 nuclear submarines.<sup>18</sup>

As noted by Murphy and Yoshihara, a hypothetical Sino-US war at sea could include the following tactics by the PLAN:

*"China would seek to engage and interdict American naval forces at the maximum effective ranges that its weaponry would permit. Anti-ship ballistic missiles and long-range aircraft could deliver the first blows: ASBM raids and massed formations of maritime strike aircraft armed with long-range ASCM's could conceivably punch through a US fleet's defences ... As the US fleet approached the Chinese seaboard it would then encounter lurking ASCM-armed submarines, stealthy fast attack craft and other units armed with shorter-range missiles."*<sup>19</sup>

How would the USN engage in this hypothetical "littoral" encounter in the South China Sea? It has already sent warships close to the "artificial islands" and in March 2016 sent an aircraft carrier strike group into the sea.<sup>20</sup>

One of the important factors raised in such warfare by Professor Rubel is whether a carrier task group is able to continue as a capital ship in littoral waters? Can it operate at an acceptable degree of risk in waters it needs to enter to carry out its power-projection function?<sup>21</sup> Threats emanating from land have always constituted a mortal danger to capital ships.<sup>22</sup>

As Rubel notes, "a carrier strike group (CSG) employs a layered defense scheme in which fighter aircraft establish an outer ring, reaching perhaps out to three hundred miles. Inside this fighter-engagement zone, Aegis destroyers and cruisers employ surface-to-air missiles for area defence. Finally, the innermost zone consists

of various point-defense systems on each ship."<sup>23</sup>

Rubel goes on to conclude: "that a preferred operational case against a land-based threat would be an "approach battle," in which the CSG launches long-range air and missile strikes to disable enemy defences before they can be brought to bear effectively on the group ... long-range shore systems, such as anti-ship ballistic missiles, not to mention cruise missile-armed submarines however, force the CSG out of its preferred mode and make the consequences of breaking the rules severe."<sup>24</sup>

A significant question currently posed by the USN: are their CSG's able to operate effectively in the littoral waters of the China Sea, or is the risk too great to keep them confined seeking refuge in the open ocean? What would be the fallout of losing a \$13 billion carrier in a struggle with the Chinese coastal defenses and the PLAN if it was struck by a DF-21D anti-ship ballistic missile? How confident is the USN operating a carrier in the restricted navigational waters of the South China Sea, particularly now with China expanding its territory with the build-up of artificial islands in these waters? Rubel suggests in his recent article that the East Asian littoral could become a naval no-man's land.<sup>25</sup>

Winchester noted: "Naval hardware and policy are just one aspect of China's plan. Deeper inside Chinese territory, is now a growing number of missile bases and radar tracking stations and heavy artillery positions specifically designed to keep enemies away from the country's coastlines, and further deny them access to the areas in which they might need to wage war. The combination (with newly built islands in the sea and coastal missile batteries on land) seeks to hobble American power projection, to make it both riskier and costlier than before. In

other words, to make any military expedition well-nigh unacceptable."<sup>26</sup> It is clear that China will not be deterred in these waters, confident that America is unlikely to risk a serious crisis, let alone conflict.<sup>27</sup>

It is maintained that Washington does not take a position on the relative validity of South China Sea countries sovereignty claims. Instead, it is claimed, the US opposes consistently (1) the use of force, or the threat of force, to resolve such disputed claims; and (2) attempts to limit freedom of navigation or other vital international system-sustaining norms.<sup>28</sup>

However, the same author remarks: "We cannot allow Beijing to carve out within these international waters and airspace a zone of exceptionalism in which its neighbours face bullying without recourse and vital global rules and norms are subordinated to its parochial priorities ... Instead, we must maintain the rational will and force structure to continue to operate in, under, and over the South China, East China and Yellow Seas and preserve them as peaceful parts of the global commons for all to use without fear."<sup>29</sup>

Because of the increased military presence of the PLAN in the Pacific, some military pundits suggest the US needs to develop a



new offset strategy. *The Economist* noted there now exists in the region at least five critical vulnerabilities:<sup>30</sup>

- Aircraft carriers and warships can now be tracked and hit by missiles at distant ranges offshore;
- Defending regional air bases from a surprise attack in the opening stages of a conflict is difficult;
- If the aircraft carrier has to operate further out in the “blue water,” the combat range of its aircraft could become limited;
- Modern air defence systems can destroy non-stealth aircraft at long distance; and,
- American satellites required for communication, surveillance and intelligence are no longer safe from attack.

In the last several years, it is clear that China has ambitious plans to increase its military presence in the South China Seas and beyond, with the PLAN expanding its capabilities in the newly created artificial islands in these waters. This regional maritime strategy by the Chinese would seem to be extending its land-based military capability, while at the same time attempting to decrease the American sphere of influence in this region and limit the USN’s “freedom of navigation” in South East Asian waters and airspace.

It is interesting to note that in 1973, Colonel Gaddafi claimed ownership of the Gulf of Sidra. He claimed that anyone violating Libyan territorial waters and airspace would be in trouble.<sup>31</sup>

In 1981, President Reagan, invoking “freedom of navigation” sent in the US Sixth Fleet to challenge Gaddafi’s “line of death,” by dispatching *Forrestal* and *Nimitz* into action.

Hopefully the West can convince Beijing not to use military force or continue to make sovereignty claims against its’ neighbours in the South China Sea. Armed conflict in this region is a long way from being inevitable—but it is far from unthinkable.<sup>32</sup>

**AUTHOR’S NOTE:** On Tuesday, July 12th, 2016, the Permanent Court of Arbitration in The Hague ruled that China has “**no historical rights**” over the disputed waters of the South China Sea.”

Jeff Gilmour served in the RCN and Naval Reserves for over thirteen years on destroyers and HMCS Bonaventure, attaining the rank of Lieutenant-Commander. He graduated from Dalhousie Law School in 1978 and spent over twenty years as a lawyer and senior manager in the Northwest Territories. In 1989-90, he attended the National Defence College in Kingston, Ontario. Since 2012 he has been a Foundation Member of the US Naval War College in Newport, Rhode Island. From 1998 until 2007, he was a Research Associate with the Centre for Military and Strategic Studies and for the past

fifteen years, has been a Research Associate with the Arctic Institute of North America (AINA). Both of these organizations are affiliated with the University of Calgary. Since 2005, he has served as Honorary Consul for the Republic of Mali in Alberta. Jeff is a member of NAC Calgary Branch.

#### Footnotes:

- <sup>1</sup> *The Economist*, March 26, 2016, pg. 47.
- <sup>2</sup> “America’s Security Role in The South China Sea,” A. S. Erickson, Naval War College Review, Winter 2016, Vol. 69, No. 1, p.1.
- <sup>3</sup> S. Winchester, “Pacific,” Harper Collins 2015, p. 389.
- <sup>4</sup> *The Economist*, October 31, 2015, p.42.
- <sup>5</sup> Footnote 3, p.42.
- <sup>6</sup> Footnote 2, p.9.
- <sup>7</sup> *Globe & Mail*, February 18, 2016.
- <sup>8</sup> Footnote 3, p.400.
- <sup>9</sup> Footnote 3, p.400.
- <sup>10</sup> Footnote 2, p.10.
- <sup>11</sup> *The Economist*, 17 October 2015, p.64.
- <sup>12</sup> Footnote 2, p.415.
- <sup>13</sup> *The Economist*, 5 September 2015, p.48.
- <sup>14</sup> *Globe & Mail*, 2 September 2015, p. A-3.
- <sup>15</sup> *The Economist*, June 12, 2010, p.23.
- <sup>16</sup> M. Murphy and T. Yoshihara, “Fighting the Naval Hegemon,” Naval War College Review, Summer 2015, Vol. 68, No. 3, pg. 32-33.
- <sup>17</sup> M. Vego, “On Littoral Warfare,” Naval War College Review, Spring 2015, Vol. 68, No. 2, p.32.
- <sup>18</sup> *ibid.*, pp 37-38.
- <sup>19</sup> Footnote 16, pg. 33.
- <sup>20</sup> *The Economist*, 26 March 2016, p.50.
- <sup>21</sup> P. C. Rubel, “Connecting the Dots,” Naval War College Review, Autumn 2015, Vol. 68, No. 4, p.51
- <sup>22</sup> *ibid.* p.48.
- <sup>23</sup> *ibid.* p.50.
- <sup>24</sup> *ibid.* p.50.
- <sup>25</sup> *ibid.* p.55.
- <sup>26</sup> Footnote 3, p. 417.
- <sup>27</sup> Footnote 20.
- <sup>28</sup> Footnote 2, pg. 8, Recognizing the US has still not ratified UNCLOS.
- <sup>29</sup> *ibid.* pp.12-13.
- <sup>30</sup> *The Economist*, June 13, 2015, p. 58.
- <sup>31</sup> A. J. Bacevich, “America’s War for the Greater Middle East,” Random House, 2016, p.79.
- <sup>32</sup> See footnote 20.



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## This will have to do!

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### Part 12 ~ "A 'rough' landing in Somer's Isle"

**Part 11** saw the author reporting with his new command, HMCS Assiniboine to HMCS Somers Isles in Bermuda for training where a rather speedy 'rough landing' resulting in the ship snagging a submerged cable while exceeding the speed limit at the entrance to the base, found him reporting first thing next morning, dressed in No. 1s (with sword) to the OIC to explain himself. Ed.

On opening the door to the "Commander in Chief" of the base, a Wren officer met him. "You must be Lieutenant-Commander Welland ..." she said in a fruity English voice ... "from the destroyer Assiniboine." She had pinze-nez glasses, a grand manner and should have shed twenty pounds. "I'm the Admiral's secretary," she announced. Had she said that the C-in-C West Indies worked for her, I would have believed it.

"I'll present you to the Chief of Staff, Captain Hornby," she said, as though I was a calling card on a platter. She opened a door.

Captain Hornby sat behind a desk. he was dressed for golf.

"Ah, Welland," he said, sticking out his hand, "Unstrap that bloody sword and have a chair." He apologized for being in 'civvies' and said he had a ten o'clock tee-time. "I'm playing in a foursome with your Commander Adams, you know him, I think?"

I was waiting to be shown another door, behind which would be the mighty C-in-C, who would demote me to where I should probably be, but the captain said, "The C-in-C had to fly to Washington early this morning, so I'm afraid you won't see him." I waited for the other shoe to drop.

