

A little light on what's going on!

Starshell

A publication for the Naval Association of Canada • Winter 2018, No. 81

Orphan Monument No More

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Bonaventure Monument
gets a much-needed facelift



A large, modern grey combat ship is shown from a side profile, sailing on a calm blue sea. The ship has a complex superstructure with various antennas and sensors. In the background, there are green hills under a clear sky. The ship is moving towards the right, leaving a slight wake.

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Starshell

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NEW From the Editor

Carmel Ecker



"You have some big shoes to fill."

This is what I've heard repeatedly since agreeing to take on the role of editor of the Starshell.

I daresay it seems like George Moore WAS the *Starshell*. He took it from a 4 page newsletter and built it up to a 48 page magazine over 20 years. Anyone who's put out an association newsletter knows that is a feat of epic proportions.

And like any good CO, George built the magazine by enlisting a great crew of writers, many of whom have volunteered to stay on. So I am pleased to dedicate this, my first issue, to George. May he enjoy his "retirement" (in spite of all his remaining volunteer commitments).

I cannot overstate how critical *Starshell's* volunteer writers are. There is no magazine without them. And, of course, there is always room for more. If you have a story idea—contemporary or historical—please get in touch. Many people hesitate because they don't think of themselves as "writers". I say, "That's what editors are for!" I welcome all voices who want to contribute in a meaningful way.

Starshell is now the second NAC publication I'm responsible for. The other is NAC Vancouver Island's *Lead & Line* newsletter, which I took over in the fall of 2016.

Both publications are a welcome connection to the naval community,

which I served for 14 years as a writer and graphic designer at CFB Esquimalt's *Lookout Newspaper*. I treasure the time I spent embedded in the community there.

The learning curve was steep. I grew up in the B.C. interior, had never been on a military base and knew very little about our Armed Forces. There was a plethora of new terminology, acronyms, ranks, ships, shore units and many other things to learn.

There were also many wonderful opportunities: a flight in a Sea King, three days in the former HMCS *Protecteur* for a Task Group Exercise, a tour of an American aircraft carrier and a day sail on one of their mine sweepers, and more. I've also gotten to see firsthand the resilience and dedication of military members and their families. Those stories will stay with me for the rest of my life.

When I left the *Lookout* in 2016 to start my own business, I felt a sense of loss at not officially being a part of that community any more. So I'm grateful for the opportunity to reconnect to the naval community in my role as editor of *Lead & Line* and *Starshell*.

I hope to fill the shoes George has left for me and continue to bring NAC members a publication that you find valuable.

If you have any comments or questions or if you would like to contribute, email me at starshell@shaw.ca.

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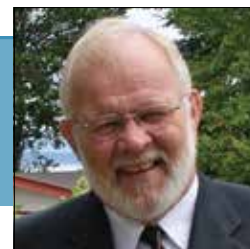
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From the Bridge

Bill Conconi, National President



Spring has arrived, at least officially, and on the West Coast. However, I understand that parts of Canada are still struggling with winter. I think of you curled up in your comfy chairs while those of us on the left coast are now struggling with lawn mowers and gardens. I am sure you support and understand us.

As we watch new shoots in the gardens and buds on the trees, I am reminded that spring is a time of renewal and growth—a good time to think about growing our membership.

Recently, I found myself in a discussion in which the topic of my involvement in NAC came up and the logical next question was, “what is it all about?”

It’s a challenge sometimes to succinctly explain something you know reasonably well to someone who does not have your background.

I gave it my best shot.

After I explained that we exist at two levels connected by a common goal and a common bond—the navy—additional questions followed.

I raise this here as we look to build our membership by reaching out to others who may not know us well or at all. A description of who we are and what we do is something all of us should consider and be prepared to share when the opportunity arises.

The main point I tried to make was that in our branches we enjoy good fel-

lowship while engaging in social and educational experiences. At the national level, our main goal is to support and educate about the navy and its role in Canada. This is not an easy task and something we deal with at both levels. The preceding is not to undervalue the many other things we do, but to attempt to focus on our core purposes.

Associations everywhere are struggling to maintain member numbers as demographic shifts take their toll. People now appear to join for different reasons and, in many cases, are looking for a return on investment (ROI). We all need to work at extending this discussion towards what we, as members, have to offer as we look to support our navy. I believe that in doing this well, we will receive our rewards—something to consider as we build our “12 floor elevator pitch”.

Directors Bill Thomas and Ed Williams are heading up a committee that is looking to our membership needs and how we can support our branches as they take on the task of increasing our numbers. If you have some thoughts here, please consider getting involved.

As mentioned in David’s comments, a major initiative taken on by National is in the area of Naval Affairs. Our goal here is to build a library of well-researched, factual information that can be used by NAC and others to educate about the needs of our navy in its role for Canada. To this end, our Director of Naval

Affairs, Ian Parker, reports the following:

“As some will be aware, the NAC national board took a strategic decision to enhance the NAC Naval Affairs portfolio. This decision was based on a strategy to move from a part time ad hoc Naval Affairs activity to a full time activity with a cadre of funded positions in order that NAC Naval Affairs can evolve into Canada’s recognized centre of maritime and naval knowledge outside of academia. The road that has been chosen will be a long one, but at the end there will be a centre of knowledge that can be used to educate Canadians on the vital importance of the oceans to her well being and the critical role that her navy and coast guard play in defence of the nation and the oceans. As a first step, embarking on this Naval Affairs journey, NAC posted solicitations to fill the newly created positions of Coordinator NAC Naval Affairs and the NAC Naval Affairs Research Coordinator. These two appointments will form the core of NAC’s Naval Affairs activity in the short and the medium term, creating a centre of maritime and naval knowledge and a strategic NAC Naval Affairs communications plan. Candidate submissions have been received and are now being evaluated. It is anticipated that NAC will be in contract with the successful individuals by the end of April with work starting shortly thereafter.

