

Volume VII, No. 73, Winter 2015-16

# Starshell

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



## On our cover...

One of the 'workhorses' of the Battle of the Atlantic, the RCN Flower-class corvette HMCS *Pictou* (K-146), appears to be at Action Stations as she shares convoy escort duties with her kin in the North Atlantic, part of her merchant 'flock' visible on the horizon.

Royal Canadian Navy photo/Naval Museum of Alberta.

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## From the editor

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### Fred R. Fowlow...

As events at the time of the last issue of *Starshell* precluded my desire to properly honour the passing of a close acquaintance and 'Friend of the Navy,' Commander (Ret'd) Fred Fowlow of Calgary Branch late last summer, I would like to take the opportunity to do so now.

Fred served in both the Battle of the Atlantic and Korea. A full accounting of his naval service will be found in his obituary on page 38 of the Autumn issue of *Starshell*. Over the years in both the Calgary Branch's newsletter *The Bowline* and in *Starshell*, Fred persevered, frequently taking pen in hand on behalf of the welfare and future of our Royal Canadian Navy in his well researched essays

published under the subheadings of both "Opinion" and "Broadships."

Of all the concerns Fred expressed for his Navy over the years, his *cause célèbre* was Canada's naval presence, or more appropriately the lack thereof, in our Arctic waters ... a concern which due to rapidly advancing climate change, has finally taken centre stage. Back in 1990, Fred was responsible for arranging a seminar in Calgary's Palliser Hotel entitled "*Maritime Defence Strategy and Resource Development in Canada's Arctic*," which included many noted speakers from the academic world, naval flag ranks and the oil patch. The various presentations were to form the nucleus of the first edition of The Naval Officers Association of Canada

publication entitled, *The Niobe Papers*. While some may have argued this was ahead of its time, events in Arctic waters in recent years have fully justified this important public seminar.

In addition to this, Fred also found the time to raise funds and arrange for the erection of a stone Memorial in Calgary to honour those members of the RCN who lost their lives during the Korean conflict.

The naval community and I have indeed lost a good friend. Fred will be missed. We all join in sending our rather late but heartfelt condolences to Joyce and the family.

Yours aye

*George*



## From the front desk

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As we enter a new year, much is happening in the Association that will hopefully encourage and allow each member to become more engaged. The long awaited Administration Manual is now posted, in draft form pending final Board approval, on the website. The manual is considerably smaller than the last Guidance Manual. Many of the submission dates and reporting dates have changed. These reflect the change that aligned the fiscal year with the membership

year for National as well as the scheduling of future Conference and AGMs in the fall to better allow RCN participation from the highest levels of leadership. Some changes of note are the requirements for Branch Reports, full Membership Reports due end of January and Applications for NAC National Awards due set weeks in advance of the AGM. One submission date has not changed—namely the application for Endowment Fund grants.

Another new item in the Administration

Manual is the procedure for election of Directors in accordance with the Canada Not For Profit Corporations Act and our By-laws. Now is the time to start thinking of your or another's possible candidacy. The timelines for the election require an early start of the process and I will be including more detail in the Spring 2016 edition of *Starshell*.

As you read this column, the call is already out for Endowment Fund grant applications for 2016. Applications are due



by April 10<sup>th</sup>, 2016 for consideration in this fiscal year. The Endowment Fund Committee considers all applications at the same time to ensure the objects of NAC and regional representation are fairly considered.

It is for that reason that applications received after April 10<sup>th</sup> cannot be considered and will need to be resubmitted next year as appropriate. Details have been sent to Branch Presidents and are available

on the website and an application form is included in this edition of *Starshell* on page 36.

Yours aye

*Ken*



## From the bridge...

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# A Defence Review

On 12 January, the Minister of National Defence Harjit Sajjan confirmed Canada would undertake a defence review to be completed by 31 December 2016. Pundits have speculated that the decisions of this review will impact Canada's defence posture for decades to come. Given the alarm over terrorism, the Middle East and Africa, it may be difficult to ensure due consideration is given to longer term, lower profile but critical issues such as the need for a capable and effective navy.

In the somewhat distant past NAC [NOAC] was engaged in the debate but that has not been the case for some time. This time will be different. NAC will be fully engaged, writing and speaking to Canadians and in particular our MPs in order to communicate the naval point of view.

### ■ WHAT'S DIFFERENT NOW?

In the last issue of *Starshell* I postulated that we aimed to fulfill three roles: an RCN alumni, a professional society and to educate Canadians. In future issues I will address the alumni and professionalism pillars, but for today, given the defence review

we must focus on educating Canadians and their parliamentarians, specifically those involved in the review of the need for a navy.

Fortunately, we have recently become more capable at tackling this task. The resources we possess now include both a strong membership able to speak with some authority and the financial resources necessary to support our work

We have grown in numbers but equally

*...we must focus on educating Canadians and their parliamentarians, specifically those involved in the review, of the need for a navy.*

important, have broadened our base by welcoming all who have an interest in our Navy. Our membership is now more representative of Canada, including a cross section of both citizens and serving members. Our serving members now range from naval cadets at Royal Military College through to the Commander of the Royal Canadian Navy including most senior flag officers. Membership spans Canada with increases

in both St. John's and Victoria based branches. The breadth and depth of our membership allows us to speak with some authority on naval matters.

A second key to success are the financial resources to support our education efforts, be it through funding noted scholars to address key issues or expanding our outreach. When we looked at the need to assemble a 'war chest,' members made it quite clear that increasing dues would not fly. Our approach has been to develop two signature events which, while helping define the NAC, might also generate a financial surplus. Thanks to the hard work of the Ottawa Branch, the GALA has become both a place where government, industry and naval leaders can meet, but also the source of funds for NAC operations.

Apart from generating funds, these events have become important contributors to the discussion and education process. Each of the conferences held variously in Ottawa, Victoria and Calgary, have examined in some detail an important aspect of Canada's maritime interests. It is expected that the 2016 conference to be held in Ottawa on October 20<sup>th</sup> will see a doubling

in attendance and importantly, a large contingent of those supporting the defence review.

While both events help advance our naval affairs efforts, we need to reach out to decision makers via both the written and spoken word. Regarding the written word, Dan Sing has been putting in place a naval affairs effort, while Richard Archer has been concentrating on reaching Canadians through outreach via the spoken word. Both are essential initiatives which will be key to our success in communicating our message.

Somewhat hidden over the horizon the naval affairs group has been working on our messages and how we approach Canadians. We have crafted these messages with the intent that our branches and members across the country can use them to engage local personalities and even to counter bad press and reporting. NAC News Issue 134 put forward the work so far on messaging:

### ■ Master Message

Canada needs a capable and effective Navy.

### ■ Key Messages

- (1) Canada's national interests of peace and security and economic prosperity are intertwined;
- (2) Canada possesses a vast, resource-rich ocean estate;
- (3) Canada is an increasingly global, sea-trading nation.
- (4) Beyond its sovereign waters, Canada values, and is an ardent advocate of the rule of law at sea and of international peace and security.
- (5) There are threats to elements of Canada's national interests.
- (6) Future threats to our national interests are difficult to predict.
- (7) Canada must not rely exclusively on others to protect and further its national interests.

(8) Canada's peace and security contributions to the United Nations, to the North Atlantic Treaty Organization and to other defence and security arrangements must be meaningful.

(9) Future Canadian governments will likely one day need to send Canadian naval and maritime air forces into harm's way.

(10) Without the establishment and continuous maintenance of ready-to-deploy, ready-to-act, capable and effective Canadian naval and maritime air forces which are purposely designed to operate against current and future threats in Canadian international and far-away waters, the maritime-related elements of Canada's intertwined national interests of peace and security and economic prosperity will be at risk.

(11) A capable and effective Navy is ultimately all about avoiding, preventing and deterring costly conflict and war.

### ■ The Written Word

In writing, we intend to take two approaches. First quick response, short notes that appear as opinion pieces in news media often in response to what others have written. Social media will be important here especially since the new government has expressed an intent to consult new media commentary as part of the decision making process. The second is longer, in-depth, well researched articles that address issues critical to the defence review debate.

For the 'newsy' items it is hoped that members across the country will engage in responsible thoughtful letter and OpEd writing addressing both local and national issues. Such contributions could be over your personal signature or, when appropriate, saying you are a member of the Naval Association of Canada. In some cases it will be important to write on behalf of NAC and so identify the organization. While every piece should be measured and thoughtful, not reactionary, if you are putting the piece

forward on behalf of NAC, please take the time to have others in your Branch or National look it over prior to submission. With the review there will undoubtedly be an increased level of discourse—we need to respond quickly where appropriate.

The Naval Affairs team will develop in-depth analytical articles examining key issues. In many cases these will involve funded research by nationally and internationally renowned experts. We are also considering ways to use the *Canadian Naval Review* to both raise the profile of naval issues and engage a wider range of experts. We will need to mount an effort to get these articles in the hands of those developing defence policy, particularly the so-called 'kids in short pants' that support parliamentary policy development.

### ■ The Spoken Word

Branches have been active in starting to get the message out through OUTREACH. In one area alone, the OUTREACH team has presented to twenty-two different organizations. Richard with Dan and others are now working to renew both the message and materials currently in use. While the materials will be refreshed Nationally, it is intended only as a template which branches can then modify the package to suit local interests. This continues to be important but we need to now also focus on the teams that make up the MP's riding infrastructure which was critical to the election of the MP. These folks have a significant impact on what MPs think and MPs in turn through their caucus have an impact on party policy. Local OUTREACH not only has a local impact, but it can be critical to educating our leadership as to the importance of a capable Navy. It also has the potential for encouraging community members to participate in the unfolding Defence Review by giving them the naval information they need.

Again on a local level, but quarterbacked by National, we are planning to further educate MPs through face-to-face discussion with our naval leadership. The concept is for NAC to organize meetings in major centres across the country during parliamen-

tary recess periods when MPs are back in their ridings. Senior naval leaders will meet with small groups of four or so to discuss naval affairs. These will be NAC labelled but held at naval facilities whenever possible.

### ■ In Ottawa

At the same time we must intensify interactions with decision makers in Ottawa. We need to continue to refine our message

and, using the material developed by the above initiatives, get in front of the parliamentary committees and groups charged with carrying out the defence review. Our national naval affair group needs to concentrate on these important opportunities.

The coming months may well be crucial to the future of the RCN. Support of the defence review process, through education of those charged with this work, should be our highest priority as it may affect our navy for

decades to come. We need to focus both locally and nationally to implement a multilevel approach. Now is the time to get involved on a personal basis, writing, speaking and helping make sure we get our message across.

We have been building this 'vehicle' called NAC for some time ... *it's time to take it for a spin!*

Yours aye,

*Jim*



## Fraser McKee's Navy

"When the lights come on again, all over the world..."



served in HMCS Wallaceburg at the end of the war. Our group, W.8, consisting of all Algerine-class minesweepers, brought the last convoy of the war, HN 355, consisting of some 30 to 35 ships, into New York on or about May 16<sup>th</sup>, 1945. Despite the war at sea ending officially on May 8<sup>th</sup>, the Admiralty weren't positive until then that they had found all of the surviving U-boats.

We were at sea with the convoy when the message arrived saying the convoy could run with lights on the next night (see p.38, Ed.). I commented to our CO, LCdr John Bovey, that this would be a big help. He wisely said, "*Oh no it won't. It'll just make it more difficult!*" I had the middle watch with the Executive Officer who had just got his head down in the navigation 'office' below the bridge, and sure enough, there were indeed LIGHTS! Red, white, green ... purple, blue, yellow, chartreuse and anything else!

What you thought you saw sort of clearly didn't match anything on the PPI radar! And the merchant skippers, when they saw how CLOSE their neighbours were with their lights on after 5½ years, tended to ease away from those nearest to them. So that by 0400 turn-over, just at first light, my relief wouldn't take the watch over from me because I really didn't know where we were relative to a no longer rectangular convoy—supposedly off the front left corner.

Just then Cdr Bovey arrived on the bridge to ask me what was going on. I admitted, "*We seem to be rather out of station ... Sir, and*

*I'm just easing back to the east. The convoy is pretty irregular ... Sir.*" Bovey, to his credit as I recall, just smiled slightly and said, "*Oh yes? Hmmm,*" had a look around to be sure we weren't going to be run down and left us to it.

On that same trip, we did an interesting compass swing with an American adjuster but 'on the run' across lower New York harbour which was full of anchored shipping.

At the start of the evolution I was at the rear of the bridge watching and Bovey, nervously watching us sweep across on a supposedly straight line at some shore mark while the adjuster fiddled with the rods and balls, asked anxiously, "*Can I alter now? We're pretty close to that freighter ... okay now?*"

And the adjuster would say, "*Just hold on a minute,*" and fiddle with the open door of the standard compass.

I departed the bridge, suspecting things might get difficult and as TAS officer, went to the quarterdeck.

At one stage we came damned close across the bows of an anchored freighter, to the extent that I leaned over the rail as her large anchor chain swept along our side, disappearing under the curve of the quarterdeck. There was even a faint 'chink' as it slipped astern and then we slowed and went back to the Staten Island Navy Yard for a stiff noon drink all around.



# From the national archivist...



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When Jason Nisenson, the Archivist at the Library and Archives, The Military Museums in Calgary, Alberta, offered to write an article on the NAC National Archives for *Starshell* (Spring 2015 edition), it made me reflect on the origin of NAC National Archives. On July 21st, I had the opportunity to visit with Jason at The Military Museums and see the NAC National Archives in their new home, and I learned to appreciate what Jason and Yvonne Hinks, who had processed our Archives, had achieved in a very short time, but more of that later.

In late 1986, the NOAC National President, Captain G. H. Hayes DSC, CD, RCN (Ret'd) asked my predecessor, Commodore Laurie Farrington, CD, RCN (Ret'd.) to assume the role of Naval Officers Association of Canada (NOAC) National Archivist. Laurie found that "there was no definition of the function of an archivist or the purpose of NOAC National Archives. In fact, the Branch Guidance Manual (November 1981) did not show an Archivist position on the NOAC organizational chart." It only noted that the NOAC General Manager (then in Toronto) was to act as repository of historical records, etc.). The Branch Guidance Manual also listed subcommittees, one of which was described as an "Historical Committee."

In January 1987, Laurie wrote "A Requirement for NOAC National Archives," which he refined in 1988 to "NOAC Archives Collection: A 1988 Perspective." This was subsequently incorporated in the Branch Guidance Manual. The collection was housed in a four-drawer metal filing cabinet in Laurie's garage. In 1999, Laurie turned over his archival duties to the current National Archivist, myself, Fred Herrndorf, and the collection was moved to the basement of HMCS *Bytown* with the intention of providing easier access. In practice, this location did not prove to be very satisfactory. In 2010, the opportunity opened up to move the archival collection to the Naval Museum of Alberta Society in Calgary, which held the promise of being housed in a proper environmentally controlled facility. During this time, the Naval Association of Canada (formerly known as the Naval Officers Association of Canada) archival collection had been growing through the addition of a number of bequests.

On April 14th, 2013, a Memorandum of Understanding (MOU) between the Naval Association of Canada and the University of Calgary, was approved by the university to transfer the NAC archives to the Naval Museum of Alberta, under the jurisdiction and administration of the University of Calgary. The result of this action has added the NAC archives to the Macpherson Photographic Archives and the Burgess Library Collection as well as the Naval Museum of Alberta Society (NMAS) Archives, making this combined collection a very significant source of naval knowledge; which permits the University

of Calgary together with the Naval Museum of Alberta to become a centre of Naval Excellence. Among recent requests to the NAC archives, was one from the Arctic/Offshore Patrol Ships (AOPS) Project for the NOAC study on "The Requirements for a Combined Sea/Air Base in the High Arctic," (a brief to the Minister of National Defence prepared by the NOAC on May 27th, 1974) and a 'supplement to Arctic and Sovereignty Brief' of April 30th, 1975.