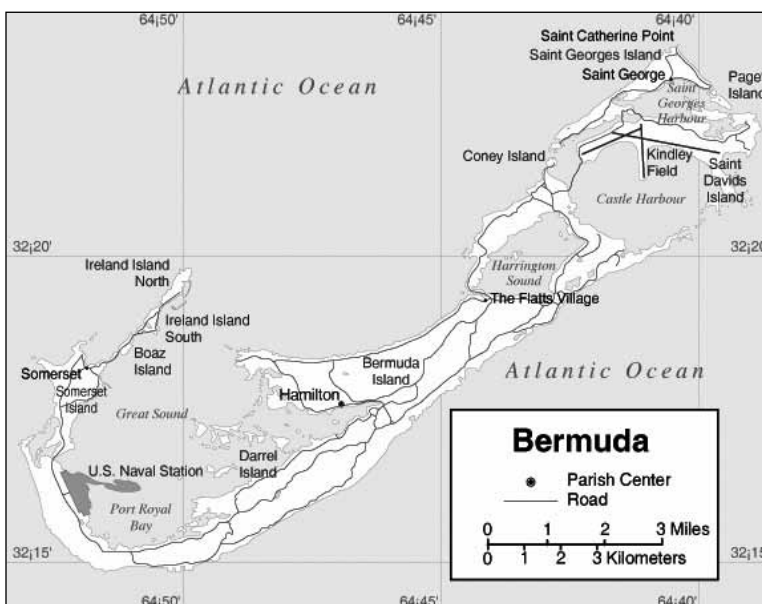
"He was in his dinghy the other morning when you whistled by; he got knocked about a bit when it landed on some rocks ... missed his morning row." I said I was sorry and started to explain about the anchor. "Oh piff," he said, "...he and his dinghy are a pain in the arse." Keep a sharper lookout or keep the revs. down." He stood up and extended his hand. "That's it, I've got to be off."

The grand lady, the Admiral's secretary, was clearly disappointed that I hadn't been confined to prison! "The admiral was thoroughly annoyed with you," she said. "And I do not like him being upset by foreign officers who do not obey our rules." I chose not to defend myself ... I'd lose.

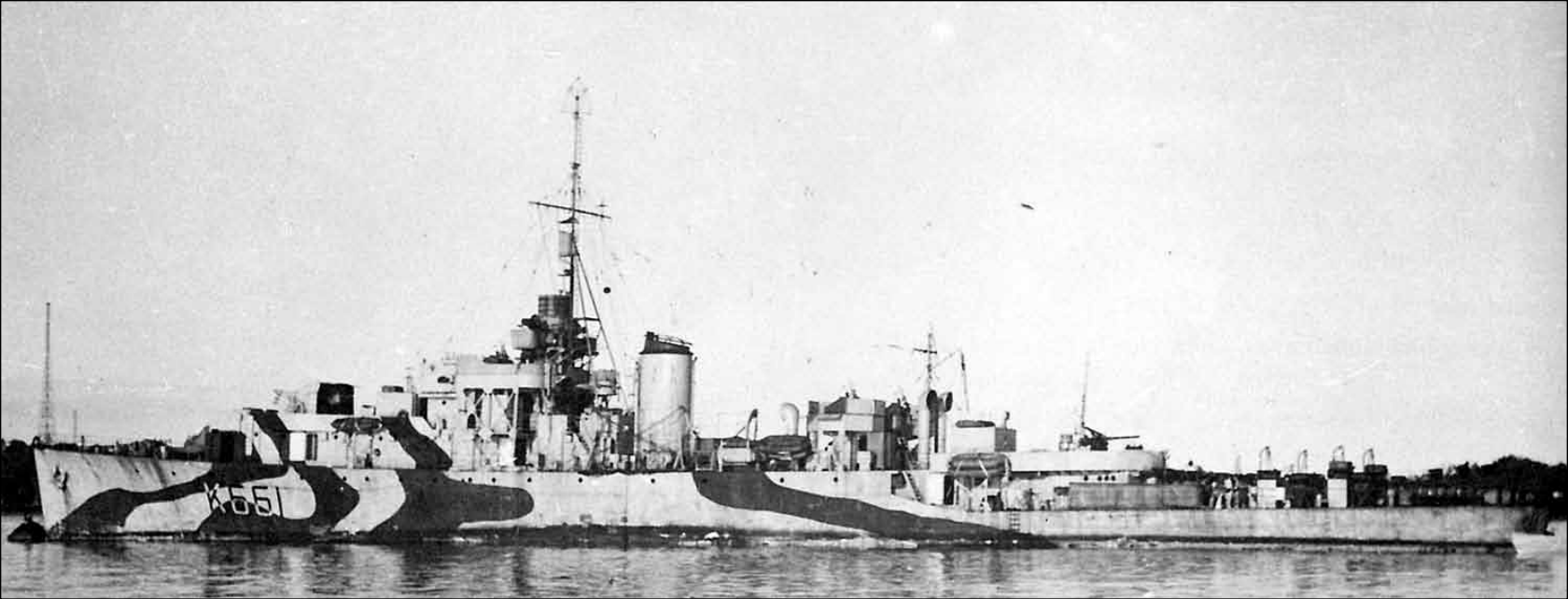
I saw her a few days later at a party in the officers mess; she looked even more important and cruised about like a flagship under full steam. "Oh, it's you!" she said, "Without your sword, medals and proper apology. Do come and meet the C-in-C." She assumed I would follow her, which I did. She had no hesitation at interrupting the Admiral. "Oh, Sir," she said, elbowing some woman aside.

"This is Commander Welland of the Assiniboine, the one who wrecked your dinghy; he has apologized to Captain Hornby."

The Admiral said, "Thank you Mavis," and to me said, "Enjoying Bermuda, Welland? Charming spot ... what?" Mavis interrupted saying, "He has suggested we are still bullying colonials." "Are we, by Jove," said the Admiral. "Good show, I hate change. Get the Canadian a drink, Mavis." I thought of asking her to dance so I could tramp on her feet. We completed our workup and were ready to sail







An 'impertinent frigate' HMCS *Antigoni*, photographed during workups in Bermuda 1944.

Macpherson collection/Naval Museum of Alberta

for the UK. But the weather closed in and the C-in-C's operations-control told us to delay for 24 hours as a hurricane was passing south of the island. I anchored the ship in St. Georges harbour to wait. We finally got the OK to sail; first destination, Newfoundland.

There were five of the new frigates also anchored in the harbour, we had been exercising with them for a week, their crews turned out on deck to see us off.

I made a close pass by them, then steered for the narrow cut in the coral that was the harbour entrance. I was standing on the open bridge waving when I noticed the bubbles of the bow-wave going by too quickly. "Check revs!" I said to the navigator, who was conning. "180" he said. "Stop engines," I yelled. "Full astern both."

We were now doing 18 knots and at that speed there was no chance of turning in time to enter the channel.

"Let go starboard anchor!" I yelled to the fo'c'sle. They were ready; the chain clattered out in a cloud of red dust. The anchor hit and heeled the ship. The engines were now in full astern and violently vibrating the ship. But the stern was sliding toward the shore on the port side. "Stop port," I ordered, to avoid the propeller hitting the rocks. I felt a slight shudder. A sheet of yellow rock about twenty feet square swirled in the propeller wash and sank. "Stop starboard." We were stopped. The stern was only feet from the shore.

A signal light flashed from the harbour control tower, "Are you aground?" I told the chief yeoman to reply 'No.' I ordered the fo'c'sle crew to winch in the anchor cable. The ship was soon clear of the shore. I went ahead on the engines and steered for the gap.

There were too many spectators. Embarrassing. One frigate flashed, "We enjoyed the show." Really embarrassing! Another flashed, "Bet you can't do it again."

The navigator, Gordie Welch, had thought I ordered 180 revs, but I had ordered 80; eight knots, not eighteen. If I had not been waving show-off farewells this close call would not have happened. Going aground is the cardinal sin for the captain of a warship; being a drunk, a pervert, cleaning out the safe, is nothing in comparison. My promising career ending in ignominy! And with so many amused witnesses! My court-martial would not have taken ten minutes.

I was soon clear of the harbour with the bow aimed for Newfy, and the water deep. I lowered the Asdic dome to listen for unfamiliar

sounds emanating from the propellers. I had retained a vision of that 20-foot square yellow-rock sliding along the surface. I put on the headphones, like a doctor with a stethoscope expecting bad news. The starboard propeller had its usual rhythmic three-bladed *swish-swish-swish*. No trouble there. I turned the Asdic oscillator to hear the port propeller. It went *swish-squench-squench*. Not too bad, but bent a bit. On two of its three blades. We were much too far from the signal-station to admit to the C-in-C that I had gone aground.

Half a day out of Bermuda the clouds began developing ragged edges, the barometer was nose-diving, the wind was shifting to the south and increasing. We had been held for a day because of a hurricane; the signs around were ominous.

In those days, 1944, with the war going on the weather was treated as secret. Radio stations were not permitted to report local conditions and of course TV and satellites didn't exist. I had been given enough training in meteorology and experienced a couple of typhoons as a midshipman in the East Indies, to know that we were close to trouble. I made a plan to evade what I knew was an approaching hurricane.

I steered to the east thinking the storm was tracking more or less north and we could get out of the way. Wrong. The barometer kept nose-diving. I had gone the wrong way, or more accurately, the hurricane was tracking the wrong way. In a few hours the wind was up to 80 knots, rain and spray deluged the ship. The seas kept increasing, making it tough for the helmsmen to hold a course. The anemometer on the lower yardarm only went to 100 knots, and the needle was hard over.

In an hour or so the ship began to come apart; first to go was the mast, the steel structure just bent over tearing out the radio antennas. The motor boat and two whalers were smashed from their davits, leaving only blocks and ropes; the forward funnel was leaning against a gun-mounting with the boiler gases coming out the deck. Water had poured into the forward boiler room, forcing the stokers out.

Pat Patterson, the engineering officer, phoned from the remaining boiler room. I had trouble making out what he said through the howling gale. "The ship's side has split in the forward boiler room and across the upper deck. I am pumping it out, maybe." On a





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couple of occasions the mountainous seas rolled the ship so water flooded the bridge; she was over 90 degrees.

I remember Chief Yeoman Mackie looking at me with an expression on his face that said, *"Let's not tell these juniors we're about to capsize."*

After eight hours of this beating the sky became blue and the wind dropped to nothing. We had been routed into the eye of a hurricane by the C-in-C W.I., or had Mavis done it?

Now the seas piled up in great heaps and slapped the ship from any direction, but this was better than the monstrous waves, at least eighty feet high, foaming at the crest, each one having a go at wrecking us. I expected the wind to come on again as the eye passed; it did, but only mildly. We made Argentia, Newfoundland, two days later.

The US Navy hauled us up onto their slipway. Water ran out of holes from stem to stern. I was told 353 rivets had to be replaced. I

remember the number because if I ever need to make a sieve, that's how many holes are needed.

I cared not much about the rivets. How about the port propeller, which I claimed had not gone aground. There it was, shining phosphor-bronze, nine feet in diameter, with three blades. Two of which had lost the last foot, bent over about 40 degrees from normal. Not only were the blades bent, they showed neat grooves that only a gritty rock could make. *"It wasn't a whale,"* said the US Navy Lieutenant Commander in charge of the dock.