NAC AGM NOTICE

**Save the date for this year’s NAC AGM.
June 15 at noon Ottawa time.**

The AGM will be conducted via electronic means (teleconference/video link). Details will be sent to all members in the NAC News, NAC National email updates to Branch Presidents and on the NAC National website beginning mid-April.

Once we are up and running, so to speak, NAC NA will be reaching out to all NAC Branches to identify those who wish to participate in NAC Naval Affairs for outreach activities or research contributions."

Coincident with the above initiatives, Director Michael Hoare has been looking at our Governance Model, comparing it to other models and best practices, and making sure our policies are consistent with our bylaws. This is a normal evolutionary process as we continue our transition from NOAC to NAC and to position ourselves for growth as we move toward a more inclusive membership.

One goal that is emerging is a need to move toward a smaller, more nimble (able to react quickly) Board, while at the same time increasing support to, and guidance from, our branches. This is an ongoing task for the National Board, one they take seriously.

A key to our growth within and our influence without is good communications. For years, *Starshell*

has played a key role in this area and we all owe a special thanks to George Moore for his many years of work in this area. As David mentions in his "Front Desk" column this issue is dedicated to George.

As a back up and extension of our communications in *Starshell*, we now have NAC News, started and served well by Past President Jim Carruthers and now carried forward by Director Rod Hughes. Coming out weekly, this web-based newsletter continues in its role to keep us informed on naval happenings in Canada and around the world, but also to keep us all informed on developments and happenings in NAC. Watch also for some special editions as Naval Affairs ramp up and special events are planned.

As we go to press here, I am comforted by the fact that everyone will soon be joining the wet coast as we labour to the sounds of birds and the smell of freshly cut grass.

Yours Aye,
Bill

Letter to the Editor

Robert Brown's complaint about Bob Welland's remarks is disingenuous [Letter to the Editor, Autumn 2017, p. 15].

Welland's written proposal to establish HMCS Venture included that retention claim. If it had been wrong, it would have been corrected by the then-current CNS. It was not. Venture was approved.

The retention rate, of course, was not limited to the class of '46 and was not measured by those who opted for service in the Navy. It was measured over a longer term and was related to those who remained beyond their obligatory service. The record exists, unmodified. Brown's assertions are alternate facts.

Yours aye,

Joe Cunningham, Cdr (Ret'd)

Past president of the Venture Association, Venture Class of '54-'56, collaborator with Adm Welland over the last 10 years of his life during the creation the "Welland Room" In what used to be NOTC Venture and is now a division of Fleet School Esquimalt.



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



The Front Desk

David Soule, Executive Director



As I write this edition of “Front Desk” for the Winter edition of *Starshell*, I hope we can all look forward to spring and say good-bye to what, for many, has been a long winter (all those on the West Coast “Stand Fast” as I know you are already mowing lawns out there! The rest of us intend to catch up sometime this summer.).

I want to extend a warm welcome on behalf of NAC members to our new editor, Carmel Ecker. Yes, George Moore has kept his word to his family and himself by passing the reins to Carmel after many long years as your *Starshell* editor. With that in mind, we are dedicating this edition of *Starshell* to George. I certainly hope he is pleased with the work of our new editor and the plan to keep *Starshell* as the NAC publication of choice in the future. Just so you know, George was fully prepared to continue on as editor until a replacement was found. I wish him the very best as he finally gets an opportunity to pursue his “bucket list”.

National’s busy winter

For those of you who read NAC News and my brief summaries of national activities to branch presidents, you are likely aware that the organization has been very busy over the winter. We have transitioned from Jim Carruther’s leadership to Bill Conconi’s. Under the leadership of Bill Thomas and Ed Williams, the Membership Committee has been busy developing a plan and ideas to support NAC in attracting new members and retain current members. Work is well underway to develop a plan to assist branches with these efforts. We are also very close to launching our National Affairs Program—under the leadership of Ian Parker—which will become the main focus of National

efforts. This is an exciting opportunity for NAC.

Communication

For those of you who subscribe to NAC News, you may have noticed we are now using MailChimp email service to distribute the “News”. This service allows us to email members in a more timely manner, as well as check on how well this service is used. It is also easier for you to opt out. I am happy to report that first indicators are that the “News” remains popular and, in fact, editor Rod Hughes has received many compliments. This is a time-consuming effort on his part. I would also like to thank those who have submitted links to articles of interest as this is a great help.

Over the coming months, MailChimp will become the main email service to keep you informed of national activities, in particular the details of our upcoming 2018 AGM. Email is our primary means to keep in touch, so be sure to let me know, through your branch membership director, if you change your email address.

Governance document review

Mike Hoare has led a small team to review our governance documents, so these can be updated and aligned, ensuring they reflect the laws of the land including the government’s Not-for-Profit Corporation Act.

The review is now complete, and when the changes are implemented in the coming months, they will assist all of us in regard to how NAC administrative and financial processes work.

Website

As many of you are aware, the website remains a work in progress. We will be “fixing it up” over the coming months. If

you have any ideas for items, links and layout that you think would serve us better, please let me know.

AGM 2018

As mentioned earlier, the 2018 AGM will be held via electronic means through a combination of teleconferencing and video links on Friday, June 15, 2018. We are working to make sure that those members who wish to participate can telephone in, use a computer video link or other means to participate. If all goes according to plan you should be able to do this right from your home without the need to “gather” as a group for the meeting.

There are several reasons for the decision to hold a virtual event. The Not-for-Profit Corporation Act requires us to host an AGM. Unfortunately, no branch was willing to host an AGM and conference this year. There is no 2018 National conference planned, and the costs associated with travel—personal costs as well as that funded in part by NAC National and Branches—for an AGM without a conference or other related meeting was considered excessive. Fortunately, an online event is allowed under the regulations. All to say, I think this will work to the benefit of all.