## ■ Accessing the NAC National Archives

Recently, the University of Calgary has adopted A to M (Access to Memory: <http://www.accesstomemory.org/en/>) as an archival management tool to bring their archival description into an online environment. As a U of C branch, the Naval Museum of Alberta will also be participating and that, relatively soon, the description of the NAC National Archives will be available online through this link: <https://searcharchives.ucalgary.ca/repository/browse>. Currently, there is no Military Museums presence, but the first smattering of those holdings will appear as they do the next update, certainly by January 2016. It is the intention of Jason Nisenson, the Archivist involved with the NAC National Archives, to reprocess the description of the NAC National Archives as it exists by early 2016 in order to migrate it into A to M, where it will then become available to any user with access to an internet terminal. Increased access is one of the major advantages of A to M, but there are several others including: robust cross referencing between collections at both the U of C and following integration with the National Archives, other archival institutions; better management of restricted material; the ability to upload actual content (i.e., records from the archives) into the descriptions. The major thing to note is that what will appear online is only the description, not the records, though, as mentioned above, A to M does have the ability to present scanned records as well.

Finally, the TMM Library and Archives collects all aspects of military history and strategic studies with an emphasis on Canada. The TMM Library and Archives are managed by the University of Calgary through a partnership with The Military Museums established in 2000. We are most grateful to Jason Nisenson, the TMM Archivist for the above description of accessing the NAC National Archives. He can be reached at [jason.nisenson@ucalgary.ca](mailto:jason.nisenson@ucalgary.ca). In closing this epistle, I would like to issue an appeal to those NAC members who have documents of naval significance in general and Royal Canadian Navy significance in particular to donate to the NAC National archives. We are always on the lookout for **early issues of *Starshell***, National Defence White Papers, etc. Please email me [frederik.herrndorf@sympatico.ca](mailto:frederik.herrndorf@sympatico.ca) and let me know what you have.





## Survival as an Ordinary Seaman (Officer Candidate)

By Robert Darlington

Having been a Sea Cadet from 1941 to 1947 in *John Travers Cornwell* VC Corps in HMCS *Chippawa*, Winnipeg, it was no great leap when I joined the University Naval Training Plan (UNTD) as I began my 1945 college year at the University of Manitoba. Lieutenant-Commander Liston B. McIlhaga was Staff Officer at HMCS *Chippawa* and my joining procedure was unusual to say the least. I was a Cadet Midshipman and 'Mac' had earlier chosen me to command the 100 strong Cadet Guard for His Excellency, our Governor General the Earl of Athlone. So my joining routine in the Wardroom in *Chippawa* consisted of 'Mac' getting two beers and I signed the papers.

I am not aware of any formal history of the UNTD. It had been initiated pretty much under the guidance of Commander Herbert Little, but I do not have a clear date for its inception. My very good friend Vern Margetts (another Winnipeg Sea Cadet) joined with me and for some obscure reason, Commander Little referred to the two of us as the 'Gold Dust Twins.' His son Robert Little was the Assistant Adjutant at the Canadian Forces School of Administration and Logistics when I served there as Chief Instructor in 1968. He went on to be a Major General. We were given wartime RCNVR numbers; mine was V-95591. (Later the 'V' numbers were cancelled and I got R-471. On commissioning, I was given the officer number 0-17974.)

If this was to be a formal history of the UNTD plan, I would have obtained and studied Naval Board minutes to see what was done, what was intended and how the wheels of administration were driven. Perhaps the naval leaders saw that the Army through its ROTC was attracting the best of undergraduates for officer selection. Was Commander Little given any specific direction? The inception of the plan was probably in 1943, but the ships were fighting a sea war at that time so it wasn't until late 1945 and 1946 that the students could be shipped to one or other coast to meet the ships and have on board experience. But the post war navy was shutting down much of its infrastructure so the staff remaining were not in the best condition to prepare and execute formal training plans.

There were two different eras for those who became members of the UNTD. From roughly 1943 to 1949, members held the rank of

Ordinary Seaman (Officer Candidate). In 1947, some of us were re-classified as Probationary Writer (Officer Candidate). Both wore the uniform of an Ordinary Seaman and all lived in the mess decks and slung hammocks. They were clearly identified by white cap tallies. After 1949, the members were all entered as Cadets and had battle dress type jackets and peaked caps. They also had separate messing facilities. Vern and I usually took off the white tally and put on the ship's tally in which we served. No one seemed to care!

At *Chippawa* during the winter of 1945-46, we paraded once a week under the sharp eyes of Chief Petty Officer John Pegg (ex-Royal Navy). Because I was concurrently the Sea Cadet gunnery officer, I had been elevated to the rank of Acting Leading Seaman. Once when CPO Pegg saw a flaw in the platoon's marching, he ordered it to double around the parade ground. He roared at me to fall out because, "Leading Seamen are exempt from such penalties." So we began to absorb the many mysteries of the culture and traditions of life in the Navy.

If the following autobiographical report leaves readers with the impression that training programs in the early days were scarce, that was certainly my judgment. I spent more time painting and chipping paint than I spent in a classroom. Most notable exception was a two week course for twelve of the first class of Probationary Writers in the Supply School in 1947. Too often we were seen as 'gash hands.'

The normal practice was for UNTDs to spend two weeks in summer training at the coast nearest their home Division. So in April 1946, our Winnipeg contingent headed west by train when our college exams were finished. Quite a number from Winnipeg had war-time service. Rex Vyner had been a Leading Seaman in HMCS *Restigouche*. Bob Strain was a Signaller in HMCS *Galt*. Bob Sunderland was a Coder and survivor when HMCS *Chebogue* was torpedoed. One of our group was an army sergeant who had survived a tank strike in the Italian campaign. We even had an ex-RCAF tail gunner wearing the ribbon of a Distinguished Flying Medal.

On arrival at HMCS *Naden*, the West Coast barracks, we were taken across the harbour to the Dockyard. In HMCS *Givenchy*, where

we were issued hammock parts and were then taught how to put all the pieces together so that it could be slung on a hammock bar whether in barracks or on board a ship. Our first ship was the cruiser HMCS *Ontario*. The ship had recently returned from the Pacific war and although still in commission, she was in bad maintenance and reduced personnel. It was disconcerting to hear the pipe "Duty rat catcher, close up." We were billeted in C-Mess, a large forward open mess. After 'Lights Out' was piped, we lay awake listening to the rats scurrying along the deckhead cabling. We often took boots into our hammocks. At a signal, someone switched on lights and we threw boots in the direction of the rats. It was totally ineffective but lots of fun and required some sorting out of boots in the morning. Our Divisional Officer was Lieutenant Mark Mayo.

Our two weeks in the cruiser were simply to take Damage Control training. One evolution required each of us to go into a smoke filled compartment wearing respirator equipment. I don't recall much else that filled out the two weeks on board. There was obviously no training plan for we 'Untidies.'

As Ordinary Seaman (OC) we were entitled to leave which expired at midnight, so our trips into Victoria usually finished with a mad dash for the old Number Four 'Toonerville Trolley' which served the dockyard. The ship's Master-at-Arms was himself under punishment so he was always at the brow to remove any Station Card that was still on the board at midnight. A sailor's station card contained his duty watch (port or starboard if in two watches or red white or blue if in three watches). It also said if he was entitled to grog.

A number of us were planning to stay on the coast longer than two weeks so we were transferred to the frigate HMCS *Charlottetown* (LCdr Jack Wolfenden). Because I had asked to stay all summer, I was assigned to the Gunner's Party. By June of 1946, most of the wartime RCNVR ratings had been released. The remaining hands were a combination of those who had signed on for a

seven year RCN hitch during the war and a few old prewar men. One of the latter was Leading Seaman Dave Martin. He had been disrated numerous times and was still walking a fine line of potential misconduct. He kept a bottle of gin in his locker. He and I spent most days stripping the twin four-inch gun forward of the bridge where he could sneak a drink and waste time without being observed. Today's navy would not put up with the likes of Davey Martin. I first saw him serving beer in the wet canteen in HMCS *Stadacona* in Halifax in 1948.

The ship was assigned to two-week training cruises with UNTDs and I was allowed to stand bridge watches as Second Officer, which I loved. The Captain required a loaded rifle on the bridge and used it to shoot at anything that came near the ship. I never saw him hit anything. He never seemed to realize that I needed glasses and once looked at me strangely when he asked if the stern line was in and I used binoculars to check, a matter of perhaps 100 feet. One day our quarterdeck was loaded with boxes of ammunition of numerous varieties. We were told that it was all "time expired." We took it out a few miles then dumped it into the Straits. Presumably it eventually broke free from the cases and was eaten up by rust. The Captain kept a few cases for his use on the bridge, popping off at any stray bird that got within range.

I can't recall all the west coast ports we visited. One was Powell River where that company town arranged for a dance and busses to get us to the hall. We also went into Port Alberni where another dance was provided in a small hall with one light bulb. We desperately tried to dance our partners into the bleak light to see what they looked like. The next day we toured the plywood factory where many of the same girls worked and were covered with sawdust. I also recall that we visited Prince Rupert where we who were underage were able to get beer served at the local Legion. I think it was at Alert Bay where we played basketball against a First Nation's team. Colin Shaw was the scorekeeper and I remember him calling, "At bat, Mountain Mark One, on

deck Mountain Mark Two, and in the hole Mountain Mark Three." The ship got as far north as Ketchikan in the Alaskan panhandle. At that time it was strictly a fisherman's port, much unlike the tourist choice of the many cruise liners that now have it on their schedule. Most of the UNTD were either from Winnipeg or Edmonton and some friendships developed. Two that I recall were Ernie Pallister, who became well known in the Alberta oil business and Tevie Miller who became a Judge of the Supreme Court of Alberta.

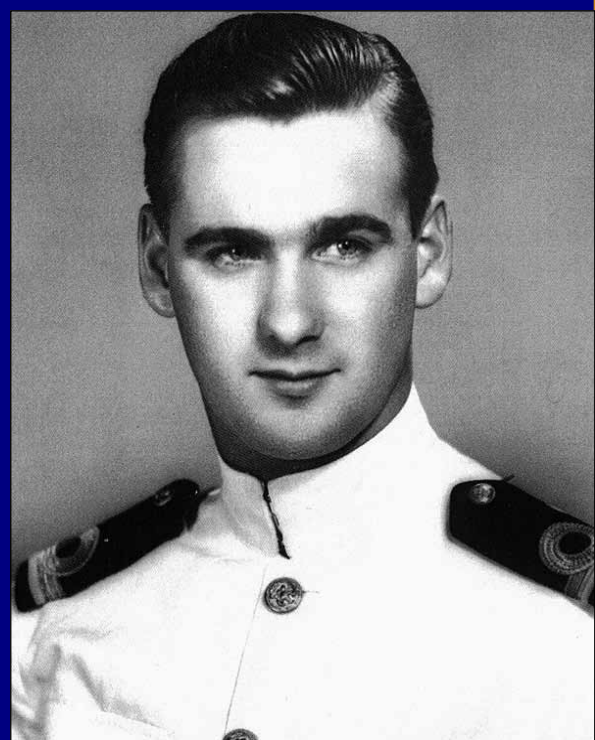
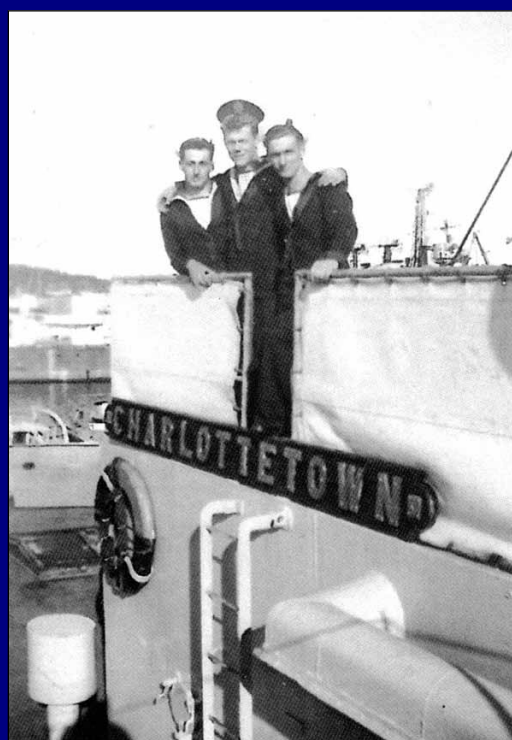
As an Officer Candidate I stood bridge watches as Second Officer, usually with Lieutenant 'Tiny' Hyman. On one occasion in Hecate Strait we took over the Morning Watch at 0400 and were told that the island in view was on the chart, fine on the starboard bow. At that time there were virtually no lights or useful aids to pilotage in the Queen Charlotte Islands. Hyman and I soon determined that the island had been wrongly identified and we were standing into shoal water. A course adjustment was quickly made. I can't remember ever using our very basic radar for use in pilotage waters.

Prior to 1958, Ripple Rock was a major danger to ships at Seymore Narrows in the Inside Passage. It was at the entrance to Johnson Straits and had to be passed with extreme caution. In the two months I spent in *Charlottetown*, I believe we did so at least twice. Floating logs were also dangerous. We hit one in Johnson Strait that became attached to the prow and was splashing vigorously on both sides of the ship.

For some reason that now escapes me, a few of us were transferred to HMCS *Crescent*, a relatively new destroyer. Canada had intended to get all eight of the "CR" class destroyers for service in the Pacific, but the war ended and we settled for just *Crescent* and *Crusader*. *Crispin* and *Creole* went to the Pakistan Navy under new names. *Cromwell*, *Crown*, *Crozier* and *Crystal* went to the Royal Norwegian Navy, again under new names.

Once again I managed to be put into the Gunner's Party where I was to be sweeper





**Top Row L to R:** Shore leave from HMCS *Crescent*, July 1948. • Darlington on *Ontario's* six-inch barrels.

• The mad crew of the Executive Officer's barge.

**Middle Row L to R:** Sunbathing on *Ontario's* six-inch turret until a signal from the Admiral ended it. •

Miller and Palister (Edmonton) with Darlington.

• The author as a brand new Sub-Lieutenant.

**Bottom:** Winnipeg's Kovnats and Darlington.

All photos, author's collection.





of the director above the bridge and the Haize Myer pom-pom mounting. I was to return the mounting to peacetime glory by removing all the paint from the brass labels and fittings. In the director, no one could see me from the bridge and I could laze away part of the working day in the sun. The gunnery Leading Seaman was one of the Paul brothers. He had left the navy as a Chief Petty Officer but rejoined as a Killick. He always carried a stick and we could expect a gentle touch across the bottom if he was displeased. Please do not suggest a formal complaint! That was 1946, not 2015!

The Captain was Pat Nixon who I got to know well in later years. We went up the west side of the island and had on board the Governor General, the Earl Alexander and some of his family including a teenage daughter with a friend. On the bridge, the GG asked the captain to show how fast the ship would go. So the ship increased speed to about 33 knots. I was on the quarterdeck aft of the two 4.5 inch gun turrets and the ship's diesel cutter. When stowed, the cutter's canopy was not securely fitted. When the wind from the ship's speed got under the very heavy diesel cutter's canopy, it took flight, landed on the deck just in front of me, bounced once and with one mighty leap, went over my head and was consigned to the Pacific Ocean. This was my first near death on board experience. Many years later I told Pat Nixon of this incident. He said he was not told about the loss of naval equipment.