In a few hours he had scaffolding up to the propeller and two extremely muscular black men swinging sledge-hammers while two others heated the metal with welding torches. *"With a final polish..."* said the American, *"...no one but me will know you went aground."* I've always liked the US Navy!

Three days later we were slid into the water. The whole job was done; the US dockyard crew worked 24 hours a day, without any



Cdr. 'Chummy' Prentice, a skilful, tough leader.

RCN Photo

paperwork from us. The mast was back in place, the antennas re-run, steel reinforcing plates fixed the split side and deck. New boats were trucked down from St. John's. We sailed alone at high speed to rejoin our Group. I stopped for fuel in Iceland and then on to Portsmouth.

Our side, the Allies, had invaded Europe and we were needed off the French coast. The U-boats were making desperate efforts to turn back our invasion. It was called Operation Overlord.

We joined our old group, EG.12, who were now operating in support of the invasion. The RCN destroyers were *Skeena*, *Kootenay*, *Chaudière*, *Restigouche*, *St. Laurent*, *Qu'Appelle*, *Gatineau* and *Saskatchewan*. Our senior officer was Commander 'Chummy' Prentice. He was ex-Royal Navy from the First World War. He had retired in Canada, but joined the RCN at the start of this war. He was a fine leader ... he knew how to fight. He was twenty years older than we other captains, but tough enough to take the weather and lack of sleep. Not many officers or men of his age were still at sea in destroyers, corvettes or frigates.

The months following the great Normandy invasion provided plenty of action. The Germans had pulled their U-boats from all the oceans in order to attack the shipping that supported our armies fighting their way into Germany. It was reported that 200 U-boats were in the Channel with the mission of sinking our shipping.

The D-Day landings had put ashore less than 5% of the equipment and men needed to defeat the Germans, so a huge number of ships were assembled to land the remainder. Our job was to prevent the U-boats sinking any. The German Air Force was out in strength from the beginning; our fighters hounded their bombers in plain-to-see aerial combat high above.

In all history there never was such a vast collection of men and machines.

So with the sides clearly chosen, the field of play defined, the greatest 'free for all' in the annals of war was on. Millions of men and thousands of ships and aircraft would take part. Pipelines were laid across the English Channel. Harbours were built. 30,000 army tanks were landed onto the beaches of Normandy. I am pleased to have taken part and to have had an on-stage role in this greatest ever wartime action.

The only thing about war when one is taking part, is the complete absence of rules. Team sport is quite the wrong training for war, what with its start times, where do we play, what do we play, can't shoot the goalkeeper and so on. No rules suited me just fine. But sometimes the warring sides make deals that resemble rules.

The ancient port of Brest was home to the U-boat fleet. Over several years the Germans had built massive bomb-proof bunkers for their submarines. They dredged channels to the open sea, making it routine for a submarine to submerge inside the bunker and proceed to the open ocean without ever showing itself above water. Our airforce bombers had been quite unable to penetrate the steel-concrete roofs of the bunkers. (After the war it was discovered that bombing attacks didn't even disturb the drinking parties of the submariners!) So we had to get the U-boats after they were clear of Brest and at sea. Or get them on their way into Brest.

The island of Ushant lies thirty miles off Brest; it is low, rocky, and grows scrub brush that leans away from the west winds. On the southern end there is a lighthouse; a famous one, the 'Ushant Light.' Before the war it had often been used as the arrival or departure point for events like the speed record across the North Atlantic by famous liners; *Normandie*, *Isle de France*, *Queen Mary*, etc. To bottle up the U-boats, a patrol was established from the Ushant Lighthouse to the French shore, thirty miles to the south. At any time we had at least six destroyers going back and forth, pinging with their Asdics, to detect any submarine trying to make the passage to or from the Brest pens. A shorter patrol line would have been possible closer to Brest, except for the fact that a battery of German guns, four 11-inch, could reach out 54,000 yards (26 miles) and sink a destroyer with a single hit. The battery was called Lochrist ... more about it later.

The water was deep right up to the shoreline of Ushant Island, so it was essential to take the ship into Asdic range of the shore to stop a submarine sneaking by close to it; 1,000 yards was close enough. The Germans had armed the island. This was plainly evident as we approached; field guns, little black holes, followed our progress. They were 88's, a high-velocity tank gun that could put a 30-pound shell right through a destroyer at 10,000 yards, let alone 1,000. There seemed to be about twelve of these gun emplacements, manned by neatly dressed soldiers with only a few wearing steel helmets. Through a pair of 7 x 50 binoculars all that was plain to see. And through the 20 x 50 gun sight telescopes you could see if any needed a haircut! Their job, presumably, was to prevent us from coming close inshore, thereby allowing the submarines to get in and out.

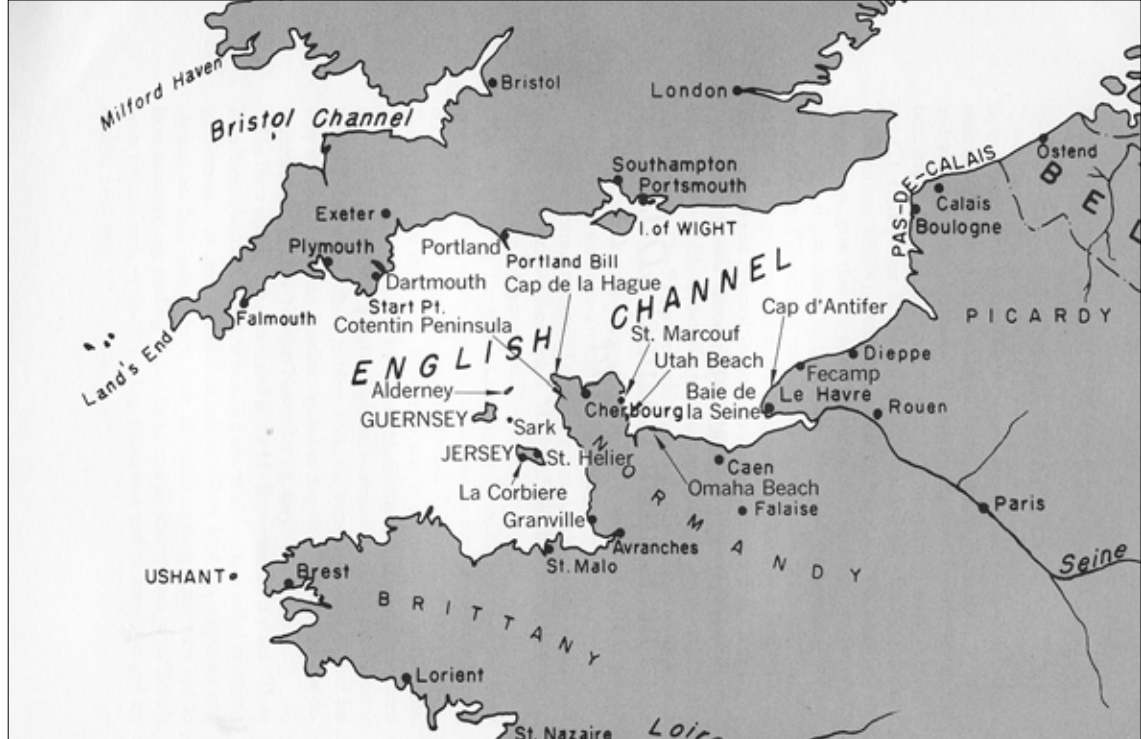
Each of our destroyers had four 4.7 inch guns that fired 60 pound shells of two types; six destroyers had 24 of these fine weapons. Each of our destroyers had four 4.7 inch guns that fired 60 pound shells of two types; six destroyers had 24 of these fine weapons.

In deciding our tactics we captains had agreed that if even a firecracker was set off on the Island of Ushant, all destroyers would rush to the scene and rip up every bush and rock, which included all 88's and their crews. The catch was that those 88's could maul one destroyer fatally before the others got there. We made the assumption that the German Army gun-crews cared more for their own hides than they did about Admiral Donitz's submarines successfully creeping along Ushant's shoreline. In short, we assumed the soldiers were not suicidal and therefore would not do their job.

One morning, just as it was getting light, *Assiniboine* was approaching the Ushant-end of the patrol line. As a stunt, I wrote on a signal pad, "Guten Morgen," and gave it to Chief Yeoman Mackie to flash in morse to the lighthouse. In less than two minutes the lighthouse flashed back, "And good morning to you." It was in plain English. I did not reply; that was as chummy as we got. No shot was ever fired at our destroyers by the defenders of Ushant and we never fired a shot at them, and the patrol was kept in place for weeks. It was a most sensible understanding as far as we were concerned, but dereliction of duty on their part because we halted all submarine traffic. A deal is a deal.

Aircraft tried to shoo us off the patrol line. The threat of them kept us at action stations with all anti-aircraft guns ready to go in an instant. Being only a few miles off-shore, low-flying Heinkel 111's and JU 88's could pop over the hills and be on us in a couple of minutes, so we had to keep the guns ready. On the other hand it took a brave pilot to press home a bombing run. He would see our gun flashes and know there was a wall of shrapnel to fly through. Then he had to face the close-range weapons for the last mile: 4 barrelled Pom-Pom's firing 2,000 rounds per minute. One hit by any of those bullets would kill him and put his aircraft into the sea. If he survived the hail of gunfire his troubles were not over; he then had to fly out the other side and get the same treatment. The reason we were never hit, nor were many other ships, was because the pilots did not risk pressing home their attacks. Our patrol-line had a respectable record of beating-up their low level attackers and they knew that.

The most interesting aircraft was the Dornier 217, a twin-engine bomber. I introduced the first guided missile of any war. We had been



warned by British Naval Intelligence; they described its weapon as a 1,000 lb. bomb with a contact fuse, carried by a glider that had a wing ten feet across. The aircraft released the glider-bomb from about 7,000 feet at a range beyond gunfire, which meant five to six miles. The aircraft then steered the glider onto the target by radio signals.

The same bulletin, marked "Secret" (so the Germans wouldn't find out about their own glider-bomb!) told us that a possible defence would be to listen for the radio-control frequency and then transmit the same frequency, i.e., 'jam' it. My Chief Radio Petty Officer laughed when I discussed this antidote, "I'll try, but please keep the guns ready!" A second recommended 'vaccine' was to fire air-bursts into the pilot's line of vision. "Would it not be better just to shoot at the glider?" asked Ian Morrow. The Naval Intelligence people always offered us a line of defence against new German cunning. It was never, "Stay home!"

On an August afternoon, sunny and the sea flat calm, and the



The Dornier 217. The original guided-missile carrying aircraft.



patrol line doing the to-and-fro off Ushant, three Dornier 217's appeared in the sky. They circled our patrol line once, they kept close formation well out of our gun-range. All six destroyers knew we were about to be treated to three glide bombs, there was some speculation as to which would be the favoured three. We knew the 217's would continue to stand-off so we couldn't shoot them down.