More details on the process and background material in support of the AGM will be forthcoming in the NAC News, separate emails to the membership and through your branch presidents.

For most of you, the conduct of the AGM process will be similar to that in the past where all NAC members will have the option to vote on motions beforehand and declare a proxy for the meeting. For those who wish to participate, there will be an opportunity to do so without the need to travel.

Endowment Fund (EF)

I want to encourage all members to consider a donation to the Endowment Fund. You may also wish to submit a request for an EF grant for a local organization. The funds for these grants are awarded each year and are there to be used. However, it is you the member, by submitting a proposal through your local branch, who is key to recognizing a need. The EF grants are a key part of NAC's mission, but they can only be awarded if the EF committee is aware of a worthy cause for the grant.

Awards

NAC has a robust awards program, most of which can be done by the local branch. The National Awards Committee does determine the award of Gold and Silver medallions for National NAC service, but there are other awards that can go a long way to recognize local effort in the branch.

Have a look at the awards criteria in the administration manual—it can be found on the NAC website under Governance—and submit an award recom-

mendation for someone who deserves to be recognized.

Battle of Atlantic Sunday, May 6

By the time this edition of *Starshell* is in the mail, Battle of the Atlantic Sunday will be upon us once again. I encourage all of you to attend your local ceremony or pause for a moment and think of those who served their country and the navy before us, as well as those who serve. Please "Remember Them".

BRAVO ZULU GEORGE!

Thank you to George Moore for his many years of dedicated work as the Editor of the *Starshell*. George took this publication from a 4 page newsletter to the glorious 48-page magazine you see before you.

We wish him a happy "retirement" even though he seems to be as busy as ever with other projects.



George with his beautiful bride of some 56 years, Gloria, a few of years ago at the Queen's Diamond Jubilee Dinner held aboard HMCS Tecumseh in Calgary.



George in 1954 on the parade square of what is now HMCS Quadra in Comox, BC.

DIPLOMACY

DEFENCE, NAVAL OR OTHERWISE



Photo by Sgt Shilo Adamson, Canadian Forces Recruiting Group Headquarters, CFB Borden

High Commissioner of Canada to Nigeria, Christopher Thornley, speaks during a diplomatic reception hosted by HMC Ships Kingston and Summerside while alongside Lagos, Nigeria, during Operation Projection, March 9, 2018.

By David Collins

Editor's note: The genesis of this article comes from a lecture delivered to Naval Warfare Officers under training at NOTC Venture at Work Point in 2017.

The interface between the military and the diplomatic service is not as frequent or intense as it might be, at least at the individual level. While defence policy is closely

related to foreign policy, the actual “on the ground” relationship depends on opportunity and timing. This article will discuss two aspects of the crossover between the two worlds, the role of defence attachés in embassies abroad, and how naval diplomacy can contribute positively to bilateral relations, especially through ships’ visits.

The overall goal of the defence attaché (DA) program is to support the defence program by being the eyes and ears abroad for the Department of National Defence. Currently, the DA program is managed by the Vice Chief of the Defence Staff (VCDS). In some countries, such as the UK, DAs fall under the intelligence program. Canada has tried it both

ways over the years, and has concluded that the VCDS provides a neutral platform to support the sponsors (clients) of the DA program overseas: operations, intelligence, materiel and policy.

I once had a DA serving with me who had served previously as an attaché. He told me on our first meeting (knowing that I had modest naval experience) that he could al-

ways tell quickly if his head of mission was a supporter, neutral or hostile to the defence program in the embassy. One of the realities in our foreign service today is that there are very few officers who have had any personal military experience prior to the foreign service.

For a time, there were several RMC graduates who joined after their obligatory military commitment. Some readers may remember Dale Carle of years ago, who was a trade commissioner colleague of mine. When I first joined, there were still World War II veterans serving. Two more recent lateral entries are Glenn Davison (Damascus and Kabul) and Paul Maddison (Canberra), but they are the exception. Now many ambassadors have little or no knowledge of defence nor, frankly in some cases, any interest. As a result, many DAs fly solo and are not as useful as members of the team as they might be—a loss for everyone.

A savvy ambassador knows that his or her DA can contribute a lot to embassy operations. DAs are practical leaders, good in crisis management situations and have can-do attitudes. And the DA and his or her sergeant are often the folks who form the strength behind embassy clubs, Christmas parties and the like.

This reality was reinforced for me when I was in Islamabad at the time of the 2005 Kashmir earthquake. Canada deployed the Disaster Assistance Response Team (DART), which did really useful work. From an embassy point of view, I would

have been hard pressed to host them if I had not had a first-class DA on my team.

In Nairobi, in the last months of my appointment there, we had to deal with the kidnapping of two Canadian citizens. They were fortunately recovered by the Kenyan Army, and my point man with the army and the security services was my DA, not the embassy political counsellor.

The navy has taken a different approach to the DA program over the years than have the other services.

Other naval officers have also profited from attaché jobs. Dusty Miller was Commander Defence Liaison Staff London as a commodore and went on. Ken Summers commanded Defence Liaison Staff Washington as a rear admiral and had further service employment. Russ Moore was a captain in London and went on to flag rank. And there are others. The point is that the navy never regarded attaché posts as dead-end jobs.

I could go on, but what I want to point out is that DAs or advisers (in Com-

involves the pursuit of foreign policy objectives by using often robust displays of naval power. We can cite examples, such as the Cuban missile crisis when the RCN was ordered to sea, or various confrontations in the Taiwan Strait. The softer side of naval power really comes under the rubric of defence diplomacy where activities such as exercising with allies, showing the flag worldwide and the ever-popular port visit can be as useful as belligerent displays of force.

When I spoke to the



Photo by Corporal Tony Chand, Formation Imaging Services

Royal Canadian Navy members participate in a hockey game during a port visit to Hamburg, Germany. Sporting events are one form of diplomacy ships' crews can be part of during port visits.