The XO had me confused with a seaman with a Ukrainian name. As I was walking aft he called out the wrong name and I decided to ignore him. He finally shouted, "OK Darlington, I get the message." Somewhere off Comox as we were returning to Esquimalt in company with *Uganda*, we found a fishing boat with flames pouring out of the engine. The cruiser (senior ship) ordered us to go to the rescue. We went alongside and from our foc's'le we smothered the engine with foamite. Just as we got the flames to die down, another fishing boat, assuming we were not winning the battle, rushed up and poured sea water on the fire. Naturally

it washed all our foamite away. With the fire now returning and the boat full of water, the boat disappeared under the sea. While the great fire fight was happening, we learned that *Uganda* was negotiating with another fishing boat for fresh fish! We had used all our foamite supply in any case.

In one of the inlets, possibly Uclulet, we joined the cruiser HMCS *Uganda* for a fleet competition. In the Winnipeg Sea Cadets, I had pulled a whaler oar many times so I volunteered as second stroke on the ship's whaler racing crew. We had already beaten the Vancouver Reserve Division team in the one mile pull off the Vancouver waterfront. The XO was pleased and gave us each a bottle of beer. When *Uganda* and *Crescent* anchored in Alberni Inlet, the two ships had a whaler pulling contest. Seamen crews were matched against each other as were stokers, communicators and officers. The larger ship [the cruiser *Uganda*] was able to man more than one entry in each category so we raced against four other boats. One of the senior officers ran a pari-mutuel betting system and once again we were the XO's heroes as we made him a little profit.

One day in Esquimalt I was assigned as guard over a sailor who was to be given severe punishment by the reading of a warrant. I cannot imagine what I was intended to do if the prisoner attempted to escape. He did ask to go to the heads and I felt compelled to take him there. As we passed through the various messes he was given a quick shot of rum by his sympathetic mates. At noon when I took him to the quarterdeck for the warrant reading, he was slightly inebriated and giggled when the coxswain removed his cap. I thought that I was the next for punishment but our prisoner was led away to incarceration.

I returned to Winnipeg via a Labour Day stop in Edmonton at the home of Tevie Miller. We had a date with local friends of Tevie and Ernie Pallister. The night club owner was not pleased with our jitter bug dancing but had trouble getting his ethnic tongue around the word "jitter."

By the spring of 1947, Margetts and I had transferred from the Seaman Branch to the

Supply and Secretariat Branch and were now Probationary Writers (Officer Candidates). A number of other UNTDs across Canada had done the same, so when we went to *Naden* on the west coast we joined the Supply School for a two week training course. I still have a photo of the twelve of us who were on that course. That was followed by two weeks in the cruiser *Uganda* for a 4-inch gun firing exercise. I was eliminated from the final gun's crew for some comment I made within hearing range of the Petty Officer in charge.

With no more formal training planned for us, I was assigned to the Discharge Transit Centre. This was a unit of one Lieutenant-Commander (LCdr Grubb) and one Petty Officer Writer (Al Haley). Numerous men, both RCN and RCNVR were reaching the end of their period of service and the DTC administered the process up to their day of release. I had an office next to the boss where I answered his phone and arranged the final meeting with the men. He was usually gruff and impatient when his wife called, but sweetness and friendly when it was a colleague calling to arrange a noon-time drink.

Each man discharged had to visit a number of authorities to be checked off. These ranged from the pay office to the library and some that made no sense. Once we in the office had all the documents in order, the last step was a final interview with LCdr Grubb. From my office I could hear that event. The officer always asked if the man had any final comments. One old Stoker Petty Officer then launched into a litany of negatives covering the full period of his service. When he finished the boss said, "*When you entered my office you sat down without my permission. Stand up!*" [Shuffling noises] *Now, do you have any complaints?* The quiet reply was, "*No Sir.*" The Petty Officer left as a civilian without any further good feelings.

Over the winter of 1947-48, I remained a junior officer in the Sea Cadets so was often in *Chippawa's* wardroom where Commander 'Rocky' Main was the Commanding Officer. Vern and I were waiting our formal transfer from the Seaman's Branch to the

Supply and Secretariat Branch as the Logistics Branch was known at that time. Rocky was teasing me about my eyesight and took me to Sick Bay for an ad hoc test. There was a calendar on the wall and he asked me what the cowboy on the calendar was doing. After a squint or two I reckoned there was too much bare skin for a cowboy and said, "*It's a cowgirl.*" Earlier, I had passed the lettered chart because I had long before memorized the letters in the appropriate line.

But Vern Margetts and I decided we had seen the west coast for two years and would try for the east coast. We became the only two from the west that went to Halifax. On arrival we checked in at HMCS *Stadacona* and were told to sling our hammocks in 'A' Block. That block was a weekend disaster so we went into town and rented a room on Spring Garden Road for \$1.00. On Monday morning we reported on board HMCS *Iroquois* for duty as writers; Vern in the ship's office and me in the pay office. How the 'system' found the two of us and why they thought we were qualified writers remains a mystery.

*Iroquois* was in commission but with a much reduced complement. The captain was LCdr Breen P. Young. There were two Supply Branch officers on staff, LCdr Martin Doyle and Lt Jack Forbes. For the four months that I was on board, the only movement the ship made was to turn bow to stern at the jetty. The ship was in command of the Reserve Fleet which consisted of out of commission ships with some personnel, and including some very small wooden minesweepers.

The ship's company were a unique bunch of characters. One bright soul regularly climbed the foremast naked in the hopes that he would be released as medically (mentally) unfit, i.e., slightly bonkers. Another was getting daily visits from the RC Chaplain because his wife wanted him to leave the Catholic Church. The XO had a cat which was twice thrown into the harbour and twice rescued by a sailor in the ship's rowboat. One sailor named Holmes, who came from a well to do family was called 'Better Holmes.' Vern and I together with three *Iroquois* sailors crewed a harbor craft to St. Margaret's Bay for two officers. While they were on social duties ashore, we loaded their camera with some photos of us. The owner was amused.

I had my 21st birthday on board accompanied by numerous tots. When the XO made evening rounds I was fast asleep on the lockers. Everyone in the mess lined up tightly so the XO could not see me. He had probably already determined that his men were somewhat weird so just ignored their antics. The ship's wardroom was not in use as such and was where the captain's and pay offices were located. A Petty Officer Writer (Norm Boot) was reviewing wartime reports of ship's officers to assess their combat readiness. At one stage I assisted the Petty Officer although there were no standards against which to retain or destroy each report. Some were extremely critical. One I recall said that the only officer capable of standing a bridge watch was the Captain. I believe that most of the reports went to the storage depot in Sydney, but I have never heard of their use by a naval historian.

Vern and I stood no watches and were free to go ashore and enjoy the delights of 1948 Halifax. Entertainment consisted of the movie house, a dance hall called "The Bucket of Blood" or the *Stadacona* pusser's wets. I believe it was Olands who had the beer contract with the 'wets.' Whoever, it was the strongest of any I have ever tasted. A USN cruiser came in for a port visit. As the sailors arrived for drinks, we warned them off the beer. They scoffed! Soon they were going out the door horizontally. For ten cents a glass it was a short trip. Leading Seaman Davie Martin had found his nirvana in the wets as a server.

My job was keeping the pay records. With no formal training it was a case of learning while doing. The RCN had adopted a modified system based on the USN method. I was supervised by a Leading Pay Writer who left me pretty much on my own. One morning Jack Forbes told me to come with him to pay the troops on another ship. I said I needed a pencil and ducked into my mess deck to get one. While at my locker a Petty Officer shouted that I was now on report for "*Skulking in the mess during working hours.*" When I told Forbes why I was late joining him, he blew his stack. For some reason the PO was never very friendly to me after that.

At a date in June, two messages came on board from NDHQ. One said that Margetts and Darlington were fully qualified for promotion to Acting Sub-Lieutenant (S) RCNR, and did we wish to be so promoted? The second said that the RCN was seeking electrical and supply officers for transfer or acceptance. Vern and I immediately said yes to the RCNR commission and yes please to the application. Very shortly thereafter, mid-July, we were directed to attend a selection board in *Stadacona*. The members were Haddon, Paddon and Laws. I vaguely remember some of the questions that were very general in nature. When the Board learned that I had been the Gunnery Officer in my sea cadet corps, the atmosphere changed from formal to benevolent. I had recently danced with a girl at the 'Bucket of Blood' who was a secretary at the HQ building. She mailed me a copy of the Board's findings with a note demanding secrecy. The electrical candidate was deemed to be "suitable." Margetts and I were found to be "eminently suitable" for transfer to the RCN.

One Saturday morning in July, Vern and I were enjoying a cigarette on the quarterdeck when Jack Steel came up the brow to have a drink with our captain. Jack was the Staff Officer at *Chippawa*, our home unit. He said, "*What the hell are you doing here?*" On Monday morning our Master-at-Arms piped me and told me to get my kit and hammock and join the aircraft carrier HMCS *Magnificent* at Jetty Five. Since we were at Jetty Two and the carrier was about to sail, it was a tight race. I literally went on board with the last brow as it was being hoisted.

Somehow in the rush of people during their routines for sailing, I found the Regulating Office where I was told that I was to work in the Pay Office and was berthed in H8 Mess with the other Writers. The pay records were administered in four sections: two for Leading Seamen and below, and I got the one for Petty Officers. Our boss was a crusty old petty officer who handled the officer records.

The captain was Harry DeWolf who was about to be promoted to Commodore. The Commander was Debbie Piers.

The ship had recently arrived in Canada after its predecessor, HMCS *Warrior*, had been transferred to another navy. The squadron had not had any decks for practice landings so their's was to be their inaugural exercise. We took twenty-one aircraft to sea, some of which were Seafires. I don't recall the anti-submarine type, but I do know that we did not have twenty-one aircraft when we returned to Halifax.

Other than a short R&R visit to Gaspé and a Banyan at some deserted spot, we were at sea for most of August and two weeks into September. After the banyan some drunken idiot threw Cdr. Piers' telescope over the side. During flying, one aircraft went into the batsman's net and one simply dropped into the sea while on final. From that event it was discovered that the avgas was contaminated with sea water. And one tried to decapitate me. I was 'goofing off' on a lovely sunny Sunday in the starboard after saluting gun sponson. I was sitting on an ammunition locker which brought me up to flight deck level. The next aircraft was starting to line up for its run in for landing. To me it did not look right so I started to ease off the locker. Soon I realized that it was not at all properly lined up. So I dropped into the sponson and ducked inboard. I was quickly followed by the aircraft which struck the saluting gun and then went over the side. Midshipman (L) 'Buzz' Nixon was on the island and had seen me in the sponson. We had served together at a Sea Cadet camp. He was convinced that I had 'had it.' The aircraft had hit and spun the gun's barrel as it went over the side. It would have cut me in half had I not moved quickly. My selection of 'goofing' stations after that episode was more carefully chosen. The pilot, I believe, was Dick Bartlett. He was rescued by the plane guard but I don't think he ever flew again. I heard later that the aircraft had suffered a torque stall.

Not long after I was piped to the quarterdeck. Sitting on the bollard was the Captain's Secretary, Lt(S) 'Bud' Smith, another old member of my cadet corps. Bud said I was not RCN and was to immediately moved to the 'Arab's Quarters,' a large space for six of the most junior Midshipmen. It was right aft and over the screws. I told Bud that I had only clothing for a sailor. He said the Wardroom was dining that night and to wait until the next morning, a Sunday, and he would check with the Commander(S). But the Commander confirmed that I was to join the Wardroom. When I went there at noon, one officer welcomed me and asked if I would like a drink. When I accepted he looked at me with a questioning pause. No one had told me that West Coast rules were used. That meant giving the buyer your mess number, in effect buying your own drink. But I didn't have a number anyway.

My first uniform was quite a collection. A shirt from Mid(S) Bill Davis, a cap from Trevor Roberts, a battle dress jacket from ship's store and a uniform jacket and pants from the Captain (\$10.00). It had four half stripes and a chest full of medals. The Nuns in Halifax corrected that and I was soon wearing a somewhat reasonably fitting

outfit with one stripe complete with white distinguishing cloth.

But this tale is about the UNTD and I was no longer a member. I recognized that my service in that organization was far from the norm. But hopefully it shows some of the early growing pains. It started in wartime but soon came to represent a much more controlled program in which many young Canadian university members got a close up introduction to their Royal Canadian Navy. I have no data on numbers who joined, were commissioned and went on to a more senior rank in their home Division. I don't believe it was intended to obtain career officers in the RCN. In addition to Margetts and myself, I only know of Buck Buchanan and RAdm Jack Allan. Those who did choose the RCN were primary Supply Branch. But regardless of numbers, I am sure that the naval culture was planted in many young Canadians. Bob Williamson has maintained a newsletter which is [was?] primarily aimed at those who were cadets. I noted quite informally the careers of some of my shipmates from the 1946 bunch, notably those from Edmonton: John Huckle, a well known doctor; Ernie Pallister an oil man; Tevie Miller a Judge of the Supreme Court of Alberta. Most took their commissions but [civilian] careers replaced leadership in Naval Reserve affairs.

So without an in depth study of the aims and results of the UNTD program from inception to conclusion, this brief article must stand alone as simply the experience of one participant during a period when it was for the most part, without leadership and purpose. Except for a brief course at the Supply School in 1947, there was no apparent training program designed for future officers. I painted ship, chipped paint, stood underway bridge and quarterdeck lookout, was in sea boats' crews, and four-inch gun's crews like any ordinary seaman. I believe we were seen simply looked upon as 'gash hands' in the ships and not future officers.

*Bob Darlington is a member of NOA Vancouver Island Branch and co-author with Fraser McKee of "The Canadian Naval Chronicle 1939-1945", Vanwell Publishing Limited (1996).*

**We are always looking for material for *Starshell* from our readers. Don't fancy yourself a writer? Not to worry ... I like to think I've become somewhat of an 'expert' in remedial English over the years. Just send it to me, your editor, and I'll do the rest. Many thanks!**

**starshell@shaw.ca**





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# Mail call

Letters to the editor...



## ■ MYSTERY SOLVED: "This Will Have to Do," Parts 8 & 9: The Memoirs of RAdm R. Welland, Summer and Autumn 2015 issues of *Starshell*.

I have been particularly interested in reading the stories of the career of RAdm Robert Welland, especially the last several editions. In both Parts 8 and 9, my wife Denée and I got the answer to a family mystery.

My wife was born in Pictou, Nova Scotia during the war where her father was a well-known businessman and city councillor. We have in our possession a vase which had been in her family as long as she can remember. According to family lore, it was given to her parents by some Dutch sailors and we have often speculated who these Dutch sailors were and what they were doing in Pictou.

Admiral Welland's story has now filled in the mystery for we now know who the Dutch sailors were and why the vase was presented to her parents.

**Gord Forbes, NAC Ottawa**

## ■ THE BOFORS GUN, Letters to the Editor, Spring 2015, No. 70, issue of *Starshell*, p.16

Colonel P. J. Williams review of the book "The Bofors Gun" by Terry Gander [See Winter 2014-15, No. 69 *Starshell*, p.36] brought back many memories of firing the 40 mm gun as a Cadet and on Sub-Lieutenant's courses at Weymouth (UK) on the Twin 400 mm Stabilized Tachymetric Anti-Aircraft (STAAG) mounting. However, the author was mistaken, bofors guns were not mounted on HMCS *Bonaventure*, instead four open 3"/50 Calibre guns were fitted on commissioning; the forward two were removed

in 1966.