A British destroyer captain was senior-office this day, Commander Sandy McKillop. The formation of 217's suddenly turned away; I thought they were giving up. But then they commenced circling in the opposite direction. Then one aircraft released a glider; it headed for McKillop's ship. It was fought off with a blaze of gunfire; the glider's wing came off, it splashed into the sea a hundred yards short, exploding in a huge column of black smoke.

Then the second plane released its glider ... it headed for the destroyer *Skeena*. She blazed away with all weapons, the glider hit the sea only yards astern of her and blew up. Pat Russell, the captain, later gave me a piece of the glider's aluminum wing that had landed on deck. *Skeena* sailed on unhurt. The third aircraft let go his glider; it headed for *Restigouche*. We were a quarter mile away and had an uninterrupted view. The little plane coasted steadily down at about a 10 degree angle, speed probably 300 knots. It tilted back and forth making minor up and down corrections. (Its radio control from the aircraft seemed to be working fine.) *Restigouche* came alive with all its guns, but the glider flew on. It flew right between the two funnels! It tore out the radio antennas and exploded late, about 100 yards off the ship. *Restigouche* was unhurt.

In Portsmouth a few days later, I learned why the Dorniers had suddenly turned around and circled the other way; Sandy McKillop had flashed a morse message to the centre aircraft which he presumed was the leader. "*Why not go 'round the other way?'*" The aircraft had not replied but had immediately taken McKillop's suggestion. They they fired at him ... first.

We had just seen the beginning of really dangerous aircraft weapons. It was our good shooting combined with a lot of luck that none of the ships was hit, but all three bombs were near misses. Most importantly, the German aircraft were never in any danger; they would be back. They were. As the Germans became more expert with their new weapon they sank two destroyers and severely damaged to others, one being our Canadian ship *Athabaskan*.

Our destroyer patrol off Brest achieved its purpose, not 100%,

but enough to allow the invasion to proceed. Thirty-two U-boats were sunk by our ships and submarine-hunting aircraft in the period of about six weeks.

The submarines that evaded the Brest patrol, along with others that came from Germany, lurked in the English Channel on the invasion route to France. They employed a tactic of stopping on the ocean floor, waiting for a passing ship. The submarine would then come to operating depth, fire torpedoes and return to the bottom. Many ships were sunk. Many soldiers drowned.

The English Channel was one of the worst areas for Asdic performance; the fast tides kept the sea stirred up causing strong reverberations that blanked target echoes. In addition, the sea floor was littered with wrecks dating back to the Spanish Armada, and every one of them returned an echo. Not a 'dumb echo' from a stopped target, but a real echo, with the magic note of doppler in it that told the operator the target was moving—like a submarine. The wrecks were not moving, but the tide running by them caused the Asdic to recognize doppler—at the speed of the tide.

The anti-submarine school in Portland, home of the Asdic, had long before recognized this English Channel problem. Before the war began in 1939 they had discovered every wreck that returned an echo and charted its position within ten yards. The British had invented parabolic radio-positioning before the war. It was called QH. The Navy used it to enable a ship to know its position within about 10 yards; the Air Force used it to get their bombers home from Germany. This radio technique got several names in latter years, including Decca and Loran. We were supplied with these secret 'Wreck Charts' and the receiver equipment; this enabled us to know exactly where we were in relation to the wrecks on the chart.

On a calm sunny day in September 1944, my ship and the destroyer *Restigouche* were patrolling in the Channel searching for one or more submarines that had attacked the 'invasion' shipping. Dave Groos was captain of *Restigouche* (called 'Rusty Guts' by the sailors). Dave and I knew each other well, we had done many operations together: Dunkirk in 1940, convoys, inshore fighting, the Brest patrol and hoisted a few in the pubs of the UK. *Restigouche* came up with an echo that was suspicious to him. There was no wreck within two miles of it. His QH position and mine checked out. I made a slow run across it, crabbing with the four-knot tide, and using the echo-sounder to define the target. We got an excellent

drawing of a submarine, even the conning tower showed. We both rechecked our wreck charts. No wreck anywhere close. Depth of water 246 feet. The doppler musical-note checked out with the tide speed. The submarine was sitting on the bottom.

Dave was six months senior to me, so he was the boss. "*I'll stand off and hold contact. You attack.*" This was a smart tactic; if the submarine decided to attack my ship Dave would detect it moving before I did."

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To be continued next issue.

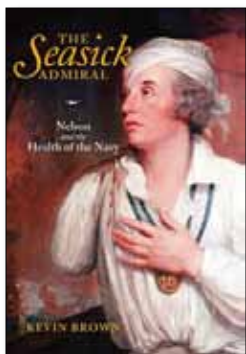
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A German 'Fritz-X' glide bomb.

[Wikipedia](#)





## The Seasick Admiral: Nelson and the Health of the Navy

By: Kevin Brown

Naval Institute Press (2016) <http://www.nip.org>, 256 pages, hardcover & ebook (latter coming soon), US\$39.95 (USNI member discount). ISBN/SKU: 9781848322172.

### A Review by Gordon Forbes

The seasick admiral was of course, Admiral Lord Nelson. It sometimes seems as if you cannot write a book about the Royal Navy without somehow invoking Nelson's name. But this book actually refers to the Admiral and his role in the subject of the book, which is health care in the RN during the Napoleonic Wars.

The opening line of the book states: *"Britain's greatest naval hero never should have gone to sea."* It then goes on to describe how Nelson was a sickly boy even when he joined the navy at the age of thirteen. In fact, during his distinguished naval career, Nelson had to interrupt his duties to have several illnesses attended to. In addition, as we all know, Nelson suffered a number of injuries during his active career, losing both an eye and an arm. So it is not hard to see how he, along with a number of other senior officers of the time, would take an interest in the proper health care of sailors. That and the desire of captains and admirals to maintain healthy ships.

For most of the eighteenth century, ships tended to be quite unhealthy places. Sickness caused many more deaths than injuries. A lot of the illness was brought aboard by new 'recruits,' pressed and otherwise. Much of the sickness was exacerbated by poor food and inadequate ventilation in living quarters. In addition, the cause of various common ailments was not then well understood. Scurvy, for example, was attributed to many causes before any understanding of vitamin deficiency was discovered. It was fortuitous and controversial, that the introduction of citrus fruit was found to be both a preventative and cure for that disease.

The real heroes of this book are the naval surgeons aboard ships. In those days, naval surgeons were not recognized or licensed as doctors. Some had attended a medical school but had not graduated. Others were trained from the beginning as naval surgeons. They were found aboard naval ships and naval hospitals which started to be built in the late 1700s. They were trained to take care of illness and conduct surgery which primarily consisted of amputations from battle wounds.

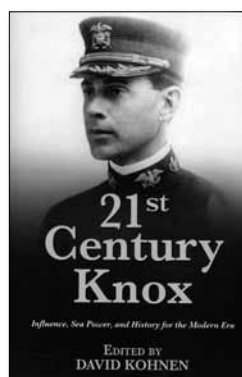
They were paid relatively poorly and were considered warrant officers rather than officers. Nonetheless, many of them were very dedicated to their mission. It was they who recommended and oversaw many of the improvements that during the Napoleonic era made such a difference in the health of the British fleets.

The book discusses many of these improvements in some detail, although there are some words and phrases that will have you running for your [wife's for those of us who married nurses, Ed.] medical dictionary to decipher. It points out the contributions made by some of the more distinguished naval surgeons and senior officers. It shows how things we now take for granted such as better ventilation, emphasis on cleanliness and better diet, played such a vital role in this improvement. The part played by Nelson and some of his contemporaries such as Lord St. Vincent and Cuthbert Collingwood, was to encourage and even demand that these measures were initiated and maintained. As the Commander-in-Chief of the Mediterranean Fleet prior to Trafalgar, Nelson was able to report that on average, only 17.3 men were on the sick list per ship of which only an average of 1.4 were confined to sick bay. This was a remarkable change from only 30 or 40 years earlier when the sick list could have included over 100 men per ship.

At only 175 pages of text, this is a pretty slim volume and its subject matter may seem obscure. But it ends up to be an engrossing read with many facts and anecdotes. It is marred slightly by some poor editing for spelling and grammar, but these are minor complaints offset by the interest of the story.

If you know any sick bay tiffes or naval doctors, this could be the book for them. Even for the average reader, this book makes a compelling diversion.

Gordon Forbes retired from the Navy in 1988 after 28 years service as a General List/MARS/MARE (CSE) officer. He is also the author of the book *"We Are as One,"* the story of the explosion and fire aboard HMCS Kootenay in 1969. He resides in Ottawa with his wife Denee and their dog "Only."



## 21<sup>st</sup> Century Knox, Influence, Sea Power and History for the Modern Era

Edited By: David Kohnen

Naval Institute Press (2016) <http://www.nip.org>, 176 pages, softcover & ebook (latter coming soon), US\$24.95 (USNI member discount). ISBN/SKU: 9781612519807.

### A Review by Colonel (Ret'd) P. J. Williams

Continuing in the series, 21st Century Foundations, the US Naval Institute has produced another useful work which seeks to put a modern perspective on the writings of past American naval/maritime philosophers and strategists. This latest covers the career and writings of Commodore Dudley Wright Knox.

Knox was a graduate of the US Naval Academy class of 1897, seeing combat in the Spanish-American War, the Boxer Rebellion

and in the Philippines. He completed the Naval War College (USNWC) course prior to 1914 and during the Great War, served on the staff of Admiral William Sims, Commander of US Naval Forces in European Waters. By 1918 he was promoted Captain, and his keen brain was being recognized by his superiors. In 1919 he was serving as a USNWC faculty member and was selected to be a member of the Knox-King-Pye Board that examined professional military education. Command of a cruiser followed and then he became a member of the Chief of Naval Operations (CNO's) staff.

Knox particularly saw the value of history in the training and education of the future leaders of the sea service and indeed as early as 1915 had established the Historical Section in the CNO staff. Though he left active, uniformed duty in 1921, as a retired officer his influence on the Navy would continue for generations, in part due to his serving as Officer-in-Charge, Office of Naval Records and Library. Knox was also able to cultivate friends either in or moving to high places. Among his associates and promoters were future wartime CNO Admiral Ernest J. King and President Roosevelt. The latter had been particularly impressed by the ideas expressed in Knox's writings, ideas which went well with the President's own view of the importance of a two-ocean navy for the United States. Indeed, on the entry of the US into the Second World War, FDR called on Knox's expertise in helping reorganize the Navy Department. Knox's insistence that more so than the land services navies also had an import and globally visible role in peacetime, received a very favourable hearing from the President.

