

Volume VII, No. 69 ~ Winter 2014-2015

Starshell

‘A little light on what’s going on!’



CANADA IS A MARITIME NATION

A 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 robust and multipurpose Royal Canadian Navy.

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

www.navalassoc.ca

On our cover...

To date, the Royal Canadian Navy's only purpose-built, ice-capable Arctic Patrol Vessel, HMCS *Labrador*, commissioned into the Royal Canadian Navy July 8th, 1954, 'poses' in her frozen natural element, date unknown. She was a state-of-the-art diesel electric icebreaker similar in design to the US Coast Guard's Wind-class icebreakers, however, was modified to include a suite of scientific instruments so it could serve as an exploration vessel rather than a warship like the American Coast Guard vessels. She was the first ship to circumnavigate North America when, in 1954, she transited the Northwest Passage and returned to Halifax through the Panama Canal. When DND decided to reduce spending by cancelling the Arctic patrols, *Labrador* was transferred to the Department of Transport becoming the CGSS *Labrador* until being paid off and sold for scrap in 1987.

Royal Canadian Navy photo/University of Calgary

In this edition...

NAC Conference – Canada's Third Ocean	3
The Editor's Desk	4
The Bridge	4
The Front Desk	6
NAC Regalia Sales	6
Nomination and Election of Directors and Nomination Form	7-8
Nomination Form for NAC Award	9
Endowment Fund Grant Application Form	10
Some Parting Thoughts on Submarines in the RCN	12
Naval Affairs Editorial – Our Third Coast	13
Deployment of RCN Ships into Canadian Northern Waters 1949-2014	14
The Admirals' Medal Foundation – Call for Award Nominations	20
RCN Cap Tallies – Lost but not forgotten	24
Bicentennial of the War of 1812 – Gone but not forgotten	25
A Selection of Naval Notes from the World Ship Society (Vancouver)	26
Welland Memoirs – Episode 6 – 'Home for Leave then Off to War!'	27
Bill's Corner: Lost and Found: La Salle and <i>Le Griffon</i>	34
Naval Book Reviews	34
Obscure & Offbeat Naval Oddities by J. M. Thornton	37
The Little Known Navy	38
Endowment Fund Donation Form	38
Obituaries	39

Advertise in Starshell

We are pleased to print camera ready advertisements at the following rates

Other rates including those for our website are available on request. The advertiser assumes all liability for content and/or claims against The Naval Association of Canada which may arise from it. Typesetting and art work services available at extra cost. Contact *Starshell* editor for details.

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

Starshell is printed in Canada by Postlink Corporation, Ottawa



Editorial services, layout and design are provided by...

Cascade Creek Publishing®

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



Starshell

ISSN-1191-1166

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

www.navalassoc.ca

PATRON • HRH The Prince Philip, Duke of Edinburgh

HONORARY PRESIDENT • H. R. (Harry) Steele

PRESIDENT • Jim Carruthers, jimc@rruthers.com

PAST PRESIDENT • Ken Summers, kensummers@telus.net

TREASURER • King Wan, king.r.wan1@gmail.com

NAVAL AFFAIRS • Daniel Sing, ddcc4@sympatico.ca

HISTORY & HERITAGE • Dr. Alec Douglas, adouglas22@rogers.com

HONORARY COUNSEL • Donald Grant, grant@lexfix.ca

ARCHIVIST • Fred Herrndorf, frederik.herrndorf@sympatico.ca

AUSN LIAISON • Fred F. Abbott, abbottff@shaw.ca

CHAIR ENDOWMENT FUND • Brooke Campbell, brooke3@shaw.ca

OBIT RESEARCH • Pat Barnhouse, pat.barnhouse@sympatico.ca

WEBMASTER • Robert (Bob) Bush, robertbusharl@aol.com

EXECUTIVE DIRECTOR, SEC'Y / COMMUNICATIONS

Kenneth B. Lait
308 Kennedy Lane E
Orleans ON K1E 3M4
Telephone 613-841-4358
executivedirector-nac@outlook.com

STARSHELL EDITOR

George A. Moore
1871 Primrose Crescent
Kamloops BC V1S 0A5
Telephone 250-314-1284
Facsimile 250-314-1286
starshell@shaw.ca

STARSHELL is published quarterly by The Naval Association of Canada (NAC) in February, May, August and November. The editor is solely responsible for the selection of material. Contributions are encouraged and should be sent direct to the editor.

PLEASE NOTE: ALL MATERIAL MUST REACH THE EDITOR NO LATER THAN THE 15TH DAY OF THE MONTH PRIOR TO THE MONTH OF PUBLICATION. All photographs submitted for publication must be accompanied by suitable captions and accreditation.

CHANGES OF ADDRESS ARE TO BE SENT TO THE EXECUTIVE DIRECTOR, NOT THE EDITOR.

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

DISTRIBUTION and SUBSCRIPTIONS – STARSHELL circulation exceeds 2,000 copies and is distributed to members of NAC, HMC Ships and shore establishments, NDHQ, selected Ministers, Senators, MPs and other interested individuals. Except for copyright material, copying and internal circulation to interested officers is encouraged. Non-members may subscribe by sending \$20.00 in Canada, \$25.00 elsewhere for each subscription to the Executive Director.



NAVAL ASSOCIATION OF CANADA

Presents

2015 Conference & AGM

June 25th to June 28th 2015

Calgary Alberta Canada
Hosted by Calgary Branch

Canada's Third Ocean

A One and one half day conference on Canada's Arctic
University of Calgary
June 26th and 27th

Conference Reception: Naval Museum of Alberta 26th June

Annual General Meeting

AGM Meet & Greet HMCS *Tecumseh* 25th June
Annual General Meeting and Board of Directors Meeting 27th June
Formal Dinner 27th June
Pancake Breakfast 28th June
UNTD Up-Spirits 28th June
Book Fair

Partner's Program: Visits to Banff and Heritage Park

Available soon on NAC website: www.navalassoc.ca

Registration and Tourist information, Conference, AGM and Partners programs

No internet - contact Neville Johnson @ (403) 249-7553 for paper package

**Advance Book Accommodations now directly at our Official Hotel
Best Western Village Park Inn**

1804 Crowchild Trail NW

1-888-774-7716 or www.villageparkinn.com

(quote Naval Association of Canada for \$169.00 special rate)

Includes hot buffet breakfast

**Consider extending your stay into next week for the
*Calgary Stampede!***



The editor's desk

George A. Moore | Editor | starshell@shaw.ca



Based on the premise that change is a viable element of progress ... *Starshell* readers may have noticed some rather significant alterations in the appearance of our venerable publication commensurate with the Autumn 2014 edition. While the overall size of the magazine hasn't changed from 8.5 x 11 inches, we are now able to 'bleed' text, photos and graphics to the outside edges of the page, rather than having to leave a naked half-inch clear border all around. We have also changed to a coated paper which should improve the overall quality of photographs and graphics. While these changes definitely augment the appearance of the printed edition, they are even more apparent and impressive when you view the on-line, full colour electronic version (PDF) as posted on our website at <http://www.navalassoc.ca/starshell>. Consequently, we urge all of our members who are connected

to the internet to please consider opting out of the printed edition in favour of reading the full-colour version on line. Simply send an email to our Executive Director, Ken Lait, at executivedirector-nac@outlook.com requesting to be removed from the printed version distribution list. We promise to put the savings to better use in support of our Navy.

At the risk of sounding like a broken record (or 'skipping' CD), I would once again urge those of you who have committed your naval careers to print (published or otherwise) to submit them to me for serialization in *Starshell*. Previous informative and entertaining serializations by such naval luminaries as Anthony Griffin (*Footfalls in Memory*), 'Skinny' Hayes (*Days of Endeavour*), and the current amusing memoirs of Admiral Bob Welland (*This Will Have to Do*), have, and continue to garner, 'rave' reviews from our readers. I have

one additional memoir on the back burner and wish I had more! So, if yours is languishing on the shelf, kindly consider passing a copy to me today for possible serialization in *Starshell*. You'll find my home and email addresses on page two of every issue of *Starshell*.

Finally, we concluded our emphasis on Canada's submarines on the occasion of their 100th anniversary in the last issue and now shift our focus to the far north, commensurate with Michael Whitby's: "*Deployments by Ships of the Royal Canadian Navy into Canadian Northern Waters – 1949-2014*" which begins on page 14. Meanwhile, we trust you'll continue to find something informative and/or entertaining in each and every issue of *Starshell*!

Yours aye,

George



The bridge

Jim Carruthers | National President | jmc@rruthers.com



◆ BACKGROUND

As we move ahead on the plan agreed to at our fall meetings, it is clear there is much to be done and the goals we have set can only be achieved by Association-wide involvement. We need to move forward on several fronts simultaneously—we need wide involvement in terms of both geography and skills. The extent and breadth of what we need to accomplish is clearly beyond the capabilities of our Board—just too much work to be done. We need to bring in interested individuals from across the country to move our agenda forward. The Board agreed that a range of committees would be the best way to tackle this challenge.

Since that time we have discussed a number of requirements and ways to meet them. It was agreed that:

- It is possible that we may need to go outside the Board for Committee Chairs on occasion since Board members can only do so much and we will require wider expertise.
- Some committees must be closely tied to Branches and aim to have a dedicated committee member from each Branch. Others will have little connection to Branches.
- Some committees will require frequent involvement while others may require sporadic involvement.
- Some committees will require members to represent NAC publicly, others will involve only 'backroom' work.

◆ COMMITTEES

We have established and are working to de-

velop the following committees:

AWARDS: Chair: Ray Zuliani [ray.zuliani@gmail.com]. This is a long standing committee which has operated successfully for a number of years in accordance with the criteria and procedures contained in the Guidance Manual and on the website. This issue of *Starshell* has instructions describing how Branches may submit proposals for the coming Annual General Meeting cycle. (See *Nomination Form p.9*)

EXECUTIVE COMMITTEE: Chair: NAC National President [jmc@rruthers.com]. Board members from Halifax (Tony Goode), Ottawa (Dave Hudock) and Victoria (Mike Morris). The committee is following the intent of the existing Guidance Manual (GM). Committee terms will be updated in the GM rewrite.

ENDOWMENT: Chairman: Brooke Campbell [brooke3@shaw.ca]. Members: Brooke, Larry Fournier, Doug Plumsteel, Reg Kowalchuck and Peter Chipman. A successful, established and ongoing committee whose terms are defined in the GM. Again a request for proposals is contained in this issue of *Starshell* (see page 10 for grant application form, Ed.).

FINANCE: Chair: King Wan [king.r.wan1@gmail.com]. Members Branch Treasurers. Detailed instructions, developed by Derek Greer, are in the Guidance Manual. An updated set of instructions proposed for new Administrative Instructions has been circulated.

MEMBERSHIP: Chair: Edgar Williams [edgarwilliams@nl.rogers.com]. Members will include Branch Membership Directors plus interested members. Ed has proposed an approach and methodology which will be available on the website. Success of this committee in developing guidance by which Branches can attract a wider, younger membership is critical to NAC success. For success we all need to become involved in expanding our membership.

NAVAL AFFAIRS: Chair: Dan Sing [ddcc4@sympatico.ca]. Members from both within and outside the Association. Along with the grassroots OUTREACH COMMITTEE, the NA Committee is the heart of the Association, explaining to Canadians the need for a strong Navy. A significant portion of the national budget will be applied to supporting the work of this committee. Dan has developed a concept and proposed approach of the committee and further details can be found on the website where much of the work of the committee will also be available.

NOMINATIONS: Chairman: Jim Humphries [humphriesj@shaw.ca]. A small group with membership from our geographic regions as defined by new Bylaw 5.02 which dictates: "... consisting of not less than three members from different geographical areas." A first task will be to develop terms of reference and refine the nominating process used this year. Details of the election process are published in this edition of *Starshell*. (See *Nomination Form pp.7-8.*)

OUTREACH: Chair Richard Archer [richmar.archer@rogers.com] has developed a grass-

roots approach aimed at helping Canadians understand the need for a strong Navy. A coordinator is required in every Branch and hopefully every Branch will develop several presenters who take our message to the country. This important work of the Association is totally dependent on Branches stepping up to the plate to field a strong team.

RESERVES: Chair: John Anderson [john@epremiumfinance.ca]. An historical strong point of our Association, the relationship with local reserve units has, in many cases, withered. For Branches without a local regular force presence, a tight relationship with the reserve unit is perhaps the prime method of carrying out our work. Like Outreach, this important work can only be carried out at the Branch level.

WEB: Chair: Bob Bush [robertbushARL@aol.com] Members are Branch webmasters. With the new website it is easy for every Branch to create a modern site that works seamlessly with our new National site at www.navalas-soc.ca

Exactly how these committees are structured and their terms of reference will be developed over the next few months and captured in our new Administrative Instructions /

Guidance Manual. All committees will require Board involvement of varying degrees.

We may find that not all committees are required on an ongoing basis but it is more likely we may find that others such as fundraising and national meeting committees will need to be added.

One issue that arose during Board discussions was the composition and operation of the Executive Committee (EC) The EC is defined by the Guidance Manual, however, there was some discussion regarding the need for such an entity. In my experience there are urgent, usually minor, matters which this Board cannot or should not spend its time with—such as funding of research, work on the website—which are beyond the authority of the President to decide. All material decisions will be brought to the Board and should the EC make or take a decision, the Board will be informed as soon as possible.

This expansion of NAC work will only be successful if it has strong support from our Branches and you our members. Please consider how you might get involved.

Should you have questions, please contact Ken or myself for general items or committee chairs for specific questions.

Yours aye

Jim

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



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

Get on the 'NAC NEWS' email distribution list today!

JIM CARRUTHERS
jimc@rruthers.com



The front desk

Ken Lait | Executive Director | executivedirector-nac@outlook.com



Although it is only four months since we elected the current Board of Directors, it is now time to start the process again towards elections at the AGM in Calgary in June. Lessons were learned last year and will be applied for this election. Full details of the process are included with this issue of *Starshell*. I urge every member to be actively involved in the governance of the Association by participating in this democratic process.

The call has been put out for nominations for Naval Association of Canada Awards to recognize the contributions and dedication of our members at the local, community and national levels. Nominations are due by March 15th, 2015 and will be announced and presented at the Annual General Meeting in Calgary in June of this year. In addition to recognizing our members for their work in the Branch and beyond, we demonstrate in a positive manner the value of their efforts in support of our Association. Full details and application form have been sent to all Branch Presidents. If you have a candidate for your Branch to recommend, please contact your Branch President. Nomination forms can be found on our website (in Word) and in this edition of *Starshell* (see pages 7 and 8).

The call is also out for Endowment Fund grant applications for 2015. It is anticipated that at least \$30,000 will be available for worthy projects and causes this year. Applications are due by April 10th, 2015 for consideration in this fiscal year. The Endowment Fund Allocation Committee compares all applications together to ensure the objects of NAC and regional representations are fairly considered, so for that reason applications received after April 10th cannot be considered and will need to be resubmitted next year as appropriate. Like the Awards, details have been sent to Branch Presidents, are available on the website (in Word) and an application form is included in this edition of *Starshell* (see page 10).

The website now has a completely new look. The transition from the old to the new is ongoing and many of the tabs are being populated as information is made available. One issue that did not carry over was the Kit Shop where items such as golf shirts and fleece vests, complete with the NAC Crest, were available. The webmaster is working on this issue to get the Kit Shop up and running again. Please keep checking. I would personally like to thank our webmaster, Bob Bush, for his personal dedication to this project and for his

leadership of the small NAC team that worked with the staff at ForceFive to develop and produce this website.

Communications with our members remains an ongoing issue. I would ask every member to ensure that your Branch has an up to date postal and email address on file. This will ensure that you get the information we are posting. I have received many returns from Canada Post for undelivered *Starshell* magazines as have the Endowment Committee from their annual appeal drive. The President continues to get non-delivery notices for his *NAC News*, although it seems we are getting better at letting him know when an email address changes so there is a bright light in this message. If you are using email to notify your Branch of a change, please add myself and the President to your notice.

Finally, I would like to take this opportunity to wish you all a Happy New Year. I hope to see many of you at the Conference and AGM in Calgary 25-28 June 2015. You will find preliminary information on page 3 of this edition of *Starshell* and on the website.

Yours aye,

Ken

NAC Regalia Sales

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

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

NOMINATION AND ELECTION OF DIRECTORS - 2015

At the 2014 AGM in Ottawa we completed our first election of Directors under the new Canada Not for profit Corporations Act (The Act). There were many lessons learned but overall the process was a success as 15 Directors were elected.

Terms for Directors

Directors are normally elected to a three year term. Directors were elected last year for that period however for the first year we needed to make adjustments so that we would replace 1/3 of the Board each year as an effective and efficient manner to provide continuity and maximize experience while simultaneously allowing for Board renewal. In order to provide the necessary turnover, 5 Directors have indicated that they will resign their positions in 2015 and 5 have indicated they will resign in 2016. So this year and in succeeding years we will need to elect 5 Directors.

The nominating Committee has been given direction to make every effort to have nominees from Branches across the Association. This can best be achieved by you, the membership, by searching out good candidates from your Branch, getting their approval and placing their names in nomination.

Timeline

The nomination and proxy voting timeline for 2015 in preparation for elections at the 27 June AGM is as follows:

1. Winter Starshell and NAC website - Call for Nominations;
2. 16 March 2015 - Nominations submitted to Executive Director as Secretary to the Nominating Committee. There is no limit to the number of nominations that may come from any single Branch.
3. A person cannot nominate themselves, so if they are interested in standing for election they must seek a sponsor. It is incumbent on the sponsor, whether nominating a person with their consent or nominating a person at their request, that they ensure that the nominee fully understands his duties as a Board member and will execute those duties accordingly if elected;
4. At the end of these instructions you will find a nomination form. An electronic version will also be posted on the NAC website. The nomination can be submitted electronically and must be time dated on or before 16 March 2015 and paper nominations are to be posted for delivery no later than 16 March 2015;
5. Nominations received by this date will be reviewed by the Nominating Committee to ensure candidates are eligible to stand. The Nominating Committee will also seek out additional candidates should there be a need to help ensure representation from across Canada;
6. 8 April 2015 - Consolidated list submitted by the Chairman of the Nominating Committee to the Board of Directors who shall review the nominations and confirm that the Nominating Committee has executed their duties;
7. Spring Starshell and NAC Website - A list of nominees will be published in Starshell allowing all members sufficient time to review and make their decisions before the AGM;
8. Voting will take place at the Annual General Meeting Saturday 27 June 2015. All members in attendance will be eligible to vote at that time for the new slate of Directors. For members not attending the AGM, a Proxy Vote form with directions for completion and submission will also be included in the Spring Starshell and on the NAC website;
9. Mail in Proxy Votes must be posted to ensure delivery not later than Monday 22 June 2015;
10. Proxy votes can also be hand carried by attending members and must be delivered no later than Thursday 25 June 2015 to the Executive Director in Calgary;


Director responsibilities and obligations to the Association have been detailed in the Act. Directors do not represent a Branch, but they do represent the membership at large and are responsible to make decisions and take action that is in the best interest of the National Association. Directors have legal responsibilities and rights defined in the Act and I encourage all candidates to read the Act on this issue. I also encourage those making a nomination to read the Act so that they understand what they

are asking of their candidate. The Act can be found on the Industry Canada website at <http://www.canlii.org/en/ca/laws/stat/sc-2009-c-23/latest/sc-2009-c-23.html> and the relevant sections are Parts 9 and 10.

The election process does not involve travel or personal expenses. For future travel by elected Directors, the Board has approved a process that provides some support through the issue of a charitable receipt for travel and accommodation expenses incurred.