According to RAdm Bill Christie who stood by the ship during construction and was the Deputy Electrical Officer, the main reason for their removal was stability. The AN/SPS-501 Air Search Radar which replaced the AN/SPS-12 in 1967, weighed considerably more.

HMCS *Magnificent* was fitted with Bofors guns: fifteen single 40 mm Bofors and four twin 40 mm Bofors and four Visual Sight Directors, two each side, when I was a Midshipman on board.

There is one additional item concerning the Bofors gun that is worth noting. A Dutch company named Hazemeijer (later Hollandse Signaal Apparaten BV) at Hengelo, developed in conjunction with Bofors a very successful combination of a Bofors 40mm gun with a gyro stabilized fire control system which included a radar system in primary control and an optical range finder in secondary control. The driving force behind this development was LCdr J. J. A. Schagen van Leeuwen (KMR). Five mountings of this type were fitted on 'A' deck aft in Hr.Ms. *De Ruyter*, the ill-fated flag ship of RAdm Karel Doorman in the Battle of the Java Sea on February 27, 1942. This development was top of the line for its time. When the Netherlands was invaded on May 10, 1940, he escaped by bicycle to The Hague and then to England by ship with the microfilms of the production drawings of the Hazemeijer/Bofors 40mm gun mounting. He was welcomed by the Naval Ordnance Department of the Royal Navy and oversaw the production of the above mentioned STAAG and Brutus Mounting (variants of the Hazemeijer mounting) for the Royal Navy. The 40mm mounting was also built under license for the US Navy.

Recollections from a former Weapons Officer.

**Fred Herrndorf, NAC Ottawa**



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# The briefing room

All that's news and then some...



## 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 marine 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 practical maritime skills are worthy of special recognition.

The Admirals' Medal (established in 1985 in conjunction with the 75<sup>th</sup> 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 performance 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 FOR THE MEDAL

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. Nominations need not be members of any organization or a member of the nominating organiza-

tion. 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 March 1<sup>st</sup> annually and should be made by letter with the appropriate nomination form which can be obtained by contacting the following:

**Executive Secretary**  
**The Admirals' Medal Foundation**  
PO Box 505, Ottawa, ON K1P 5P6  
[richard.gimblett@forces.gc.ca](mailto:richard.gimblett@forces.gc.ca)  
Telephone: (613) 971-7696  
Fax: (613) 971-7677

## News from the Naval Association of Canada Vancouver Island Branch



Bill Conconi (left), President of the Naval Association of Canada, Vancouver Island Branch alongside author David Freeman (centre) who is receiving a grant from the Naval Association of Canada Endowment Fund Chairman Michael Morris (right) to assist with the publishing of David's latest book entitled "Designs of Distinction: Unofficial Insignia of the RCN, 1910-1948."

*David's book was reviewed by Fraser McKee and can be found on page 32 of the Summer 2015 edition, No. 71 of Starshell. It is available through the author by contacting him direct at [dfreeman@shaw.ca](mailto:dfreeman@shaw.ca)*



Bill Conconi, President of the Naval Association of Canada Vancouver Island Branch (far left) stands next to Jan Drent (centre) a Director of the Maritime Museum of British Columbia while he receives a grant cheque from the Naval Association of Canada's Endowment Fund Chairman Michael Morres.

The donation will be put to good use in the purchase of proper storage cabinets to house the Museum's collection of historical nautical charts.

Commodore Jeff Zwick, Commander of Canada's Pacific Naval Fleet is welcomed as the newest member of the Naval Association of Canada's Vancouver Island Branch by Branch President Bill Conconi. Commodore Zwick was the guest speaker at the monthly meeting of the Association during the first week of December 2015.

The preceding with thanks to Gerald W. Pash • NAC Victoria Branch



## Schober's Quiz #70

By George S. Schober | NAC-VI

Quiz #69 concerned an Anglo-American naval assistance programme to the USSR, running from April 1944 until the end of the Second World War, under which a total of 14 British and American warships were temporarily transferred on loan to the Soviet Navy.

But little known, from the beginning of 1945 until shortly after the Japanese surrender, there was another secret, US-only naval assistance programme to the Soviet Union that in size and scope dwarfed the 1944 Anglo-American programme.

Question:

- (1) What was the name and genesis of the 1945, US-only programme?
- (2) What did it encompass?

Answer on page 37.



## NAC Montréal Branch Endowment Fund Presentation



Petty Officer 1st Class Nicholas Jequier (right) of HMCS Donnacona receives a NAC Endowment Fund donation toward the cost of a “Coxswain’s Recognition Project” he initiated and managed from Dennis Baird (centre) President of NAC Montréal Branch, while LCdr R. Taylor, Commanding Officer of Donnacona looks on. Many ships have large plaques and pictures of COs, but the ship’s success is dependent on many other people, not the least of whom is the ship’s coxswain. *Donnacona* wanted to recognize the valuable service of these NCMs by having a board dedicated to them.

**Dennis Baird, President NAC Montréal Branch**

## HMCS Windsor returns after excelling in NATO exercises

When the submarine HMCS *Windsor* arrived back in Halifax on December 17th after three and a half months in Western European waters, it had officially completed the longest ever deployment for a Victoria Class submarine.

*Windsor* spent 105 days at sea, departing in September to join ships and submarines from allied countries as part of exercises Joint Warrior and Trident Juncture.

“We started off in the beginning of September and we just finished exercising at the end of November. It was a very busy period. From a tactical perspective, it pushed my team to the limit and we gained very valuable experience,” said LCdr Peter Chu, *Windsor*’s Commanding Officer.

Trident Juncture was the largest NATO maritime exercise to involve Canada in more than two decades, with 34 nations and more than 60 warships and 120 aircraft participating.

The crew of *Windsor* conducted 53 different case exercises while



HMCS *Windsor* cruises into Halifax harbour on December 17th after 105 days at sea participating in NATO exercises.

deployed, with 22 of those based on submarines, working alongside armed forces members from Poland, France, Germany, Denmark, Australia, the United States, the United Kingdom and other nations. LCdr Chu said he and his crew appreciated not only the extended sea time, but also the chance to work with military members from so many different nations, getting exposure to a wide variety of different tactics and different ships. He added the training exercises were invaluable in terms of force generations, qualifying new submariners and having the crew experience a tactical level they hadn’t seen before.

“When you’re dealing with NATO countries and the different warships and submarines, and doing it at a very high level, it’s something Canada doesn’t often get to do from a submarine perspective.”

After earlier generator issues, LCdr Chu said *Windsor* exceeded expectations, with zero days of sea time missed and all materials and equipment operating soundly through the deployment.

And of course, the submarine’s crew was welcomed back to Halifax by an ecstatic group of family, friends and colleagues who waited patiently as *Windsor* slowly approached the jetty.

Both RAdm John Newton, Commander JTFA and MARLANT, and Cmdre Craig Baines, Commander CANFLTANT, were on hand to welcome the submariners home, and were two of the first faces to greet members as they stepped off the submarine.

Many crew members emerged with red roses ready to hand over to their loved ones, who were no doubt happy to be welcoming the crew home just in time for the holidays.

LCdr Chu said that while it was obviously a thrill to be home for Christmas with family, he had also observed mixed feelings from members as they sailed away from the excitement of high tempo exercises and operations.

“But Christmas and New Years and the holiday season is on for the crew this year, so everyone is extremely excited. That being said, I think they’re all very proud of themselves and this is a huge feather in their caps to be on board for the deployment.”

**Ryan Melanson, ‘Trident’ Staff**  
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## Recent Ottawa Branch Medallion Presentations



Tom DeWolf (left) receiving a Gold Medallion from Ottawa Branch President Howie Smith for his exceptional hard work in leading and organizing the annual national Battle of the Atlantic Gala Dinner and the biennial national AGMs and naval conferences hosted by NAC Ottawa.



Flanked by his wife Marilyn, Richard Archer received a Gold Medallion for his leadership of NAC National Naval Affairs and for his single-handed initiation and direction of the NAC National outreach program.



Fred Herrndorf receives a Gold Medallion for his ongoing national effort in NAC national history and archives and for his strong and effective presidential leadership of NAC Ottawa.



Ken Bowering receives his Silver Medallion for his contributions to both naval affairs and the success of the national events hosted by NAC Ottawa.



Jay Plante receives his Silver Medallion for his instrumental contributions to the commercial sponsorship and success of the national events hosted by NAC Ottawa.



John Millar receives his Bronze Medallion for his hard work and success as Branch Treasurer in putting NAC Ottawa's financial affairs on a strong footing in accordance with accepted accounting principles.

## The Friends of HMCS *Haida* receive grants from the Naval Association of Canada



**W**alt Dermott, (left) President of the Friends of HMCS *Haida*, receives three cheques from Bill Thomas, Vice President of the NAC Toronto Branch and a National Director. The grants, totalling \$6,000.00, will enable three significant improvements to the Harry DeWolf Pavillion which contains the Friends of HMCS *Haida* office, their gift shop and a rapidly growing collection of naval artifacts.

The first will improve access by means of a new ramp and stairs. The second will provide both storage and display cases for artifacts. The third will provide air conditioning to help stabilize the interior environment and help preserve the artifacts.

The grants from the Naval Association of Canada's Endowment Fund were supported by the NAC Toronto Branch and approved at the Association's Annual General Meeting in Calgary last summer.

**William C. Thomas, NAC Toronto**

## Endowment Fund Donation to RCSC Education Foundation



**R**ecently, Howie Smith, President Ottawa Branch (centre) had the pleasure of presenting on behalf of the Naval Association of Canada a cheque in the amount of \$5,000.00 to the Chairman of the Royal Canadian Sea Cadet Education Foundation, Harry T. Harsch (left) and John Bell, Vice-Chairman.

**Howard Smith, President, NAC Ottawa**

***Whether remembering the past, supporting today's Navy, or building for the future ... please consider a tax deductible gift to the NAC Endowment Fund. A handy donation form will be found on page 38.***

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



## Endowment Fund Donation to the Crow's Nest Officer's Club in St. John's, Nfld.



**O**n December 11th, 2015, NLNAC President Bob Jenkins (left) and Board Member Ed Williams, presented a NAC Endowment Fund cheque in the amount of \$3,000.00 to Margaret Morris, President of the Crow's Nest Officer's Club (and a member of NLNAC). NLNAC and the Crow's Nest are very appreciative of this support to be used for the continuing upgrades of a place which is of such importance and significance to Canadian naval heritage and history. We encourage continuing support by the NAC membership of the Endowment Fund to enable it to provide support for worthy projects across the nation.

**Edgar Williams, NLNAC, St. John's, Nfld.**



### Chris MacLean wins the CDA Institute's prestigious 2015 Ross Munro Media Award

**O**n January 20th, the CDA Institute in partnership with the Canadian Global Affairs Institute, announced that in a unanimous decision, Christina (Chris) MacLean had been selected as the recipient of the CDA Institute Ross Munro Media Award for 2015.

Born and raised in Ottawa, Chris began her magazine career in 1976 as Art Director with *Canadian Review* magazine. Chris' fascination with defence topics began with work on DND's in house public affairs *Sentinel* magazine. She held management positions in private

print and publishing companies in Ottawa before seizing an opportunity to return to the magazine world. As Managing Editor and then General Manager of *Vanguard* magazine, she steadily developed the business from 1998 until the untimely passing of the publisher (her mentor) in 2003. Not wanting to let such a talented pool of experts dissipate, Chris then took on the challenge of establishing Canada's *Front-Line Defence* magazine where she remains today and which quickly took the lead informing and stimulating discussion within the defence and security sectors.

Ms. MacLean has a long connection with the military going back several generations, including her grandfather, father, uncle and brother who all served with the Cameron Highlanders in Ottawa. She fondly remembers them dressed in their various generations of kilted uniforms. Her grandfather remained an active member of the CH of O Regimental Association until he passed at the age of 101—he celebrated his 96th birthday with a parachute jump! Among her life-changing military travels, Ms. MacLean includes a week-long media deployment to Canadian Forces basis in Bosnia.

The Ross Munro Media Award commemorates Ross Munro, the celebrated Canadian war correspondent who reported on the Second World War in Europe. The Award was initiated by the Conference of Defence Associations and the CDA Institute in 2002 to recognize Canadian journalists who have made a significant and extraordinary contribution to increasing public understanding of Canadian security and defence matters. Recipients of the award have produced outstanding work regarding the efforts of the Canadian Armed Forces in preserving Canadian democratic values. The award consists of a replica of the Ross Munro statue and a cheque for \$2,500.

Previous recipients of the Award are Stephen Thorne (2002), Garth Pritchard (2003), Sharon Hobson (2004), Bruce Campion-Smith (2005), Christie Blanchford (2006), Matthew Fisher (2007), Alec Castonguay (2008), Brian Stewart (2009), Murray Brewster (2010), Rosie DiManno (2011), Adam Day (2012) and Louie Palu (2014). There was no recipient for 2013.

The Selection Committee was chaired by LGen Richard Evraire (Ret'd), Chair Conference of Defence Associations (CDA). Members of the Selection Committee were VAdm Denis Rouleau (Ret'd), CDA Chair Designate, Mr. Nicolas Laffont, Editor-in-Chief, 45eNord.ca; Mr. Stuart Robertson of O'Donnell, Robertson & Sanfilippo; David Perry, Senior Analyst, GGAI; Ferry de Kerckhove, Executive Vice-President, CDA Institute; and, Murray Brewster, correspondent, The Canadian Press.

The award will be presented on Thursday, February 18th, 2016, during the jointly-organized CDA and CDA Institute's Conference on Security and Defence at the Fairmont Chateau Laurier, Ottawa. Chris has been extremely forthcoming in her support of this *Starshell* editor over the years and I anticipate and enjoy every issue of *Front-Line Defence Magazine* as they arrive in my mailbox.

Congratulations Chris! The award is most certainly timely and well deserved!

**With thanks to the CDIAI.**

## RCN members honoured for contribution to Arctic mission

MCpl Holly Swaine, FIS Halifax



L to R: Lt(N) Scott Moody, Cdr Paul Roddick, LCdr Paul Smith, LS Brandon Patey, PO1 Yves Bernard, MS Shane Milmore and Cdr Peter Knoch each received the Erebus Medal from RAdm John Newton, Commander MARLANT and JTFA.

PO1 Yves Bernard spent the summers of 2013 and 2014 on the Arctic Research Foundation's RV *Martin Bergman*, searching, as many had before, for HMS *Erebus* and HMS *Terror*. The ships were lost, along with 129 lives, during Sir John Franklin's famous but ill-fated 1845 expedition to the Northwest Passage.

And while it would be a remotely-operated Parks Canada vessel rather than the *Martin Bergmann* that eventually found the clues that uncovered the resting place of *Erebus*, PO1 Bernard's dedication to the search paid off in April of 2015, when he became the first RCN diver to plunge into icy waters and come face to face with the historic ship.

"It's the Holy Grail of the Arctic, and to be the one who was actually so close and putting my hands on it, it was a feeling that was almost spiritual," PO1 Bernard said.

"I've dove on many wrecks over the years, but knowing how many people have looked for that wreck, and knowing the history behind it and seeing it as a bit of a time capsule is what made it so special."

He said the firsthand encounter with the wreck and its treasure trove of artifacts brought a sense of reality to the story of Franklin's lost ships, and the crews who were stranded in the Victoria Strait more than 160 years ago.

"To imagine the people on board that ship for three years, the pain and the misery they had to go through, what a life experience for me to be there."