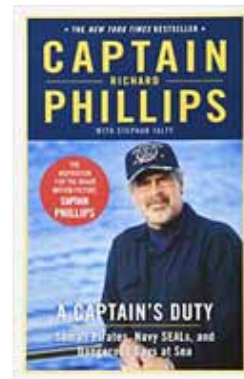
Like many other figures portrayed in this series, Knox was a prolific writer and the book contains several of his works, essays published between 1913 and 1950, an incredible time span. The subjects covered are quite wide ranging and include many with relevance for the modern military leader. Knox was a great proponent of what we refer to nowadays as "Mission Command" and he decried the system in existence in the pre-WWI US Navy, which in his view, was rife with mismanagement. He went on to propose six "Rules" which the Navy should put in place in order to foster what he called "the initiative of the subordinate,"<sup>1</sup> a concept which would not come as a surprise to leaders today. In an essay on leadership from 1920, he uses the example of the Canadian Expeditionary Force's steadfastness in the face of gas attacks in 1915 as an example of the value of military discipline.

Despite the fact that most international trade is conducted upon the world's oceans, many navies today bemoan what is known as "sea blindness." This was a phenomenon not unknown in Knox's day either and in the pre-war period, President Roosevelt called upon Knox to help educate the American public on the role of their navy in both peace and war. In a previously unpublished 1948 essay, Knox writes about his "special relationship" with FDR. Rarely has an officer of such relative lack of seniority had such a close bond with a sitting President, an association greatly aided by their mutual interest in naval history.

Knox died in 1960 and after he passed, fittingly, the Navy commissioned the first ship in a new class of destroyers after him. His legacy lives on in a commemorative medal established for naval historians in 2013, the Dudley W. Knox Naval History Lifetime Achievement Award. Though he did not achieve flag rank, and arguably did some of his best work after retirement from active duty, the

example of Commodore Knox remains useful today. His determination in ensuring that the lessons of the past were applied to the current and future US Navy helped lay the groundwork for the US Navy's huge expansion and contribution to victory in the Second World War. Further, his writings on naval doctrine and leadership are as relevant today as they were over a century ago when he wrote them. Highly recommended.

*Colonel Williams' last appointment prior to retirement was as Director Arms Control Verification on the Strategic Joint Staff.*



## Captain Richard Phillips: A Captain's Duty

By Richard Phillips with Stephan  
Talty

Hyperion, New York City (2010), 284 pages,  
illustrated, 1 map, no index, soft cover.  
US\$14.99, ISBN 978-14013-2380-6

### A Review by Fraser McKee

Although this is not a new book now, because of the review that appeared in *Starshell*, No. 70, Spring 2015, p.36 of RAdm. Tony McKnight's book "*Pirate Alley: Commanding Task Force 151 off Somalia*" (USNIP (2012), it seemed well worth drawing this slim volume to the attention of *Starshell* readers—maybe even those involved at least peripherally—in the piratical misadventures off the Somali coast in recent years.

This is the story of the captain of one of the ships boarded and seized by those pirates in mid-2009, the container ship *Maersk Alabama*. All we need now is the view or a narration by one of the pirates and the triumvirate of the involvement will be largely complete. Interestingly, the 2013 semi-documentary movie "Captain Phillips," for a nice change, adheres very closely to the facts of the incident with no more than occasional hyperbole, and is in itself well worth seeing, presumably now as an 'electronic download.' Tom Hanks as Captain Phillips is as usual, excellent, and the superb acting by Somali-American Barkhad Abdi, earned him deservedly an Oscar nomination as "Best Supporting Actor;" pretty outstanding for someone who had not acted in a movie before.

The narrative, as written supposedly by Phillips, takes us day-by-day from sailing in his large ship from the Indian coast across the Indian Ocean well clear of Somalia, but heading for eastern African ports with his general container cargo. They know of the dangers lurking in those waters, and a good description is given as to why only the most meagre defences were—are—available in such ships, considering that the policy almost universally is not to have any defensive weapons on board. All they can do if an attack by fast outboard-driven skiffs develops is evasive steering and water hoses. They know, as Admiral McKnight pointed out, the pirates are intent on not killing anyone and, naturally, not being killed themselves.

This is strictly a business venture, to gain money from owners

<sup>1</sup> David Kohnen (Ed.), 21st CENTURY KNOX: Influence Sea Power and History of the Modern Era (Annapolis, Naval Institute Press, 2016, p.40.

and insurers. If anyone is killed, the deal fails, and due to the difference in firepower, they lose. As well, those responsible for the crews—owners and the various navies trying to cover an area of the best part of 200,000 square miles—don't want the captives to disappear into Somalia itself, for there they would simply disappear unless the payments are made, and due to reluctance of the Allied forces to invade that government-less nation by general agreement.

After a possible night threat, the next day the ship was indeed attacked about 200 miles offshore and a mere five pirates were aboard in less than five minutes, using a ladder carried in a boat, well armed themselves with AK-47s which they fired at the bridge structure as a, presumably, 'cautionary measure.'

Apart from the captain and mate managing to get most of the crew, including a small engine room contingent into a hidden 'safe room' near the stern, the five attackers had broken through into the bridge and taken control of the vessel. Phillips managed to disable their radar so the pirates couldn't track their mother ship over the horizon, nor be sure that rescue warships were not closing. As well, due to the lack of engine room staff, he managed to stop the ship and persuade them that due to defects he could not restart it, and with "an impossibly incompetent crew" that he didn't know where

they were, it was a problem for them to resolve.

Negotiations of a sort took place over two days, the pirates demanding two to three million dollars for release of the ship and crew; Phillips offering some \$30,000 carried in his safe. By this time a US destroyer was on hand, preventing any movement toward the coast and threatening firepower if the *Alabama's* officers or crew were harmed or killed. A stand-off.

Eventually, after two days, a deal was reached that the pirates and one hostage, Phillips, would leave in the motorized ship's lifeboat and the *Alabama* could depart, under her mate.

In continuing intense heat, the stand-off continued, now between the destroyer and the boat with its hostage. There are periodic cut-backs to Phillips' family circumstances dealing with the hostage taking back in Vermont, a nice touch. A dramatic, intense and very realistic mind-game played out in a true thriller environment.

This is a well written drama of the high seas, and with the earlier book filling in explanatory detail from 'the other side,' backed by the movie it makes for great reading ... and explains a lot.

*Fraser McKee is a well known author of Canadian naval history and no stranger to 'Starshell' readers.*



## SCHNELLBOOTE: A Complete Operational History

By Lawrence Paterson

Naval Institute Press (2016), 338 pages, illustrated, glossary, appendices, notes, index, hard cover, US\$38.95, USNI member's discount: US\$31.16, ISBN 978.1.59114.828.9

### A Review by Fraser McKee

I am always a bit leery of any book claiming to be: "A complete operational history" of anything, but this publication on the development and operations of the Kriegsmarine's S-boats during the Second World War comes as close as one could want. Known by them as Schnellboote and thus 'S-boats,' or by the Allies as 'E-boats' and compared to the RN and RCN's MTBs and MGBs, the US Navy's P-boats, Paterson has meticulously developed a detailed history of their operations throughout Europe, largely from their and their command's daily war logs and operational record files, as recorded in their *kriegstagebuchs*. As reliable a source as one could get, certainly as seen by them at the time.

There are less detailed cross references from Allied sources as to what actually happened at the receiving end of S-boat attacks in many cases, and Canadians may be mildly disappointed that there are no specific references to the late-Tony Law's 29th MTB Flotilla or Jim Kirkpatrick's MGB Flotilla, nor to any of their boats' anti-schnellboote actions which, from Tony's own book, "White Plumes Astern" (Nimbus 1989), were frequent and often annoying.

Like the RN's development of their MTBs, the S-boats were a largely ignored minor development from experiences with smaller fast boats of the 1st World War. As a result of restrictions on "true"

warships in the Versailles Treaty, and no references—or restrictions—on S-boats, quiet development of fast attack versions moved along slowly. Until flung into the 2nd World War far earlier than planned, and only briefly in the ascendancy of numbers, flotillas and boats over their opponents. It is interesting as well to compare the operational readiness of the German boats with that of the RN's, for many of the problems, tests, developments and rearmaments followed exactly the same paths, often at almost the same times.

Changes in motors produced more speed, the Germans well exceeding the RN here, as Tony Law complained bitterly, their boats having up to five knots superior speed over his; their hulls being largely a better sea-keeping design, and on much safer diesel to boot (*compared to the extremely flammable high-octane gasoline used in MTBs, Ed.*) We were slow learners. It is surprising to read that the S-boat flotillas had ongoing engine problems, supposedly one of the German's reputed strong capabilities, and that their navigation and ship handling in fog, dark night high speed attacks and winter conditions produced the same collisions, groundings and minefield intrusion damage and loss as in British and Canadian services.

There is an interesting 'echo' of the Admiralty DNC's (Director of Naval Construction's) comments on the Canadians and their aggressive handling of their all too frail boats tended to cause forward damage, but then when their bows were strengthened, they simply drove them harder and damaged them again. The Germans reported the same problem. It would have been interesting to sit in on a post-war discussion between the two opposing forces, comparing difficulties and frustrations.

After an introduction in the development of FL and FM very small motor boats during WWI, and the testing in support of the Spanish Nationalists of the true 1<sup>st</sup> S-Flotilla, the German S-Boat arm eventually grew to being a stand-alone naval arm with fourteen operational and two training flotillas, including their own depot ships and even weapons' transports. Admiral Raeder became a strong supporter of the arm as his heavy ships became too restricted,



damaged or sunk, even so far as to allocate manning, supply and construction facilities on a par with the U-boat arm, on a rather smaller scale.

Their operations ranged from the Norwegian Arctic (where Hitler was convinced the Allies would attack after the Narvik battles, to cut off his iron ore and other mine supplies) to the Mediterranean and Black Sea. With these smaller boats they could travel by rail or via the Danube, and there was frequent shifting of boats, even flotillas, from one area of battle to another.

While the Kriegsmarine never really caught up in S-boat requirements to the potential demand, and fell farther and farther behind as bombing destroyed shore facilities, it remained a dedicated fighting force until the May 1945 surrender. By then there were still eleven operational flotillas and three training flotillas, although often down to only one or two boats, spread from Norway to Germany and The Netherlands.

Paterson divides his narrative into areas and periods—Norway, The Battle for England, Barbarossa, the Arctic, the Channel, the Med and the Adriatic, the West, again the Channel, and a final “The End.” The boats were used for the normal torpedo attacks (I didn’t

note any use of depth charges when tearing past attacked merchantmen the way Tony Law did on occasion), frequently for mine laying, for ferrying and landing troops, and rescuing evacuees in a multitude of locales, offshore support in the Mediterranean for the taking of such strong points as Tobruk and in the Aegean. Theirs was a busy war, with a multitude of responsibilities, far broader than the Allies uses of their fast motorboats.

There are two useful appendices of the full wartime command structure down to the flotilla level, and the remaining boats, 80 of them, although it is doubtful all were indeed operational at the war’s end.

His photographs are excellent and varied enough, and his details of operations make for reading as if one had those war log books in hand. Flotillas intentions, successes and failures, details of attacks pro and con, results, movement of individual boats and COs, frequent named officers and crew.

A valuable and interesting reference for anyone.