The post in Tokyo, for example, has often been used as a developmental and strategic test bed for promising young captains on the road to flag rank. Think Bob George and Glenn Davidson: the old saw—Commander George gets a phone call from the Director Senior Appointments saying “I have good news and bad news for you Bob. You’re being promoted to captain, but appointed as DA Tokyo!”

monwealth countries) bring a wealth of experience and maturity to an embassy team and are highly useful beyond their own remit in supporting the Canadian Armed Forces and interacting with a host military. A head of mission with a resident DA is indeed fortunate.

Turning now to naval or gunboat diplomacy, I would like to go beyond the traditional definition, which

junior officers under training last year, I tried to position a ship’s visit in its context as a contributor to Canada’s foreign policy objectives. It is not primarily an opportunity for a ship’s company to seek out the exotic aspects of runs ashore. HMC Ships act as afloat ambassadors for Canada. From an ambassador’s point of view, we all sought and bid for a ship’s visit.

Continued on page 8

Continued from page 7

In fact, there is a joint DND/Global Affairs committee that meets biannually to allocate ships' visits based on upcoming operational schedules.

A ship can open diplomatic doors that are sometimes otherwise hard to crack. Everyone wants to be invited aboard a visiting warship. There is the glamour of it all, the opportunity for guests to discuss shipboard life with members of the ship's company and the chance for Canada to leave a lingering positive impression with the host country. Other events may also take place during a ship's visit: sporting competitions with the host navy and other social opportunities. I hosted my last ship's visit in Kuala Lumpur. The

Fleet Commander Pacific took the opportunity to use the stop to hold a change of command ceremony (nothing untoward, I hasten to add as the change was already scheduled).

Ship's visits also hold out a prospect for disaster if behaviour of the ship's company is anything other than impeccable. We have all heard the story of a USN sailor urinating on a statue of Kemal Ataturk in Izmir, Turkey. He was lucky to escape with his life. No one has much patience anymore (if they ever did) for fighting ashore, public drunkenness or drug abuse. One such incident in a foreign country can ruin all the good diplomatic work that went into making a ship's visit successful.

In this short piece I have

only covered the bare minimum of the role our navy can play in supporting good diplomatic relations between Canada and countries abroad. There was a point years ago when defence attaché appointments may have been seen as B list jobs, often given to deserving officers on the cusp of retirement. That is not true now. I always appreciated the DAs I had on my teams overseas, and I think they enjoyed working in embassies where the boss was interested.

David Collins was commissioned into the navy in HMCS Cataragui in 1973. He served in the active Reserve for 16 years, trained in supply and naval control of shipping. In his day job, he was a member of the Foreign Service for more than 30 years and served as

head of mission in Bucharest, Islamabad, Kuala Lumpur and Nairobi. In the summer of 2013 he was the interim ambassador in Kabul. He is a life member of NAC Ottawa branch and an occasional member of the VI branch. He and his wife currently reside in the United Kingdom. In defiance of family tradition, their son is a regular Army officer.



David Collins in his diplomacy days.



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CANADA MARINE SYSTEMS



Bronte, in the shadow of Etna

The 11,000 foot volcano Mount Etna, on the northeastern tip of Sicily, erupted in March 2017, casting a shadow over the city of Bronte at its western base. Historically, that shadow reaches all the way to the western end of Lake Ontario where a swath of naval related names associated with Admiral Nelson and the year 1805 can be found.

The City of Bronte (pop. about 25,000) has existed as a named community for 500 years. Bronte is really a Greek name from the mythologies surrounding Etna and means "Thunder", referring to a creature who lived in the mountain.

Bronte has risen from the ashes of Etna on at least three major occasions in its history.

The 15,000 acre Duchy of Bronte, was created in 1799 by King Ferdinand IV of Naples and given to Admiral Nelson who became the first Duke of Bronte. This was by virtue of Nelson having literally saved the King's hide and Kingdom. That Dukedom was Nelson's favourite honorific and his tagline was often simply: Nelson & Bronte.

History took a sharp turn on Oct. 21, 1805 when Nelson died. The Dukedom then devolved to Nelson's elder brother William, who became the Second Duke

of Bronte. Upon William's death (1835), his daughter Charlotte (Adm Nelson's niece) inherited the title and became the third Duchess of Bronte. She was the first in the family to actually set foot in Bronte.

Charlotte Nelson married into the famous Royal Navy Hood family (*HMS Hood*), a complex genealogy in its own right. Her son, Alexander Nelson Hood, became the fourth Duke of Bronte and was very active in the Duchy's affairs. His son, of the same name, who became the fifth Duke of Bronte at the age of 19, died at the age of 83 and is buried at Bronte.



The sixth Duke of Bronte, Rowland Arthur Herbert Nelson-Hood, was actually a nephew of the fifth Duke and his family had married into the Arthur Wellesley (Duke of Wellington) family. His father's name was Arthur Wellington Alexander Nelson Hood and that is a large historical mouthful as a moniker.

Rowland was actually born in B.C. in 1911 and died in 1969 (age 58) at the Duchy and is also buried there. Interestingly, as a Royal Navy Midshipman in 1928 he had served in *HMS Nelson*, having become the sixth Duca di Bronté in 1924.

The seventh and current Duke of Bronte, Alexander Nelson-Hood, turned 71 on March 17. In 1981, he sold the remaining properties back to the City of Bronte, which operates a museum in the former Nelson Castle.

Meanwhile, on this side of the ocean, historical events were also unfolding. Trafalgar and Nelson Townships, in Halton County, Ontario, were named as such in September 1806. Trafalgar

is present-day Oakville and Nelson is present-day Burlington.

In 1833, the community of Bronte (now part of Oakville) was created/named at the Lake Ontario mouth of what then became known as Bronte Creek and its main N-S road as Bronte Road. The main N-S road in Oakville was and still is Trafalgar Road.