Yours Aye
Ken Lait
Executive Director

Nomination Form - 2015 Naval Association of Canada Board of Directors	
Nominee: _____	Branch: _____
Length of Term: 3 years	
Endorsement:	
Nominated by: _____	Branch: _____
Email To: executivedirector-nac@outlook.com	Mail To: Executive Director - NAC 308 Kennedy Lane East Orleans, ON K1E 3M4

	<p>NOMINATION FOR NAC/ANC AWARD</p> <p>To be forwarded, preferably by email to: the National Executive Director at executivedirector-nac@outlook.com</p>
-----------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

SURNAME AND INITIALS:

ACADEMIC/MILITARY DECORATIONS, ETC:

RESIDENCE ADDRESS:

BRANCH:

TIME AS AN NAC MEMBER:

PREVIOUS NAC AWARDS AND DATES:

AWARD PROPOSED:

SUBSTANTIATION:

NOMINATED BY:

DATE:

RECOMMENDED BY:

Endowment Fund Grant Application Form

NAC ENDOWMENT FUND PRINCIPLES

The Naval Association of Canada is dedicated to increasing the awareness of Canada as a maritime nation and to the role that our maritime forces play in the protection and development of our maritime interests. This objective requires not only the dedication of our membership but also funds to sustain this effort over the years. To ensure that sufficient funds are available to support the many tasks that this mission calls for, an Endowment Fund has been established.

Statement of Purpose

The income from the NAC Endowment Fund will be used to:

Remember The Past. - Support to the Canadian Naval Memorial Trust (Sackville), HMCS Haida, Naval and Military Museums, naval history projects, and naval monuments and other projects in keeping with the intention of remembering our Naval legacy;

Support Today's Navy. - Promoting an awareness of and interest in the requirement for Canada's Naval Forces today through education such as supporting publication of NAC periodicals and other research material of an educational nature; and

Build The Future. - Investing in our youth through the Navy League and Sea Cadets.

Organization to Support

Mailing Address:

Purpose of Grant:

Grant Amount Requested

Sponsored by (NAC Branch)

Branch Comments

FREMM Multi-Mission Frigates

DCNS, A Strong Naval Partner. Working with Canada for Canadians



- The Ultimate Generation of Surface Combatant at Sea
- One Platform – Several Variants
- Best Value For Money
- To be built in Canada

sea THE FUTURE®

DCNS



Fitted to Face all Threats in Complex Environments:

- Area Air Defence
- Anti-Submarine Warfare
- Anti-Surface Warfare
- Land Attack & Deep Strike

Key Features:

- Flexible Design
- High Level Survivability
- National / Allied TF Command
- NATO Interoperable
- Low Through Life Cost



Submarines, Past, Present and Future

DND Photo



Some parting thoughts on submarines in the RCN...

By Vice-Admiral (Ret'd) Bruce MacLean, CMM, CD

In my experience there are three segments who line up against submarines. First are those who don't want a navy. You will never convince anyone here the value of subs. There is another group who really don't want a navy so much as a Coast Guard—again no room for submarines. Then there is a third one, the majority of naysayers, who like the idea of a navy but not so much one with submarines. A variety of reasons include no need, too offensive and too costly. It is here where the argument for boats must be won or at least preserved.

Historically, Canada has agreed to the need for a navy with a blue water reach. The mix has evolved, waxed and waned, but no government has yet decided to get out of this kind of navy. Issues of cost, delays, waste, Canadian defence imperatives tend to be issues of the day (*hmm* ... perhaps decades in Canada) rather than decisions against a modern navy writ large. Many will point out that tactical decisions can have effect with significant consequences to our strategic position. Ridding the Air Force of the Chinook and Air-to-Air Refueling in the 1990s came back to hurt us. Sea King and submarine replacement cancellations, the cancellation of the AOR replacement project in 2008 and most recently, the retirement and gapping of destroyers and AORs all have significant detrimental effect. But at the strategic level, Canada continues to commit to a global reach and it is my sense this will continue.

Consequently, the more germane question is not why submarines, but rather why not submarines? Governments reserve the right to take a political decision or more cynically, the right to take the wrong decision. Politics is politics and a good military argument can be trumped or stymied by government, but there must generally be compelling political rationale. And note it is politically harder to get out of a business than start a new one. With three ocean borders, an incredibly valuable EEZ, long standing alliances, a national interest which is more global and maritime in scope than at anytime in history, I would find it remarkable that people who understand maritime affairs and support a maritime control capability in our waters and beyond, would advise and support getting

out of the submarine business. Why, in a world where over forty nations operate submarines and where submarines represent a growing component in many navies would Canada decide almost unilaterally to get out of the submarine business? What do we know that other maritime nations don't? Heavy sledding politically to take such a decision.

In a modern navy the ability to deal with threats above, at and under the ocean is vital to success. No one platform can do it all. Getting there, staying there and fighting there means ships, planes and submarines. Even more so if you want to do so independently.

At a point where our overall defence budget is likely to fall below 1% of GDP, and where our government will balance the books at least in the short term, then Canadians cannot easily argue that there is no fiscal choice for submarines. We had to deal with a much more challenging fiscal imperative in the 1990s. And there was a view, again by some 'experts' in that decade that navies and particularly submarines, were increasingly cold war relics. The Navy leadership then recognized the essentiality of submarines to a modern navy and fought hard for, and found a solution to, maintaining the capability with the acquisition of the Upholder-class. An imperfect solution, but looking ahead from 2014, the world looks a lot less comforting than in the heady days of the fall of the Berlin Wall.

It is always a mug's game to predict the world next year, let alone 25 to 40 years from now—the life of major naval units. Like the stock market, diversification or a balanced force in naval parlance generally provides the best long term risk reduction and the capacity to respond to the unpredictability of the future.

Joining the Navy in 1970, Admiral MacLean led a distinguished career in submarines as well as surface ships, rising to serve as Commander Maritime Command and retiring in January 1996 as the Chief of the Maritime Staff in National Defence Headquarters.



Editorial ... *the case for our northern seas*

Dan Sing | NAC Chairman Naval Affairs | ddcc4@sympatico.ca

As I began writing this article on Friday, 16 January 2015, the temperature here in Ottawa was about to plunge to minus 25 degrees Celsius. Frigid temperatures are a fact of life in Canada. They remind us of our northern geography and climate. Appropriately, this calendar year's *Starshell* editions will focus on the Canadian North. In this edition, Senior Naval Historian Michael Whiby will remind us of past Royal Canadian Navy (RCN) northern deployments. The Naval Association of Canada's (NAC) Annual General Meeting (AGM) and Conference will take place in Calgary from June 25th to June 28th. On the heels of last year's successful submarine conference in Ottawa, this year's conference in Calgary is intended to be about Canada's third ocean. The details of the AGM and the Conference will be found on page three of this issue of *Starshell*.

Notwithstanding the cold temperature, there were two pieces of good news out of Ottawa in mid-January. On Friday, 16 January, Public Works and Government Services Canada (PWGSC) on behalf of the government, announced a deal with Irving Shipbuilding Inc. for the construction of the Arctic/Offshore Patrol Ships (AOPS) in Halifax. Along with a budget increase from \$3.1 to \$3.5 billion, it was indicated that construction would begin in September of this year and that five to six ships, instead of six to eight, would be built. Not much later, on Tuesday, 20 January, PWGSC announced that Irving Shipbuilding would be the Prime Contractor for the construction of the *Canadian Surface Combatant* (CSC). These two forward-moving announcements were most welcomed and went a little way in making me forget about the cold.

There has been and continues to be much commentary about climate change and its possible causes. The commentary is not unanimous and appears to fluctuate with personal experiences with local weather and temperature, local and distant weather happenings, and the latest data points. The US National Oceanic and Atmospheric Administration recently reported, "2014 was the warmest year across global land and ocean surfaces since re-

cords began in 1880," and "temperatures are rising at a faster pace in the northern latitudes of the Northern Hemisphere compared with other parts of the globe." Counter-intuitively, it also reported, "the coverage of [Arctic] multiyear ice in March 2014 increased to 31% of the ice cover from the previous year's value of 22%." Notwithstanding yearly variances, which should be expected, I recognize the earth's average temperature is indeed rising, regardless of the cause, and, as a result, sea ice should, on average, continue to recede in the foreseeable future. Climate change and its impacts, especially on sea ice, are important factors as we look at the North.

Against the backdrop of climate change, there also has been and continues to be varying public commentary about: (1) the desire/need to better assert maritime sovereignty in northern Canada; (2) the adequacy and sufficiency of current and future means for doing so; and (3) the sufficiency of financial resources set aside for equipping the Canadian Coast Guard (CCG) and the RCN in this regard. Some commentators have mused about the adequacy of the AOPS' intended ice and warfare capabilities. It is not clear to what extent this commentary is swaying or reinforcing the government's Arctic-related objectives and plans. Regardless, the government is clearly moving forward with its 2007-stated intention of providing the Navy with AOPS. As many readers already know: (1) while ice-capable, AOPS is not intended to break ice for other ships; (2) AOPS is intended to operate in the Arctic during the navigable season, and to operate off the East and West coasts throughout the year; (3) except for a small calibre gun for constabulary tasks, there are no indications that AOPS will possess other maritime warfare capabilities; and (4) AOPS is to be built, for the most part, to commercial standards.

Both the Parliamentary Budget Officer and the Auditor General of Canada have previously expressed concerns about the sufficiency of financial resources allocated for the shipbuilding projects. In the case of AOPS, these concerns were evidently correct given this month's simultaneous increase in budget and

reduction in ship numbers. The source of the additional funds for AOPS is not clear. It is not known if the government will increase National Defence's capital equipment budget, or if other military equipment projects will be postponed or curtailed. While an increase in budget, despite a decrease in ship numbers, was deemed necessary at this juncture, it remains to be seen if AOPS cost estimate is cast in stone, or if there will be 'arising' downstream. The outcome of this latter issue is likely dependent on the amount of contingency embedded in the allocated budget and/or the shipbuilder's proposal. One of the features of the National Shipbuilding Procurement Strategy (NSPS) is the right of the government, through PWGSC, to have "full and free access to the shipyard's books and records of account." This was designed to ensure the taxpayer was receiving "value for money." Time will only tell how well this works.

In these early stages of (re-) beginning the process of constructing (relatively small numbers of large, uniquely-designed) ships in Canada, it is difficult to provide cost guarantees. In theory, once the NSPS hits its stride and is in the midst of repetitively turning out CSCs, which should happen sometime in the mid-20s, our national ability to accurately estimate the cost of building ships in Canada, especially warships, should dramatically improve. Until then, there will likely continue to be challenges in accurately estimating shipbuilding costs.

The AOPS shipbuilding project is still in its infancy. Many things can happen as it gathers steam. At least it is underway. This is a good thing. In Halifax, the construction of AOPS is a precursor to the construction of CSC. This was done on purpose so as to benefit from increasing shipbuilding experience. The way ahead might be a bit choppy, but we have been through heavy seas before. Canada has built great ships in the past, and it can do it again. When there is a will, there is a way. The RCN and CCG need new ships and they need them as soon as possible.

Dan retired from the RCN in 2014 after 36 years of service. His last appointment was as Director General Maritime Force Development in NDHQ.



Canada's Arctic and the RCN

Deployments by Ships of the Royal Canadian Navy into Canadian Northern Waters 1949-2014

By Michael Whitby

Senior Naval Historian, Directorate of History & Heritage, NDHQ

"This Arctic, this Canadian Arctic is our business—ours to exploit, ours to defend."

Commodore O. C. S. Robertson, RCN

Astonishingly, the numerous deployments by the ships of the Royal Canadian Navy into the Canadian North have never been tabulated. Because of this, it is not known precisely how many ships went North, when they did so and where they went. In recent years, with individual RCN ships proudly proclaiming "furthest North status" during now regular NORPLOYs, the RCN Command Historian, Dr. Richard Gimblett and Michael Whitby, Senior Naval Historian at the Directorate of History and Heritage, discussed the need for a basic chronology of Canadian naval deployments into the North. The idea languished until the autumn of 2014 when Rear-Admiral John Newton, Commander MARLANT and a passionate veteran of Arctic operations, lit the fuse

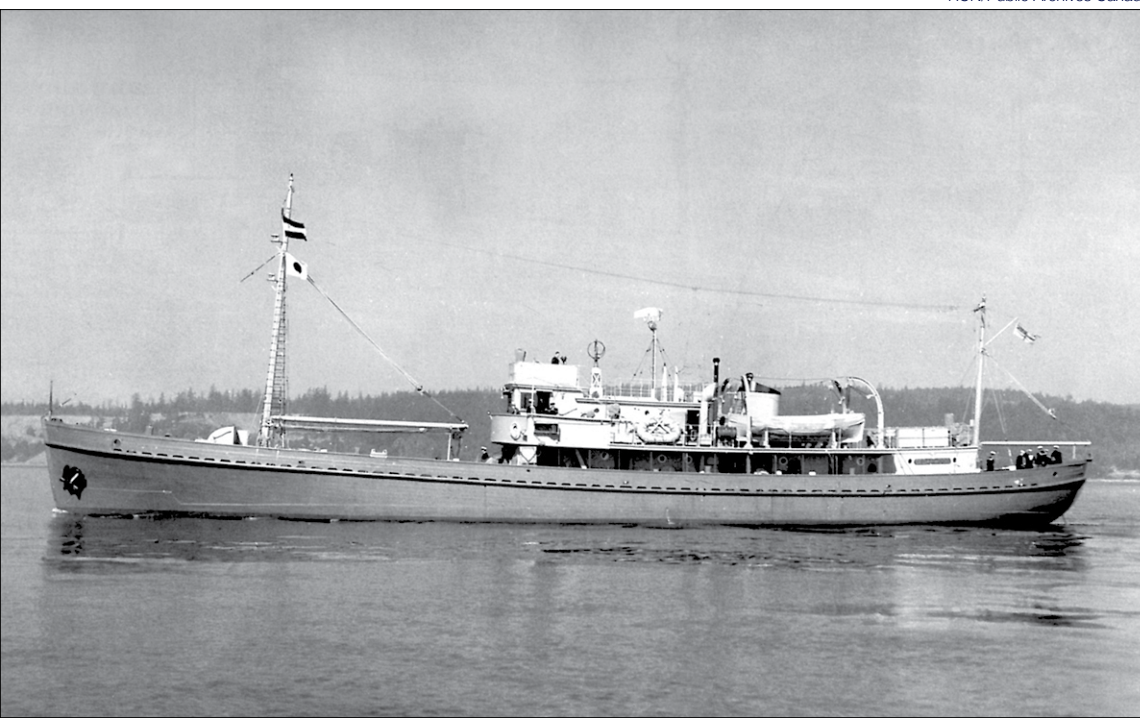
that got this particular northern research expedition underway.

Much has been written about the RCN's forays into the North, especially in recent years when the operations have taken on increased importance for environmental, political and strategic reasons. However, when analysts and historians have attempted to lay out the RCN's missions to the North, the material is sometimes fraught with inaccuracies and oversights—not the fault of the various authors since the precise facts were unknown or sometimes shrouded in secrecy. This survey attempts to rectify that situation. It is based upon research of primary sources, including naval messages, operational schedules, reports of proceedings, ship's movement data, Annual Historical Reports and other such documents.

In support of that effort, sailors who went North on the various missions have provided important research lead marks. It must be understood, this compendium is only meant to provide the bare bones of 'what,' 'where' and 'when' concerning these deployments; the next and more important step is to continue to pose the important questions 'how,' 'why' and 'so what' in regard to the RCN's experience in the Canadian north.

Some parameters behind the list require explanation. Most important, 'North' has been defined as any deployment beyond Lilliniq Island at the southern entrance of Hudson Strait in the east, and past the Diomed Islands in the Bering Strait in the west. Although MARPAC designated some deployments as 'NORPLOYs' in the mid-1970s, these took place along the

RCN/Public Archives Canada



✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱ ✱

HMCS *Cedarwood* – June 14, 1949.

Launched in 1941 at Lunenburg, NS as the MV *J. F. Kinney*, this vessel was taken up for war service with the Royal Canadian Army Service Corps and renamed the *General Schmidlin* to apparently supply army detachments at scattered harbours in the Maritimes and Newfoundland. She was commissioned into the RCN in 1948 for oceanographic survey duties on the west coast and renamed *Cedarwood*. She was paid off on October 19th, 1956 and in 1958 was fitted with paddle wheels to play the role of the steamer *Commodore* during BC's centennial celebrations. She was the first Canadian naval vessel to deploy to the Arctic, doing so in 1949. It was her one and only visit.

southern coast of Alaska, and, as with the numerous operations along the coast of northern Labrador, have not been included. Similarly, several planned deployments that were cancelled for various reasons have not been listed. The survey only traces deployments by ships, and so does not include critical work such as that done by the navy clearance divers who worked on the Distant Early Warning (DEW) Line and other projects, and the communications personnel who manned naval radio detachments. Likewise, the exploits of individual sailors who played a pioneering role in expanding the navy's knowledge of the North—such as Commander C. T. Beard who accompanied the government's 1935 Arctic Patrol, Commodore O. C. S. Robertson who travelled the region in a USN icebreaker, blimp and two nuclear submarines, and Commander J. P. Croal, the naval staff's resident Arctic expert into the 1960s—have not been included.

The survey also does not incorporate the many Coast Guard vessels and CNAVs that routinely supported and acted as research partners to the RCN deployments. Finally, the survey only covers operations in the Canadian North, and thus excludes the many warships that ventured beyond the Arctic Circle in the Eastern Atlantic during the Second World War and the Cold War.

The survey is comprised of four sections. The first details the various deployments including their date, a basic description of their purpose and some of the locations visited during the operation—the goal is not to provide a history of the deployments, just to outline the basic information. The second section names the ships that have steamed the farthest into the High Arctic. The third and fourth sections break down the deployments by ship type and by individual ship; the former conveys that almost all of the types used by our navy—from

Second World War destroyers to modern frigates, aircraft carriers to minesweepers; AORs to submarines—have ventured North at one time or another; the latter, which totals 42 ships, shows that many, many sailors went with them.

As a final point, the author sees this as a 'living document' and recognizes that it may contain omissions and inaccuracies. He humbly requests that any veterans, analysts, historians or students of the North who have knowledge of other naval deployments to the North or comments about those listed, please inform Michael Whitby at michael.whitby@forces.gc.ca so that the list can be amended to make it as definitive as possible. The resultant product and supporting research will be deposited into the archives of the Directorate of History and Heritage, National Defence Headquarters, Ottawa.

Section One – Deployments

1949 – HMCS *Cedarwood*

- Western Arctic – July-August 1949.
- Chukchi Sea – Proceeded as far north as latitude 73° 15' North.
- Part of the joint Canadian-American Aleutian Scientific Expedition investigating, among other things, the challenges associated with operating submarines in the Arctic – in company with submarine USS *Baya* and other vessels.

1948 – HMCS *Magnificent*, *Haida* and *Nootka*

- Hudson Bay cruise – 2 to 28 September 1948.
- *Magnificent* proceeded as far as Hudson Bay Strait, *Nootka* and *Haida* continued into Hudson Bay to visit Wakeham Bay, Churchill and Coral Harbour.
- The Royal Navy was asked to provide a submarine for this and *Swansea's* 1949 deployment, but demurred.

1949 – HMCS *Swansea*

- 25 August to 15 September 1949.
- Frobisher Bay, Koojessin Inlet and Nuuk (formerly Godthaab), Greenland.
- Familiarization with Arctic conditions and scientific research.