PO1 Bernard, a member of Fleet Diving Unit Atlantic, was just one of the seven RCN members awarded the Royal Canadian Geographical Society's Erebus Medal on December 14, alongside Cdr

Peter Knoch, Cdr Paul Roddick, LS Brandon Patey, LCdr Paul Smith, Lt(N) Scott Moody and MS Shane Milmore.

The medal was established to recognize participants in the 2014 Victoria Strait Exhibition and their contributions to the discovery of HMS *Erebus*, and has been awarded to those who worked in the field with the RCN, Parks Canada, the Arctic Research Foundation and Canadian Hydrographic Services, as well as all those who contributed behind the scenes.

Members of the media were invited to the Admiral's Suite for the occasion as RAdm Newton, Commander JTFA and MARLANT, personally thanked each recipient for their work in the Arctic, which collectively ranged from assistance in the conducting of hydrographic surveys and diving down to the wreck of *Erebus* itself, to working in the kitchen aboard the *Martin Bergmann*, keeping crews fed through long hours in frigid conditions.

"You all know your own piece of the story, and it's a great story. You were the vanguard of a group of people who really put the Navy on the map in the Arctic," RAdm Newton said.

He described the sailors as being an important part of the process of building competency and familiarity with the Arctic in preparation for the arrival of the Harry DeWolf class Arctic Offshore Patrol Vessels. The ships will not only increase the RCN's capabilities in mapping and patrolling Arctic waters, but also in working with government agencies and the private sector on research and science-focused missions.

"That *Erebus* story is not the endgame, it's just the start of a greater role for our Navy in the north," RAdm Newton said.

The recipients shared stories of their respective roles in the



The wreck of HMS *Erebus*, discovered on the seabed of Queen Maud Gulf in northern Canada by Parks Canada marine archaeologist Ryan Harris.

Parks Canada/AP Photo



expedition and the impression left on them after sailing in the north, including LCdr Paul Smith, Commanding Officer of HMCS *Kingston*, which spent the late summer of 2014 mapping the Arctic ocean floor alongside Canadian Hydrographic Services, and even taking then-Prime Minister Stephen Harper aboard as the ship sailed through the Northwest Passage. *Kingston* didn't deploy as part of OP QIMMIQ in the fall of 2015, but LCdr Smith said the Arctic is never far from his mind.

"I'm looking forward to going back. Once you get there and you see the view of the Arctic and understand how historic it is, you fall

in love with it right away."

Similar sentiments were uttered from around the room, with sailors reflecting on the connection between past and present on the expedition, as well as the RCN's future role in promoting Arctic sovereignty and gaining a better understanding of Canada's north.

PO1 Bernard said he hopes to return to the Arctic as well, and noted that the job of searching for Franklin's lost ships isn't over yet.

"We still need to find the *Terror*, hopefully that's next."

**By Ryan Melanson, 'Trident' staff  
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## New Remembrance Day tradition witnessed in Winnipeg

Following last year's Remembrance Day services aboard HMCS *Chippawa* in Winnipeg, many family members were observed placing their poppies on the memorial bricks surrounding 'The Prairie Sailor' statue in memory of their loved ones. Ron Skelton, Winnipeg Branch President and Chris Thaine, Past President (L and R respectively) are seen standing in front of the statue.

**Ron Skelton, Winnipeg Branch**







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# The briefing room

All that's news and then some...



## 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 10 ~ 'A mansion and marriage!'

*Part 9 left off with the author having just opened and taken charge of the new Anti-Submarine School in HMCS Naden on the West Coast.*

**W**hen I arrived on the West Coast my accommodation had been arranged by Lt Dudley Elcock, the Admiral's Secretary. It was a mansion called 'Stagholms.' We were eleven bachelors, each with his

own room. It was all oak and mahogany with stairs ten feet wide. The curtains were velvet, wind chimes played on the veranda, it smelt of camphor and cooking. Two Chinese maids did the work. There were acres of clipped grass and flowers. I had never lived in such grand circumstances.

A party was given to welcome me; there was fine food served by the oriental staff, every sort of drink, music by a three-man combo, dim hanging lights and before long, dancing. I made an opportunity to dance with a dark haired girl I hadn't been able to take my eyes off. "So you're the new arrival," she said, displaying perfect teeth and curvy lips. I knew she had been watching me, one just knows those things. Even men do. She was the best looking person I had ever seen.

"You know damned well who I am," I said, "This party is to welcome me."

She said, "OK, Welcome," and kissed

my ear. I guessed she was five seven, a hundred and twenty pounds, and had never been near a dish pan. She did the opposite to lead in our dancing; she was a tiny bit late on the music but wouldn't speed up. She was either stubborn or deaf and I didn't care because her hands were so elegant, her figure so perfect, her hair on my face. We floated; half a beat behind the combo; she smelt better than two bottles of Chanel No. 5.

All photos author's collection unless otherwise noted.



"Stagholms" in Esquimalt. "No ladies were ever above the ground floor!" (Apologies for quality of original.)

After our third dance I said, "In the event you have not been cornered by any of this riff-raff, may I pick you up tomorrow at seven in my automobile?" She pointed to a tall good looking guy and said, "He's my brother, so it's not all riff-raff, and make that six thirty tomorrow." I was scheming to take her home but a taxi turned up and she left. "See you tomorrow," and she patted my arm.

The next day I wondered who had brought her and why she had agreed to see me the next day, but I knew the answers. It was a special encounter, a fatal attraction on first sight; like in a novel, without having to read it. I neglected my war-winning efforts all day just waiting for time to pass.

I drove my Pontiac coupe up the driveway to an impressive house in Oak Bay. I wore my best uniform, tailored by Gieves of London, it was doekskin, black, smooth as velvet, and soon I would have it paid for. On my left side



The best looking person I had ever seen, Stephanie Campbell in 1942.

was the blue and silver ribbon of the Distinguished Service Cross (remember Herbie and the U-boat) and beside it a ribbon with red and white vertical stripes with a bold bar beneath it saying "Palestine." I smelt of Pear's soap, brilliantine and shoe polish. I had shaved twice.

Stephanie's father was a banker; he was unusually handsome, he had a hard handshake, like a golfer, and spoke in a rich Toronto voice. *"I'm Gordon,"* he said. *"Stephanie tells me you have just arrived."* He immediately asked me about the war and my opinion as to winning it and about my medals, which was very kind of him. Mrs. Campbell wasn't anything like as thrilled to meet me. She listened to our conversation with her small mouth in the turned-down mode, an unsmiling face and occasionally mumbled, *"Really,"* in a flat Ontario voice. I had the distinct impression she thought little of naval officers. She didn't seem that crazy about bankers either. Later on Stephanie said, *"She doesn't like anybody."*

Stephanie took me to the Union Club; it was a splendid place, mahogany walls, carpets, uniformed staff. I didn't mind it smelling of mildew. Dinner took three hours. When I kissed her good night she said, *"Do you think I should join the Wrens?"* I said if she'd come picnicking with me on Sunday

I'd give her the answer. (It would be ridiculous for her to join the Wrens, she'd be sent to Halifax, besides, there must be plenty of Wrens already.)

An ex-Royal Navy officer, LCdr Charlie Hudson, was the boss man at Staghholm. He was old, about fifty, the rest of us were thirty so happily took his direction. All eleven of us worked at the *Naden* base or in the dockyard. Three of my staff also lived in Staghholm: Drummond Brooks, who was my executive officer, Jack Keating and Ed Bowser. Other inhabitants were two doctors and two university mathematicians who worked in the encryption business decoding enemy radio intercepts. The others were electrical engineers, teaching in the *Naden* schools. Lt Dudley Elcock and I were the only permanent force officers, the others were reservists, with the Navy 'for the duration.' Dudley and I had to bear the criticisms of these amateurs about the navy's organization, efficiency, purpose, morale, education and more. A favorite sport of all reservists was criticizing those of us who taught them how to wipe their noses. I am still trying to remember a single useful thing they contributed apart from their warm bodies! Some of my best friends are ex-reservists, but they don't know how I really regard them!

Charlie Hudson was well known on the West Coast. He was wealthy, knew the Lieutenant Governor by his first name, and anybody else who was influential. His main rule in Staghholm was that no visiting lady was to go above the ground floor. The ground floor was dedicated to the kitchen, dining room, living rooms and billiard room. Charlie was not about to have his reputation sullied by bedroom hijinks. Every three months he issued invitations to the

nicest folks in Victoria to attend a 'Reception' which could include the parents of one's current girl friend. We all shared the costs, which were reasonable considering the supposed benefits derived from sipping martinis with the Admiral's wife, the Mayor, the Chief of Police and even the parents of one's lady friend. It is reliably recorded that the only culprit found above the kitchen floor level with a lady was Charlie himself!

Dudley, the Admiral's Secretary, privy to all information, told me of a promotion list issued from Ottawa. LCdr Charles Hudson was promoted to Commander, and assigned to the US Navy's headquarters in Seattle. I was a bit upset at the thought of Charlie leaving 'Staghholm,' he held it together. I didn't mention it to him or anyone else, expecting him to tell us. Days went by and nothing happened. Then Brooks and I were sitting in the garden with Charlie, *"They want to promote me,"* he said, *"but it depends on my going to the USA."*

*"Congratulations, we'll miss you,"* said Brooks.

*"I'm staying right here,"* said Charlie. *"The Americans know me too well, they have a warrant out for my arrest and have had for ten years."* He said he would sooner be a Lieutenant Commander in 'Staghholm' than a Commander in a US jail. He then told of his notoriety as the brains behind the organization that delivered booze to a Seattle area during the US prohibition period. *"Our boats were faster,"* he said, *"including the 40 knot Yorkholm."* Charlie remained in 'Staghholm' until the war ended. It is still talked about by Navy old-timers.

As more new ships arrived in Esquimalt I spent most of my time on board teaching the captains how to attack Bob Keating's submarine. It was important that our work done in training the Asdic operators wasn't wasted because the captain was no good. I'd had personal experience with that problem. As with Pictou, I got to know many of the reservists who commanded the ships; some of whom are still alive and on speaking terms.

My social life got entangled for two weeks when Captain Bill Holmes' wife Nita



insisted I help entertain a troupe from Hollywood. They were making a movie about Norway, its invasion by the Germans, etc. The hero was Sir Cedric Hardwicke, a bald, bloated, self-important gentleman. His wife, Lady Hardwicke, *"Call me Poppy"* didn't have a part in the movie and had too much spare time. Nita wasn't that crazy about Poppy and allotted me the task of entertaining her ... *"If you can tear yourself away from the Navy!"* My boss, her husband, gave me a nod and I got the message.

The Hardwicks were staying with Bill and Nita in their large house, which had sunken floors covered with polar bear hides. Bill and Nita had pots of money, something unique in our Navy. The house usually smelled of polar bears, which is the same as the beaded moccasins Indians make, but with Poppy in residence there was the occasional whiff of 'Mary Jane' (now called 'pot'). Sir Cedric smelled of the dinky little cigars he held poised between manicured fingers, Cuban maybe.

Lady Hardwicke, who was said to be an ex-Rockette dancer, had filled out a bit. She was the size of farmer Nick's wife Tatania, of my Ochre Beach days, but with noticeable sagging. She liked to go sailing; just the two of us in an uncomfortable 16-foot dinghy provided by Nita. Poppy ordered me to beach it the moment we were out of sight of Nita's picture windows that overlooked Esquimalt harbour. Poppy always managed to have a pint of pre-mixed martinis in her handbag which she insisted I share. Nita would have had little to do with Poppy had it not been for the social advantage of having Sir Cedric in residence. Nita was said to have had a background in 'show-business' (in the Yukon) and was probably reluctant to share experiences with ex-trooper, Lady Hardwicke.

Stephanie called Poppy a course, fat, blonde pig, but not to her face. "It's a function of my job," I explained, truthfully. Stephanie had a part in the movie as an extra, courtesy of Nita, and really didn't want to be fired for whining over a trivial thing like boozy, 160 pound Poppy patting her boyfriend's bum.

Fairmile motor launch, 70 tons, 110 ft. long, 20 knots. Some captains missed their submarine-hunting training when I took 'Poppy' sailing.



It was a relief to me when they all went back to Hollywood and I could get back to winning the war. The movie was called "Commandoes Strike at Dawn," and I went three times to see Stephanie (on the screen). enthusing over the heroism of Poppy's brave husband. *"That creep,"* as she referred to him. Patting bums apparently ran in the family.

Stephanie and I toured Vancouver Island on Sundays; we got to Long Beach and walked on the miles of hard flat sand. We stood below the immense trees at Port Alberni. We visited a secret naval place, Nanoose harbour, where my school tested new transmission equipment for the Royal Navy.

It was at Nanoose when she surprised me by eating oysters right off the beach. She pried them open with a nail file and slurped the contents. *"They're like onions,"* she said. *"If I eat them, you have to."* Because she could do no wrong, I got over how disgusting it was and had a couple myself without throwing up. I didn't want to kiss her for two days!

She had attended only private schools including one in England. That probably accounted for her elegant handwriting and impeccable English. She liked things artistic; ballet and paintings. She paid little attention to her fine clothes and stunning appearance. Was she perfect? I thought so, once I'd got over the oysters.

Because she decided against joining the Wrens she got a job. It was at a shop named Wilson's which sold ladies clothing. Steph-

anie had taken the job to demonstrate the clothes; a model in fact. To her surprise and chagrin she was required to do the arithmetic associated with price, taxes, etc. She was almost in tears when she told me. *"I'm going to be fired because I can't add."* It was true, she couldn't, and long division could have been a fissure in the Rocky Mountains. *"At Strathcona,"* she said, *"the head mistress had us hauling a plow to till the garden, so there wasn't time for math."* Two days later I had her up to junior matriculation level. She was bright. She probably pulled the plow with matching zeal.

We drove for miles in the Pontiac coupe, we danced, we picnicked, we never had an angry word. I persuaded her to marry me.

Captain McMaster called from Ottawa *"I want you to go to San Diego, to a new US Navy Anti Submarine School and help them set up equipment and give a course."* He said they had got loads of British Asdic equipment for the school. He mentioned that I had been recommended for the job by a USN submarine officer called Keating ... *"Do you know him?"*

When this event happened, Bob Keating had been moved from his submarine and gone to command a newer one. Over the months he was in Esquimalt, we became interested in each other's specialty. He explained the effect of water-temperature changes on the submarines buoyancy; we related that to unpredictable Asdic ranges. For me it was a continuation of the discussions with Hans Soede in *Pictou* and



'The Bones.' She was camouflaged white, with sky-blue 'guesswork' added. 1,800 tons, speed 32 knots, crew 150.

demonstrations in his *O 15*. That phenomena was to become a new field of science in a few years time. I like to think that Soede, Keating and I lifted a few rocks that got scientists actively pursuing the subject. I have remarked on this again when we in Canada developed a new type of Asdic (Sonar).

At Keating's behest we examined tactics that would give a submarine the best chance of dealing with an Asdic-fitted attacker. We ran simulations in the school. They showed that once the attacking ship had got Asdic contact with the submarine (which the submarine ought to realize) the best method for it to save its neck was to steer directly at the attacker at its best speed. Keating and I tried this manoeuvre many times at sea, with me operating the Asdic and him driving his submarine. Some years later, when I read of the US Navy's submarine warfare against Japan, there was frequent mention of a tactic they called 'Down the Throat.' I expect Bob Keating had a lot to do with that. He became a much decorated submarine commander and retired as an Admiral.