Further west in Nelson Township sprang up the lakeside community of Port Nelson, now part of Burlington.

Also in Burlington is Nelson High School and Nelson United Church, which dates from 1859 and just closed its doors in June of last year.

Then there's the community of Palermo, where Bronte Road crosses Dundas Street. It was in Palermo, Sicily, that Nelson first came to know Lady Emma Hamilton in the biblical sense. The residents of the new "Palermo Village Retirement Residence" on that corner may not realize that their name is the direct result of probably the most famous British scandal of the early 1800s.

In May, 2017, the G7 leaders, including Prime Minister Trudeau and President Trump, met in Taormina, Sicily, in sight of the still active Etna. Readers can insert their own "hot air" jokes here.

Adm Nelson was in what was to become Canada just once. That was in St. John's and Quebec City in 1782. Events there came very close to derailing his yet unrealized fame. Had that happened, the place where Oakville's July 1st Canada 150 Day was held would not have been named Bronte Heritage Park.

Bronte, as a name, and all of the historical threads associated with it, in Canada and elsewhere, derives directly from its proximity to Mount Etna. When Etna blows, it does get our attention and even moreso for those aficionados of the Nelson legacy, amongst which many NAC members may count themselves.

Bronte's "Il Castello di Nelson" and its prime 40-acre pistachio-growing property, is as of this writing available for sale for about \$8.3 Million CDN. Any takers?



Remembering Canada's Merchant Marine Women

By Clare Sharpe, CFB Esquimalt
Naval and Military Museum

Editor's note: Starshell is sharing this article to mark Women's History Month in March.

Just hours after Britain declared war on Germany on Sept. 3, 1939, the passenger liner that Hannah Baird was working aboard as a stewardess was torpedoed by a German submarine, U-130. The liner, S.S. Athenia, was unarmed when the attack occurred. Between 112 and 118 people, many of them women and children, lost their lives in the sinking.

You won't find merchant mariner Hannah Baird's name in the history books, or the names of the other seven Canadian women who died while serving in merchant ships during both World Wars. Baird and the other women who perished in the Merchant Marine might be forgotten if not for the efforts of a few veterans and researchers.

"Because seamanship was considered 'man's work', the contribution of women mariners during the wars has been overlooked and has not been included in histories of the period," noted the late Tom Osborne. Osborne, a retired seaman, headed the Women Mariners Memorial Fund, an organization that aimed to make up for that oversight.

Together with Langford municipality on Vancouver Island, the group hit on a unique project to commemorate women mariners lost in action. In 2002, a large gazebo, the first and only free-standing memorial to women mariners in Canada, was dedicated to their memory at Langford's Veterans Park. The gazebo is used for community activities such as concerts by the many youth bands in the area, fitting musical remembrance of these largely unsung women.

So just who were they, and how did they come to be in the line of fire?

Although women played a small role in the Canadian merchant navy, there were some pioneers working as stewardesses, and a few Canadian women were radio officers on ships of the Norwegian merchant navy, the only Allied merchant fleet at the time that permitted women to serve aboard ships as wireless operators.

Very little is known of their backgrounds or their lives, and more research is needed to discover their personal and professional histories. Often, only their names, ships, and lengths of service at sea are available in the records. In part, this lack of information may be due to the fact that many of these women had their lives cut short before they could establish homes and families of their own, and so there are no direct descendants interested in tracing the past.

Eight Canadian women died, including Hannah Baird and Maude Elizabeth



Very little is known of their backgrounds or their lives, and more research is needed to discover their personal and professional histories.

Steane, a 2nd Class radio operator who was just 28 when she was killed.

While working as a clerk at Toronto Hydro, Maude Steane enrolled at the Radio College of Canada to qualify as a Wireless Operator - 2nd Class.

In May of 1944, after completing her wireless operator training at the college of Canada, she joined the merchant ship S.S. Viggo Hansteen at New York. She was forced to seek work abroad because women who graduated with their radio operator tickets were banned from

joining Canadian or any other Commonwealth ships.

They were also forbidden to join foreign ships in Canadian ports. So despite their new licences to operate ships' radio, they were both unwanted and unappreciated in their homeland.

Seeking paid work and the opportunity to contribute to the war effort, they headed south to the United States to join the Norwegian ships, which recognized their skills.

The Hansteen was an American-built Liberty Ship transferred to Norwegian registry for emergency war transport.

Just 10 weeks after leaving home, Maude Steane was killed. It is often reported that she died by enemy gunfire while her ship was docked in Naples, Italy. However, according to family sources, Steane was in fact shot and killed by one of S.S. Viggo Hansteen's male crew members, who then shot himself. Maude Steane is buried in the Allied War Cemetery near Florence, Italy.

She was the first woman from Toronto killed in active service. She is buried in the Allied War Cemetery at Florence, Italy.



Maude Steane and her grave site.



This gazebo is the only free-standing memorial to women mariners in Canada. It was dedicated to their memory at Langford, B.C.'s Veterans Memorial Park.

The other women honoured in the Langford memorial are:

Eliza Kennedy

Stewardess aboard the S.S. Hesperian. Killed September 4, 1915;

Jane Johnstone

Stewardess aboard the S.S. Missanabie. Killed September 9, 1918;

Mary Elizabeth Oliphant

Stewardess aboard the S.S. Missanabie. Killed September 9, 1918;

Lillie C. Cook-Gorbell

Stewardess aboard the Lady Hawkins. Killed January 19, 1942;

Eileen Pomeroy

Second cook aboard the George L. Torian. Killed February 22, 1942;

Bride Fitzpatrick

Stewardess aboard the Caribou. Killed October 14, 1944.



Women of the Navy Project

Help preserve the history of women who served in Canada's Navy

Editor's note: Starshell is sharing this article to mark Women's History Month in March.