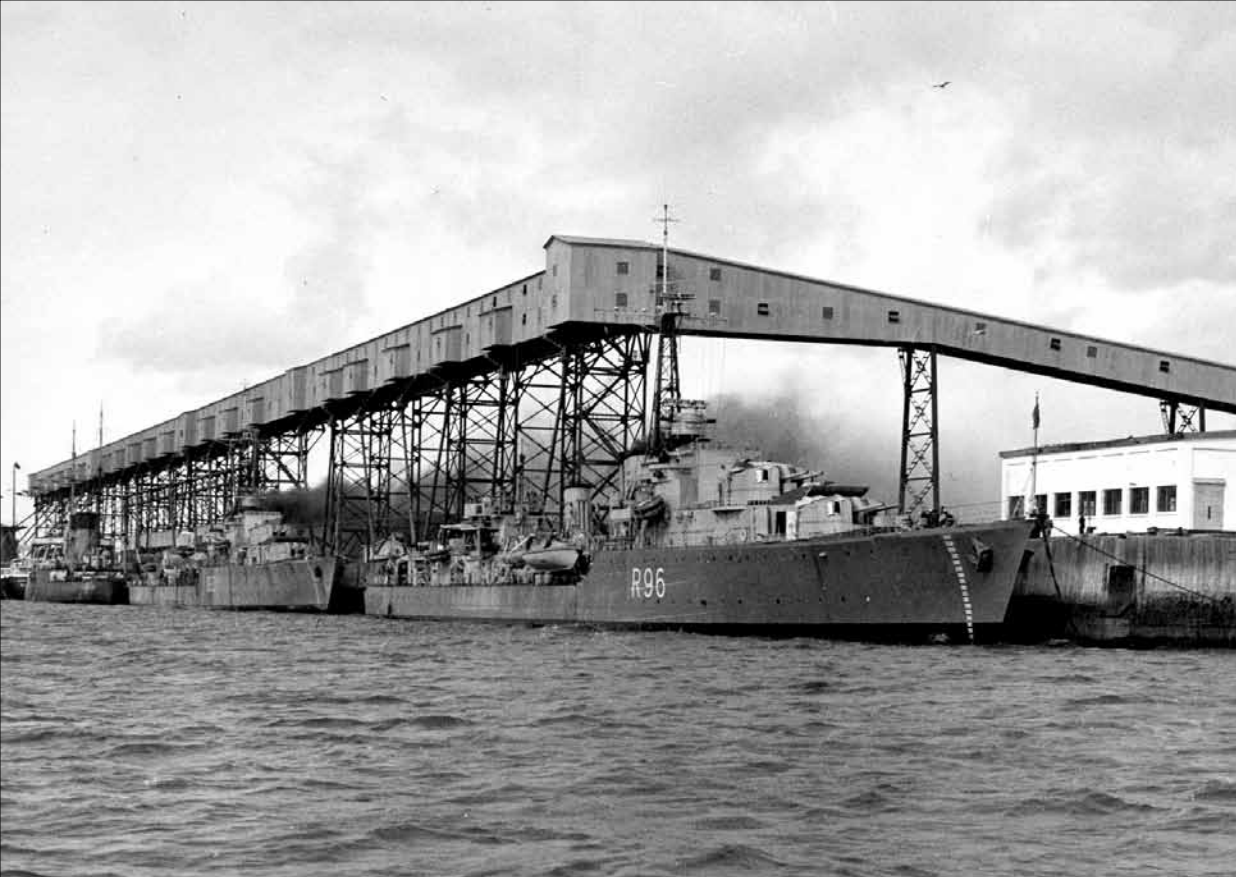
1954 – HMCS *Labrador*

- July-November 1954.
- Resolute, Craig Harbour, Alexandra.
- North of Arctic Circle from 28 July to 20 September (55 days).
- Transited Northwest Passage and completed first circumnavigation of North America.

1955 – HMCS *Labrador*

- July-November 1955.
- Supporting construction of DEW Line in Eastern Arctic.
- Foxe Basin, off Baffin Island.





HMCS Haida and Nootka – September 28, 1948.

Alongside at the National Harbour Board pier at Churchill, Manitoba are the destroyers HMCS Haida (G63) and Nootka (R96), first ships of the RCN to sail in Hudson Bay. Astern of Haida is the icebreaker N. B. McLean and the SS Great City, loading her second Churchill grain cargo of the season destined for England.

Photo HA-161 RCN/PAC
via Naval Public Affairs

★ ★ ★ ★ ★ ★ ★ ★

1956 – HMCS Labrador

- July-October 1956.
- Supporting construction of DEW Line in Eastern Arctic.
- Bellot Strait.

1957 – HMCS Labrador

- June-October 1957.
- Supporting construction of DEW Line in Eastern Arctic.
- Transited Bellot Strait.
- Recovered the anchors of HMS Fury from Franklin Expedition.

1961 – HMCS Cap de la Madeleine

- August-September 1961.
- Frobisher Bay – to erect a communications facility on southern Baffin Island.

1961 – HMC Ships Bonaventure, Restigouche, St. Croix, Haida, Algonquin, Huron, HMS Aurochs and USS Neosho

- Ex TRAPLINE: 2 to 8 October 1961.
- Entrance to Hudson Strait and Ungava Bay – ASW exercise AUROCHS was from 6th Submarine Squadron on loan to RCN, while USS Neosho was a fleet oiler lent to the RCN for this op.

1962 – HMC Ships La Hullose, Buckingham, Lauzon and Swansea

- August-September 1962.
- Transited Hudson Strait for port visits to Churchill and Port Harrison.
- UNTD cruise.

1970 – HMC Ships Protecteur, Skeena, Annapolis, Fraser, Terra Nova, Ojibwa and Okanagan

- NORPLOY 70: 28 July-31 August 1970.
- Carried out in two stages: first, was a series of port visits in Hudson Bay/Hudson Strait area; second, was MARCOT 2/70, a six-day A/S exercise in Frobisher Bay and Labrador Sea.
- Protecteur put into Churchill, Rankin Inlet, Coral Harbour and Frobisher.
- Annapolis put into Frobisher Bay, Rankin Inlet and Coral Harbour.
- Skeena put into Churchill, Rankin Inlet, Chesterfield Inlet and Wakeham Bay.
- Fraser, Terra Nova, Ojibwa and Okanagan deployed only for MARCOT 2/70.

1971 – HMCS Preserver, Margaree and Assiniboine

- August-September 1971.
- Frobisher Bay and Nuuk, Greenland.

1972 – HMCS Protecteur, Yukon, St. Laurent, Fraser and Onondaga

- NORPLOY 72: 1-17 August 1972.
- Lower Davis Strait and Hudson Strait—exercising A/S capability in northern waters.
- Fraser put into Lake Harbour and Wakeham; St. Laurent, Koartac; and Yukon did port visit to Nuuk, Greenland.
- Intent was for Onondaga to head into upper Davis Strait but larger than expected ice concentrations limited her to lower Davis Strait and Hudson Strait.

HMCS *Labrador*

Date and location unknown.

RCN/Public Archives Canada

* * * * *



1973 – HMCS *Protecteur*

- NORPLOY 73: August-September 1973.
- Pond Inlet, Mackinson Inlet, Grise Fjord, Resolute Bay, Beechy Island and Iqaluit.

1974 – HMCS *Preserver*, *Saguenay* and *Assiniboine*

- NORPLOY 74: 6-29 August.
- Hudson Strait / Hudson Bay.
- *Saguenay* operated independently and visited St. Anthony, Chesterfield Inlet, Rankin Inlet and Churchill.
- *Assiniboine*: Eskimo Point, Churchill, Frobisher Bay and Resolution Island.

1975 – HMCS *Protecteur*

- NORPLOY 75: 6 August-18 September 1975.
- Port Burwell, Lake Harbour, Wakeham Bay, Cape Dorset, Poyungnituk, Iruijivik, Sugluk, Arctic Bay and Resolute.
- Replenishing “303 Ball Ammunition” for Canadian Rangers – scientific research.

1977 – HMCS *Preserver*, *Ottawa* and *Assiniboine*

- NORPLOY 77: 1 August-9 September 1977.
- Hudson Strait, southern shore of Baffin Island, Eskimo Point, Pritzler Harbour, Lake Harbour, Cape Dorset, Lancaster Sound, Resolute Bay and Barrow Strait.
- Scientific study and logistical support to PPCLI during Ex NORTHERN VIKING.

1978 – HMCS *Protecteur*

- OP BOXTOP II: 13 July-4 August 1978.
- Sealifting 1,100 tons of stores from Montréal to Thule, Greenland for onward transit for CFB Alert.

1979 – HMCS *Preserver*

- NORPLOY 79: 3-24 August 1979.
- Lancaster Sound to Radstock Bay.
- Forced to terminate operation due to deteriorating ice conditions and engineering problems.

- *Cormorant* was scheduled to accompany NORPLOY 79 but forced to cancel due to engineering problems; gear and personnel transferred to *Preserver*.

1982 – Cancelled

- *Cormorant* sailed for an Arctic deployment in August but forced to abandon that part of the operation due to engineering problems and instead conducted CANLANT patrol off Labrador.
- *Protecteur* also assigned to conduct NORPLOY but had to cancel due to lack of availability of helicopter.

1986 – HMCS *Cormorant*

- NORPLOY 86.
- Northern reaches of Lancaster Sound, Clyde River, Nanisivik, Arctic Bay, Pond Inlet.
- Each of *Cormorant*'s three Northern deployments were supported by CNAV *Quest*.

1987 – HMCS *Okanagan*

- Operational Surveillance Patrol: 14 September – 2 October 1987.
- Hudson Strait.

1988 – HMCS *Cormorant*

- NORPLOY 88: 3 August – 15 September 1988.
- Iqaluit, Pond Inlet, Bylot Island, Nuuk (Greenland).
- Acoustic research along edge of and into ice pack.

1989 – HMCS *Cormorant*

- NORPLOY 89: 21 August – 5 October 1989.
- Lancaster Sound, Grise Fjord and Nanisivik.
- Military ops and scientific research—ice punched a hole in *Cormorant*'s hull.

1989 – HMCS *Preserver*, *Annapolis* and *Fraser*

- Ex ICE EDGE 89: to exercise ASW against SSN in ice conditions USS *Sturgeon* (SSN-637) provided the opposition.
- Near the edge of the polar ice in Davis Strait.



HMCS *Cormorant* – Diving
Support Vessel, June 10, 1995.

hipfax@mac mackay

* * * * *

2002 – HMCS *Goose Bay* and *Summerside*

- NORPLOY 02: 22 July – 15 August 2002.
- Kimmirut, Iqaluit and Resolution Island.
- The inaugural OP NARWHAL exercise with JTF North.

2004 – HMCS *Montréal* and *Goose Bay*

- Ex NARWHAL 04 – August 2004.
- *Montréal*: Iqaluit, Pangnirtung Fjord, Cumberland Sound.
- *Goose Bay*: first MCDV to cross the Arctic Circle (29 August 2004) – *Goose Bay* then re-crossed with *Montréal* on 30 August.

2005 – HMCS *Fredericton*, *Glance Bay* and *Shawinigan*

- August-September 2005.
- *Fredericton* deployed as a contingency fuel resupply asset for two MCDVs and conducted an Arctic FISHPAT in Davis Strait.
- Nuuk, Greenland, Clyde River, Pond Inlet—reached 74°19' North, which AHR says was “highest latitude for a CPF.”
- *Glance Bay* and *Shawinigan* on Ex-HUDSON SENTINEL in Hudson Bay.
- *Shawinigan*: Arviat Harbour, Rankin Inlet, Coral Harbour and Cape Dorset.
- *Glance Bay*: Whale Cove, Rankin Inlet and Chesterfield Inlet.

2006 – HMCS *Montréal*, *Goose Bay* and *Moncton*

- OP LANCASTER: 12-25 August 2006—“patrol of Arctic waters.”
- *Montréal*: Nuuk, Greenland, Iqaluit, Pond Inlet.
- *Moncton*... Iqaluit, Dundas Harbour, Pond Inlet.
- *Moncton* reached 76° 31.4381' North, “...entered now in the Historical Report as the furthest north of any vessel currently in service with the Navy.”

2007 – HMCS *Corner Brook*, *Fredericton* and *Summerside*

- Op NANOOK: August 2007.
- Iqaluit.
- *Fredericton* and *Summerside* conducted boarding exercises and A/S serials with *Corner Brook*.
- *Fredericton* last minute replacement for *Toronto* due to engineering problems.

2008 – HMCS *Toronto* and *Shawinigan*

- OP NANOOK: August 2008.
- Frobisher Bay.

2009 – HMCS *Toronto* and *Corner Brook*

- OP NANOOK 09: August 2009.
- Davis Strait, Frobisher Bay.
- Amphibious exercise with CCGS *Pierre Radisson*, A/S exercise.
- *Glance Bay* sailed for NORPLOY 09 but forced to abandon deployment before reaching northern waters due to engineering problems.

2010 – HMCS *Montréal* and *Goose Bay*

- OP NANOOK 10: 3 August – 2 September 2010.
- *Montréal*: Groenedale and Nuuk, Greenland. Nanisivik and Grise Fjord (AHR says furthest North of any CPF).
- *Goose Bay*: Iqaluit, Pond Inlet and Nanisivik—in company with USCG *Alder*, later joined by HMDS *Rasmussen*.

2011 – HMCS *Summerside*

- OP NANOOK 11: August 2011.
- Iqaluit, LAV site on Baffin Island, Qikiqtarjuaq.
- Accompanied by USCG *Willow*.
- Conducted a FISHPAT off Frobisher Bay.
- Did ‘Relief-in-Place’ with crew of *Goose Bay*.

2012 – HMCS *St. John’s*

- OP NANOOK 12: 7 – 31 August 2012.
- Nuuk, Greenland, Cape Dorset, Churchill, Frobisher Bay.
- Exercised with HDMS *Triton*.

2013 – HMCS *Shawinigan* and *Summerside*

- OP NANOOK 13.
- *Summerside* conducted hydrographic surveys for Canadian Hydrographic Services (CHS), charting and surveying for deep sea shipping at Milne Inlet in preparation of mine shipments out of Mary River.

HMCS *Summerside* – MCDV in the Davis Strait during Op NANOOK 11 on 16 August 2011.

RCN/Department of National Defence

★ ★ ★ ★ ★ ★ ★



2014 – HMCS *Kingston* and *Shawinigan*

- OP NANOOK 2014, OP QIMMIQ 2014.
- Iqaluit, Erik Harbour.
- *Shawinigan* reached latitude of 80° 28' N — this has been recognized as the furthest north by any Canadian warship. She also did a SAR scenario with HDMS *Triton* and HDMS *Knud Rasmussen*.
- *Kingston* was assigned to the Victoria Strait search for the lost ships of the Franklin Expedition but pack ice prevented her transit to the search site. She instead executed hydrographic surveys on behalf of CHS in Milne Inlet and Eclipse Sound.

Section Two

Farthest North: (Not yet verified through log books)

- 2014 – HMCS *Shawinigan* reached 80° 28' North.
- 1954 – HMCS *Labrador* reached 79° 58' North.
- 2006 – HMCS *Moncton* reached 76° 31.4381' North.

Section Three

Deployments by Type:

- | | |
|------------|-------------|
| • AGSC – 1 | • DD – 5 |
| • AOR – 10 | • DDE – 4 |
| • ASL – 3 | • DDH – 13 |
| • AW – 4 | • FF – 7 |
| • CPF – 8 | • MCDV – 16 |
| • CVL – 2 | • SSK – 6 |

Section Four

Deployments by Individual Ships:

- | | |
|------------------------------|----------------------------------|
| • <i>Preserver</i> – 5 | • <i>Buckingham</i> – 1 |
| • <i>Protecteur</i> – 5 | • <i>Cap de la Madeleine</i> – 1 |
| • <i>Goose Bay</i> – 4 | • <i>Cedarwood</i> – 1 |
| • <i>Labrador</i> – 4 | • <i>Glace Bay</i> – 1 |
| • <i>Shawinigan</i> – 4 | • <i>Huron</i> (DE) – 1 |
| • <i>Summerside</i> – 4 | • <i>Kingston</i> – 1 |
| • <i>Assiniboine</i> – 3 | • <i>La Hullose</i> – 1 |
| • <i>Cormorant</i> – 3 | • <i>Lauzon</i> – 1 |
| • <i>Fraser</i> – 3 | • <i>Magnificent</i> – 1 |
| • <i>Montréal</i> – 3 | • <i>Margaree</i> – 1 |
| • <i>Annapolis</i> – 2 | • <i>Moncton</i> – 1 |
| • <i>Corner Brook</i> – 2 | • <i>Nootka</i> – 1 |
| • <i>Fredericton</i> – 2 | • <i>Ojibwa</i> – 1 |
| • <i>Haida</i> – 2 | • <i>Onondaga</i> – 1 |
| • <i>Okanagan</i> – 2 | • <i>Ottawa</i> (DDE) – 1 |
| • <i>Swansea</i> – 2 | • <i>Restigouche</i> – 1 |
| • <i>Toronto</i> – 2 | • <i>Saguenay</i> – 1 |
| • <i>Algonquin</i> (DDE) – 1 | • <i>Skeena</i> – 1 |
| • <i>Bonaventure</i> – 1 | • <i>St. Croix</i> – 1 |
| | • <i>St. John's</i> – 1 |
| | • <i>St. Laurent</i> – 1 |
| | • <i>Terra Nova</i> – 1 |
| | • <i>Yukon</i> – 1 |



THE ADMIRALS' MEDAL FOUNDATION

The Admirals' Medal Foundation exists to provide public recognition to the significant personal contributions of individuals to Canadian maritime affairs. A rich maritime heritage representing the contributions and achievements of many pioneers over the years reflects the geographical fact that Canada has the longest coastline of any nation in the world and vast areas of maritime interest.

We Canadians are increasingly aware that a large portion of our prosperity stems from our ability to use the oceans to engage in international trade and to harvest our resources at sea, be they minerals, fish or other maritime assets. For these reasons, Canadians have been prepared to protect national maritime interests both in times of peace and times of war.

Our maritime heritage now benefits from the contributions of a new generation of Canadians who display initiative and skill in advancing maritime affairs, operations and research. Their outstanding achievements whether through science, technology, academic studies or the application of personal maritime skills are worthy of special recognition.

THE ADMIRALS' MEDAL

The Admirals' Medal (established in 1985 in conjunction with the 75th anniversary of the Naval Service of Canada) provides a means by which outstanding achievements in Canadian maritime activities can be publicly recognized. The name of the medal is associated with the diverse achievements of three distinguished men, now all deceased. Their outstanding personal perform-

ance illustrates how individuals can make a permanent and significant impact on the development of maritime affairs in Canada.

A group of prominent Canadians with backgrounds in various maritime fields serve on the Awards Committee and make the award annually, except when no qualified recipient is nominated.

NOMINATIONS

The Foundation invites nominations for the award of the Admirals' Medal. Individuals and organizations who are in a position to identify outstanding achievement in the wide range of maritime affairs are urged to submit nominations. Nominees need not be members of any organization or a member of the nominating organizations. A list of recipients can be found at:

<http://www.navy-marine.forces.gc.ca/en/about/in-depth-admirals-medal-recipients-page>

Nominations close on the 1st of March annually and should be made by letter with the attached nomination form fully completed. Please include relevant biographical information, a brief description of the work, achievement or display of practical skill that it is proposed to recognize, along with the name of the individual or organization submitting the recommendations.

Nominations and all correspondence related to the Admirals' Medal should be addressed to:

Executive Secretary

The Admirals' Medal Foundation

PO Box 505, Ottawa ON K1P 5P6

Email: Richard.Gimblett@forces.gc.ca

Telephone: (613) 971-7696

Fax: (613) 971-7677



The briefing room

Assorted items of interest



NAC Endowment Fund gives WWII and Korean War vets a Lift in Victoria.



Michael Morris (far right) NAC Vancouver Island President, presents The Lodge at Broadmead in Victoria with a cheque for \$6,500 on behalf of the NAC Endowment Fund. Shown receiving the cheque is John Mason, a WWII veteran and resident of the Lodge at the Broadmead Veterans Health Centre while Geri Hinton, NAC-VI board member and Broadmead supporter, looks on.

The funds will be used to outfit veterans' rooms with overhead ceiling lifts which make transferring less stressful, more dignified and comfortable to the veterans while easing the strain on caregivers. The Broadmead Care Society (known as Broadmead Care) provides day programs and residential care for hundreds of veterans and seniors at The Lodge at Broadmead and Veterans Health Centre as well as forty adults with disabilities at Nigel and Harriet House every year. It is a Canadian registered Charity (1292 90383 RR0001).

Broadmead Care CEO, Dave Cheperdak is very grateful for the contribution: "The overhead lift campaign goal is to raise over \$1 million to outfit every resident's room with a ceiling lift. The members of the Naval Association of Canada have once again come through as some of our veterans' strongest supporters. Thank you!" The Lodge has 115 of its 229 residential care beds reserved as 'priority access beds' for WWII and Korean War veterans. The Veterans Health Centre provides day programs including geriatric assessment, respite care to provide caregivers at home a rest and a bath program. The VHC serves 160 clients per week and there is an average wait list of 80 veterans for admission into the program.

Michael Morris, NAC Victoria

One Navy, One Mission – RCN Merges Regular and Reserve Forces

The RCN prides itself on its culture and traditions. It is woven into the fabric of every sailor upon indoctrination into the fleet. For a long time, the Navy was separated into Regular Force and Reserve components, each developing its own culture and way of doing things. Things

have changed, however, and the Navy is now merging the Regular and Reserve Force into one RCN.