Stephanie and I got onto a train heading for San Diego, California. We spent a month on Coronado Island, living in a fine hotel with the US Navy picking up the bill. Their school was under construction; it was to be four times as big as mine in *Naden*. I gave a course to twelve Lieutenants who were destined to train all the others. This was the first course in anti-submarine warfare given in the US Navy. For the duration of the war the Americans fitted the British designed Asdic into their ships ... they called it Sonar.

When I got back to Esquimalt from San Diego I called Captain McMasters. I told him I had done as ordered with the US Navy then asked him to get me out of the training business and to sea in a destroyer where the war was. Two weeks later Stephanie and I boarded a CPR train for five days of loafing, crossing Canada from Vancouver to Halifax.

With the help of Stephanie's 'Strathcona' schoolmate, Betty Groos, we found a flat on the Northwest Arm. Betty's husband, Harold, was serving in a destroyer based in England. Two days later I boarded a plane, a converted Lancaster bomber, bound for England and the destroyer *Assiniboine*. It was March 1943.

## ■ Still Bullying Colonials

I found *Assiniboine* in Liverpool alongside a wharf in a repair yard. Ralph Hennessy was the Executive Officer and I was to relieve him. We had joined the navy on the same day in 1936. He turned over the job in an afternoon; he introduced the officers and some of the Chiefs. It turned out that I knew thirty or so of the crew through having given them courses in anti-submarine or serving together in *St. Laurent*. I didn't feel like a stranger.

The ship had been in a wild fight with a submarine about a month earlier; the U-boat had been depth charged on the surface, but fought on. It had machine-gunned *Assiniboine's* bridge and set a fire; the two ships circled each other at close quarters. Finally, *Assiniboine* rammed the submarine

and it began to sink. *Assiniboine* rescued most of the crew. In the collision she had bent one of the propeller shafts. Hennessy was awarded the DSC for the role he played in the spirited close-quarters action. Now the Liverpool shipyard was straightening the shaft and that was going to take another week.

Commander Kenneth L. Adams was the captain. He had a reputation as a superb ship handler and popular captain, so I was not apprehensive. He arrived on board five days before we were due to escort a convoy; he had been partying in London. I got him up to date on the state of the ship. I told him we were going to paint her before sailing. I invited him for dinner in the wardroom. A poker game followed and about midnight it ended because Adams had all the chips. While taking our money he had regaled us of his stay in London at the notorious Regent Palace Hotel, and provided laughing material all evening. His style was refreshingly different to that of my earlier captain, Herbie, who had banned the playing of poker in the wardroom. Adams skill at the game had much the same effect, once he had all our money!

The next morning at 0700, when I had the upper deck crew assembled for the routine allocation of work, the captain turned up, "I'll have a word with the men," he said and stepped onto the torpedo tubes, which elevated him three feet.

"Men," he said, grinning at the sixty or so upturned faces, "*The First Lieutenant tells me you're going to paint the ship tomorrow.*"

They all knew this, or pretended they did, and mumbled accordingly. *"Well, painting ship is a fine naval tradition, we will paint the ship. I will help paint the ship, the Chief Petty Officers will help paint the ship."* I heard of this practice but never dreamed it was still alive. Apparently it originated in the days when ships used coal and everyone mucked-in lugging sacks of coal, and it carried over to painting.

I could see the crew were mystified by the idea that the captain or anyone else with any rank would take up a paint brush, tradition or not. Anyone, someone clapped and the rest followed. Adams grinned, *"Thank you men."* and got down from the tubes.

The next morning at 0700 I had the hands mustered and was about to say *"Carry on"* to the Chief Bos'n's mate, who was in charge of painting when the captain showed up. He was dressed in golfing attire: a multi-coloured sweater, checkered plus-fours and a green pork-pie hat. Following him was his steward, Ballard, carrying golf clubs and a satchel that, no doubt, contained a selection of duty free booze.

*"I'll have a word with the men,"* he said, and mounted the tubes. *"Men, you'll remember that today I was to paint ship with you."* There was silence, none of them wanted to remember what already looked like a broken promise from their captain. They looked and sounded like a bunch of wimps.

*"Well,"* he said, *"Yesterday I was invited to play golf with Admiral Sir Max Horton, our Commander-in-Chief."* He let that soak in. I was relieved; I had made no arrangements for a special pot of paint for my captain.

*"It would be a fine opportunity to tell Sir Max of our Canadian part in this war."* He paused until there were a lot of favourable mumbles. *"Men, I am going to have to leave you. Should I stay here and paint ship as I promised, or (dramatic pause) should I play golf?"*

*"Play golf,"* they yelled, all together.

*"Thank you, men."*

As he and Ballard walked down the gangway, the painters sent him off with good wishes. *"Beat the shit out of him, Sir."* *"Go Canada Go,"* *"Bash the Brits,"* etc.

I was to discover this was a typical

Our captain, Commander Ken F. Adams. He gave me the big chance.

Adams performance. He treated us as his children, letting us know how he felt about things and what interest we ought to have in his activities. The painters spent the day wondering how he would do against Admiral Sir Max Horton. So did I.

Adams was about forty at this time. He had joined the navy as a cadet and reached the rank of Lieutenant in the early thirties, but was released when the navy was cut back. He became a tugboat captain working along the West Coast. He rejoined the navy when the war started.

He had been an outstanding rugger player on first-class teams out of Vancouver; his cauliflower ears were testimony to the scrum. He was six feet tall, 230 pounds, had large hairy fists and a red moon-face that hardly ever looked angry. In the seven months I was his 'Jimmy' not a single sailor was formally punished. They were 'family.' He handled misdeeds personally. He would take the leave-breaker, drunk, or whatever into his cabin, sit him down and make the poor guy explain why he was being a nuisance. I'm sure that every one of them would sooner have had the routine naval punishment. The result was that the crew behaved properly on board and also when ashore.

At sea Adams slept during the daytime and stayed up all night; that was when the U-boats attacked. He roamed throughout the ship, chatting with the stokers in the boiler rooms, the radio operators, the Asdic crew, and especially the cooks. He was a good cook himself, making omelettes, bis-

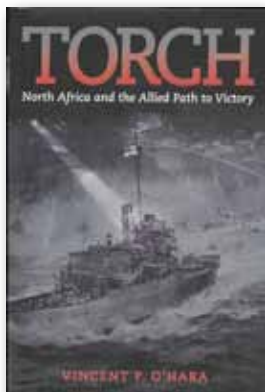


cuits and stir fry. I kept the morning watch, 0400 to 0800, which was the normal practice for the XO, so was privileged to share his sumptuous breakfasts and get my marching orders as a by-product. *"Be sure that Stoker LaFrance is not drafted,"* he said one morning. I didn't ask any questions, but made a note to remind myself. A few days later Adams gave me a letter from the command in Halifax. It told all commanding officers to report the names who were qualified typewriter mechanics as they were needed to overhaul cypher machines. La France's file showed he was an expert typewriter mechanic and Adams knew that. He also knew that LaFrance joined the navy to get away from fixing typewriters! Whenever a sailor's wife was to have a baby, he insisted on being told of the birth and then had the man into his cabin for a toast to the kid.

One of our naval padres, Lee Gillard, told me that the boys born to our sailors in Adams' time had Kenneth or Adam included in their names. I got a kick out of christening a little guy *"Nicolas Kenneth Dubinsky."* Apparently it even carried over to the girls. I named a cute little seven-pounder Sophia Adamo Nicolini."

Admiral Welland's memoirs will continue in Part II





## TORCH: North Africa and the Allied Path to Victory

By: Vincent P. O'Hara

Naval Institute Press (2015) <http://www.nip.org> 371 pp, photos, diagrams, maps, notes, index, hardcover, US\$53.81, ISBN 978-1-61251-823-7

### A Review by Colonel P. J. Williams

**Q**uestion: What was the largest surface, air and sub-surface naval action fought in the Atlantic Ocean during World War Two?

Well, surely it was the whole *Bismarck* chase episode?

No.

OK, how about one of those innumerable convoy battles, PQ 17 perhaps?

Sorry.

Oh, I know, the Allied naval Operation NEPTUNE in support of the Normandy Landings?

Nice try.

Indeed, according to the author, an independent scholar and writer of many other works, (and I must admit I didn't know this myself), it was the action off Casablanca, Morocco on 8 November 1942. This was in support of Operation TORCH, the Anglo-American<sup>1</sup> invasion of French North Africa, the subject of what is, in Mr. O'Hara's fine work, likely to become the definitive account of this oft-overlooked event, and which at

the time was the largest amphibious operation ever attempted.<sup>2</sup>

The author states that depending on one's perspective, TORCH was either a masterstroke or an act of desperation. Indeed, he says, with some degree of truth, that it was, "...a rushed, half-baked experiment in the art of war, full of untested ideas and amateur touches. The politicians mandated it for political reasons over the objections of their military chiefs.<sup>3</sup>

Politics of various sorts played a large role in the decision to launch TORCH, the ultimate decision being taken by US President Roosevelt, against the advice of his military subordinates, who favoured husbanding allied resources for a cross-Channel invasion in 1943 (Operation ROUNDUP). Though the US was becoming increasingly engaged in the Pacific, Roosevelt was also conscious of the fact that the Allies had to demonstrate their commitment to their already agreed "Germany first" strategy, they needed to ease the pressure on Russia (whose survival in the face of German onslaughts was by no means certain), and finally US congressional elections, the outcome of which would influence the President's own political survival, were scheduled for November 1942. British Prime Minister Churchill was delighted with this outcome as it supported his Mediterranean strategy.

A political factor of a very different sort was also at play in TORCH as French North Africa was under the control of Vichy France, which from the US perspective was a neutral nation, and one with whom the US still retained diplomatic relations. The Vichy authorities also controlled the bulk of metropolitan French territory and the worry in many minds was that TORCH might precipitate a German occupation of Vichy France including a German takeover of French fleet units based at Toulon. So, when faced with such a reality, TORCH becomes much less than a straightforward affair. Indeed, it could be argued that US diplomatic efforts, performed in some cases by American officers, played a major role in ensuring that landing operations were not as severely opposed as they might have been. Allied preparations for the assault did not go unnoticed by the Axis, but they were unable to come to a common agreement on the ultimate objective of the invasion's convoys. In the event, only the Italian intelligence service correctly deduced French North Africa as TORCH's objective.

Credit must go to the author in weaving together the various political, diplomatic and military threads which make his account so engaging. The book is organized so as to describe the Allied and Russian situations in 1942, the state of amphibious warfare and its doctrine (here the ill-fated Dieppe operation merits a few pages), the geopolitical events leading to the decision to launch TORCH and then the planning (conducted, it must be said, in a highly compressed time frame). Each of the major nine landings is described in detail, as well as the various associated naval actions including that off Casablanca, which merits its own chapter. This last portion takes up the bulk of the book, with subsequent operations being covered only briefly, though noting that it was the Germans who won the so-called "race to Tunisia."

The book offers conclusions as to the value of TORCH, stressing that it not only brought France into the Allied camp, but also helped to better forge inter-allied relations, and to refine amphibious warfare doctrine that would prove invaluable in the subsequent invasions of Sicily, the Italian mainland and France. The book is well supplied with maps and diagrams. The Notes run to some 20 pages and a host of American, British, German and Italian primary sources were consulted. Lest one think that TORCH was a walkover, one of the appendices which lists ships lost runs to four pages, many of these being Allied. The author has clearly done his homework and his conclusions are difficult to dispute in this reviewer's opinion.

At the time of writing, the newly elected Canadian government is deciding how best

to contribute to the international campaign against the so-called "Islamic State in Syria (ISIS)." The final decision will no doubt be based on military considerations and advice, with diplomacy, and yes, politics also playing a role to some degree. Various national interests, not always shared across the coalition, will also figure prominently as nations come to decide on the role they can best play. In this regard, the lessons of TORCH, particularly at the geo-political level, should warrant due consideration.

Highly recommended and this reviewer looks forward to further works by Mr. O'Hara.

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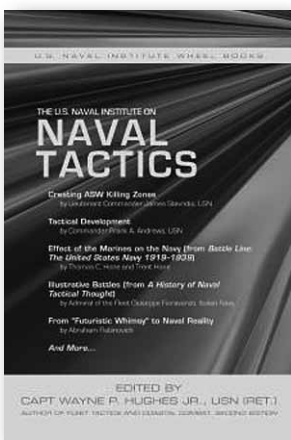
*Colonel Williams is Director Arms Control Verification on the Strategic Joint Staff in National Defence Headquarters, Ottawa.*

<sup>1</sup> It appears that Canadian Forces were not involved in TORCH. Though one of the appendices lays out the Allied naval order of battle, it does not indicate whether warships belong to only the Royal Navy or other Commonwealth naval forces. Free French forces were also not included in TORCH.

<sup>2</sup> France has recently announced that it will be opening up police and ministerial archives from the Vichy regime which collaborated with Nazi occupation forces in World War II. The result of this may shed further light on Allied negotiations with Vichy authorities prior to and during TORCH. See the following:

<http://www.bbc.com/news/world-europe-25188755>

<sup>3</sup> Vincent P. O'Hara, TORCH: North Africa and the Allied Path to Victory (Annapolis: Naval Institute Press, 2015).



## The US Naval Institute on NAVAL TACTICS

By: Capt Wayne P. Hughes USN (Ret'd)

Naval Institute Press (2015), 216 pages, paperback and eBook  
US\$21.95, [www.usni.org](http://www.usni.org) ISBN/SKU 9781612518053.

### A Review by Commander George Forward, RCN

A retired surface skipper, Hughes has been firmly in the academic realm for decades and is the author of several books on tactics and combat, a co-editor of the US Naval Institute's "Classics of Sea Power" series and the author of numerous articles on naval history, logistics, tactics and strategy. This, his latest endeavour, is a brief anthology of vignettes related to tactics that the reader will find interesting and general enough to hold the amateur tactician. Using selections and essays primarily from American sources and illustrating American

thought on the subject, Hughes gives a brief and general overview of tactics as it relates to strategy. Additionally, the anthology does have some real gems particularly those from non-American sources.

Typically and considering the author and the publisher, Hughes trumpets the great work done over the history of the US Naval Institute in developing naval tactics and for good reason. Indeed, any criticism that may seem evident from my words here is born of envy in why Canada cannot have such an institution with comparable resource allocation. Hughes

begins with a vignette that exemplifies the tactics of fleet actions that were dominant throughout naval history with an imaginary fleet action set in the 21<sup>st</sup> century. But, as he acknowledges, modern combat is more than fleet actions. It includes submarine and anti-submarine operations, air combat tactics, the vastly different battle tactics of coastal combat and the tactics of littoral warfare that include expeditionary operations. It also includes duels between single combatants and while he hints strongly at the battle between HMS *Guerrier* and USS *Constitution* (notably not the better example of the one between *Shannon* and *Chesapeake*), he offers a less well-known action describing how Lt Cushing sank CSS *Albatross* in the Civil War.

Vignettes follow by James Stavridis on "Creating ASW Killing Zones," Bradley Fiske on "American Naval Policy," Frank Andrews on "Tactical Development," and Theodore Gatchel on amphibious landings. Amongst others, these vignettes bring the reader on a journey through naval history, alternate history and tactical concepts that range from the entertaining story through to mathematical models and formulations. Concentrating on the marine aspects of American strategy, Hughes lends credence to tactics as a

science born from the art of strategy. As well, Hughes introduces his three common truths of tactics.

The first is that the only way to make no mistakes in battle is to make no decision. His illustration of this is through the words of RAdm Sandy Woodward, the theatre and tactical commander of British forces in the Falkland's War. The risk of moving the *Atlantic Conveyor* into dangerous waters to facilitate her unloading did not pay off for Woodward. Nevertheless, it was a decision he took and one that he stood by. This vignette is one of the gems I referred to earlier, coloured as it was by severe resource constraints more typical of American allies than American forces.