The Women of the Navy Project is an ongoing effort now in its fifth year. It's headed by one of CFB Esquimalt's Naval and Military Museum's long-time volunteers, Dave Freeman, LCdr RCN Retired.

This project is being conducted in cooperation with the two surviving Wrens Associations in Toronto and Halifax.

Between 1914 and 1946, almost 8,000 women joined the navy. They

joined as nursing sisters, doctors, dietitians, physiotherapists, laboratory technicians and as members of the Women's Royal Canadian Naval Service [WRCNS], also known as Wrens.

This project's purpose is to compile and publish, a two-volume work on the service of these women. A secondary purpose is to answer questions by future generations: who were these women? How and where did they serve and under what conditions?

Volume One will be a simple listing of personnel with their basic details, including their rank and trade.

Volume Two will contain photographs of the women at work, at play, at sports and on leave.

Also included here will be copies of relevant documents such as Dog Tags, Station Cards, Request Forms and Discharge Certificates.

To complete this volume, Dave plans to cover all the following topics: why they joined; uniforms worn; rank and trade badges employed; trades and occupations and what these meant; ships and establishments served in and where these were located; barracks and living quarters; sports played; recreation

facilities; musicals and other related shows and performances they were involved in; basic and trades training; working conditions; leave; documents; travel and transportation; food and messing; life in the service; medals and decorations; deaths and discharges; discipline; poems written, etc.

Where possible, the descriptions, thoughts and feelings of the women themselves will be used.

How can you help?

Dave requires copies of: photographs, documents, diaries, scrapbooks, mementos, letters, etc.

To be useful, photographs 8x10 inches and larger should be scanned at 300 dpi (dots per inch). Smaller photographs should be scanned at 450 or 600 dpi.

It would be helpful—but not necessary—if a note with each photo contained information about the place, date, event and, where applicable, the identify the person or persons shown.

In the case of original items and photographs, if so requested, Dave will copy and return the originals to donors.



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Governor General presents honours

Julie Payette, Governor General of Canada, presented honours to 48 recipients during a ceremony on Feb. 28 at Rideau Hall. Below is a list of the naval members who were recognized for their excellence, courage and exceptional service to the Canadian Armed Forces and to various military organizations.

MERITORIOUS SERVICE MEDAL (MILITARY DIVISION)

Rear-Admiral Darren Carl Hawco, M.S.M., C.D.

From July 2016 to June 2017, Rear-Admiral Hawco demonstrated exemplary leadership and professionalism as Chief of Force Development in Ottawa. As co-lead for the Defence Policy Review, he exhibited a high degree of strategic vision and exemplary personal commitment, which enabled the Department of National Defence and the Canadian Armed Forces to present the most comprehensive and holistic defence policy to the government for the first time in over two decades, thereby meeting its institutional needs for years to come.

This is the second Meritorious Service Medal awarded to Rear-Admiral Hawco.

Commander Jason Scott Armstrong, M.S.M., C.D.

Commander Armstrong was deployed from August 2014 to January 2015 to the regions of the Mediterranean and Black seas. As the commanding officer of Her Majesty's Canadian Ship Toronto, he led his crew through successful naval patrols that provided a deterrent and bolstered the maritime situational awareness of Standing Maritime NATO Group 2. Commander Armstrong's outstanding leadership contributed to maintaining the stability and security of eastern and central Europe, and strengthened Canada's commitment to NATO.

Commander Andrew Colin Hingston, M.S.M., C.D.

Commander Hingston was the commanding officer of Her Majesty's Canadian Ship Charlottetown from June 2016 to January 2017, when the ship was deployed as part of Canada's contribution to NATO assurance measures in the Mediterranean and Black seas. He demonstrated steadfast leadership and outstanding professionalism throughout his tenure, particularly when he assumed command of the NATO Task Group responsible for the execution of targeted surveillance missions. Commander Hingston's actions brought great credit to himself and bolstered Canada's standing with our NATO allies.

Captain(N) Frank Michael Knippel, M.S.M., C.D.

Between 2013 and 2015, Captain(N) Knippel was instrumental in transforming the Naval Fleet Schools into a modern and responsible organization that will ensure the Royal Canadian Navy is prepared for current and future missions. His leadership, strategic vision and personal and tireless pursuit of excellence transformed current naval training models to meet the challenges of future classes of ships and equipment.

Lieutenant-Commander Wilfred Douglas Gordon Lund, M.S.M., C.D.

Between 2014 and 2016, Lieutenant-Commander Lund displayed exceptional vision, dedication, planning and leader-

ship throughout the creation and employment of the Maritime Tactical Operations Group. His commitment enabled the development of a proficient Enhanced Naval Boarding Team that could conduct obstructed boardings and assist with future direct support of special operations, deployments and Canadian Armed Forces objectives. His actions and achievements reflect the highest standards of dedication and professionalism.

Master Seaman Kevin Hervé Macdonald, M.S.M.

In his role providing technical expertise to Canadian Special Operations Forces Command (CANSOFCOM), Master Seaman Macdonald established an enduring analytical, scientific and intelligent counter-terrorism framework across Canadian and allied communities. Most significantly, his ability to work with other agencies and multiple nations has revolutionized how the Canadian Armed Forces conducts threat analysis. This had a direct influence on the preparation of CANSOFCOM missions and enhanced real-time knowledge of threats in theatres of operations.

Captain(N) William Hargen Wilson, O.M.M., A.O.E., M.S.M., C.D. (Ret'd)

Captain(N) William Hargen Wilson was the driving force behind the creation of the Naval Museum of Alberta and, in 2008, brokered its co-location with seven other museums to form The Military Museums of Calgary. Known affectionately

as Captain Bill, he has worked tirelessly to amass an impressive collection of artifacts and to share his knowledge of Canadian naval history with younger generations.