"Over the past few years, we have had to take a look back and reevaluate the Navy's mission and the way we do business," said Vice-Admiral Mark Norman, Commander RCN. "In order to maintain our objectives and the effective use of all our platforms, we decided it was best to combine Regular and Reserve Force members to crew ships."

It's a decision that has caused some concern about a clash of cultures. How would full-time and part-time sailors respond to being asked to work in one another's environment?

The question is being answered, in part, by the hybrid crew aboard HMCS *Athabaskan*. The ship recently sailed on Operation CARIBBE—Canada's contribution to the multinational, interagency effort to conduct counter-narcotics operations along the Central and South American coasts. "We have eight Reserve members among our junior ranks aboard the ship," said CPO1 David Steeves, Coxswain of *Athabaskan*. "They have been a fantastic addition to the team and are doing great work."

One such Reserve member is Resource Management Support Clerk, LS Marilou Villeneuve. While her home unit is HMCS *Montcalm* in Québec City, she has been attach-posted to *Athabaskan* to support Op CARIBBE. "When I arrived, one of my first concerns was how I would be received on the ship," admits LS Villeneuve. "But those concerns disappeared as soon as I began to interact with the crew."

The Chiefs & Petty Officers have remarked on our enthusiasm for the job," LS Villeneuve adds. "I have learned so much while on this ship and I would recommend to any member of the Reserves to get themselves onto a destroyer or a frigate."

While there was an initial concern about a clash of cultures, the sailors on board *Athabaskan* are coming together to forge themselves into one team, exemplifying what it means to be One Navy, unified under one mission.

The Maple Leaf, November 2013

My ship's bigger than your ship!



HMAS *Canberra* during trials.

HMAS *Canberra* and her sister ship *Adelaide* are the two largest ships ever to serve in the RAN. Costing about \$2.5 Billion (USD), the ship's design is based on the Spanish amphibious assault ship *Juan Carlo I* and built by Spanish shipbuilder Navantia and BAE Systems Australia.

Weighing in at 27,831 tonnes, the two Amphibious Assault Ships, otherwise known as a Landing Helicopter Dock (LHD) are 230.8 metres in overall length with a beam of 32 metres.

Aw but wait ... not to be outdone, the Royal Navy had their own 'hurrah moment' on the 4th of July 2014 when HRH Queen Elizabeth II officially named the lead ship of the new Queen Elizabeth-class aircraft carriers, HMS *Queen Elizabeth II*.

Ministry of Defence UK



HMS *Queen Elizabeth II* floats off for the first time in July 2014.

Weighing in at a whopping 65,000 tonnes and 280 metres in length she wins the tonnage race for now. The first of a class of two such carriers, the largest vessels ever to serve in the RN, she is expected to enter service 2020 at a current budget of £6,200m for both ships! (*And all we want is a few little Arctic Offshore Patrol Ships and a supply ship or two ... sigh! Ed.*)

Endowment Fund Presentation - Winnipeg



Ron Skelton (left) President NOAC Winnipeg Branch, presents Jerry Dawson, Chairman of the Naval Museum of Manitoba, with a Naval Association of Canada Endowment Fund cheque for \$3,000. The cheque will be put toward the support of an educational travelling display of the RCN destroyers involved in the Korean conflict (1950-53) which is now under development.

Bronze Medallion Presentation - Winnipeg



Ron Skelton (right) President NOAC Winnipeg Branch, presents Ed Wilson with his Bronze Medallion recently. Ed, currently a member of Winnipeg Branch has been a member of both the Calgary and Winnipeg Branches of the NOAC over the years. Beginning as a Sea Cadet in RCSCC *John Travers Cornwell VC*, and advancing as an officer to the extent he was eventually awarded his CD*, Ed has given many years of service to both the Sea Cadets and the Navy League of Canada. **Congratulations Ed!**

French Legion of Merit awarded to Thunder Bay Member

A presentation was held in the O'Kelly VC Armory in Thunder Bay, Ontario on November 13th, 2014, when the French Legion of Honour Medal was presented to the son of the late-Jamie Crooks', Jim Crooks. Jamie passed away shortly after hearing he had been awarded the medal.



Jim Crooks (left) receives the French Medal of Honour on behalf of his late father, NOAC Thunder Bay Branch member James (Jamie) Crooks, from John Raferty the Member of Parliament for Thunder Bay – Rainy River, Ontario.

The action for which Jamie Crooks was awarded the medal reads, in part, as follows: "Lieutenant-Commander (Ret'd) James (Jamie) Crooks

served in the corvette HMCS *Camrose*. The ship's task was to ferry Mulberry units (to be used in the construction of the artificial break-wall) from the south of England to the beaches of Normandy, starting on D-Day+1. The *Camrose* and her sailors carried out this task for the week following D-Day, after which they took part in antisubmarine patrols off the beaches of Normandy along the southwest approaches."

Anne Zuliani, NOAC Thunder Bay Branch

NAC Endowment Fund cheque is presented to The Crow's Nest Club in St. John's, Nfld.



NLNAC Branch President Lorne Wheeler presented Margaret Morris, NLNAC member and first female President of the Crow's Nest Officers Club [See sidebar] in St. John's, Nfld. with a cheque from the Naval Association of Canada Endowment Fund in the amount of \$3,000. The cheque will be used to assist with much needed upgrades to the Club.

Other members of the NLNAC Board in the photo are (L to R): Ernest Reid, QC, Dr. Wayne Ludlow, Dr. Ed Williams representing NAC, Morris Wheeler, Robert Jenkins, Vice-President of NLNAC and Robert Andrews, QC, Past President of NLNAC.

Ed Williams, NLNAC Branch

Annapolis still afloat...

Despite plans for the sinking of the former destroyer *Annapolis* as an artificial reef—having been granted a permit by Environment Canada to sink her on January 17th, the Artificial Reef Society of BC has again been forced to cancel the event.

A group of citizens from Halkett Bay, BC, recently commenced legal proceedings to halt the sinking. Consequently, the court issued a temporary order to prohibit the ARSBC from proceeding with the sinking until a full court hearing can be held to determine whether the project will be delayed to allow for a full review of the Environment Canada permit. That court hearing was scheduled to take place on January 27th.

The group had planned to sink the hull as an artificial reef as early as 2012, however success continues to evade the group.

CBC News

THE CROW'S NEST



During World War II, St. John's, Nfld., acted as the springboard for merchant convoys and their corvette protectors on their journey across the North Atlantic. On January 27th, 1942, The Crow's Nest was established as a hideaway for seagoing naval officers. The club was located on the vacant top floor of an old warehouse located near the harbour; the annual fee was one dollar per year. It was, and still is, accessible by climbing fifty-nine steps up a narrow stairway.

During the war, the "Seagoing Officers' Club" became famous for its relaxing qualities. As a memento before entering the theatre of war, many visitors would scratch the name of their ship on the walls. It was decided to allot four square feet to every ship. These four feet could be used as each ship pleased and the ships' plaques and insignia started to arrive. These colourful works of art still adorn the walls today.

Seventy years since, its establishment is known worldwide. It has become a museum containing hundreds of military and naval artifacts. Its membership comprises naval officers, serving and retired and their families, as well as others who enjoy and wish to preserve the memories of The Crow's Nest during World War II and its significance to St. John's.

The Crow's Nest is considered a significant structure by the Royal Canadian Navy. It was recognized as a Heritage Structure in 1990 by the Heritage Foundation of Newfoundland and Labrador and as a place of National Historic Significance in 2014.

With thanks to Ed Williams, NLNAC Branch

RCN cap tallies ... lost but not forgotten!

By Bill Dziadyk, NAC Ottawa

Over the years, many of you will have admired the collection of Royal Canadian Navy cap tallies mounted in the display case in the Main Bar of the HMCS *Bytown* Wardroom in Ottawa. The *Bytown* History records the 1975 genesis of this important Canadian naval heritage collection:

"...the Mess Manager, Bob Sharpe, himself a fixture in the establishment, had collected a number of cap tallies ... and started a display to which newly found cap tallies were added over subsequent years..."

("The HMCS *Bytown* Wardroom Mess History" is still available in the *Bytown* Wardroom bar at \$15.00 each. The photo below is from this book.)



Over the forty years since the *Bytown* Mess History was written, Bob Sharpe's collection has grown to almost 200 cap tallies.

If you have been lucky enough to share a couple of pints and salty dips at *Bytown*, you have likely noticed that the amalgamation of three display cases is in need of repair and overhaul. HMCS *Bytown* has initiated a project to build or acquire a new display case and to take the opportunity to add missing tallies to our collection. We have one of the largest collections of RCN cap tallies; however there are still quite a few that should also be included in our collection. Hence the reason for writing this short article. We are requesting that Naval Association of Canada members search through their stored away ditty bags, sea bags, attic trunks and the hidden corners of desk drawers for any cap tallies they would consider donating to the HMCS *Bytown* collection. We will accept duplicates of those already mounted since we plan to use these as trades to acquire certain tallies from other collections.

The tallies we are actively searching for are listed in the adjoining column. If anyone has cap tallies to donate to our collection and are in town, please drop them off at the Mess Manager's office. Or you can mail them to: Bill Dziadyk, Heritage Officer, HMCS *Bytown* Wardroom, 78 Lisgar Street, Ottawa ON K2P 0C1.

H.M.C.S. ANNAN	R.C.N.V.R. CARTIER
H.M.C.S. ARMENTIERES	R.C.N.V.R. CHARLOTTETOWN
H.M.C.S. BLAIRMORE	R.C.N.V.R. EDMONTON
CANCOMCORTRON FIVE	R.C.N.V.R. MONTREAL
CANCOMCORTRON THREE	R.C.N.V.R. PORT ARTHUR
CANCOMFLT	R.C.N.V.R. PRINCE RUPERT
H.M.C.S. COLLINGWOOD	R.C.N.V.R. QUEBEC
H.M.C. DESTROYERS	R.C.N.V.R. REGINA
H.M.C.S. DRUMMONDVILLE	R.C.N.V.R. SAINT JOHN
H.M.C.S. FORT WILLIAM	R.C.N.V.R. SASKATOON
H.M.C.S. GANANOQUE	R.C.N.V.R. VANCOUVER
H.M.C.S. GODERICH	R.C.N.V.R. WINDSOR
H.M.C.S. GUELPH	R.C.N.V.R. WINNIPEG
H.M.C.T.B. GRILSE	R.N. CANADIAN VR
H.M.C.S. HALIGONIAN	R.N.C.V.R.
H.M.C.S. HALLOWELL	R.N.C.V.R. (*) ATLANTIC
H.M.C.S. KENORA	R.N.C.V.R. (*) CENTRAL
H.M.C.S. LEASIDE	R.N.C.V.R. PACIFIC
H.M.C. MINESWEEPERS	ROYAL CANADIAN NAVY
H.M.C.S. MAHONE	H.M.C. SUBMARINES
H.M.C.S. MALPEQUE	H.M.C.S. SARNIA
H.M.C.S. MEDICINE HAT	H.M.C.S. ST. ANTHONY
H.M.C.S. MILLTOWN	H.M.C.S. ST. BONIFACE
H.M.C.S. MONTREAL	H.M.C.S. ST. CHARLES
H.M.C.S. NANOOSE	H.M.C.S. ST. HYACINTHE
H.M.C.S. NOOTKA	H.M.C.S. ST. JOHN
H.M.C.S. PORT HOPE	H.M.C.S. SWIFT CURRENT
H.M.C.S. PORTE SAINT JEAN	H.M.C. TR. 25
H.M.C.S. REINDEER	H.M.C.T.B. TUNA
H.M.C.S. RIDEAU	H.M.C.S. WENTWORTH
R.C.N.R.	H.M.C.S. WESTMOUNT
R.C.N.V.R.	H.M.C.S. WILDWOOD
R.C.N.V.R. CALGARY	

We are also searching for any pre-WWII pattern tallies. These cap tallies can be identified by the period or dot "." which is embroidered immediately after the name of the ship. Here are some pre-WWII pattern tallies we are searching for:

H.M.C.S. CHAMPLAIN.	H.M.C.S. PATRIOT.
H.M.C.S. FRASER.	H.M.C.S. RAINBOW.
H.M.C.S. MONTREAL.	H.M.C.S. RESTIGOUCHE.
H.M.C.S. NADEN.	H.M.C.S. SAGUENAY.
H.M.C.S. NIOBE.	H.M.C.S. SKEENA.
H.M.C.S. NOOTKA.	H.M.C.S. STADACONA.
H.M.C.S. OTTAWA.	H.M.C.S. VENTURE.

War of 1812 Bicentennial ... gone but not forgotten!

By Robert Williamson

The month of January 2015 marks the end of the commemoration of the Bicentennial of the War of 1812. In all likelihood, the occasion will quietly fade away despite the fact that it represents a period of history that played an important role in the future of North America, preserved Canada's identity, gave us two hundred years of peace along the longest undefended border in the world and fostered three popular musical compositions.

The whole complexion of the War of 1812 began to change after May 5th, 1814, when the European war that had engrossed Great Britain for several years came to an end. Napoleon, the French dictator, surrendered and was banished to the Island of Elba. Wellington's seasoned British troops were gradually made available to strategically threaten the United States and force their government to negotiate a peaceful end to the war in North America.

We can say that the final chapter of the war began with the Battle of Lundy's Lane, fought on July 25th, 1814. By bringing vital reinforcements from Kingston, the British naval squadron helped to repel the last American invasion of Canada. Alexander Muir, living in Toronto, wrote the following lyrics in 1867 to commemorate the victory at Lundy's Lane. His composition was intended as a Canadian confederation anthem. Here is the second of three verses:

*"At Queenston Heights and Lundy's Lane,
Our brave fathers side by side,
For freedom homes and loved ones dear,
Firmly stood and nobly died.
And those dear rights which they maintained,
We swear to yield them never.
Our watchword evermore shall be,
The Maple Leaf Forever."*

In August and September 1814, the British put into effect a series of amphibious counter attacks using the powerful Royal Navy to support invasions directed against the populous heart of the United States. This scare tactic took the form of a three-pronged attack: from Lower Canada (Québec) in the north down Lake Champlain, along the Atlantic seaboard (Washington and Baltimore) in the east and against New Orleans in the south.

Francis Scott Key, as an eye witness to the Battle of Baltimore at Fort McHenry, wrote this poetic description on September 14, 1814. The words were set to music originally intended as a British Men's Club song composed by Englishman, John Stafford Smith. It later became the American National Anthem:

*"O' say can you see by the dawn's early light,
What so proudly we hailed at the twilight's first gleaming,*

*Whose broad stripes and bright stars through the perilous fight,
O'er the ramparts we watched were so gallantly streaming?
And the rockets red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there;
O' say does that star-spangled banner yet wave,
O'er the land of the free and the home of the brave?"*

To say the least, the war had a bizarre ending. Although the peace treaty was signed on December 24th, 1814 in Ghent, Belgium, the American commissioners, returning home to Washington by ship, arrived with the agreement six days after the news that the Americans had achieved a great victory at the Battle of New Orleans on January 8th, 1815. Trans Atlantic communication being what it was back then, the battle unwittingly took place after the peace had been signed. Nevertheless, overwhelmed with joy and ignoring the ambiguity of the details, the United States had cause to assume that they had won the war.

This popular folksy ballad performed by Johnny Horton in 1959, renders a reasonably accurate account of that battle:

*In 1814, we took a little trip,
Along with Colonel Jackson down the mighty Mississippi.
We took a little bacon and we took a little beans,
And we caught the Bloody British in a town called
New Orleans.*

*We looked down the river and we see'd the British come,
And there must have been hundreds of 'em beating on the drum.
They stepped so high and they made their bugles ring,
We stood beside our cotton bales and didn't say a thing.*

*'Old Hickory' said we could takem 'em by surprise,
If we didn't fire our muskets 'till we looked 'em in the eye.
We held our fire 'till we see'd their faces well,
Then we opened up our squirrel guns and really gave 'em!*

*Well ... we fired our guns and the British kept a comin',
There wasn't nigh as many as there was a while ago.
We fired once more and they all began a runnin',
On down the Mississippi to the Gulf of Mexico.*

Like the Canadians at Lundy Lane in the defence of their country, the American perception was that having repelled the enemy invasions, they had won the war. Those sentiments were clearly conveyed for the ages by both sides in the music of Alexander Muir, Francis Scott Key and Johnny Horton.

A SELECTION OF NAVAL NOTES

By Cecil Woods, World Ship Society, Vancouver, BC

♦ Meggitt Training Systems Canada has developed and constructed naval targets for the Royal Canadian Navy. These five-metre long boats called Hammerheads are used in live-fire target practices. On naval exercises late last year off San Diego, CA with ships from Canada, US, Norway and Chile, six Hammerheads from the frigate HMCS *Calgary* were deployed for all ships as very fast mobile targets. Modern naval warships may face swarms of fast inshore attack craft and the Hammerhead target boats give naval crews practice at dealing with these fast attack boats. Hammerhead was specifically designed to work in relatively rough conditions and is capable of speeds of up to 35 knots in sea state three (waves in excess of a metre in height) and even faster in calm waters. Thanks to Hammerheads portability and onboard control station, a ship can undertake target training, when and as conditions allow. Hammerheads can be outfitted with different payloads giving them the capability of acting in a range of differing targets. They are built to be destroyed in practice.

♦ The US Navy has christened its latest littoral combat ship LCS *Detroit*.

♦ France's DCNS will build four naval corvette frigates for the Egyptian Navy.

♦ A fire of unknown origin caused extensive damage to a Royal Australian Navy Armidale-class patrol ship while it was undergoing maintenance in Brisbane. The HMAS *Bundaberg*, 56 metres long, is of a class of 13 ships employed in fisheries protection, immigration, customs and drug law enforcement operations.

♦ The Royal Navy's oldest nuclear powered submarine, HM S/M *Tireless*, has been decommissioned. The hunter-killer class submarine was launched in 1984 and joins thirteen other nuclear submarines awaiting disposal at Davenport.

♦ Canada has purchased the blueprints from Germany to build two of the German Navy's Berlin-class supply ships. The FGS *Bonn* visited Halifax recently to give Canadian sailors an idea of the ships' capabilities. The Berlin-class were designed to refuel and resupply German navy frigates and destroyers at sea. The Canadian federal government's continuing cuts to military budgets is putting the building of these ships further forward in time.

♦ The Netherlands' navy replenishment ship *Amsterdam* (AOR A836) will be sold to the navy of Peru. AOR A836 is a Fast Combat Support Ship, 17,040 tons displacement, 166 m long and was commissioned in September 1995.

♦ The failure of France to deliver the Mistral-class ship *Vladivostok* to Russia may cause some financial pain as the Russians have said they may apply penalties against France in February 2015. Russia has now indicated that France cannot sell the ships to anyone else as some of the equipment on board is Russian-made and Russia will not approve the sale of their equipment.

♦ The USN's first supercarrier, USS *Forrestal*, was launched on December 11, 1954 and she was decommissioned on September 11, 1993. The navy offered the ship for preservation but no viable applications were received. The navy has announced the *Forrestal* has been sold for scrap for US\$0.01 to All Star Metals in Brownsville, Texas. Two other conventional carriers: ex-*Saratoga* (CV60) and the ex-*Constellation* (CV64) have been set for scrapping as well.

♦ Indian shipbuilder Mazagan Dock Ltd. is building six French-designed Scorpene submarines for the Indian navy. The Rubber Research Institute of India has developed a special silicone rubber formulation which is used in the nearly 800 rubber components employed in building the submarines, mainly in insulating and shock-absorbing material.

♦ The Swedish Saab Group has purchased the Swedish assets of ThyssenKrupp shipyard in southern Sweden. Saab is Sweden's major defence solutions company.

♦ As pirate activity in the Gulf of Guinea and West Africa continues, Nigeria is asking European navies to donate gun boats and small patrol boats they are not using.

♦ The Royal Navy engineers and designers of warships are now employing new technologies to design and build naval vessels. BAE Systems "Is using visualization technology to create full scale 3D ship models. Wearing a headset and using a laser tracking system and interactive wand, engineers can visually travel through the entire ship and view it from any angle. This technology enables engineers to view and test an entire ship before it's actually built. This means any engineering problems can be detected and solved."