The next 'common truth' is that decisions are made with incomplete information. A successful tactician knows that to win he must be better informed than the enemy, but to wait until a complete picture is available runs the risk of suffering a successful enemy attack. This point he illustrates with a brief overview of the Battle of Midway as an example of a victory from brilliant judgement calls in the midst of uncertainties.

Finally, the third 'common truth' is that battles at sea are infrequent and so victories are often determined by peacetime preparations. He warns of the countervailing pressures to keep "steaming as before" in the peacetime environment and how this attitude frustrated forward-thinking officers like Stephen B. Luce and Bradley Fiske and gave impetus to their interwar work preparing for the battle of the future.

One final 'gem' I should like to highlight is Hughes' inclusion of the Israeli missile boat saga in "From 'Futuristic Whimsy' to Naval Reality" by Abraham Rabinovich. The Sarr-class development and their 'delivery' on the very eve of war should be required reading for all employees of PWGSC and ADM(Mat) and without giving too much away, those who despair over capital acquisitions should take heart over this story and the fact that will can triumph over bureaucracy.

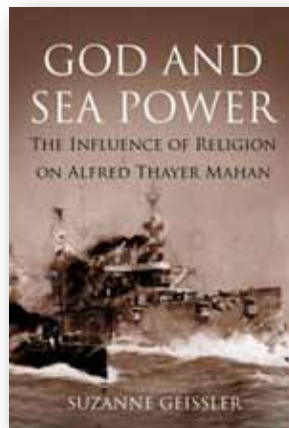
I thought that Hughes anthology was interesting and overall, very well done in a highly readable but somewhat less than logi-

cal manner. His selection of vignettes and stories was not chronological and heavy on the American perspective, but given the intended audience, this is understandable. The British and Israeli chapters speak to much more realistic scenarios which those of us who must face resource constraints will better relate to. With this said, I found this 'Wheel Book' a solid and informative source of supplemental information on the topic of tactics. It should be remembered that it is simply that, supplementary information but nevertheless, a good place from which to

start for any serious student of the science.

The book's value lies in its highly readable text and the exposure it provides to the reader for subsequent study. It is recommended for the military historian and serving naval officer, but parts, especially those focussed on logistics and training, speak to anybody involved in the Canadian military industrial complex.

*Commander E. G. Forward, RCN, currently serves with the Strategic J4 of Strategic Joint Staff. He is the author of several historical novels of Newfoundland and Labrador.*



## God and Sea Power: The influence of religion on Alfred Thayer Mahan

By: Suzanne Geissler

Naval Institute Press (2015), 280 pages, hardcover  
US\$39.95, [www.usni.org](http://www.usni.org) ISBN/SKU 9781612518435

### A Review by Gordon Forbes

Alfred Thayer Mahan should need no introduction to people involved or interested in naval power. Mahan was a US naval officer in the late 19<sup>th</sup> century who authored some of the most influential books on sea power, starting with his most famous: *The Influence of Sea Power Upon History 1660-1783*, which was critically acclaimed from the day it was published in 1890. The book not only received praise in America, but also in Britain where the book had held up the Royal Navy as the prime example of how a navy should be organized and used. The book was also well received around the world, but particularly in burgeoning sea powers like Japan and Germany, where it resided on the Kaiser's personal book shelf. Mahan became known as the jomini of sea power, a reference to Antoine Henri, Baron de Jomini, the Swiss military historian who wrote two

influential books on the military art in the 1820s and 30s.

Mahan went on to write many other books on a variety of naval subjects including biographies of Nelson and Farragut, as well as further volumes in the *Influence of Sea Power* series. He also had a naval career that included service during the US Civil War and later, command of several vessels. But it was as an early lecturer and researcher at both the Naval Academy and at the new Naval War College that Mahan shone.

There have, of course, been other biographies of Alfred Thayer Mahan, and several are mentioned in this book. But what makes this biography unique is that it is primarily the story of Mahan's religious life. He was a very religious man, a staunch Episcopalian, the US equivalent of the British Anglican Church. He came by his religious beliefs naturally, coming from a religious family. A significant influence in his life was his uncle, Milo Mahan, who was an Episcopalian priest



who became a well known scholar and teacher. In addition he was obviously influenced by his father Dennis, who, as a long time instructor at the US Military Academy, West Point, imparted Alfred with intellectual interest and an introduction to military life.

Alfred Mahan's interest and devotion to religion intensified during a three year posting aboard a Navy ship on the Far East Station where, we are told, he had an awakening of his religious spirit. Thereafter, he became an advocate of religious ideals. The book explains the various ways that Mahan lived and advocated his religious beliefs including writings, speeches and trying to live a religious life which he managed to do while maintaining his interest in the Navy and his history research and writing. Mahan was very 'high church' throughout his life, advocating as he did such causes as conservatism in church doctrine and the sanctity of

the Book of Common Prayer.

Religious fervour was not unusual during the 19th century, being an integral part of everyday life for most people. It was also common among military and naval men. Just look at the number of Civil War generals who were ordained ministers. So Mahan was not unusual in his religious fervour. Many of his contemporaries applauded him for it.

One of the unusual aspects of this book is the author's introduction to some of the other biographies of Mahan that have been written over the years. For some, she has praise while others she criticizes. In particular, she identifies the writings of Robert Seager II who wrote several biographical treatises of Mahan in the 1980s and 90s. Seager's work seemed to be critical of Mahan, and Susan Geissler includes many examples of Seager's criticism which she successfully

challenges.

The book is very well researched and written. It brings new light into the life of Alfred Mahan that fills out the whole character of the man. That Mahan was one of the great naval thinkers is not in doubt, but this book brings out some of the reasons he was so devoted to his writing and his life. If you doubt the lasting power of his works, check Chapters-Indigo on line and you will find several of his books are still available.

*Gordon Forbes retired from the Navy in 1988 after 28 years as a General List/MARS/MARE (CSE) officer. He then worked as a Project Manager in the defence industry for 20 years before retiring in 2008. He has authored the book "We Are as One" the story of the explosion and fire aboard HMCS Kootenay in 1969. Gord was the Weapons Officer aboard Kootenay at the time. He now lives in the Ottawa south suburb of Orleans with his wife Denee and their dog 'Only.'*

## Some 'food' for thought...



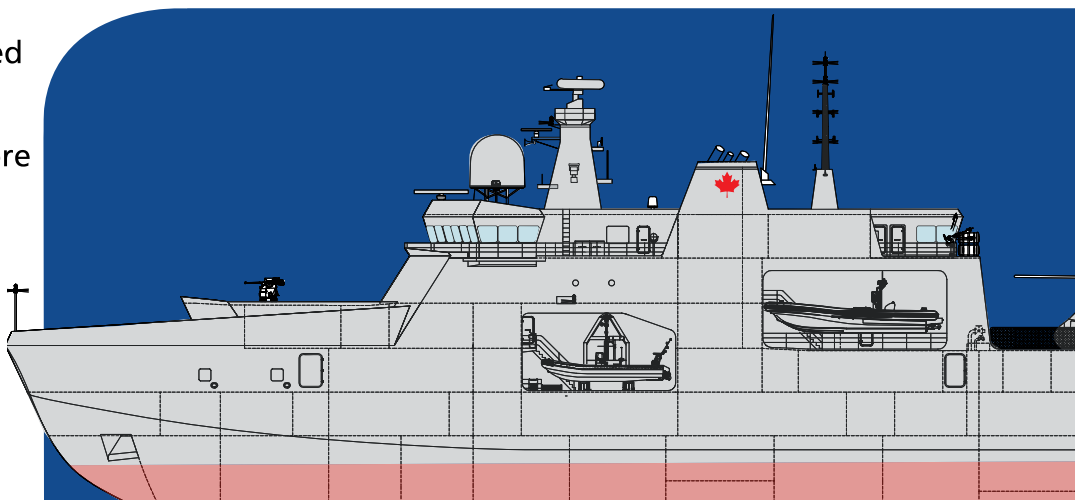
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# Canadian Naval Aviation Hall of Fame

## Belt of Orion Award

### The Royal Canadian Naval Air Branch

#### A letter to the Canadian Naval Air Community

In the coming months, formal announcements of the award of the prestigious Canada Aviation Hall of Fame Belt of Orion Award will be released to aviation media across Canada. The recipient of this award will be “The Royal Canadian Naval Air Branch.” The genesis of this particular award is something that should be of interest to all past and present members of the naval air community, and also to all of the current and past naval personnel who have worked so closely and so effectively with naval aviation of their day.

In the spring of 2007, with the Canadian Naval Centennial looming, Commander Owen K. (Bud) MacLean Ret’d., flew one of his typical ‘trial balloons’ at a gathering of fellow naval aviators over a beer and lunch at a local Orleans watering hole. His idea was to find a way to commemorate what he described as “the incredible accomplishments of the RCN Naval Air Branch” during the turbulent period from 1945 to 1970. Bud was concerned that Canada’s naval history would not adequately recognize the role played by our Naval Air Branch and he concluded that an initiative on our part was not just warranted, but necessary.

With his usual thoroughness and vision, Bud set his sights on submitting the Royal Canadian Navy Air Branch to the Canadian Aviation Hall of Fame for their award of the prestigious Belt of Orion as one of the eleven Hampton Gray VC, CNAG Naval Centennial initiatives. This singular national honour was awarded most years to recognize organizations, groups, societies or associations who had made outstanding contributions to the advancement of aviation in Canada. Previous recipients such as Trans-Canada Airlines (1974), Canadian Pacific Airlines (2013), the Snowbirds (1994), CF Search and Rescue (1995) and the Aerospace Engineering and Test Establishment (2005), were national icons and Bud felt it was precisely the award to preserve for posterity the unique and extraordinary accomplishments of the RCN Air Branch in the aviation annals of Canada.

How Bud MacLean came to care so deeply about this project is not surprising, certainly not to those of us who had the pleasure of knowing and serving with him in his 29 years of uniformed service and later in industry. Bud, as the driving force and principal architect of the submission, had been one of the first two naval aviators to be



Cdr Owen K. (Bud) MacLean

highly decorated under the new Canadian Honours and Awards Systems and he personally experienced much of what he wrote about in what was a monumental and purposeful sifting of historic material. He was intimately involved from early days in operational flight from aircraft carriers and destroyers and mastered many of the aircraft types and all of the challenging operational conditions that earmark anti-submarine aviation at sea and are the subject of this submission.

During his long career, encompassing service as an enlisted air crew specialist right up to command of an operational squadron, he was personally involved in many of the important technical innovations that so distinguished the Royal Canadian Naval Air Branch from those of its allies. He spoke with the indisputable veracity of one who was there to witness, to participate, to be part of, to live through (including a ditching

at sea, many of the significant events and innovations that are so well described in the submission. He also worked with, and later served widely in, Canada’s aviation industry so his understanding and appreciation of the critical interface between the two domains was widely developed and soundly based on personal experience.

Over the course of the next few years he approached many naval air colleagues and military historians and, encouraged by their support and enthusiasm, gathered together a team. Under his leadership, Stu Soward, Dave Tate, Gord Moyer, Ted Forman, Bob Falls, Paul Manson, Larry Ashley, Peter Milsom, Paul Baiden and Dudley Allan began the task of telling the Naval Air Branch story. Everyone realized that this might become a long term project but no one knew the extent of the challenge. The first submission to the CAHF targeted the Belt of Orion award for 2010. The protocol of the Hall of Fame was that a submission, if rejected, would remain on the books for four additional years and after that time, the nomination would cease.

Bud was hugely disappointed when 2010 passed without success. And, the project seemed doomed to failure in the following four years. But in 2014, the Hall of Fame recommended that the RC Naval Air Branch submission be updated and resubmitted. By this time Stu Soward, Gordie Moyer, Ted Foreman and Bob Falls were in the



Delta, but with their inimitable spirit at hand, Bud and his team, augmented by Dr. Rich Gimblett, the RCN Command Historian, made their final submission. Sadly, Bud did not see the final success of his major undertaking as he entered the Delta in June of 2015, followed in October by Dave Tate. The announcement of the award of the Canadian Aviation Hall of Fame, Belt of Orion for 2016 to the Royal Canadian Navy Air Branch was made on November 30<sup>th</sup>, 2015.

The success and accomplishments of the RCN Air Branch through the years 1945 to 1970 was the product of operational savvy, technical vision, courage, risk taking, team work, high level sustained professionalism, dedication plus individual and collective leadership. The contribution the Air Branch made to the RCN in the accomplishment of its missions, to Canadian industry and to Canada

and her Alliance partners during a challenging time in global history was extraordinary. The award of the Belt of Orion is testament to that achievement. This initiative was a CNAG Naval Centennial initiative as was its Historic Sites and Monuments Board historical plaque initiative. Both were undertaken on behalf of all Canadian naval aviation personnel, past and present. To all members of the Royal Canadian Naval Air Branch, the prestigious Belt of Orion is your award!

A CAHF ceremony will take place on June 9<sup>th</sup>, 2016 in Ottawa at the Canadian Aviation and Space Museum. Details of the ceremony will be promulgated throughout the community once known. It is hoped that naval aviation will be strongly represented at the dinner and ceremonies.

Larry Ashley

Peter Milsom

Paul Baiden

## Naval Association of Canada

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To be completed and sent to the NAC Executive Director.



## Answers to Schober's Quiz #70 on page 17

### Answer (1):

Project Hula.

Due to the Russo-Japanese War of 1904-1905, Japanese intervention in the Russian Revolution during 1918-1920, and the Soviet-Japanese Border War of 1935-1939, Soviet-Japanese relations remained strained until the signing of the Japanese Soviet Neutrality Pact on 13 April 1941.

The provisions of this pact were scrupulously observed by both sides until August 1945, despite American entreaties to the Soviets to join the war against Japan. Clearly, Stalin had his hands full fighting the Germans—as did Japan with the USA. But as the war gradually tilted in favour of the Allies, Stalin saw an opportunity to share in the spoils ensuing from Japan's inevitable defeat. Accordingly, in October 1944 Stalin informed US Ambassador to Moscow, Averell Harriman that, subject to the following conditions, the Soviet Union would enter the war against Japan.

- (1) The USSR would not declare war against Japan until three months after Germany's capitulation.
- (2) In anticipation of the USSR fighting Japan, the US was to provide substantial stocks of war matériel for the Soviet forces in the Far East; additional to the existing Lend-Lease programme.
- (3) Commencing as soon as possible, the United States Navy (USN) was to transfer a mutually agreed number of warships and naval auxiliaries to the Soviet Navy, under the auspices of the Lend-Lease programme. Moreover, the USN was to train the Soviet crews assigned to man the transferred ships. The transfer programme was to be conducted in great secrecy so as not to tip-off Japan that the USSR intended to eventually abrogate the Neutrality Pact.

### Answer (2):

At the Yalta Conference, 4-11 February 1945, the USA and USSR agreed on the intended employment of the ships transferred under Project Hula, which, in turn, determined the number and types of ships for transfer. Immediately following their declaration of war against Japan, the Soviets planned to mount simultaneous amphibious invasions of the southern part of Sakhalin Island (they already held the northern portion) and the Kuril Islands. Interestingly, the Yalta Agreement barred the Soviets from invading any of the Japanese home islands. To this end, the Americans ensured that Project Hula would be limited to the provision of forces inadequate to invade Japan proper.