*Fraser McKee is a well known author of Canadian naval history and no stranger to ‘Starshell’ readers.*



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NCdt Robaczewski (left) with US Navy acquaintance aboard the USS *Stockdale*.

# The Adventures of a Young Naval Cadet

By NCdt Alek Robaczewski

When I learned I had been selected for a Midshipman exchange sail on an American ship through the REGULUS Program, I must say I was not as excited as I should have been. This assignment was completely unexpected and was not at all in my plans for the summer. The longest I had sailed before was three weeks around British Columbia islands up to Kitimat aboard a small, cramped but awesome 92-foot schooner called the *Maple Leaf*.

I remembered how long these three weeks would feel sometimes, especially during the middle watch. Fortunately, I also recalled that, between the quarter hour banana-chocolate pancake breakfasts, the timed sail hoists, strikes and furls, the chart navigation lessons, the expeditions in the amazing scenery of Haida Gwaii and the weekly shower as we pulled into small fishing towns, there was very little time for self pity and homesickness. So, I dismissed my apprehension and imagined that five weeks on the USS *Stockdale* must be at least as much fun, especially when you get to disembark in Hawaii. At worst, it will be an adventure to tell my friends and family about.

Boy was that an understatement!

And what an adventure it was! Beginning this trip with three days of port call in Manila, Philippines (my first time ever in Asia, thanks to the RCN!) set the tone and helped me get used to the very warm, very humid weather of the area. I got to experience a friendly rate of exchange, taxi drivers who never take you straight to your destination, a very spicy chicken wing and a tower view of the metropolis of lights at night. However, what struck me most was the bustling, vibrant and lively scene of the USS *Stockdale*, when I first beheld her, getting ready for a long thirty-three con-

secutive days at sea. A guided missile destroyer of the Arleigh Burke class commissioned in 2009, I was to learn in the next few weeks that not only was she a state-of-the-art, highly capable machine of war, she and her crew had also earned a well deserved reputation as one of the United States Navy's finest.

As we cast off and 'steamed' off on the South China Sea, my first briefing on board was on the history of the ship, where I learned of the admirable resumé of her namesake and how it drove her hands to be the best at what they do, always. We then attended the mission brief; learning we were tasked as escort for the aircraft carrier USS *John C. Stennis*, which would be patrolling around Scarborough Reef for about two and a half weeks. Finally, to conclude our welcome package, we met our running mates, mine being the Damage Control Assistant.

We were expected to be on the bridge watch with them and to absorb as much knowledge as we could from the Officer-of-the-Watch and the conning officer. The latter was particularly vital to pay attention to, as we were to assume their jobs after week one.

Throughout my 33 days, I got to witness almost every evolution from the bridge and to see firsthand the interactions between the captain and his bridge team. But watch was not always exciting, especially during the second half of our mission as we were making our way in an almost straight line to Hawaii while escorting a squadron of Chinese ships to RIMPAC. I was lucky, however, as the bridge was well furnished with books and during the times where staying awake was a bit laborious, I taught myself the rudiments of maneuver boards, celestial navigation and the history of the American navy.

Off watch, I would be learning about the divisional way and how

my running mate ran his team, participating in what routine drill was on the Plan of the Day. When administrative work would call for all of DCA's attention, I would either spend time with his Damage Controlmen or with my fellow Midshipmen. And so it went for five weeks, with frequent walkthroughs with other departments from sonar to the galleys, from the Quartermaster's HQ to the gas turbines in the main engineering spaces. The knowledge gained is invaluable and will most definitely serve me in my career aboard Her Majesty's Canadian ships.

Finally, I learned a lot about special evolutions. We got buzzed more than a few times by the F-18s on landing approach as we were stationed on Horizon Reference Unit duty. I got to conn the *Stockdale* as we assumed back-stopping and screening duties against the Chinese Auxiliary General Intelligence ships perpetually shadowing us. I had to maintain the ship's course as we were attached to the USNS *Rainier* and boarding fuel during our many underway replenishments. I had to scramble and put on a firefighter suit in a friendly race against our southern Midshipmen neighbours (Canada prevailed!). I went on a joyride in a Rigid Hull Inflatable Boat and in a Seahawk helicopter for a half-hour patrol. I had to plot on a maneuver board and present to the Captain a peel-off routine at the end of a photo-operation grouping more than fifteen ships, concluding a joint exercise with the Indian and Japanese navies. I stood the very demanding job of waving at passers-by from the bridge wings as we pulled into Pearl Harbor.

The learning never stopped for we students-at-sea.

In summary, I spent all of thirty-three days at sea which nary felt long or boring. Between watch, working out, the very good meals, the drills, the constant learning and the (all too little) sleeping, there was hardly any time to feel homesick or bored.

The *Stockdale's* crew and wardroom made every possible effort to welcome us, make us feel as part of the team and give us every opportunity to understand what is the business of the sea. From a freshly trained Boatswain's Mate to the Commodore in charge of our little fleet heading to the islands of Aloha, I listened to the voices of experience, heard quite a few salty stories and pirate jokes, and tried to understand the bonds that resulted from the duress of strife and challenge. Although I was very disappointed to learn that Manila was a few degrees north of the equator, I do not regret any second of this opportunity, and, from the height of my senior year at the Royal Military College of Canada, I would like to thank a few of those who made it possible: Lt(N) Charlotte Farish, who despite my wishes, shipped me to the *Stockdale*; Commander Raphael Castillejo, Captain of the USS *Stockdale*, and Lt (JG) Neil McMillan, *Stockdale's* DCA and my (very) patient running-mate.

*NCdt Robaczewski is a native of Saguenay, Québec. We wish him every success in his chosen career with the Royal Canadian Navy!*  
Ed.

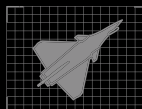
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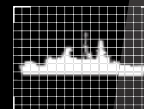
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## Answer to Schober's Quiz #72 on page 19

**ANSWER:** The Spanish heavy-cruiser *Canarias*.

**B**uilt at El Ferrol by Sociedad Espanola de Construccion Naval, a subsidiary of the British firms John Brown and Vickers Armstrong, *Canarias* was essentially a modified Royal Navy 'County' Class cruiser.

She was laid down on 15 August 1928 and launched on 28 May 1931. Design displacement: 10,840 tons (standard), 13,283 tons (full load). Propulsion: 92,000 H.P. steam turbines driving four shafts; maximum speed 33 knots.

Original armament: eight 8-inch guns in four turrets, eight 4.7-inch guns in individual mountings, six 21-inch torpedo tubes and a variety of close-range AA guns. Half of the 4.7 in. guns and all fire-control equipment were not received until after the end of the Civil War on 1 April 1939.

The Spanish Civil War began on 17 July 1936, when a trio of Falangist Army Generals, José Sanjurjo, Emilio Mola and Francisco Franco, (the "Nationalists") staged a coup against Spanish President Manuel Azana and his left-wing government, (the "Republicans"). After Sanjurjo's death in an airplane crash on 20 July 1936 and Mola's death on 3 June 1937—also in an aircraft crash—Franco assumed supreme command of the Nationalist side.

In the years preceding the Civil War the cream of the Spanish Army, known as the "Army of Africa" was permanently stationed in Spanish Morocco. These forces consisted of the 8,000 men of the Spanish Foreign Legion, and 30,000 soldiers of the so-called "Regulares"—colonial troops commanded by Spanish officers.

The Nationalists had counted on bringing the Army of Africa over to Spain for use as shock troops. But the freshly formed Republican Navy's blockade of the Strait of Gibraltar and Alboran Sea prevented this. Consequently, between 29 July and 5 August 1936, 1,500 men were air-lifted from Morocco to Seville, Spain, in German Luftwaffe aircraft. This constituted the first ever major military airlift. Then, on 5 August, Italian Air Force SM.81 bombers provided air cover for merchant ships carrying 3,000 soldiers and equipment from Ceuta, Morocco to Algeciras, Spain. Thereafter, daily flights by German aircraft continued until about 8,000 Moroccans and legionnaires, with supporting artillery, were amassed at Seville.

But the Soviet-backed Republicans, aided by anarchists and augmented by an army of idealistic foreign volunteers—including some 1,200 Canadians of the Mackenzie Papineau Battalion—were proving more than a match for Franco's professional forces, which were being driven relentlessly into southernmost Spain.

Due to the Republican naval blockade, some 30,000 badly-needed, battle-hardened, Nationalist professional soldiers sat cooling their heels in North Africa—proving yet again the influence of sea power on land campaigns. It became vitally important to break the blockade as soon as possible—and *Canarias* was the only Nationalist Navy ship capable of accomplishing this in the face of the Republican Navy's numerical superiority.

Consequently, feverish efforts were made in El Ferrol to complete and commission *Canarias*, and ready her for sea as quickly as possible. After a hurried commissioning on 4 September 1936 under the command of Captain Francisco Bastarreche, *Canaris* sailed on 8 September for sea-trials, returning to El Ferrol after four days.

A mere fifteen days later, on 27 September, *Canarias*, flying the flag of Admiral Francisco Moreno, sailed on her first war cruise, in company with the small, obsolescent Nationalist cruiser *Almirante Cervera*, bound for the Strait of Gibraltar.

At dawn on 29th September 1936, *Almirante Cervera* sighted and opened fire on the Republican destroyer *Gravina*, off Cape Spartel, lightly damaging her. The destroyer immediately disengaged, heading for Casa blanca, where she spent the remainder of the war. This was the opening act of what is known of the Battle of Cape Spartel. Shortly afterwards *Canarias*

sighted a second destroyer off Ceuta. It was the Republican *Almirante Ferrandiz*. At 0640 *Canarias* opened fire on her at a range of 22,000 yards, hitting the destroyer with the second salvo, setting her afire. This was a truly remarkable bit of shooting by *Canarias*—especially since the only fire-control gear onboard consisted of a jury-rigged Dumaresq<sup>1</sup>. More hits followed and by 0720 *Almirante Ferrandiz* lay on her beam ends fiercely ablaze amidships, shortly to sink. That concluded the Battle of Cape Spartel—and the Republican blockade of the Strait of Gibraltar.

Henceforth, the Nationalists could, without any interference, ferry additional troops and war matériel from North Africa to Spain. Thanks to *Canarias*, the balance of power between the Republicans and Nationalists tilted slowly but inexorably towards the latter. Finally, on April 1st 1939, General Franco declared absolute victory over the Republican régime.

**EPILOGUE** – Subsequent to the action off Cape Spartel, *Canarias* continued to distinguish herself on numerous occasions throughout the Civil War. Following the end of the war she finally received her full outfit of armaments, fire-control and other electronic gear. Thereafter she enjoyed a long, successful and distinguished career in the reunited Spanish Fleet, serving for many years as its flagship. She participated in numerous NATO exercises, overseas deployments and 'show the flag' cruises. *Canarias* was finally paid off on 17 December 1975, after a remarkable 39 years of service. One of her 4.7 inch guns has been preserved as a permanent memorial in Las Palmas de Gran Canaria.