♦ The Chinese navy has its first domestically designed aircraft carrier under construction. It is expected to be completed in six years. Two additional carriers are planned.



“This will have to do!”

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

Part 6 ~ Home for leave then off to war!

Following his sixty-days leave back home in McCreary, Manitoba, we now find Welland in Montréal boarding the SS Ausonia, the same liner he had sailed home in, to make his way back to Portsmouth and Whale Island to commence gunnery training. It was the Spring of 1939.

In Montréal, people crowded onto the dock; they were saying goodbye to the passengers high above them on board *Ausonia*. They tried to catch the streamers of paper thrown down from the ship. I didn’t have anyone on the wharf but it was a good way of saying farewell to Canada, to pitch the coloured ribbons.

By the time we passed Anticosti Island, I had recruited curly red-haired twins, from the Island of Jersey to help with the horse-racing (see part 5). “You can’t just hire one of us.” The arrangement cut into my profit, but it was the price of pacifying them—and their mother. The horses ran well for three days. Then the ocean cut-up. The twins got seasick, so did the customers. I made only £22, a month’s pay, a business failure of sorts and quite beyond my control. The red heads waved goodbye as I left the ship in Southampton.

CUT HIM OFF ON THE CONVOY SIDE

In Portsmouth I reported to the Gunnery School. Its proper name was HMS *Excellent*, but it was known as Whale Island or ‘Whaley.’ It was an island in Portsmouth harbour. From the days of Drake and Henry VIII, its business had been gunnery, it was still gun-

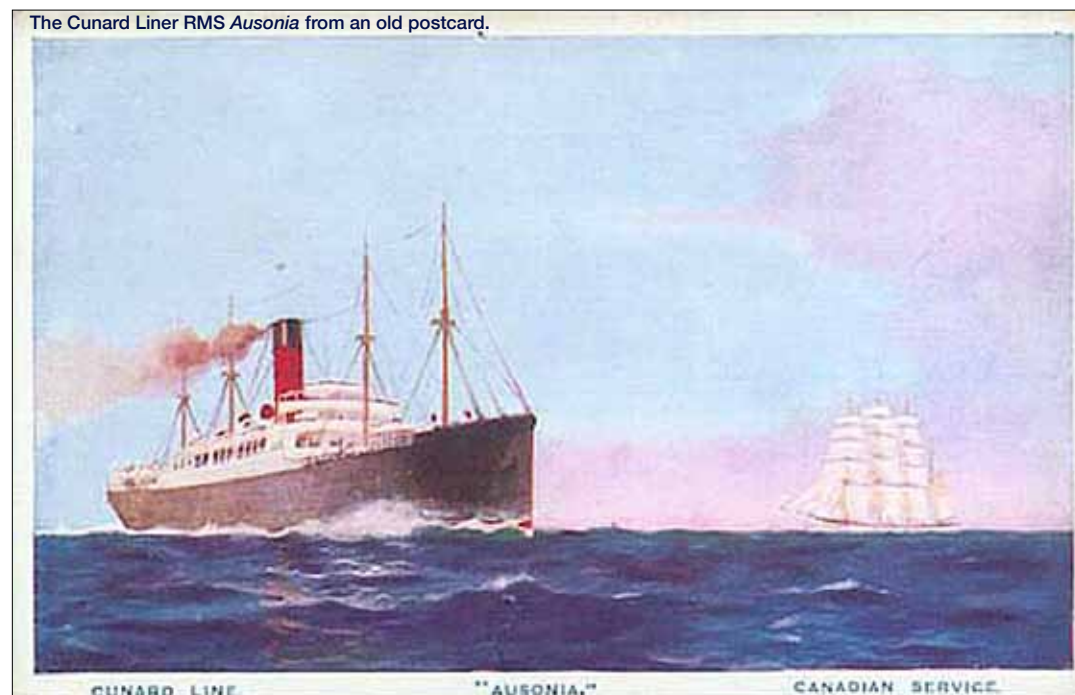
nery. In 1939, guns still took up most of the space in ships; guns decided whether it was a battleship or a motor torpedo boat. Specialist ‘gunnery officers’ had been deciding the nature of ships for hundreds of years. It was unfortunate they retained a lot of influence, as noted by Gus Agar and anyone who believed in aeroplanes.

The Chief Petty Officers of the gunnery department were the ‘Sergeant Majors’ of the navy; they taught us how to march, how to salute, how to address others. They were not universally loved; they had created an organization of their own in order to have any social life. ‘The Gunners Mate Friendly Society!’

Officers who chose the gunnery speciality were of two sorts: the first kind, and the most numerous, were those who just enjoyed bullying. The second were those who thought they’d be able to become bullies if they took the specialist course. The end product was much the same. So being somewhat apprehensive about my immediate future, I had my picture taken (for my mother).



Welland at 21, May 1939.



Portsmouth, the greatest naval base, was where sub-lieutenants were to spend nine months taking technical courses. We were to learn gunnery, torpedo, mining, signalling and cyphering. Each course lasted about two months and was a mix of theory and practical. *"We are trying to teach you people to be useful officer-material,"* one crusty commander told our class. *"None of you appears fit to run a rowboat!"*

One of the first courses was in 'gunnery practical.' Our class of twelve were in a 15-inch battleship gun-turret. We were to learn how to operate the mechanisms to load the one-ton projectile and the four hundred pound charge of cordite into the breach ready to fire. The instructor, a Chief PO, required us to shout what we were doing with the mechanical interlocks that ensured safety. *"Cannot operate washout squirt, breach not open."* After each firing the hot gun barrel was washed with a mix of water and glycerine under high pressure; to achieve this meant having the breach open. But there was a little lever that when slyly used, enabled the squirt to operate with the breech closed thereby soaking those nearby. One of our sub-lieutenants had just done that to our instructor. The Chief took an amused view of this antic. If we were smart enough to jinx the safety features, we would be able to operate the gun ... I guess.

Portsmouth was a city of young people, there were dozens of pubs, three theatres and six music halls. Our administrators took no interest in the time we got back to our living quarters, *"Just be on parade at 0800, sober, fed and properly dressed."*

Three of us banded together and bought a racing car, a six-cylinder wire-wheel Alvis. It could do 105 mph on a local track, Brooklands. We spent more time fixing it than driving. An aging mechanic called 'Piston Pete' helped solve mysteries like balancing its three-barrel carburetor (we suspected he sabotaged it for personal economic gain!). It easily passed the English acid test for a sports car—how close

does the passenger sit to the driver? It was one inch in our Alvis. (The Jaguar XE-120 was a full three inches!)

Our class of twelve turned into a sort of gang. We spent our evenings in the music halls, crowding into the front seats and then being invited to join the performers on the stage. These cultural events included 'sing-alongs' of some pretty ribald stuff, drinking a 'yard of beer' on stage (to discover the long glass had a hole that drained down your front). Our parodies of folk-dancing were popular; we put together performances of Scottish, Cossack and Greek dancing that were higher on energy than art. Sometimes we got asked back!

In late July my classmates began to disappear, one or two at a time. They were sent to reserve-fleet ships being brought into commission. Soon there were only three left; the course was stopped when the instructors failed to show up. The newspapers were filled with talk of war, the BBC radio dwelt on little else and speculated about bombing, U-boats and Poland. A notice was put up telling those remaining to leave the school give an address to the office. *"Should you have nowhere to go, report to the Transport Section for employment in this establishment."* I was the only remaining member of the 'Alvis' syndicate. I considered taking the car for an extended tour but, owing to the state of my finances, gave it to 'Piston Pete' for the money we owed him.

I called Mr. McLeod in Canada House explaining my position. He said, *"Just wait, I'll be in touch."*

The 'Transport Section,' run by civilians, had jobs available for 'Experienced Drivers of Lorries, Delivery Vans and Motorcycles.' My experience with automobiles was extensive, how about the Maxwell! And I had driven an eighteen-wheeler hauling marble tombstones in Saskatchewan when I was seventeen, but had never driven a motorbike. I had ridden on the pillion of one when I was twelve, but neglected to brag of that experience.

The bike I got was a new Royal Enfield, the 500 Twin. Its speedometer stopped at 150 mph. I was given a set of goggles, a black leather helmet, pants and jacket, long boots and a Webley 44 pistol with ammunition. I was immediately carrying dis-



Subs at 'Whaley,' the 'Alvis Syndicate.' Bill Landymore is standing while Roderick Hall (whose sister married Landymore) is seated on the left while I'm seated on the right. Roderick became a flyer and was killed in the war.

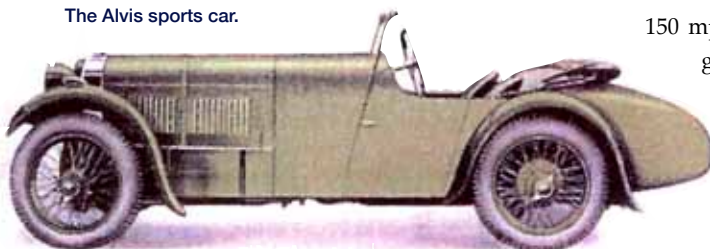
patches; brown envelopes with red sealing-wax. I had a lock and canvas bag. I sped from the naval offices in Portsmouth to those in Devonport and Chatham, a hundred or so miles on roads as level as a billiard table. I was too chicken to go beyond 115 mph because the front wheel started to wobble.

During the last few days of August, I got a special delivery letter from Mr. McLeod at Canada House. It told me to go to Rosyth in Scotland immediately and report onboard the destroyer HMS *Fame* and that I would be expected. The envelope contained £40 of crisp bills, with a note 'Account for your expenditures.' I turned in the RE 500, my clothes and gun; the garage foreman said, *"Good luck Canada, you'll be mixing with the Nazi's in short order."* It took three different trains to get to Scotland.

I arrived alongside the ship in a cab and was busy digging in my pockets to pay it off when an older man appeared and said, *"Subby, let me take over the cab."* He was dressed in a hairy tweed-jacket, a pork-pie hat and was tall and pleasant looking. I thought he might be from the tailors, Gieves.

"You're my new Canadian Subby," he said nodding at the Canada badge on my well-pressed blue uniform. He offered a hand. *"I'm your captain, Walters. Welcome. Thanks for the cab."* He got in and it drove off. A good start.

The Alvis sports car.



The F-class destroyer HMS *Fame* photographed in 1942. She was my first destroyer.

Imperial War Museum

The quartermaster on the gangway helped with two suitcases, my entire possessions. I reported to the First Lieutenant right away; I knew enough for that. Lieutenant-Commander William Clouston took me into the wardroom and introduced the officers. He said he was Canadian, came from Montreal, but was in the RN, not the RCN. His family still lived in Westmount. Maybe Mr. McLeod had arranged that I would land on my feet?

Clouston turned me over to Lt Rob Graham. He was Australian and wore the one stripe of a sub-lieutenant like me. *"I became a lieutenant last week,"* he said. *"No time yet to ship my stripe."* Clouston had said I would take over all Graham's duties as he was leaving the ship the next day. Graham took me to his cabin and explained my jobs in impeccable Australian.

"You are the Paymaster, you pay the crew in cash twice a month, a petty officer will help, but you keep the money in the safe, locked." I knew nothing about being a paymaster.

"You are the Sports Officer. Take no interest of any kind in any sport. Clouston runs each clique himself." Graham said my job was to get every bit of sporting equipment I could find in the depots, *"Legally or not, and that'll keep him happy."* I didn't know there were sport depots. I knew about cliques.

"You are the Wardroom Wine Officer. The petty-officer steward gets all the liquor; he buys what Clouston likes and no others. Interfere at your peril. You keep the books, that's all." I wouldn't know how to interfere.

"You are the Confidential Books Officer, the CB's. These are in a locked safe in the captain's cabin. He and you have a key. It's the secret stuff, cyphers and so on." Graham gave me a key; it was iron, three inches long and must have come from the Tower of London. *"The books are lead-weighted; you are to throw them over the side if the ship is being captured."* I think I said, *"Really?"* He had not finished.

"You are the Anti-Submarine Officer, which means the four men who operate the Asdic are yours and so is the equipment." Graham said I should take special interest in the Asdic because neither he nor Clouston did. *"One day this ship will get torpedoed when it need not be."*

"What's Asdic?" I asked.



"Jeez mate, you better get the manual out of that safe right now. Because you are it."

I learned I was also the Fo'c'sle Officer responsible for the anchors and wires when we entered or left harbour. *"The PO can show you around."* I was relieved to recognize something with which I was familiar, anchors and cables..

"And Oh, at sea you keep the morning and first dog watch with Clouston; he is supposed to train you for your watch-keeping certificate."

"Is there more?" I asked, wondering what the other officers did if I did everything.

"You are the Boarding Officer, read the pamphlet and get to know your team." Graham had a canvas bag in his cabin. *"This is your kit, you should practice with your men. We and every ship are trying to capture the German Enigma cypher machine."* I asked if there was anything else. *"Yes, you have to attend my going-away dinner tonight in the wardroom and I'll buy you a drink."* At Graham's dinner which was properly boozy, he made a speech about how happy he was to be returning to Australia, and to *"Rid myself of every dogs-body job in this fine ship."* With a sweeping gesture he finished, *"I give you my successor, Subby Dogs-body, Bob Welland."*

The next time I met Graham was in 1950, in Korea, when each of us was in command of a destroyer. He finished his service as a Rear Admiral. *Fame's* dogs-body duties did us no lasting harm!

Fame sailed from Rosyth on September 2nd, passing up the east coast of Scotland, around its northern end and was steering south on September 3rd. Mr. Neville Chamberlain, the

British Prime Minister, announced over the radio that Britain was at war with Germany.

Everyone had been expecting it; the German Navy and the Royal Navy had been positioning their ships for the previous two weeks. The Germans and Poles had already begun fighting at sea, but here it was. There were six of us sitting in the wardroom; I didn't know how to react, no one else did either. *"Let's have a drink and wish ourselves luck,"* said Clouston.

Four hours later a message arrived. *"Proceed at best speed, RMS Athenia torpedoed and sinking."* In a few minutes we were at 32 knots heading for the position. We were five hours away. When we arrived there was no sign of *Athenia*, but other ships were on the scene. The destroyers *Electra* and *Escort* had been closer, they and several merchant ships saved 1,300 people but 112 died.

So I was fighting on day one. I would be in it six years later, in another destroyer, on the day we won the war.

The torpedoing of this merchant ship, just hours after war had been declared, forecast what would happen in the North Atlantic ocean and the nature of the war at sea.

There had been much political palaver about the morality of sinking passenger ships and how evil it was, etc. But a German Lieutenant named Lemp, in command of *U 30*, was waiting a hundred miles off Scotland on the shipping lane to North America and along came *Athenia*. I should add, 'as expected,' because it was.

The day the war started there were 14 U-boats on the shipping lanes off the coast of the British Isles. (This from German sources.) and during the first week of the war they sank 23 ships. The enterprising Lt Lemp sank another 10,000 tons in addition to the 16,000 ton *Athenia* that first week.

The radio and newspapers made much of the U-boat attack on *Athenia*. **"GERMANY STARTS ALL-OUT WAR ON MERCHANT SHIPS."** German raiders immediately began capturing British merchant ships from Iceland to Brazil, showing they had been at sea long before war was declared.

The pace of the fighting at sea was furious. *Fame* was constantly in the action between the UK and Iceland, hunting down ships attempting to get back to Germany. We patrolled the Norwegian coast to interdict them. Disasters occurred in plain view from the bridge of *Fame*. An aircraft carrier, HMS *Courageous*, was torpedoed and sunk. I was in charge of a whaler that hauled oil-soaked sailors over the side. I was on the foc's'le preparing to anchor in Loch Ewe when the battleship *Nelson*, just ahead of us, had a mine explode beneath her. (German records say it was laid two days before by U 31. It is safe to assume the Germans knew *Nelson* would be using the harbour. Such is the benefit of spying.) The big 'flatiron' was out of action for six months. My boyhood imagination of being in action at sea had become a reality ... real fast!

I got my first sight of the bomber, the Junkers 88, when six of them attacked ships anchored in Scapa Flow. None was shot down by us and one of our battleships had to run aground to save itself from sinking. British

anti-aircraft gunnery was not to get any better until American gun-sights were fitted in 1941. It improved again when Swiss Oerlikon 20mm guns and Swedish Bofors replaced the unreliable British Vickers. It was widely known, in 1937, that Swiss, German and Swedish guns were far superior, but they 'Weren't invented here,' as Gus Agar told us midshipmen about it.

Everything German wasn't superior. Their submarines would have sunk many more ships had their torpedoes been reliable. The German U-boat commanders had been agitating to have them improved since 1936! It has been shown many times in many countries that the manufacturer of weapons should have no say when they are tested for effectiveness.

Fame spent a lot of time providing anti-submarine screens for battleships; we made sorties into the areas between Greenland, Iceland and Scotland. The German battleships and cruisers interfered with shipping and we chased around the ocean trying to foil them. It was rare that the forces ever met; long-range patrol aircraft were scarce and there were only a few aircraft carriers to reconnoitre. We rarely found our enemies; we employed a battleship and eight destroyers, in close formation, searching at 20 miles per hour. Understand that eight destroyers could not be spread over a wide area to search on their own, they had to protect the battleship! The very existence of battleships delayed our winning the war, and even sub-lieutenants realized that! Quite a number of American naval officers regarded the sinking of their battleships in Pearl Harbor by the Japanese as the occasion that liberated their airmen to build carriers and go on to win

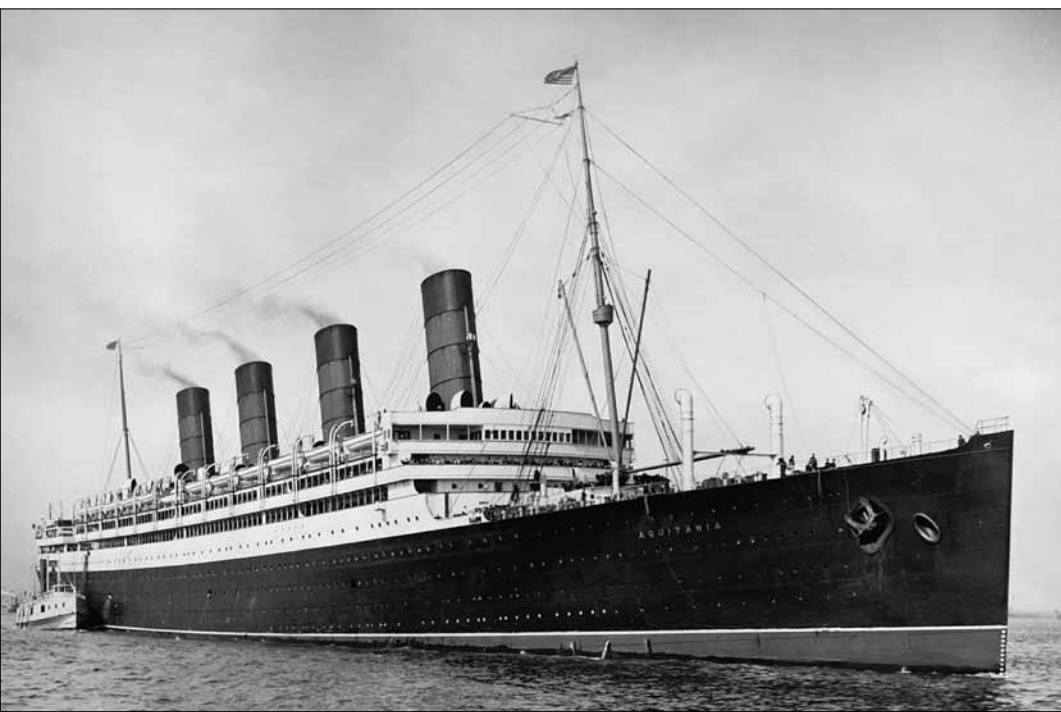
the war. The British kept thousands of skilled people aboard battleships that were more detrimental than just being useless.

On December 20th, 1939, *Fame* met the first ships carrying Canadian soldiers to Britain. The convoy was one of the most impressive of my war; the great liners, *Aquitania* with her four funnels, the *Empress of Australia*, the *Empress of Britain*, the *Dutchess of Bedford* and the *Monarch of Bermuda* made up the convoy. Twelve destroyers met them at longitude 20 west. The liners steamed majestically in formation. They were surrounded by the destroyers, eight of which were our flotilla, the 'F's.