The USN chose Cold Bay, on the Alaska Peninsula, as venue for training the 23,000 or so Soviet Naval Personnel involved in Project Hula. Cold Bay offered a number of advantages such as the availability of accommodation in the shape of sprawling Fort Randall, recently abandoned by the US Army; a sheltered harbour and only a handful of native inhabitants—ideal for maintaining secrecy.

The total number of warships and auxiliaries slated for transfer to the

Soviet Navy under Project Hula came to around 180 vessels, comprised as follows:

- 30 'Tacoma' (or 'Asheville') Class Patrol Frigates<sup>1</sup>
- 24 minesweepers
- 30 large infantry landing craft
- 36 auxiliary motor minesweepers
- 56 submarine chasers
- 4 floating workshops

The first 220 Soviet naval officers and 1,895 seamen began their training at Cold Bay on 16 April 1945. The first ships transferred—ten patrol frigates—sailed in company from Cold Bay on 15 July 1945, bound for Petropavlovsk-Kamchatsky. All Soviet ships departing Cold Bay for the USSR were routed to this port, whence they dispersed to their designated stations.

As promised, the USSR duly declared war against Japan on 8 August 1945. The Soviet Army easily breezed into Manchuria and North Korea, where Japanese resistance was failing. Japan formally surrendered on 3 September 1945, but the Soviet offensive continued regardless. Despite encountering somewhat stiffer resistance from the Japanese to their seaborne invasions of Sakhalin and the Kuril Islands, the Soviet amphibious forces had successfully completed their campaigns by September 5<sup>th</sup>—the day Washington ordered the end of Project Hula and the immediate cessation of ship transfers to the Soviet Navy, except for vessels already manned by Soviet crews, which were allowed to proceed to the USSR.

By then, Cold Bay had trained 750 officers and 11,250 men to man the 149 vessels transferred to the Soviet Navy under Project Hula, comprising 28 patrol frigates, 30 large infantry landing craft, 31 auxiliary motor minesweepers, 32 submarine chasers and four floating workshops.

With the cancellation of Project Hula, the USN was saddled with a major task. Under the provisions of the Lend-Lease programme all matériel obtained thereby had to be returned to the USA at war's end. As was their wont, the Soviets were in no hurry to comply. It wasn't until late 1949 that the Soviet Navy returned the most valuable ships on loan, the patrol frigates, to the USA.

None of the 'Tacoma' Class frigates remained in USN service for any length of time after the war, being adjudged to be inferior to the numerous destroyer escorts available. Eventually, some seven frigates were handed over to the Japan Maritime Self-Defence Force—the reincarnation of the Imperial Japanese Navy in all but name. A few of them found their way into the South Korean Navy. Most of the remaining units of the 'Tacoma' Class were either sold to South American or Central American Navies, or converted to merchant service.

As regards the other USN ships transferred to the USSR under Project Hula: most were found to be in such poor shape by the time of their return to US hands that the USN just took nominal possession and then promptly had them scrapped in the USSR, under US supervision.

<sup>1</sup> Americanized version of British 'River' Class frigate. *Vide* Schober's Quiz #18.



# Fraser McKee's Navy...



"And the lights went on all over the world..."

To: AIG 1 849 A

**NAVAL MESSAGE**

From: ADMIRALTY

S. 1820H  
10,000M-18-44 T1840  
N.S. 7070-2. 1820  
K.P. 20601

**CORRECTED COPY**

~~ACHQ 15 THE U-BOAT WAR IN THE NON-COMBAT AREA IS~~  
SEC TO BE OFFICIALLY ENDED AT 0001 4TH JUNE.  
COP H'S TROOP CONVOYS AND MONSTERS IN THIS AREA.  
PDO MAY THEN RELAX WARTIME PRECAUTION AND ARE  
D HFX 9 TO BURN NAVIGATION LIGHTS AT FULL BRILLIANCY  
SOI 3 BY NIGHT.  
SOIB AIG 818 A AND PARAGRAPH 2 OF AIG 817 A BOTH  
NOSC 2 OF 28TH MAY ARE THEN TO BE CANCELLED.  
USNO 3. ALL A/S DEFENCE IN BASES IN THE NON-  
HFX W/T COMBAT AREAS CAN THEN BE REMOVED AND  
PSO PRECAUTION RELAXED.  
BDA 3 0203:78  
OCBC PASSED NSHQ ST JOHN NB SYDNEY  
SHIPS RNBAO OIC MCO  
FAIRMILES 3 XDO G'S SEC  
STC SHELburne 4 A/S SCHOOL  
SEABORN 4 GASPE P.Q. MCO  
CO SEABORN 2 CORNWALLIS

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See  
"On the Light Side"  
page 7

*Fraser*

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# **Obituaries**

Compiled by Pat D. C. Barnhouse

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

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

Apocrypha, Matthew 44:7-8

## ◆ **Lt Leslie Patrick GRAYDON, CD, RCN (Ret'd)**

NSNOA, 86 in Dartmouth, NS 11/11/15. Jn'd. RN post WWII and tsf'd. to RCN in '61. CFR'd as CMD O 04/64 thence *Crescent* 08/64, fl'd. by *Stadadona*. Prom. Lt 01/67 and srv'd. Hfx area postings. Ret'd. in '80. Civ. career with Canadian Coast Guard. [SR, *Chronicle Herald*]

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

### ◆ **LCdr (Ret'd) David Clarke BEDFORD, CD\***

53 in Ottawa 24/10/15. Jn'd. ROTP Cdt 06/81, prom. A/SLt 05/84, SLt 05/85, Lt 05/87 and LCdr 01/00. Srv'd. *Venture*, CFFS Hfx., *Iroquois*, *Assiniboine*, *Ottawa*, RR MilCol, DREA, *Nipigon*, *Charlottetown*, MARCOM, Trinity and NDHQ. Ret'd. in 07. Civ. career as Project Director for CF Weather & Oceanographic Service. Awarded CF Medallion for Distinguished Service. [Citizen, WM]

### ◆ **LCdr(L) James McArthur BIRD, CD, RCN (Ret'd)**

95 in Ottawa 05/12/15. Srv'd. RCAF WWII. Jn'd. RCN at *Donnacoma* as A/SLt(L) 03/49, prom. SLt(L) 11/49, Lt(L) 01/51 (sen. 12/48) and LCdr(L) 12/56. Srv'd. *Bytown*, *Stadacona*, *Niobe* (qual. Air 'L'), *Shearwater*, *Magnificent* and *Niagara*. Ret'd. in '65. [Citizen, "Canada's Naval Aviators"]

### ◆ **Lt Ronald Leslie CARLILE, RCN (Ret'd)**

91 in West Vancouver 22/07/15. Jn'd. RCN as Cdt at Royal Roads in '41, prom. Mid. 08/43, SLt 04/45 and Lt 05/46. Srv'd HM Ships *Quiberon*, *King George V*, HMCS *Stadacona* and *Discovery*. Medical release 08/48. [e-Veritas]

### ◆ **Cdr Christopher Glenn COOPER, CD, RCN (Ret'd)**

72 in Dartmouth, NS 08/11/15. Jn'd. *Cataraqui* as ROTP RCN Cdt 09/62, prom. SLt 05/65, Lt 06/67, LCdr 01/72 and Cdr 01/78. Srv'd. *Nipigon*, CDLS(W) (for MIT and qual. NavArch), NDHQ and Dkyd Hfx. Ret'd. in '82. [SR, *Chronicle Herald*]

### ◆ **Cdr(NR) Ret'd Murray Fraser HAMILTON, CD\*\***

66 in Brookside, NS 27/11/15. Jn'd. as Cdt at CMR in '67 and prom. SLt 05/70. Tsf'd. to NR attaining rank of Cdr. Srv'd *Mirimichi*, *Saskatchewan*, *Ottawa*, *Scotian*, MARCOM HQ, MCD Hfx (i/c) and Harbour Defence Unit One (i/c). [e-Veritas]

### ◆ **Lt(Capt [AERE]) Donald John LILLEY, CD\*, RCN (Ret'd)**

81 in Osoyoos, BC 11/15. Jn'd. RCN in '53, CFR'd as CMD O 04/67

and prom. Capt(AERE) 04/70. Srv'd. inter alia, *Shearwater* and *Bonaventure*. QB Shearwater Flyers Dominion Intermediate Football Champions in '57. Ret'd. in '75. [SR, *Chronicle Herald*]

### ◆ **Lt Charles Burton MILLER, RCN(R), Ret'd.**

87 in Leamington, ON 16/07/15. Jn'd. *Star* (OAC tender) as UNTD Cdt 10/48, prom. SLt 02/50 and Lt 04/52. Tsf'd to *Prevost* and to Ret'd. List in '57. [WC]

### ◆ **Surg Lt Edward John Gould NOBLE, RCN(R)(Ret'd)**

84 in Port Hope, ON 15/10/15. Jn'd. *York* as UNTD Cdr 01/51, prom. A/Surg SLt 03/54 and later Surg. Lt (sen. 06/53). Tsf'd. to Ret'd List in '56. [WC, *Toronto Star*]

### ◆ **SLt David Edwin READ, RCN(R)(Ret'd)**

74 in Halifax 06/11/15. Jn'd. *Scotian* (Mt. Allison tender) as UNTD Cdt 01/60 and prom. RCN(R) SLt 09/63, thence to release. [WC, *Chronicle Herald*]

### ◆ **Surg LCdr Donald Charles ROBERTSON, RCNVR (Ret'd)**

96 in Toronto 01/11/15. Jn'd. RCNVR as Surg Lt 05/44 and srv'd. *Protector*, *Tillsonburg* and *Scotian*. Rls'd. in '46 and prom. Surg LCdr on Ret'd. List. [WC, *National Post*]

### ◆ **Lt Richard Patrick Fortier Miago SWEENEY, GCLJ, KMLJ, OL, RCNVR (Ret'd)**

Former NAC-NS in Tatamagouche, NS 11/11/15. Jn'd. RCNVR in '41, prom. SLt 12/41 and Lt 12/42. Srv'd. *Protector II*, *Trillium*, *Stadacona* and *Avalon*. Rls'd. in '46. [SR, *Chronicle Herald*]

### ◆ **Cdr(NR)(Ret'd) Roger James WILSON, CD**

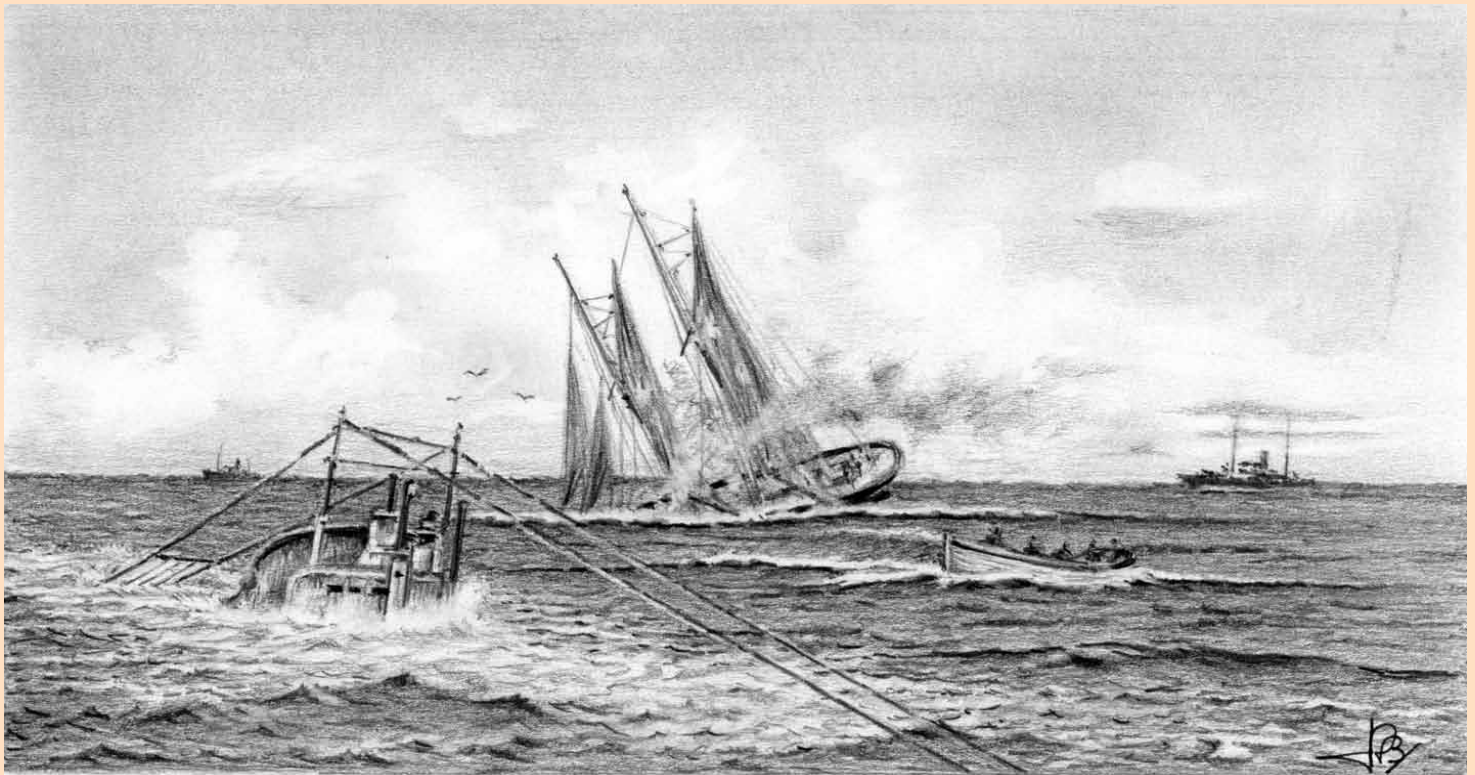
82 in Ottawa 21/11/15. Jn'd. RCN(SSA) as SLt(E) 07/58 and prom. Lt 07/61. Srv'd *Restigouche*, *Stadacona* and *Bytown*. Tsf'd. to NR in '68 and subsequently prom. LCdr and Cdr at *Carleton*. Srv'd. as CO *Carleton*. [Citizen]

### ◆ **Lt Terence Layard WOLFE-MILNER, QGM, RCN (Ret'd)**

73 on Salt Spring Island 09/01/16. Jn'd. as Cdt at *Venture* 09/60, prom. A/SLt 09/63, SLt same date and Lt 01/67. Srv'd. VU-33, *Shearwater*, *Bonaventure*, *Annapolis*, VX-10, HS-50, *Fraser*, *Saguenay*, *Nipigon* and AETE (CX-84 Detachment Canadair). Ret'd. in '70. [PB, Canada's Naval Aviators]

# 'Our Navy'

By F. R. (Hamish) Berchem CSMA

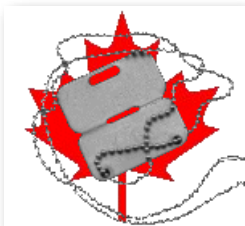


## "WAR COMES TO CANADA"

During most of the month of August 1918, U 156 operated off Nova Scotia. On the 25<sup>th</sup> of August, four fishing schooners were attacked some 50 miles southwest of St. Pierre. On the arrival of four East Coast Patrol Vessels, HMC Ships CARTIER and HOCHELAGA with two Armed Trawlers, TR22 and TR32, U 156 dived and escaped. Almost two dozen fishing vessels were sunk by U 156 which in turn did not survive the war. On 25 August 1918, the ERIK, a Dundee Whaler bought by the Hudson's Bay Company in 1882, was sunk by U 156 with gunfire and explosive charges.

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