<sup>1</sup> A pre-world War 1 hand-held fire control instrument invented by Lieutenant John Dumaresq, RN, in 1902.



*Canarias* on commissioning. Note absence of masts and other external fittings. She would not be fully complete for another three years.



*Canarias* post 1953 modernization, note new twin funnel arrangement.



Spanish destroyer *Almirante Ferrandiz* before the Spanish Civil War.



Battle of Cape Spartel, 29 September 1936, *Almirante Ferrandiz* ablaze and sinking.



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*The trustees of the NAC Endowment Fund would like to acknowledge the generosity of the following who generously donated to the fund in the 2015 fiscal year.*

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# NAC Endowment Fund Update

In the 2015 fiscal year (which ran from April until December 2015), your fund received donations which amounted to just over \$34,000.00. With this money, together with investment income—our portfolio is professionally managed by Odium Brown Ltd., a well known Vancouver-based investment firm—we were able to make grants totalling \$30,000 (although it should be noted that we received requests totalling almost \$70,000). The fund's statement of purpose specifies three grant categories, and grants were made as follows:

## REMEMBER THE PAST

- Battle of the Atlantic Memorial London, Ontario (HMCS *Prevost*) ~ \$3,500.
- Maritime Museum of BC for chart stowage ~ \$3,000.
- University of Victoria Military Oral History program ~ \$1,000.
- HMCS *Donnacona* for Past Coxswain boards ~ \$500.
- HMCS *Bytown* Officers Mess ~ \$1,000 to provide HMCS *Haida* prints to six museums.
- Crow's Nest Military Artifacts Association ~ \$3,000 for climate control for artifacts.
- HMCS *Haida* ~ \$6,000 toward storage and display cases, air-conditioning and improved accessibility.
- HMCS *Sackville* ~ \$3,000 for technical support for gift shop merchandising.
- Lodge at Broadmead (veterans care) ~ \$1,000 toward the cost of a donor tribute wall.
- \$2,000 toward publication of a book on unofficial ship's insignia and badges.

## SUPPORT TODAY'S NAVY

- NOAC Toronto, \$500 toward cost of Submarine Service Workshop.

## BUILD FOR THE FUTURE

- \$5,000 to the Royal Canadian Sea Cadet Education Fund for scholarships.
- \$500 for an essay contest at RCSCC *Victory* (Montréal).

At the end of June 2016 (the deadline for receipt of applications for 2016 grants), the Fund had a market value of approximately \$775,000. As the Fund grows, we envisage increasing the funding available for grants while also maintaining steady growth of the Fund's capital (with a target of \$1 million). As trustees, we thank all of you who have donated so generously and encourage all to donate as you are able.

Donations may be made in three ways — by using the mail-in donation form which you will find elsewhere in this issue of *Starshell* (**at the bottom of page 12**), by making a donation through your Branch Treasurer, or by donating on-line through Canada Helps (Naval Association of Canada). Receipts will be provided for income tax purposes.

Thank you for your continuing support!

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## D-DAY Landing “... oops!”

When preparing an article in 1969 on the three Royal Canadian Navy ‘Prince’ ships, two of which participated in the D-Day landings as LCS(M)s, each with their eight LCAs (see *top photo*), I was in touch with the Colonel of the Regiment de la Chaudière that landed in the initial wave that day. He had been a Lieutenant with a platoon of the Chaudières at the far left (eastern) flank of the attack on Juno Beach.

The shoreline was undistinguished with few useful pilotage marks and all, by then covered in clouds of dust and smoke.

While on the way in, almost six miles, he could hear much gunfire off to his right as they crouched down behind the sparse protection of their small LCA.

With the problems of finding the exact location off the beaches where they were supposed to land, their vessel had arrived a couple of hundred yards further to the east—to the left—of their assigned locale ... by map.

Eventually, they were warned by their Cox’n that they



A LCA takes part in pre-D-Day exercises.

were about to beach and the vessel surged to a stop.

The Lieutenant was crouched down, pistol in hand, with his troop close behind, ready for battle.

**“Down Ramp!”** shouted the Cox’n.

The steel ramp dropped into the shallow water, close to the beach ... but nothing whatsoever was happening!

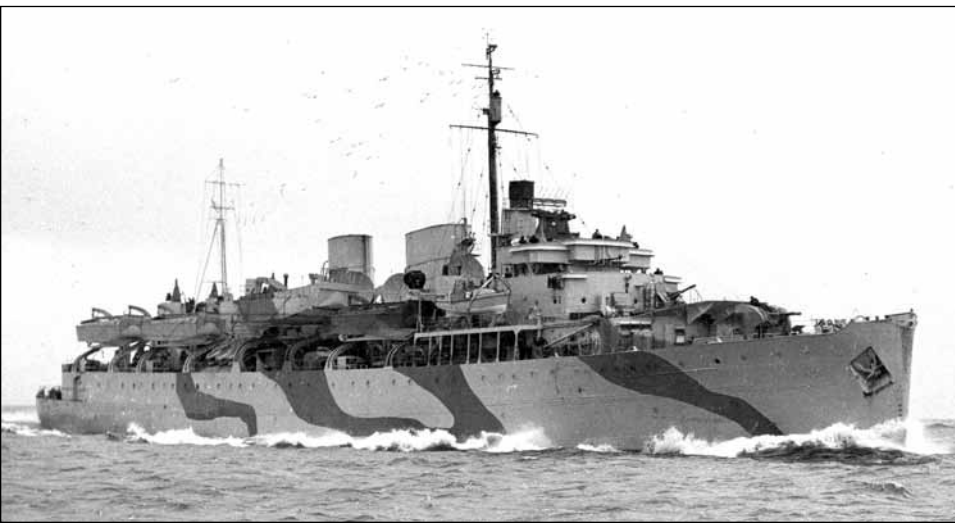
No gunfire, gentle surf lapping on the beach, not even any footsteps in the sand, no one showing any interest in them at all.

Not even any fortifications! He was absolutely stunned.

Off to his right, maybe half a mile or so, there seemed to be a big uproar—smoke, explosions, noise!

In seconds he had recovered, shouted **“Allons’y!”** and they dashed ashore onto the sand. In minutes the Germans to their right recovered and began firing, and the Chaudière’s dashed inland to carry on with their invasion.

A different few moments from what is usually depicted in the battle for the Normandy beach-head!



One of Canada’s ‘Prince class’ landing ships, HMCS *Prince Henry* following her conversion to an Infantry Landing Ship prior to D-Day.



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# **Obituaries**

Compiled by Pat D. C. Barnhouse

'Starshell' Obituaries Editor  
pat.barnhouse@sympatico.ca

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

Apocrypha, Ecclesiasticus 44

## ♦ **LCdr Marcel Horace BELANGER, CD\*, RCN (Ret'd)**

Montréal Br., 91 in Ville Mount Royal, QC 21/04/16. Jn'd. COTC in '39, tsf'd. to RCNVR in '42, prom. Mid. in '43, thence *Kings*. Prom. SLt 08/43, fl'd. by service with RN and rls'd. in '46. Jn'd. RCN(R) at *Montcalm* 03/47 as A/Lt (sen. 02/47), tsf'd. to RCN as Lt (sen. 02/47) thence *Athabaskan* in '48, *Naden* (New Entry Trg. Staff) in '49. *Cornwallis* (New Entry Trg. Staff) in '50, *Stadacona* (JOLTC Cse.) in '51, CMR (Naval SO) in '52 and *Ontario* in '54. Prom. LCdr 02/55, thence RN Staff College in '56, *Niobe* in '57, *Chaudière* (XO) in '59. Québec Area Recruiting in '61, UNMOGIP in '65, St. Laurent Zone Naval Liaison for Centennial in 1966 and Naval Commander St. Laurent Zone in '68. Ret'd. in '69. In '71 named Hon ADC to Québec Lieutenant Governor. Bronze Medallion '04. (e-Veritas, *Montréal Gazette*)

## ♦ **Surg Capt Derek John KIDD, DSC, MiD\*, OMM, OSjt, CD\*, RCN (Ret'd)**

NAC-VI, 93 in Victoria 04/16. Jn'd. RNVR as SLt 08/43 and prom. Lt 07/44. Srv'd. inter alia HM Ships *Wanderer*, *Osprey*, *Taff* and *Pheasant*. Jn'd. RCN 11/53 at *Stadacona* as Surg Lt (sen. 05/48), thence *Labrador* 07/54. Prom. Surg LCdr 05/56, fl'd. by Defence Medical Research Laboratory 05/57 and FOAC (Cmnd MO Atl) 07/61. Prom. Surg Cdr 04/65 and Surg Capt 07/69/ Last posting as Chief MO MARPAC. Ret'd. in '79. [MM, SR, *Chronicle Herald*]

## ♦ **LCdr Samuel George TOMLINSON, CD\*, RCN (Ret'd)**

NAC-O, 88 in Ottawa 05/16. Srv'd. Canadian Army WWII. Jn'd. RCN in '45, thence RN for Upper Yardman's Cse. in '49. Prom. A/SLt 01/51, fl'd. by RN sea. trg. in HMS *Welcome* and ashore at RNC Greenwich. Prom. SLt (sen. 01/51), thence *Portage* in '53. Prom. Lt 01/53, fl'd. by *Bytown* in '54, *Niobe* in '55 for S/M trg (srv'd. HMS *Dolphin*, HMS/M *Artful*, HMS *Adamant* and HMS/M *Trespasser* (i/c), *Assiniboine* in '60 and *Antigonish* (XO) in '60. Prom. LCdr 01/61 thence HMS *Dolphin* (S/M Spare Crew CO) in '61, HMS/M *Trenchant* (i/c) in '61, HMS/M *Rorqual* (i/c) in '61, *Niobe* (CO Designate Ojibwa) in 64; *Ojibwa* i/c in '65, 1st Cdn S/M Sqn (SO Ops) in '66, DREA (Naval Liaison Officer) in '67, CFMWS in '69 and CFHQ in '72 on secondment to DOE (Program Mgr for Pisces IV). Ret'd. in '73. [www.naticapedia.ca]

## ♦ **Cdr Wellington Bruce WILSON, CD\*, RCN (Ret'd)**

NAC-O, 88 in Ottawa 04/05/16. Jn'd. RCN 08/44 as Cdt at *Royal Roads*. Prom. Mid(L) 07/46 thence *York* (for UofT) 09/46. Prom. A/SLt(L) 03/48, fl'd. by *Stadacona* (Long L Cse.) 06/49 and on completion prom. SLt(L) (sen. 03/48). Prom. Lt(L) 03/49 thence *Québec* 01/52, RNO Hamilton 11/53 and *Bytown* 05/56. Prom. LCdr(L) 03/57 fl'd. by *Stadacona* 04/57, *Margaree* 10/57, *Naden* (Dkyd) 12/58 and *Bytown* 05/61. Prom. Cdr. 01/62 thence CFFS Esq. (i/c) in '68. Ret'd. in '74. Subsequent career as a Director of Canadian Coast Guard. [Citizen, [www.nauticapedia.ca](http://www.nauticapedia.ca)]