My captain asked permission of the escort commander (the destroyer *Faulkner*) to make a pass close alongside the ships, "So my two Canadian officers can lead our cheers for them." Bill Clouston got all hands on deck. The captain made a close high-speed pass down the line of ships. 130 of us lined our guardrails, we gave each ship the loudest yells we could muster. Thousands of khaki figures on their decks waved back. This happened four days before Christmas that first year of the war. Maybe my young brother Doug was one of the figures waving, there were eight thousand of them. It became a practice throughout the war, for a destroyer to speed close-by the troop ships and cheer the soldiers. I am sure my captain, Captain P. N. Walters RN, started the custom. It was a good day to be a Canadian.

In these early days of the war the liners had not yet been converted to troopships, so the soldiers luxuriated in the cabins. A year or so later a single big liner with the sleeping arrangements remodelled (by dockyard-mateys installing iron bunks stacked six high) could carry 8,000 by herself. The *Queen Mary* carried 18,500 Americans on one transatlantic trip, New York to Southampton, in three days!

Being in charge of *Fame's* anti-submarine department of four, was my most difficult task. This was because I had a semi-mutinuous crew, led by a petty officer named Swanson. "Unless you can change it we may just as well be ashore," he told me. I had been in the job for about one day. He explained, very politely, that none of the officers took any interest in the equipment, "And yet it's the only thing that can find a submarine, of which there seems to be a surplus." He was



The great liner RMS *Aquitania* in 1914 in New York Harbour.

Detroit Publishing Company/Wikipedia

from Manchester where the industrial revolution was borne, where they knew that hardware made the world go 'round, not the pretty accents from Eton and Cambridge, *"There's nothing wrong with the equipment,"* he said. His complaint was that the 'Bridge' (meaning the Captain and all officers of the watch) didn't care about it.

I sounded out the navigator, Lt Boyd, who looked like a reasonable person. He told me to get him the secret manual on the Asdic equipment. I got it from the locked safe with my special key and handed it to him. He handed it right back. *"You read it, and when you have I'll help you."* In two days and nights of reading, part of which time being used to 'unstick' the pages from each other, I learned about the magic Ping machine. I then had the forthright Petty Officer Swanson who was ten years older than me, give hands-on training. He did this in the A/S Office, a compartment deep in the ship, under the fo'c'sle.

As I kept two watches a day with Clouston, I developed a 'working' voice-pipe relationship with the three Asdic operators, one of whom was always on duty. In practical terms this meant they didn't refer to me between themselves as, *"That fucking officer of the watch."* My behaviour pleased Swanson, a major accomplishment as I hadn't even been to Manchester.

I would have made more Asdic progress had it not been for my constant seasickness. I kept the morning watch with the Executive Officer (XO), Clouston. At 0400 it was always dark. I knew when he arrived on the bridge ... he belched! He then had the watch turned over to him by the officer who had stood the 'midnight.' During the few minutes he was occupied with the latter, he would unscrew the top of a beer bottle, take a swig and belch some more. I always carried a small bucket and at this point found it useful. Clouston utterly disregarded my troubles, he was breezy and cheerful and liked to talk about Canada while we both peered into the darkness for whatever might be ahead and checked the lookouts. Fifteen minutes into the watch he would get on a phone and order bacon and eggs and hot cocoa. When this arrived he would swig and belch and leave the plate untouched for half an hour. Then he would hold up a piece of bacon and offer it to me. In the dark I could tell it was white with congealed fat. I always refused because of the immediate need of my small

bucket. A half hour later he would have fresh pangs of hunger and phone the galley with explicit, loud, instructions. *"You forgot the ketchup last night."* When the food arrived, he being polite and well mannered from Westmount, would offer me a piece of scrambled egg from his fingers which dripped with ketchup. *"Want some bacon Subby?"* I faked an interest in the lookouts and seaboats-crew in order to employ my bucket with some dignity. He smoked cigars that were made from camel droppings, *"You don't smoke do you Subby?"* A half hour later it was my turn to share his cocoa, some of which he had just spat out. *"Too much sugar again! You try it."*

In February 1940, the Captain signed my watchkeeping certificate, my license to drive a destroyer.

No longer did I keep watch with Clouston.

I have never been sea-sick since.

A few weeks later he said to me, *"Feeling better on the bridge Subby?"* He never said more than that.

In later years when I was in his position, I followed his revolting example. I know of at least twelve officers who were permanently cured by my own cold bacon, congealed porridge eaten by hand, sucked fingers dipped in marmalade, twirling my cap, whatever helps a guy with a bucket!

Petty Officer Swanson must have thought I was worth training. *"When we go for boiler-cleaning ask the 'Jimmy' [XO] if you can do a short course in Portland."* He described the Anti-Submarine school and gave me a phone number and the name of a warrant officer, Mr. Pett.

I asked Clouston if he could send me to the school for a quick course during the upcoming maintenance period. I failed to mention this was Swanson's idea as I knew he held the view that Swanson was 'Another clever Jordie.' (In Canada, the equivalent of coming from Toronto.)

In Portland I spent four days getting to know the inner workings of the Asdic and being given an insight into the secret world of anti-submarine warfare. *"We're our own enemies,"* the Captain of the school told me. He was surprisingly informal; sitting at his desk with his tie askew, jacket thrown over a chair and puffing a cigarette. *"Have one,"* he said, offering me his tin of Balkan Sobranis. *"We pingers have insisted on so much secrecy that the ship-officers are fed up with us and won't learn the equipment."* His name was Captain Johnny

Walker. He said it was now time to open it up as it would take the Germans years to catch up. I was flattered at the attention given me. Johnny Walker later commanded a flotilla of six sloops fitted out to the Anti-Submarine School's requirements. They sank 48 U-boats! The Germans say Walker was the most successful U-boat hunter. Walker's flotilla also developed the tactics the rest of us used. He got me interested in the world of submarine hunting. [Editor's Note: See *"Walker, RN" (the story of Captain Frederick John Walker, CB, DSO and Three Bars, RN)"* by Terence Robertson. Evans Bros., Ltd., London 1956.]

Mr. Pett, Swanson's friend, coached me on attack procedures using simulators. This equipment allowed a ship's Asdic crew to operate the real instruments, hear echoes and fire simulated charges. At the end of an encounter the track of the submarine and ship could be analyzed, errors were evident but so was success. The simulator was an eye-opening device, it may have been the finest equipment of its sort and has led to the present techniques of simulating aircraft, ships and other complex systems. It was a revealing experience. It set me on the path I would follow for many years. More about Mr. Pett a bit later; he was to become a Canadian.

When *Fame* came out of dock a week later she was detailed to undertake a period of training, a normal procedure. I persuaded Clouston to get us half a day on a real submarine. *"The Sub (me) will suggest courses and speeds, Sir. Listen for the echoes."* The captain made a good run with the submarine's smoke-marker coming to the surface just where he'd released the dummy depth charge. *"Good enough for a DSC, Sir,"* said the navigator. (It was rumoured that the captain of a ship sinking a U-boat was likely to get the Distinguished Service Cross from the King.) Commander P. N. Walters kept on making runs, he was good at it, he had never done it before! He sent for Petty Officer Swanson and thanked him for the skilful operation of the Asdic. To me he said, *"Subby, I want to read that manual."*

From that day on, the anti-submarine department, all five of us, were more acceptable. The captain insisted the Officer-of-the-Watch operated the Asdic properly. He even ordered the 'Ping' speaker to be kept 'on' so the bridge crew could listen for echoes. He had Swanson on the bridge to teach the officers of the watch the subtleties of returning echoes; he became

good at picking out promising ones himself. He discussed the merit of incoming echoes over the voice-pipe to the officer down below in the Asdic office. This sudden enthusiasm for Asdic was not my doing; that short talk by the navigator—"DSC, the King, Buckingham Palace"—did the job!

A month later we were escorting an inbound convoy south of Iceland; U-boats had been shadowing. I was on watch with Lt Boyd; we were positioned on the starboard bow of the convoy, three miles ahead of the starboard column.

"Bridge, bridge, submarine echo bearing 125, range 1,800," said the excited operator up the voice-pipe. I answered the operator. I had also heard the distinctive sharp, metallic echo. Boyd called the Captain, his sea cabin was located just one deck below. I ducked into the bridge Asdic cabinet to ready the ship for depth charging and to run the attack recorder.

"I'll cut him off on the convoy side," said the Captain, and increased the speed to 18 knots. A month before he would have ordered 30 knots, raised the dome and made a rush at where he guessed the submarine might have gone.

His first run was textbook; the depth charges were dropped exactly where the instruments indicated they ought to be. Swanson was now operating the equipment down below. Two hours later, with 60 charges having been fired, debris appeared on the surface. Oil welled up, things from within the submarine floated, they were recovered by grapnel. "House the dome," said the Captain to me, "We'll rejoin the convoy." He told Boyd to put on revs for 30 knots. A month later he was in Buckingham Palace getting the DSC from King George VI, and Petty Officer Swanson was with him, because Swanson was getting the Distinguished Service Medal.

At that time our operating base was Greenock, the port for Glasgow. When we returned from our successful convoy encounter, a letter from Canada House awaited me. It was from Mr. McLeod. I opened it with some trepidation fearing there might be a problem about the £40 he had given me to get to Invergordon a month previously. It wasn't (I had already accounted for it ... phew!). The letter said that he, Mr. McLeod, wanted to do a favour for a friend of his. I was to telephone a number in Glasgow. I was to ask for a Mr. Sillitoe, personally, and say who I was, "He will tell you what

this is about," the letter said.

When the Captain was away getting his medal in London, I made the call from Greenock. I was a bit stunned to be connected with the Chief of Police of Glasgow. "Is it Commissioner Percy Sillitoe that you wish to speak with?" said a lady with a heavy Scottish burr. I simply said, "Yes." The Commissioner was most polite, he asked a couple of questions about Mr. McLeod which I easily answered. He said he would like to send a car for me and when would be suitable "...it's only a half-hour drive to your ship," he said.

I told Clouston a police car would pick me up at nine the next morning. "I have friends in Glasgow." He gave me the day off.

A large black Austin with darkened windows arrived alongside the ship at nine exactly. A uniformed policeman came aboard and asked for me. He was right on time and so was I. On the drive into Glasgow this policeman explained he was Chief Sillitoe's chauffeur and that we were going to his home, "You will meet the family, his wife, their two young sons and their daughter, who is about your age." The chauffeur said he always drove Mr. McLeod, "The Canadian from London," when he visited Glasgow.

Mr. Sillitoe was an impressive figure, tall and slim, and looked like Gary Cooper of the movies. Mrs. Sillitoe could also have qualified for the films. She was dressed in nurses uniform when I arrived and was just leaving for her wartime shift in the hospital. "I hope you can help getting my boys to Canada," she said. She spoke with the same soft accent as Boo Agar, so I liked her at once. Hers was the first clue as to why I was there.

The Sillitoe parents wanted to move the boys to Canada for their safety and education until the war was over. The boys were 12 and 14. At this time, early 1940, the Germans were beginning to bomb the British and Scottish cities. As each week passed, the signs of a long war mounted; schools had closed, public transport was shut down after dark, the blackout was enforced. Most of the men were already away from home and in the services. Women were taking over the running of the country; they operated the buses, they ran the farms, the hospitals, the air-raid defence system. Everyone knew the war had not really started. Both sides were just warming up.

The British government had banned the transfer of funds from the country. Mr. Sillitoe explained that he had no money in Canada

and could not pay for his boys to be there. Mr. McLeod had come up with a solution and I, hopefully, could be part of it. I was paid in Canadian dollars by Mr. McLeod in Canada House, so were other Canadian servicemen. McLeod's solution was to have Sillitoe deposit the equivalent of my pay with Mr. McLeod, who then paid me. McLeod was to deposit my pay into a Bank of Canada for Sillitoe's use. This maneuver did not violate any British rules and provided the money the boys needed. McLeod had to get about five of us to go along with his plan to cover the costs of the two boys in Canada. I was a willing recruit, it was set up, and worked throughout the war for the two boys.

It turned out to be a highly successful arrangement for me. I was provided with a fine home whenever my ship was in Greenock. It was a particular pleasure when the ship's quartermaster came to the wardroom and announced, "The police car from Glasgow is here, Sir." I told no one in the ship what was really going on. "Friends of my family," was my cover story. But there was a rumour in the mess-decks that I was a sort of secret agent!

The war at sea got progressively more violent; the Germans extended their U-boat operations far into the Atlantic. That made it necessary for *Fame* and her sister destroyers to reach out beyond Iceland to protect the convoys. Refuelling the destroyers at sea was introduced. There were also more submarines which meant more losses; more tankers exploding in the night, more oil-soaked survivors to be plucked from the sea.

The German navy began using a new four-engine bomber, the Condor, which could range well beyond British fighter protection. On four separate occasions the convoy we were escorting was attacked by a single Condor. It approached at high level, 10,000 feet. It then made several passes over the convoy without dropping a bomb. Of course all the destroyers fired at it, but with little chance of a hit. The Germans seemed as aware of our abilities as were we! Then the plane made a run, descending to about 3,000 feet and released a stick of bombs on a selected ship. On two of these occasions the target ship was hit and caught fire. One had to be sunk by our ships. In the other event the ship was saved, but fifty merchant seamen were killed. The Condors kept well out of range of our Vickers pom-poms, so our only chance of a hit was with the 4.7-inch guns.

The Germans knew their aircraft was perfectly safe! Where were the right kind of guns?

These attacks on our convoys had their moments, they gave the Captain and Clouston opportunities to blast off their precious (and ineffective) 4.7 inch guns and run up the speed beyond 30 knots. "Get going baby," Clouston would say, ordering the revolutions with a big grin on his face. They remembered to house the precious Asdic dome mainly because that got rid of the incessant 'Ping.'

The Condor attacks were extremely damaging to us. The spectacular 45,000 ton Canadian Pacific Steamships liner, *Empress of Britain*, was sunk as a result of a Condor attack [and later given the 'coup de grâce' by a torpedo from U 32 Ed.].

The Condors were finally beaten when the ever-ingenuous British but a Hurricane fighter onto a jury-rig, rickety ramp on one ship in each convoy! The plane had its undercarriage removed, as it would not have enough fuel to return to the shores of Britain. That also made the plane faster. The Hurricane fighter was propelled up the ramp by rockets. With the flight completed, the pilot had options to preserve his life; they were somewhat limited. He could parachute and be recovered from the sea by an escort destroyer. His other choice was to ditch the plane and be picked up by an escort.

The pilots were from the RAF. Their success rate was 90% in shooting down the Condors. The Germans ran out of aeroplanes. The attacks stopped. The survival rate of the Hurricane pilots, using either of the available options, was 50 percent. Those boys were aware of this when they gunned their Merlin engine and waited for the rockets to squirt them up the ramp. There was apparently no shortage of RAF volunteers for these true heroics.

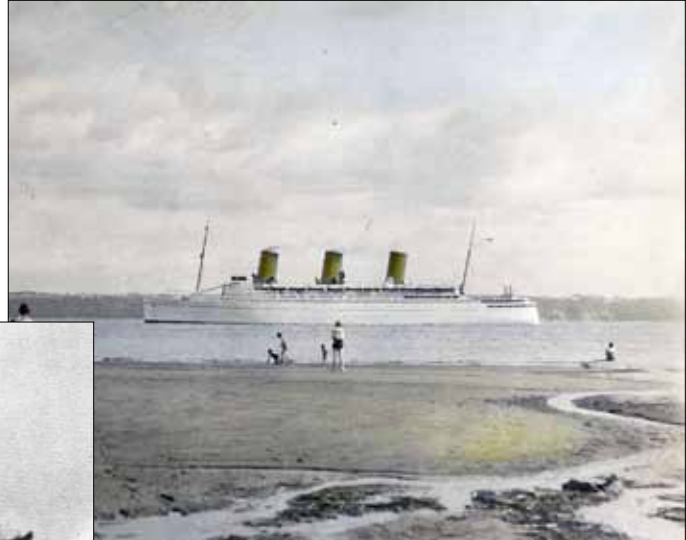
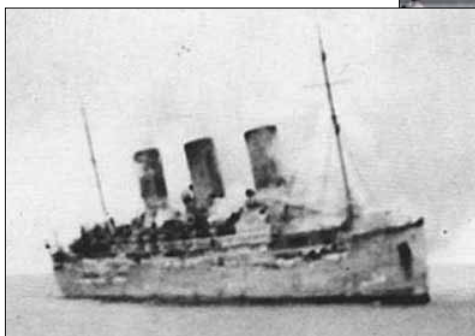
Other heroics were a possibility. One of my 'Dogs-body' jobs, inherited from the Aussie Graham, was 'Boarding Officer.' I took it seriously. I trained with my boarding party. We were five. Our job was to board a U-boat when the chance arose and capture their codes. The Admiralty had ordered all ships to have an organization for that specific purpose. My team of Jordies and I itched to be the ones to do it.

I learned the German phrases to order a U-boat crew about. We studied sketches of their

Top: The Canadian Pacific Steamships liner *Empress of Britain* passes through the St. Lawrence River near Québec City July 10th, 1931.

Bottom: The liner ablaze in this rather blurry view after being attacked by a German Focke-Wulf C 200 Condor long-range bomber on October 26th, 1940. She was later sunk by a torpedo from U 32.

Both images Wikipedia



conning-tower hatch. We knew where to lock our chain to prevent the hatch from being closed. The first order I was to give was: "Haupt ventile zu machen lassen, oder ick tot alles!" If they didn't close the main vents, which they had probably opened, I was going to kill them. My men and I each carried a hand grenade and a 9mm pistol, and practiced using them (I was the best shot by far, gopher bounty will do that). We had a drawing of their cypher machine, named Enigma, and knew where it was kept in the U-boat. When one of our submarines was handy, we practiced scampering up and down the conning tower hatch and prowling around with the lights off. In six years, I never got the chance ... drat! A British destroyer in the Mediterranean pulled it off in 1941.

The U-boat losses soared until the Germans realized we had their codes. Our Canadian Sub-Lieutenant, Hal Lawrence, in the corvette *Oakville*, almost pulled it off again in 1942. But the submarine sank under him. He shot two of the crew. He was injured and almost drowned. He got the DSC for trying and later wrote a good book: "Tales of the North Atlantic." [McClelland and Stewart, 1985].

I got another letter from Mr. McLeod. He told me to leave the *Fame*. I was to return to Canada and join my own Navy. I asked Clouston how I could get out of it and stay with the ship. He advised me to "Just do what you're told." He asked me to wave at Westmount if I went through Montréal.

A 'new' Sub-Lieutenant arrived on board. Clouston told me to turn over my duties. So I did what the Australian had done to me six months earlier. I repeated Graham's speech at my going-away dinner. "Ridding myself of all Dogs-Body jobs!" I visited Sillitoes. I really hoped I would be back, Audrey and I promised to write. I learned the two boys were already in Canada at a private school.

I had been with the Royal Navy four years, almost all of it at sea. I was 22. It was March of 1940. Our side was losing the war.

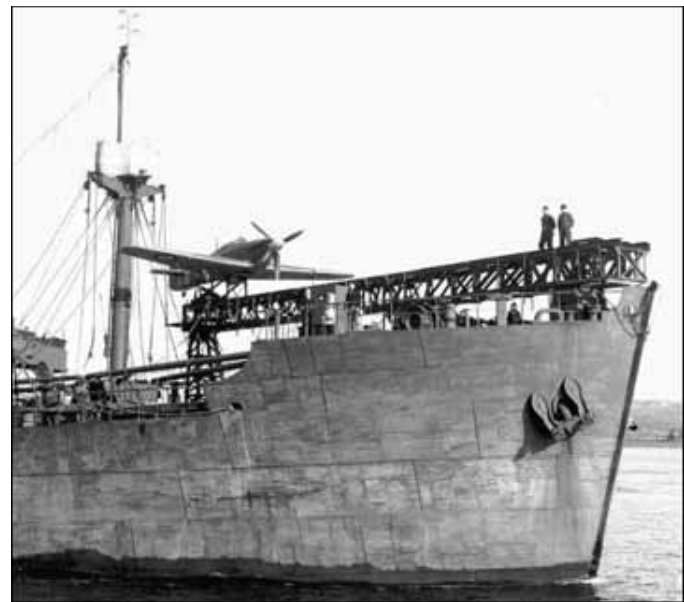
Do you think we'll win this war?