SOVEREIGN'S MEDAL FOR VOLUNTEERS

Vice-Admiral Ronald Buck, C.M.M., C.D. (Ret'd)

After retiring from a 39-year career in the Royal Canadian Navy, Ron Buck joined the Navy League of Canada in 2009 and committed himself to improving its governance and youth programs. In 2013, he joined the board of directors of the Perley and Rideau Veterans' Health Centre to support veterans in the community and to address the unique health care issues of seniors.

Petty Officer 1st Class Aubrey Callan, C.D. (Ret'd)

For 40 years, Aubrey Callan has volunteered with the Royal Canadian Legion and numerous civic organizations dedicated to serving veterans in his community.



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The Sovereign's
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ABOUT THE AWARDS

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The Sovereign's Medal for Volunteers recognizes the remarkable volunteer achievements of Canadians from across the country in a wide range of fields. As an official Canadian honour, the Medal pays tribute to the dedication and exemplary commitment of volunteers. For more information or to nominate a deserving volunteer, visit www.caring.gg.ca.

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Bonaventure Monument no longer an Orphan



Photos courtesy of the Halifax Military Heritage Preservation Society

By Gordon Forbes

At the shores of Point Pleasant Park in Halifax there is a monument called the Bonaventure Monument or until recently, the Orphan Monument. It comprises a concrete base holding one of the anchors from *HMCS Bonaventure*. On the base are a number of brass plaques showing the names of naval and air force personnel who have died on duty in peacetime and who have no grave in Canada.

When the monument was dedicated in 1973 by Rear Admiral Robert Timbrell RCN, then the Maritime Commander Atlantic, he promised that the navy would look after the monument with the work being done by the ships of the Atlantic Command. This pledge lasted only a few years. The monument became run down from general wear and tear, and from shore erosion behind the monument. The plaques became out of date with many deserving names never being added.

It had a special place for people like

me who were survivors of the *Kootenay* explosion and fire in October 1969. One of the plaques holds the names of the nine men who perished in the fire.

Other plaques hold the names of other victims from the navy and the air force's Maritime Group. Each year, on the anniversary of that event, a group of *Kootenay* survivors gather for a memorial service timed to coincide with the time of the incident.



In recent years, a group of people in Halifax including several of the *Kootenay* survivors have been trying to get the work done to rehabilitate the monument.

Although money could have been made available, no organization would accept ownership of the monument in order to authorize the work to be done. The attempt to get someone, anyone, to accept this responsibility went on for some years with no success. Overtures were made to the navy, the city of Halifax, the Nova Scotia provincial government, the federal government including the Department of National Defence and Veterans Affairs, the Naval Association of Canada and the Royal Canadian Legion.

I got involved when I was asked if I had any contacts in Ottawa that I could speak to. Unfortunately, I was unsuccessful as well. We then decided that what was required was a bit of publicity. I undertook to write a letter to the editor and sent it to various newspapers in the spring of 2017. It was accepted and

published in the Halifax Chronicle-Herald, which followed the letter up with a strong editorial calling for action on the matter. A couple of months later, people paid attention and a committee was formed to determine the way ahead. I was, at first, skeptical that anything concrete would come out of this. But I was to be proven wrong. An agreement was reached on rehabilitation work and funding.

As I write this (March 2018) I am pleased to say that work is actually underway on the monument. The shoreline is being bolstered to prevent further erosion, the anchor has been lifted from the base so that the base can be rebuilt and plans are underway for updating the plaques. The work is being done by 14 Construction Engineering Squadron, an air force unit. The work is expected to be completed well before the next Kootenay memorial service on Oct. 23, 2018.

Gordon Forbes, LCDR (retired), member of NAC Ottawa and author of the book 'We Are as One' the story of the Kootenay explosion and fire.