## **In Memoriam (non-members)**

### ♦ **Surg Lt Crawford Sydney ANGLIN, RCNVR (Ret'd)**

98 in Toronto 01/06/16. Jn'd. RCNVR in '43 as Surg Lt (sen. 09/42) and srv'd. *Givenchy* and *Orkney*. Rls'd. in '46 at *York*. [*Toronto Star*]

### ♦ **Capt Neil Roland BOIVIN, CD\*\*, RCNVR (Ret'd)**

85 in Victoria 05/04/16. Jn'd. RMC as an RCN(R) Cdt 09/50 and tsf'd. to RCN as Mid. 09/52. Prom. A/SLt 01/54, SLt same date, Lr 12/55, LCdr 12/63, Cdr 01/72 and Capt 01/82. Srv'd. *Ontario*, *Magnificent*, *Niobe* (RN for Trg), RN for submarines, *Saguenay*, *Ottawa* (i/c), *Skeena* (i/c), *Yukon* (i/c) and COS (readiness) MARPAC. Ret'd. in '86. [WC, *Times Colonist*]

### ♦ **Surg LCdr Norman William BRADFORD, RCN (Ret'd)**

92 in Toronto 08/12/15. Pilot Officer (Nav) WWII. Jn'd. RCN(R) at *York* in '49 as Lt(O), sen. 05/49. Tsf'd. to RCN as A/Surg SLt (sen. 06/51) at *Cataraqui* in '51. Prom. Surg. Lt (sen. 05/48) and Surg LCdr 05/56. Srv'd. *Shearwater*, *Magnificent*, *Niagara* (USN Flt Surgeon's Cse), *Bonaventure* and Medical Joint Training Centre, Toronto. Ret'd. in '60. Later Group Captain RCAF (Auxiliary). [*Queen's Alumni Review*, "Canada's Naval Aviators"]

### ♦ **Lt Stanley Louis BURKE, RCNVR (Ret'd)**

93 on Amherst Island, ON, 28/05/16. Jn'd. as Prob. SLt in '43 and prom. Lt. 06/44. Srv'd. in ML 111 (i/c) and *Niobe* (for MTB flotilla). Tsf'd. to Ret. List in '45. Onetime CBC television news anchor. [JGRH, *Kingston Whig Standard*]

### ♦ **Lt Bernard John COLVEY, RCN (Ret'd)**

68 in Toronto 23/03/16. Jn'd. as RCN Cdt at *Carleton* 09/64., prom. SLt 05/68 and Lt 05/71. Rls'd. in '73. [JAT, *Globe & Mail*]

### ♦ **SLt Daniel Bevis DEWAR, RCN(R) (Ret'd)**

85 in Kenmore, ON 28/06/15. Jn'd. UNTD as Cdt 01/02/50 at *Cataraqui*, prom. SLt 05/52 and to Ret'd. List in '54. DM DND 11/82-05/89. [WC, *Citizen*]

### ♦ **LCdr [Maj (ANAV)] Raymond F. DOUCETTE, CD\*, RCN (Ret'd)**

84 in Dartmouth, NS 13/05/16. Jn'd. RCN 09/51, CFR'd as CMD O 04/67, prom. Capt (ANAV) 04/70 and Maj (ANAV) 01/77. Srv'd. *Cornwallis*, *Stadacona*, *Shearwater*, *Niagara* (USNAS Norfolk), *Star*, *Magnificent*, *Bonaventure*, *Naden*, CFB Winnipeg, *Nipigon*, *Assiniboine*, *Athabaskan*, *Algonquin*, CFS St. John's (i/c) and CMFWC. Ret'd. in '72. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]



◆ **CPO1 (Ret'd) Matthew 'Shane' IRVINE, MMM, CD\*\***

61 in Halifax 24/05/16. Jn'd. as a Cook in '74 and srv'd. in *Nipigon, Ojibwa, Okanagan, Onondaga, Corner Brook (Cox'n), Chicoutimi (Cox'n), NDHQ, CFB's Petawawa, Halifax and Kingston, and with the United Nations (Golan Heights, Yugoslavia).* [WB, *Chronicle Herald*]

◆ **LCdr(MT) Harold Thomas JAMIESON, CD, RCN (Ret'd)**

92 in Etobicoke, ON 11/03/16. Srv'd. RCNVR in WWII (Napanee) and rls'd. in '45. Studied pharmacy and jn'd. RCN in '48 as a SLt(SB) (sen. 08/48), prom. Lt(SB) 08/50, redesignated Lt(MT) in '52 and prom. LCdr(MT) 08/58. Srv'd. *Stadacona, Naden, Bytown* and CFB Kingston. Ret'd. in '68. [Citizen]

◆ **SLt William Herbert JARVIS, PC, QC, RCN(R) (Ret'd)**

86 in Cornwall, ON 27/04/16. Jn'd. *Prevost* as UNTD Cdt 01/50 and prom. SLt 05/52. To Ret'd. List in '53. MP and Cabinet Minister in Mulroney Government. [Citizen]

◆ **Lt the Hon. Francis Bernard William KELLY, QC, RCN(R) (Ret'd)**

79 in Halifax 17/05/16. Jn'd. *Queen Charlotte* as UNTD Cdt 01/56, prom.

RCN(R) SLt(S) 09/58 and Lt(S) 09/60. Ret'd. in '64. [WC, SR, *Chronicle Herald*]

◆ **SLt Allan George LYE, RCN(R) (Ret'd)**

70 in Calgary 19/04/16. Jn'd *Chippawa* as UNTD Cdt in '64, prom. A/SLt 09/65 and SLt 09/66. Srv'd. *Oriole* and *Cornwallis* (UNTD Term Lt.) [WC]

◆ **Mid Douglas Keith MILLS, RCN**

88 in Ottawa, 08/05/16. Jn'd. RCN as Cdt at *Royal Roads* 08/44. Prom. Mid. and rls'd. in '46. [Citizen]

**SPRING 2016 OBITS ERRATA:**

(1) **Lt Paul BEDARD** was a member of the Montréal Branch and was awarded a Bronze Medallion in 1976.

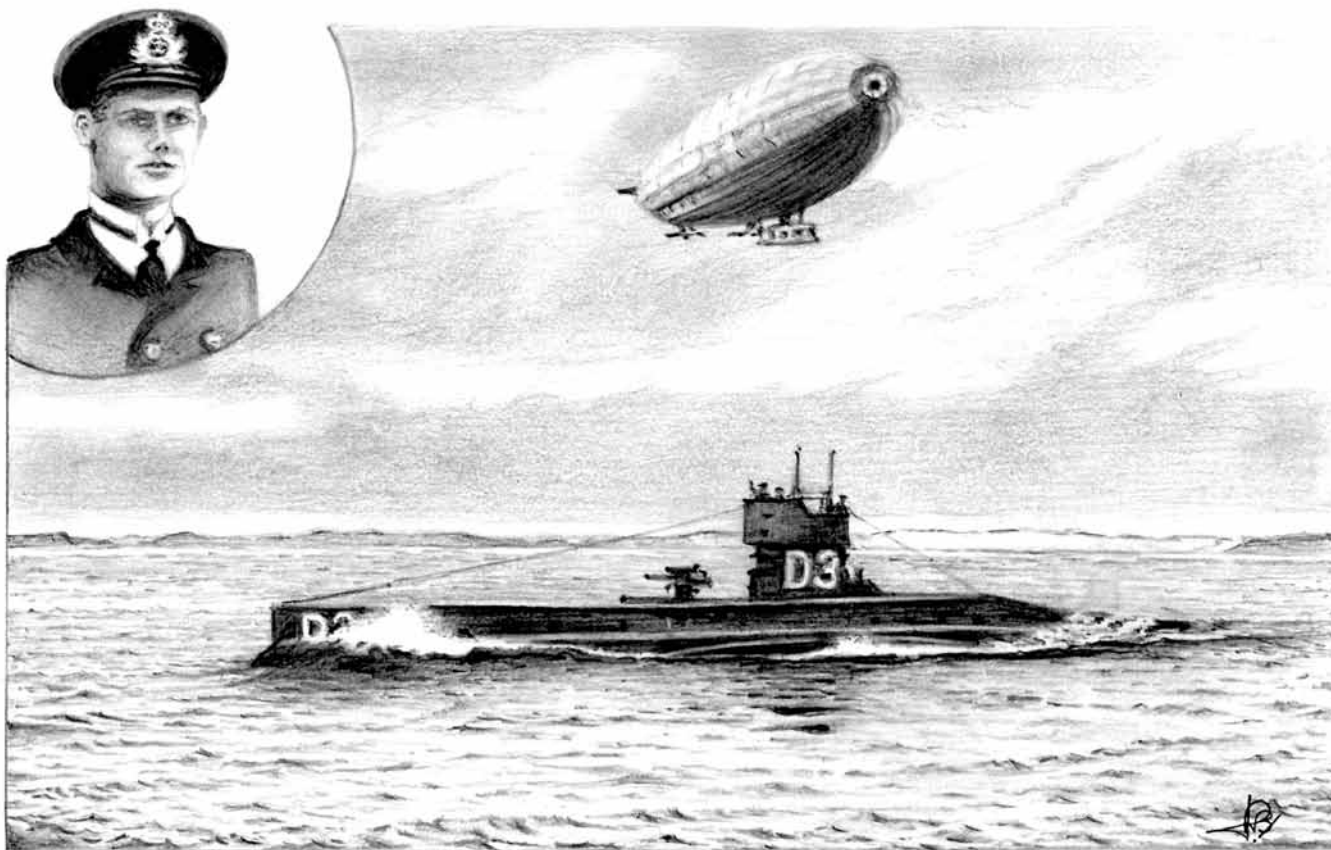
(2) **LCdr Samuel ISCOE** passed away on February 22<sup>nd</sup>, 2015, not February 22<sup>nd</sup>, 2016 as reported.

Kindly forward all obituaries to Pat D. C. Barnhouse, Starshell Obituaries Editor,  
535 Kenwood Avenue, Ottawa, ON K1A 0L7 or by email to [pat.barnhouse@sympatico.ca](mailto:pat.barnhouse@sympatico.ca)



# 'Our Navy'

By F. R. (Hamish) Berchem CSMA

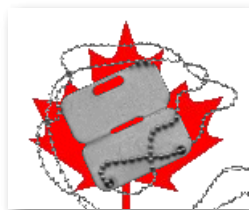


## "A VICTIM OF 'FRIENDLY FIRE'"

On 12th March 1918, the Royal Navy's submarine D3, commanded by 22-year old Lieutenant W. McK. Maitland-Dougall, R.C.N., was mistakenly attacked by a French airship and sunk in the English Channel off Le Havre.

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