Mr. McLeod had me organized to take passage to Halifax in the battleship HMS *Barham*. What had I done to deserve that! I had visions of lolling about in the first-class lounge of a Cunard liner, surrounded by charming evacuees from Britain seeking information on Canada. Drat! *Barham* was big, 35,000 tons, armed with 15-inch guns that 'slung' 3,000 pound shells 20 miles.

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

A refitted Hurricane fighter, actually known as a 'Hurricat,' positioned on the catapult of a merchant ship or 'CAM ship.'

www.airvectors.net/avhurr.html





Bill's Corner

By Bill Clearihue, NAC Toronto

Lost and Found... La Salle and Le Griffon

René-Robert Cavelier, Sieur de La Salle (1643-1687) has a number of claims to fame, including being the principal behind the establishment of Fort Cataragui, later renamed Frontenac, from which sprang present day Kingston, Ontario. His greatest legacy was probably canoeing down the Mississippi to its mouth and naming and claiming what became the entire Louisiana Territory for Louis XIV in 1682. That claim, more than three times the size of France, surprisingly stuck until Napoleon sold it all to the US in 1803 for then 4 cents per acre. In 1679 La Salle built a sailing vessel on the upper Niagara River and sailed it all the way to Green Bay, Wisconsin via Lakes Erie, St. Clair, Huron and Michigan, where it shortly thereafter sank on its return voyage. It was the first sailing voyage on those lakes. La Salle named it *Le Griffon* to commemorate his Patron, Frontenac, whose coat of arms included a Griffon (or Griffen/Griffin/Gryphon). The Naval Reserve Division in Thunder

Bay, Ontario, HMCS *Griffon*, commissioned in 1941, is named directly for La Salle's *Le Griffon*; the ship's badge consists of a Griffon colored French royal blue and powdered with three dozen gold fleur-de-lis with the ship's motto being "First on the Lakes." Ironically, neither La Salle nor *Le Griffon* were ever on Lake Superior.

La Salle's later attempt at colonizing the Mississippi delta was disastrous and resulted in his being the first-recorded murder victim in what is now the State of Texas. He was shot by a mutinous member of his own party in 1687 at the age of 43.

Things named for and by La Salle are attached to streets, towns, schools and counties along the St. Lawrence, Great Lakes and into the US midwest from well north of Chicago right down to New Orleans.

The WWII frigate HMCS *Lasalle* was named for that community in southwest Montréal, which was in turn named for La Salle who owned the property there.

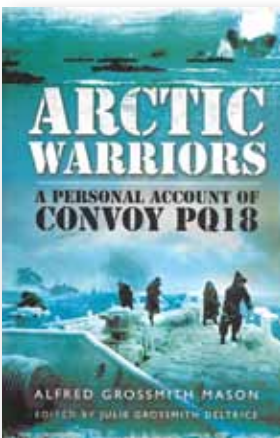
USS *La Salle* (1st and 2nd) were named for the city of La Salle, Illinois, also in turn named for La Salle who passed that spot a number of times in his travels.

In June 2014, La Salle and *Le Griffon* were once more in the news, with a credible report of finding the 335 year old wreckage, near where she reportedly disappeared. French and US permissions are being sought to dive on the wreck.

Bill



Naval book reviews



ARCTIC WARRIORS: A Personal Account of Convoy PQ.18

By: Alfred Grossman Mason
Edited by Julie Grossman
Deltrice

Pen and Sword (2013), US Naval Institute Press, 214 pp, hardcover, US\$38.95 (Discount for USNI members), ISBN 978-1-78303-037-8.

A Review by Colonel P. J. Williams

In the vast majority of cases, wartime accounts are generally written from the perspective of the military, uniformed participants. This account, by a member of the British Merchant Marine, who should all quite rightly be consid-

ered combatants for their wartime work, recalls the voyage of a convoy on what Winston Churchill called "the worst journey in the world." These were the Allied Arctic convoys to Russia between 1941 and 1945, convoys which included Canadian merchant seamen as well, the participation in which was only recognized by a medal in 2013.

Alfred Grossman Mason was the Second Officer (with the added secondary duties of Navigator and Gunnery Officer) aboard the British freighter SS *Empire Baffin*, which participated in Convoy PQ.18 from Scotland to the Soviet port of Archangel in late 1942, his daughter Julie

having edited the account. The author came from Sunderland in northeast England and was himself the son of a seaman. Having felt the call to go to sea from an early age, he entered the Merchant Marine in the 1930s. He luckily survived to tell this extraordinary tale, while many of his comrades did not. For his efforts on this convoy, which was just after the ill-fated Convoy PQ.17 (and which lost 24 of its 35 merchant vessels to German air and naval attacks), he was deservedly Mentioned-in-Dispatches. Following the events described in this book, Grossman was involved in the D-Day landings and he continued his Merchant Marine service after the war, ultimately becoming a Master Mariner and retiring in 1976. Alfred Grossman died in 1992.

By the time of PQ.18, Alfred was already a veteran of convoys in the Atlantic and the Mediterranean. One gets the sense that the Merchant

Marine and the threats its vessels would face, was not initially taken seriously by Allied authorities, as one of the author's earlier vessels was armed with only a single 4-inch gun and a Canadian Ross rifle (the notorious weapon of Great War fame). Things had changed by the time Alfred reported aboard *Empire Baffin*, and as Gunnery Officer he was now responsible for a much vaster array of armaments, including two 4-inch guns, a 40mm Bofors gun, 60 two inch rockets, two Lewis machine guns and four 20mm Oerlikons. They'd need all of this for the journey to Russia.

Written with some flashbacks to his childhood in Sunderland which led him to a life at sea, the author recounts the life and indeed death of Convoy PQ.18 as it journeyed with a cargo which included tanks and armoured personnel carriers for the beleaguered Red Army. The account of the journey to Russia, which was via Iceland and north of Bear Island, is replete with attacks from German aircraft and U-boats, both of which took a heavy toll of the merchantmen. The author seemed to have a knack for knowing which vessel was under attack at the time, and his descriptions of the time ashore in Russia are fascinating and not totally untinged with humour. The journey back home, where the vessels alarmingly sailed, "...independently and unescorted," was no less hazardous, and the *Empire Baffin* also had to carry a cargo of (amazingly) powdered arsenic, which could be just as deadly if ignited during an attack on the convoy. The return journey was largely uneventful, apart from an encounter with a so-called mystery ship, which the *Empire Baffin* was prepared to engage and which turned out to be an RCN corvette, apparently not well versed in identification drills at sea!

In the end—of the 41 ships which departed Britain in PQ.18—only 18 returned, including, luckily, the *SS Empire Baffin*.

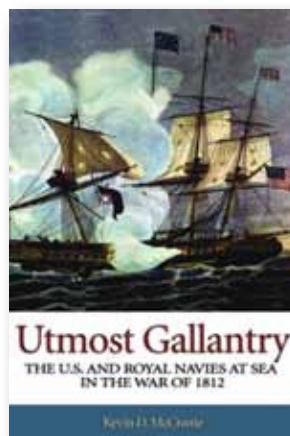
Though he was a professional seaman, Alfred writes with the style of an experienced novelist and one wonders if he would have had equal success as a writer. I found his style such that it made his account highly readable. He has a definite flair for describing his surroundings, his colleagues and in particular his emotions. His descriptions of the wretched souls (doubtless Soviet Gulag prisoners), who unloaded the convoy's vessels in Russia, are heart rending. As Second Officer, Mason neglects his leadership role and his account traces the various changes in crew morale throughout the

journey. As Gunnery Officer, he also made his presence felt as gunners aboard the *Empire Baffin* accounted for at least two German aircraft during attacks on the convoy.

The book is well illustrated with photos, including some of PQ.18 itself, under attack, and maps (albeit somewhat cramped) of the route taken by the convoy. A thoughtful poem, "The Sea," by Alfred's daughter Julie is provided at the start of the book. An appendix details the ships in the convoys as well as the escort vessels

which accompanied it on various states of the journey. In recent years, much focus has been on Canadian veterans, a moniker we formally associate with former members of the army, navy or air force. At the same time, let us not forget the sailors of the Merchant Marine who endured conditions no less bad than many of their military counterparts. Very highly recommended.

Colonel Williams is the Director Arms Control Verification on the Strategic Joint Staff.



UTMOST GALLANTRY The US and Royal Navies at Sea in the War of 1812

By: Kevin D. McCranie

US Naval Institute Press (2011), 365 pp, illustrations, charts, tables, diagrams, abbreviations, notes, glossary, bibliography, index. Hard Cover and eBook available, US\$39.95 (US\$31.96 for USNI members) ISBN 978-1-59114-504-2.

A Review by Fraser McKee

With the 200th Anniversary of the War of 1812 still fresh in our memories, this carefully researched volume can be a valuable reference. Professor McCranie teaches at the US Naval War College and his 47 pages of reference 'Notes' and 12 pages of bibliography are an indication of his comprehensive use of original background material, from the US National Archives, universities and other sources on both sides of the Atlantic. It produces a new look at the wide scope of this war.

In the introduction he notes that he does not cover anything of the War of 1812 in the Great Lakes or Upper St. Lawrence. He felt this had been well dealt with by a great many previous books. In fact his story of the far wider reach of this war is the primary value to this book. Apart from skirmishes and battles along the US coast and around Britain, in fact it extended from Norway's North Cape to Java; from the coast of Nova Scotia to Chile on the Pacific coast of South America. By comparison, the war in the lakes, although decisive, was a comparative sideshow.

Of considerable interest is Prof. McCranie's assessments of the problems faced by the two

opponents. How these affected the employment of fleets, commands and individual ships over the somewhat more than two years of the war. In particular he measures the effects of these problems on strategy and on occasion, upon local tactics when describing the efforts of the Royal Navy to contain the far smaller and

newer but often belligerent US Navy.

Early on, the US appreciated there was no way they could face the still dominant Royal Navy in a set-piece Trafalgar-like battle. Hence they built almost from scratch, a group of large and tough frigates that they were confident could cope with smaller RN ships in a *guerre de course*, much the way the German Kriegsmarine handled the same problem in 1949-40.

After the struggles with France and Spain of the Napoleonic Wars, the RN had a surplus of large ships-of-the-line, requiring large crews, and many frigates but of a smaller size, used more for scouting, blockading and "collecting" than for ship-to-ship battles. Thus the US Navy was prepared for the war it wished to fight, while the RN had the quantity of vessels but not, to a large extent, the right mix for the war they were forced into.

Both countries had personnel problems which affected the ship battles that were to take place. The British populace were tired of "the press" of seamen after fifteen years, so recruiting was difficult, but not a major problem. After all those years of battle, their guns' crews and captains were masters of their trades, and almost always fought well and quickly.

Experience told. The USN was a relatively new navy, with only a few officers remaining from their War of Independence thirty years before. Crews, particularly tended to be inexperienced and slower at their jobs. On several occasions this variance in skills proved decisive. In both the US and Britain, changes in naval command and government contributed to confusion in the use of forces.

McCranie covers in careful detail the 'cruises' of the USN's frigates, sent abroad to cause a maximum problem worldwide for the very much stretched RN. The actual battles between

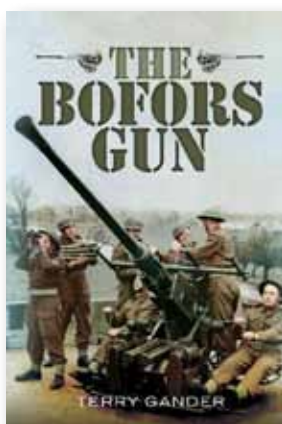
ships are carefully described, a useful reference. The charts of these cruises are well reproduced and adequate ship-to-ship arrangements noted.

One is again brought to realize the problems of communications—from commands to distant squadrons and individual ships spread over unknown miles of ocean, and in reports returned by those ships to influence future deployments. On the control of local events by weather, particularly in winter off the American coast. Ships supposedly blockading blown off station by gales; departing US ships grounding while trying to get to sea at night in gale force

winds, often only suspecting where the RN opponents might be. On the reliability of intelligence, gained from friends, neutrals and even-captured enemies. It wasn't, for either side, an easy war.

This is a book that can be read with much interest, or even dipped into and followed in small blocks.

Fraser needs little introduction to Starshell readers; a prolific contributor to our magazine and author of several books of note on the RCN.



THE BOFORS GUN

By: Terry Gander

Pen and Sword (2013), US Naval Institute Press, 256 pp, hardcover, US\$38.95 (Discount for USNI members), ISBN 978-1-78346-202-5.

A Review by Colonel P. J. Williams

On first seeing this book listed as 'up for review' by a naval journal, I must admit at being somewhat surprised. Being artillery by background, I naturally associated the (40 mm) Bofors guns with employment as an anti-aircraft (AA) system in the Second World War and later being deployed to defend our airfields in Germany during the Cold War. What then, was an Army weapon doing on such a book review list? As it turns out, the history of the gun reveals that it has served not only armies, navies and air forces during its long history, a provenance which dates from the 1930s (the lead model was ready by 1934), but it is still in service today, being longer-lived than the oft-derided Sea King helicopter or the venerable B-52 bomber. This book is a fascinating history of a weapons system that has outlived all in

its class; one might say that it's in a class of its own. There was even a play which was subsequently made into a movie called "The Bofors Gun."

The author, Terry Gander, comes to this subject with an established field of expertise in Second World War artillery and armoured vehicles, having already written a book on the infamous German anti-tank and AA gun, universally known as 'the 88.'

His aim in writing this book was to update a previous, 1988, version which had many aspects of the gun's history omitted. The author has, logically in this reviewer's mind, organized the book so that the

original (Swedish) design dating from the 1930s is first described, and then its history of production and evolution by Sweden, the Commonwealth and the United States, as well as their customers, is described.

The Canadian connection with the Bofors gun is well covered. Bofors guns were first produced in Canada in 1940, including by the Otis-Fensom Elevator Company in Hamilton, and during the war it became the standard armament in our army divisional Light AA Regiments.

Naval patterns were produced in Canada and indeed the Bofors gun was mounted on HMCS *Bonaventure*, our last aircraft carrier. In similar fashion, US Navy Iowa-class battleships were, in the author's words, "festooned" with Bofors guns. And to complete the triad of being a 'joint' weapons system, the Bofors gun is also mounted on board the current US AC-130 Gunship.

Finally, as Charles Caleb Colton said, "Imitation is the sincerest form of flattery," and so in that vein the former Soviet Union made a 37 mm version of it. The gun and its associated ammunition evolved over time from being largely crew-served weapons, to being one controlled by radar. The last known downing of an aircraft by a Bofors gun occurred during the Falkland's War, when an Argentine A-4B Skyhawk was downed by the combined fire of HMS *Fearless* and HMS *Intrepid* of the Royal Navy.

In this reviewer's experience, books on topics such as weaponry, as this one is, can sometimes have a tendency to delve overly into abstruse



Bofors 40 mm anti-aircraft gun (naval version with liquid-cooled barrels, naval twin mount in the Clandestine Immigration & Naval Museum, Haifa, Israel.

Wikipedia

technical details and leave many readers somewhat unfilled. Happily this was not generally the case with this volume and I found the author's command of the subject, not only from a technical point of view, but also regarding its operational and indeed marketing history, to be surprisingly engaging. Perhaps one element that would have helped would have been the inclusion of personal anecdotes from former Bofors gunners, commenting on what it was like to work with this weapon whether on land, sea or in the air. Indeed commentary from enemies who would have faced Bofors barrages would have been beneficial also.

That said, this is still a great book, and despite its somewhat technical nature, I actually found it to be a real page turner. It's extremely well illustrated throughout, including some in colour and many from the author's personal collection. For the techno-geeks among the readership, there are also enough diagrams and descriptions on the workings of the gun to satisfy readers of that ilk.

The Bofors gun is perhaps one of the longest-lived weapons systems in the living memory of most of us, and its employments in all three armed services is surely unique for a weapon of its kind. It has proven its ability to adapt to

changing times, new environments and new roles, in a way that few other such weapons systems have been able to do. Therefore, in particular I'd recommend this book to senior Canadian military leaders and those in the acquisition realms. As they struggle with decisions regarding such new capabilities as the *Joint Strike Fighter* and the *Joint Support Ship* (reviewer's emphasis), lessons to be learned from the longevity of this legendary star of land, sea, air and indeed, the silver screen, might be worth their considerations, I reckon.

Colonel Williams is the Director Arms Control Verification on the Strategic Joint Staff.

Obscure & Offbeat Naval Oddities by J. M. Thornton

'The Welman Craft – Britain's Secret One-Man Sub

These little known submersibles were invented by a Colonel Dolphin in 1942, the first two being built at a hotel in Welwyn Garden City in Hertfordshire. Strictly speaking, they were not true naval craft having been conceived and built under the auspices of the SOE for clandestine 'insertion' operations.

They were rather make-shift craft powered by electric motors derived from London buses and equipped with very basic controls. Two versions were produced. The one-man version were intended for deployment against shipping in enemy harbours while a two-man version, dubbed the 'Welfreighter,' would be used for beach survey/reconnaissance and the transport of supplies and weapons to resistance fighters in occupied territories, as well as the landing of agents.

Four of the one-man craft attacked Bergen harbour in November 1943 but little is known of the results. The total number completed is unclear but it is known that forty were ordered and twelve of the two-man version were shipped to Australia in mid-1945 for operations against the Japanese.

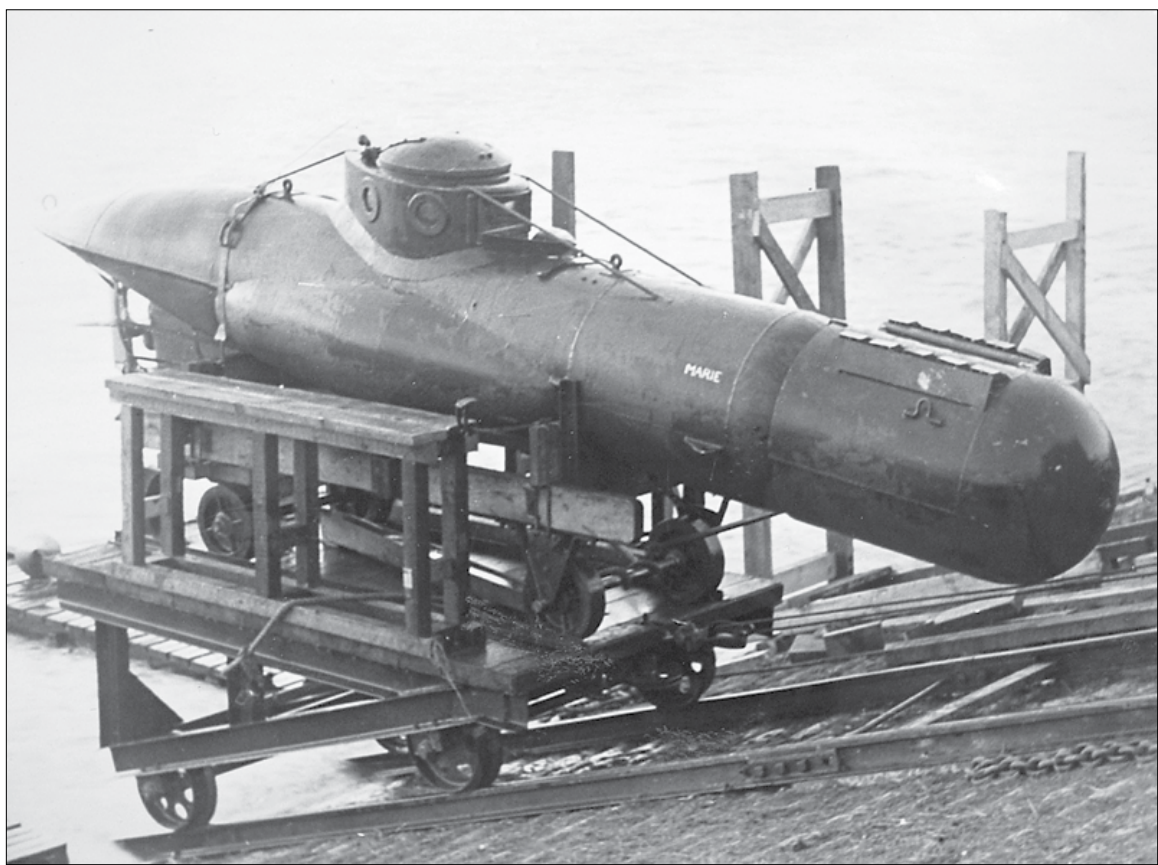
A single-man version, W-48, can be seen at the Naval Museum at Horten in Norway and another at the Royal Navy Submarine

Museum at Gosport.

The diminutive one-man craft displaced four and a half tons complete with a 1,300 lb anti-shipping charge (600 lbs. of High Explosive) and measured over twenty feet when armed.

On the surface an internal combustion engine could move them at 3 knots while an electric motor provided propulsive power when submerged.

The Welfreighter version could carry up to four persons—two agents and two crew and up to two tons of stores and equipment in cylindrical barrels abaft the conning tower. The tramsom folded down to enable the occupants to be floated ashore.



The Welman submarine with detachable warhead being trialed at the Queen Mary Reservoir, Staines, UK, date unknown.

Wikipedia



The Little Known Navy

By Fraser McKee



On the problems of one 'good' tot...

Sailors from the early 18th century might have scoffed at the innocence of the 1970s tot. [The Royal Navy stopped issuing rum rations on July 31st, 1970, the RCN followed suit on March 30th, 1972 and most recently on December 12th, 2014, moved to prohibit the consumption of all alcoholic beverages on board Canadian warships while at sea. Ed.] Beer had been the staple beverage of the Royal Navy until the 17th Century, used as a self-preserving replacement for water which became undrinkable when kept in casks for long periods. But as the horizons of the British Empire expanded, the sheer bulk of beer—and its liability to go sour in warmer climates, made it impractical to take on long voyages. Wine and spirits started to take its place and when in 1655, with the capture of Jamaica from Spain, the navy was introduced to rum.

Staggeringly, until 1740 the daily ration was half a pint of neat rum, twice a day, at a time before there were accurate methods for measuring the alcoholic content. Sailors would check their rum had not been watered down by pouring it onto gunpowder and setting light to it, from where the term 'proof' originates. By volume, 57.15% alcohol has been calculated as the minimum requirement for it to pass the test.

The onboard problems caused by a massive intake of incredibly strong rum had to be remedied and in 1740, Admiral Edward Vernon (known as 'Old Grogam' for cloaks made from a fabric of the same name) issued his notorious order.

"The pernicious custom of the seamen drinking their allowance of rum in drams and often at once is attended with many fatal consequences to their

morals as well as their health," it states.

Rum was henceforth mixed with water, at first at a ratio of a quart (two pints or 1.1 litres) of water to each half-pint ration, and 'grog' was invented.

"It is not surprising that seamen through the ages had grown attached to their rum ration, even though the punishment for drunkenness until the late 19th century was a public flogging," says naval historian Dr. Pieter van der Merwe. *"They lived in conditions that nowadays would be considered intolerable,"* he says. *"It was the one thing that made life bearable. You cannot imagine how tough these people were. Seamen were a race apart. They walked differently, they talked differently, they dressed differently. They were built like oxen. They could take punishment and they expected it. They knew if they got drunk they would be flogged and they still got drunk."*

It would be wrong, however, to draw conclusions about naval seaworthiness from the fact that for hundreds of years, navy sailors imbibed a huge daily dose of rum. *"You mustn't imagine that naval ships were sailed by crews of drunken sailors,"* says Dr. van der Merwe, general editor at the National Maritime Museum. *"Everybody drowns if sailors are drunk all the time."*

I was fortunate enough to draw my tot for seven years and powerful stuff it was, especially on birthdays! You could even eat 'Pusser's Scrان' (naval food) without complaint and world politics were sorted out in a very short time! The parrot in the mess deck in HMS Lynx liked it too—it was great fun watching it trying to stagger on a formica table!

PLEASE CONSIDER MAKING A DONATION TO YOUR ENDOWMENT FUND TODAY!



PLEASE COMPLETE, CLIP AND MAIL YOUR DONATION TO:

NAVAL ASSOCIATION OF CANADA ENDOWMENT FUND
PO Box 2402 Vancouver Main Postal Outlet
349 West Georgia Street, Vancouver, BC V6B 3W7

NAME _____ BRANCH _____ AMOUNT \$ _____

ADDRESS _____

CITY _____ PROVINCE _____ POSTAL CODE _____



Obituaries

Compiled by Pat D. C. Barnhouse

Starshell Obituary Editor
pat.barnhouse@sympatico.ca

"When you go home,
tell them of us and say...
For their tomorrow,
we gave our today."

John Maxwell Edmonds (1875-1958)

♦ LCdr(P) John Martin ARNOLD CD**, RCN (Ret'd)

NAC-VI, 81 in Victoria 05/11/14. Jn'd. RCN(SSA) as Mid 06/52, thence *Cornwallis* in '52 and *Quebec* in '53. Prom. A/SLT 07/53, fl'd. by RCAF Centralia and Gimli for flt. trg. Prom. SLT(P) 07/54 (sen. 07/53) thence RNAS *Fulmar* (Op. Trg.) and HMS *Illustrious* (deck landing) in '54, fl'd. by *Shearwater* in '55 and *Magnificent* in '55. Prom. Lt(P) 12/55 and USN for courses (NAS Boca Chica and Jacksonville) in '56, fl'd. by *Shearwater* (VF-871) in '57, *Bonaventure* (VF-871) in '58, *Shearwater* in '59, *Niagara* (Pax River Test Plt. Cse.) in '59, VX-10 in '60, helo. plt. qual. in '62, *Athabaskan* (WK) in '64 and *Shearwater* (VS-880) in '65. Prom. LCdr 05/65, thence *Shearwater* (VX-10) in '66, *Bonaventure* (Little F) in '67, *Shearwater* in '68, CFSC in '71, NDHQ in '72, CFB Comox (i/c VU-33) in '75, CFB Ottawa (412 Sqn Dep. CO) in '78 and NDHQ (DSTI) in '84. Ret'd. in '88. Bronze Medallion '98. [PB, *Times Colonist*]

♦ LCdr Peter Samuel COX, CD*, RCN (Ret'd)

NAC-VI, 93 in Saanich, BC 01/11/14. Jn'd. RCN in '38 as Boy Seaman, CFR'd as Cmd. Bos'n 02/51, thence *Ontario* 07/51. Prom. Lt* 01/54 fl'd. by *Cornwallis* 05/54 and *Stadacona* 04/55. Star removed and designated Lt (sen. 09/52), thence *Fortune* (XO) 03/56, *Antigonish* (XO) 10/57 and *Venture* 08/59. Prom. LCdr. 09/60, fl'd. by *Cape Breton* (XO) 08/62 and *Naden* 06/64. Also skippered *Oriole*. Ret'd. in '69. [JC, *Times Colonist*]

♦ Capt James Guthrie DEAN, CD**, RCN (Ret'd)

NAC-O, 77 in Ottawa 03/01/15. Jn'd. RCN as Cdt(L) 09/55 at RMC. Prom. SLT 05/59 thence *York* (for U of T) 09/59, fl'd. by *Stadacona* 10/60. Prom. Lt 01/61, thence *St. Laurent* 01/61, *Skeena* 01/63, *Niagara* (for USNPGS) 06/64 and CFHQ (DMCS EW) 07/67. Prom. LCdr 07/69, fl'd. by CFSC (Cse. 5) in '70 and *Iroquois* (commissioning CSE) in '71. Prom. Cdr 01/74, thence NDHQ (as DMCS 3) and CFB Hfx (Cdr CSD). Prom. Capt 01/82, fl'd. by DMCS and C/PM CPF Project. Ret'd. in '93. Civ. career as consultant and in amateur radio (locally, nationally and internationally). [Citizen]

♦ Capt Leopold Raynold LANGLOIS, OMM, CD, RCN(R) (Ret'd)

Montréal Br., 73 in Montréal 29/10/14. Jn'd UNTD as Cdt 02/61 at *Montcalm* and prom. SLT 07/63. Later prom. Lt., LCdr, Cdr and Capt. CO *Montcalm* 1971-74. Ret'd. in '80. [WC]

♦ SLt Alexander Kyle STUART, CM, RCNVR (Ret'd)

Toronto Br., 73 in Toronto 20/12/14. Jn'd. 12/44, thence *Cornwallis*. Prom. SLT 02/45, fl'd. by *Prestonian* 04/45. Rls'd. in '45. Career as clean energy executive and supporter nature-related organizations. [DM, *Toronto Star*]

♦ LCdr John Gerald George UNDERHILL, CD, RCN(R) (Ret'd)

NAC-VI, 81 in Victoria 19/12/14. Jn'd. UNTD Cdt(S) 01/51 at *Discovery*. Prom. SLT(S) 05/53, Lt(S) 05/55 and LCdr 05/63. Tsf'd. to *Malahat* and later as CIL Sea Cadet Officer srv'd. RCSCC *Budge* and at *Quadra*. [WC, *Times Colonist*]

♦ Lt John Peter Van HAASTRECHT, RCN

NAC-O, 71 of Bolton, ON 08/01/15. Jn'd. as Cdt at RMC 09/62 and prom. SLT

05/66 and Lt 05/68. Srv'd. in naval air branch as pilot. Resigned in '69. Civ. career as real estate executive; also board president, member and financial supporter of the RMC Foundation. [JC]

In Memoriam (non members)

♦ Inst LCdr Laurence COTTRELL, CD, RCN(R) (Ret'd)

94 in Victoria 22/09/14. Jn'd. RCNVR as an EA in '41 and rls'd. in '45. Jnd. RCN as Inst. Lt 08/53 and srv'd. *Naden*. Tsf'd. RCN(R) at *Malahat* 10/57 and prom. Inst. LCdr 08/61. CO UNTD Division. [MM, *Times Colonist*]

♦ A/SLt(O) John Charters DAWSON, RCN(R) (Ret'd)

83 in Victoria 02/06/14. Jn'd. RCN(R) as UNTD Cdt(S) 01/50 in *Discovery*, qual. 'O' and prom. A/SLt(O) 05/52. Srv'd. *Discovery* and *Shearwater*. Ret'd. in '55. [WC, *Times Colonist*, "Canada's Naval Aviators"]

♦ Cdr(E)(A/E) Roger John Stirling DICKINSON, CD*, RCN (Ret'd)

88 in Cambridge, ON 26/11/14. Jn'd. RCN as Cdt at *Royal Roads* in '43, prom. Mid(E) 07/45, A/S/Lt(E) 06/47, Lt(E) 06/48, Lt(E)(A/E) 10/50, LCdr(E)(A/E) 06/57 and Cdr(E)(A/E) 01/62. Srv'd. HMS *Thunderer* (RNEC), HMS *Wrangler*, HM Ships *Ocean*, then *Shearwater*, *Niagara* (SO Air Eng.), *Magnificent*, *Iroquois*, *Stadacona*, *Bonaventure*, *Bytown* (DNADP), 2nd Cdn Escort Sqn (Sqn Tech O), *Naden* and NDHQ. Ret'd. 01/71. [DMcC, "Canada's Naval Aviators"]

♦ LCdr Lancelot George DIXON, CD**, RCN (Ret'd)

74 in Ottawa 11/10/14. Jn'd. RCN as MED A, CFR'd as SLt 04/68, prom. Lt 04/71 and LCdr 01/80. Srv'd. *Bonaventure* and medical units. Ret'd. in '89. [Citizen]

♦ Inst LCdr Roy Nash EVANS, CD*, RCN (Ret'd)

In Middleton, NS 18/10/14. Jn'd. as Inst Lt 07/58 and prom. LCdr 07/66. Srv'd. *Cornwallis*, *Stadacona* and *Bonaventure*. Ret'd. in '80. [SR, *Chronicle Herald*]

♦ Lt(P) Hugh Carl FISCHER, CD*, RCN (Ret'd)

78 in Dauphin, MB 17/12/14. Jn'd. RCN as Cdt at *Venture* 09/55, prom. Mid 09/57, A/SLt 05/59, SLT(P) 05/59 and Lt(P) 09/61. Srv'd. USNAS Pensacola (flt.trg.), *Shearwater*, *Swansea*, *Bonaventure*, CFB's Bagotville, Comox and Portage La Prairie. Ret'd. in '84. [DM, "Canada's Naval Aviators"]

♦ SLt William Wallace GIVENS, RCNVR (Ret'd)

89 in Toronto 10/08/14. Jn'd. UNTD at *York* 10/43, thence to active service 12/44 as Temp SLt and confirmed SLT 05/45. Srv'd. *Cornwallis*, *Anna* and *Levis*. Rls'd. in '46 and tsf'd. to Ret'd. List. [WC, *Toronto Star*]

♦ Lt(CE) Donald Kenneth GOODWIN, RCN (Ret'd)

80 in Ottawa 19/10/14. Jn'd. RMC as RCN Cdt 09/53, prom. A/SLt(E) 06/57, SLt(E) 05/58 and Lt(CE) 10/59. Srv'd. *Donnacona*, *Restigouche*, *Bytown* and SNO St. Lawrence River Sub Area. Resigned '63. [Citizen]

(Continued next page)

♦ **Lt(CE) Donald Kenneth GOODWIN, RCN (Ret'd)**

80 in Ottawa 19/10/14. Jn'd. RMC as RCN Cdt 09/53, prom. A/SLt(E) 06/57, SLt(E) 05/58 and Lt(CE) 10/59. Srv'd. *Donnacona, Restigouche, Bytown* and SNO St. Lawrence River Sub Area. Resigned in '63. [Citizen]

♦ **El Lt(R) Douglas Swinarton JOHNSON, QC, PEng. RCNVR (Ret'd)**

91 in Toronto 01/01/14. Jn'd. UNTD at York 10/43, thence Temp El SLt(R) 05/44 and El Lt(R) 05/45. Srv'd. *Stadacona*, NSHQ and *Naden*. Rls'd. in '46. [WC]

♦ **PO1 Robert Donald KEENAN, CD, RCN (Ret'd)**

81 in Oakville, ON 20/12/14. Srv'd. *Ontario* and 12 other ships. [DM, *Globe & Mail*]

♦ **LCdr(E) Michael Robert KENT, CD*, RCN (Ret'd)**

92 in Halifax 19/10/14. WWII RCAF. Jn'd. RCN at *Chippawa* 09/49 as A/SLt(E), prom. SLt(E) and Lt(E) same date and LCdr(E) 09/57. Srv'd. *Ontario, Stadacona, Crusader, St. Laurent, Naden* and *Bytown*. Ret'd. in '65. [SR, *Chronicle Herald*]

♦ **Surg Cdr Edward Leslie LANSDOWN, CD, RCN(R) (Ret'd)**

Former Toronto Br., 87 in Toronto 05/12/14. Jn'd. *Chippawa* as UNTD Cdt 02/49, prom. SLt 05/51 and Lt 05/53. Designated Surg Lt in '59, tsf'd. to *York* in '60 and prom. Surg. LCdr 05/61. Ret'd. in '67 as Surg. Cdr. [DM, *Globe & Mail*]

♦ **Lt(E) Gordon Alexander LORIMER, RCNVR (Ret'd)**

89 in Montréal 29/09/11. Jn'd. as SLt(E) 05/44 and prom. Lt(E) 05/45. Srv'd. *Orkney* and *Cornwallis*. Rls'd. in '45. [WC, *Gazette*]

♦ **LCdr James Kenneth LUKE, CD**, RCN (Ret'd)**

91 in Victoria 13/11/14. Jn'd. RCN in '40, CFR'd as CMD GNR 07/55, prom. Lt* 01/59, star removed and designated Lt (sen. 05/57) and prom. LCdr 01/65. Srv'd. RN, *Bonaventure, Stadacona* and *Fort Erie*. Ret'd. in '73. [JC]

♦ **Lt Gordon Charles McCaffrey, RCN(R) (Ret'd)**

85 in Victoria 17/10/14. Jn'd. Royal Roads in '48 as RCN(R) Cdt., tsf'd. *Donnacona* as UNTD Cdt 02/51, prom. A/SLt 09/52, tsf'd. *Tecumseh* 06/53 and prom. Lt 09/54. Ret'd. in '56. [WC, *Times Colonist*]

♦ **Lt Martin Keith John MIDDLETON, CD (Ret'd)**

73 in Lunenburg, NS 26/11/14. Jn'd. as SLt 09/67 and prom. Lt 09/71. Srv'd. *Protecteur* and *Brunswick*. Ret'd. in '82. [SR, *Chronicle Herald*]

♦ **LCdr James Gibson MIMNAGH, CD**, RCN (Ret'd)**

88 in Ottawa 13/12/14. CFR'd as Cmd Rad O 07/57, prom. Lt(L) 10/58 and LCdr 01/69. Srv'd. *Stadacona, Bonaventure, Venture, Saskatchewan* and NDHQ. Qual. "Wpns." Ret'd. in '80. [WC, *Citizen*]

♦ **SLt Daniel MOONEY, RCN(R) (Ret'd)**

74 in Ottawa 26/12/14. Jn'd. *Unicorn* as UNTD Cdt in '59 and prom. SLt 07/61. Spent one year on CND. [WC, *Citizen*]

♦ **Surg Lt Edwin Lauraine MORGAN, RCNVR (Ret'd)**

94 in Toronto 01/01/15. Jn'd. as Surg Lt 02/46, srv'd. shipboard and *Stadacona* and rls'd. in '47. [Toronto Star]

♦ **Lt Richard Gallery PEARCE, RCNVR (Ret'd)**

93 in Toronto 07/12/14. Jn'd. as SLt 08/41 and prom. Lt 02/42. Srv'd. *Arvida, Kings* and *Forest Hill*. Qual. 'n'. Rls'd. in '45. [DM, Toronto Star]

♦ **LCdr Herbert Charles PINDER, CM, RCNVR (Ret'd)**

91 in Saskatoon 30/10/14. Jn'd. in '42 as Prob. SLt, prom. SLt 05/42 and Lt 02/43. Srv'd. *Kings, Niobe, HMS Keppel, Prestonian (XO)* and *Qu'Appelle (XO)*. Rls'd. in '45 and prom. LCdr on Ret'd. List. [DM, *Globe & Mail*]

♦ **CPO John Harris SAWYER, RCNVR (Ret'd)**

In Ottawa 15/12/14. Srv'd. 1941-1945. [Citizen]

♦ **Lt(E) John Arthur THOMAS, RCNVR (Ret'd)**

99 in Ottawa 17/10/14. Jn'd. as SLt(E) 04/43 and prom. Lt(E) 04/44. Srv'd. *Vegreville* and *Stadacona*. Rls'd. in '45. [Citizen]

♦ **SLt John Gerald TURCOTTE, RCN**

75 in Ottawa 09/10/14. Jn'd. RCN as Cdt at RMC 09/57 and prom. SLt 05/61. Srv'd. *Fraser, Restigouche* and FOAC. Rls'd. in '65. [Veritas, Citizen]

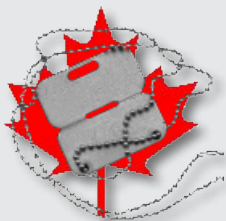
♦ **A/SLt(MN) Caroline Mary Teresa WALLACE (nee FRENCH), RCN**

86 in Ottawa 19/12/14. Jn'd. as A/SLt(MN) 05/51 and srv'd. *Stadacona* and *Cornwallis*. Rls'd. in '53.

Erratum: In the Autumn edition of *Starshell*, Cdr W. H. Wilson was incorrectly shown as CO of *Chaudière*. Rather, he was CO of *Terra Nova*. Thanks to Rod Hutcheson.

**KINDLY FORWARD ALL OBITUARIES TO PAT D. C. BARNHOUSE, STARSHIELD OBITUARIES EDITOR
535 KENWOOD AVENUE, OTTAWA ON K1A 0L7 ~ or ~ BY EMAIL TO: pat.barnhouse@sympatico.ca**

VETERAN VOICE.INFO



Go to the following for
the latest VVi periodical

<http://veteranvoice.info/vvi/bulletinboard.htm>

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

The Naval Association of Canada
308 Kennedy Lane E
Ottawa ON K1E 3M4

**Canadian Publications Mail
Sales Agreement No. 40025187
Ottawa ON**