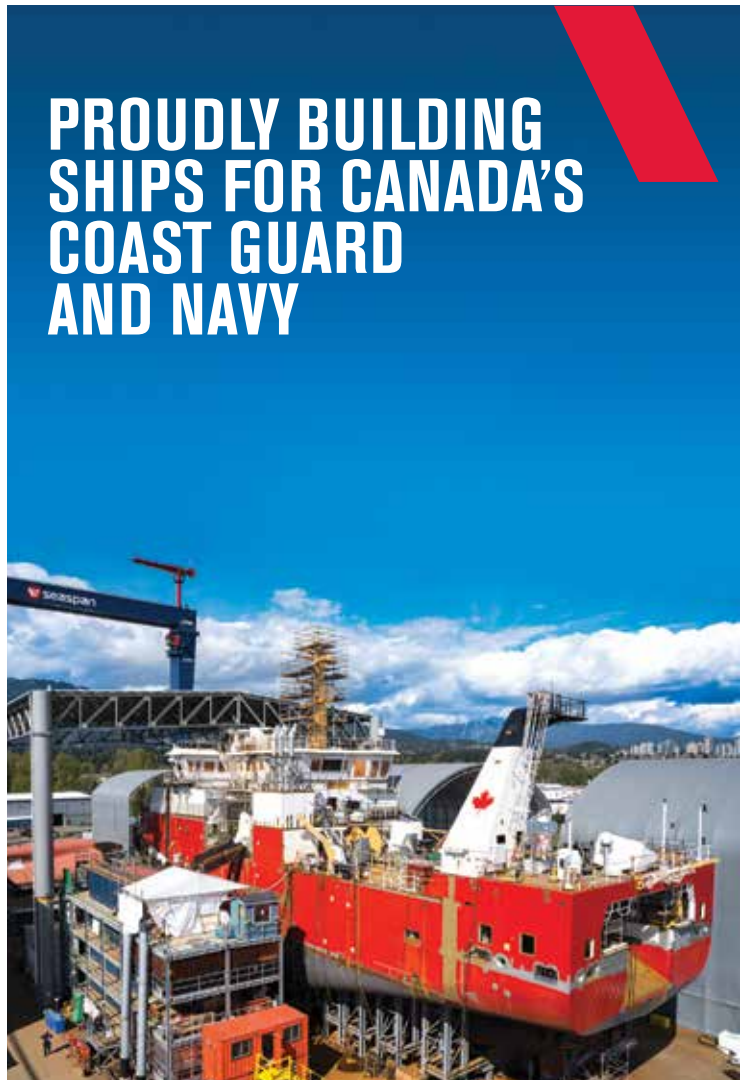


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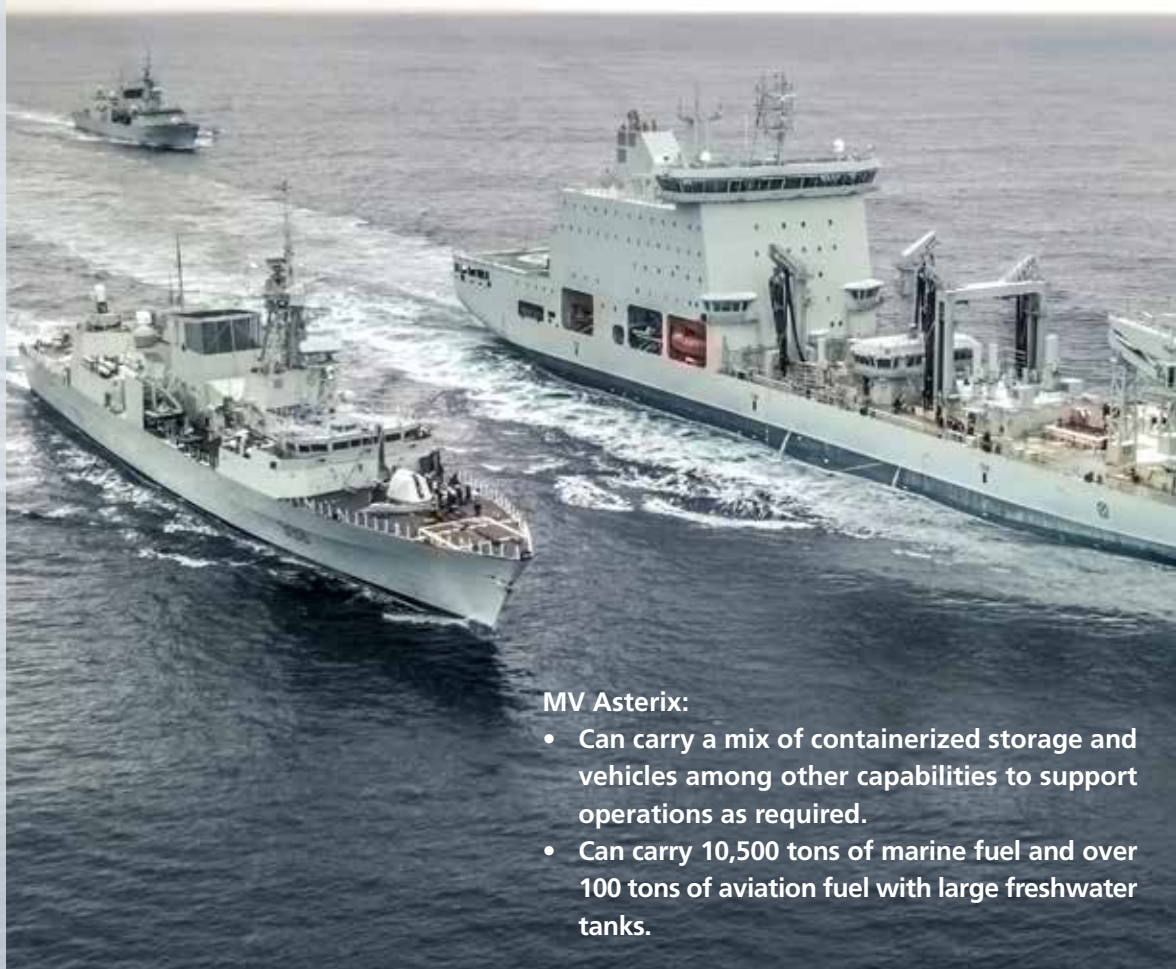
MV Asterix, The Royal Canadian Navy's interim auxiliary oiler replenishment vessel, officially joined the fleet on March 6.

Asterix, a former container ship, was purchased by Federal Fleet Services and rebuilt into its current configuration by Chantier Davie in Levis, Quebec. MV Asterix will be operated and managed by Federal Fleet Services as part of a five-year contract. The Navy has the option to buy the vessel at any time or extend the lease up to 10 years.

The ship will be commanded by a civilian master and crewed by a mix of civilian mariners and CAF members. The military members will sail onboard as part of the Naval Replenishment Unit Asterix and perform specific military functions such as refueling and resupplying RCN vessels at sea.

Asterix and two Halifax-class frigates—HMCS Ottawa and HMCS Vancouver—will be deployed to Exercise Rim of the Pacific (RIMPAC) this summer.

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Final Flight

423 Squadron conducts its last Sea King flight



Photo by Corporal Anthony Laviolette

A CH-124 Sea King helicopter from 423 Maritime Helicopter Squadron, based at Shearwater, Nova Scotia, flies over Halifax on Jan. 19, 2018. The squadron conducted its final Sea King flight on January 26, 2018, and will now turn its full attention to transitioning to the RCAF's new maritime helicopter, the CH-148 Cyclone. Sea King operations on the East and West Coasts will be conducted by 443 Maritime Helicopter Squadron, located in Victoria, B.C., until the helicopter retires at the end of 2018.

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Ocean War Graves closer to being protected

By Carmel Ecker, Editor

Canada's ocean war graves are one step closer to receiving recognition and protection after a March 19 meeting of the House of Commons Standing Committee on Transport, Infrastructure and Communities (TRAN).

The committee agreed to commission a study on the subject after hearing from advocates for the protection of ships—and the sailors inside them—that rest on the bottom of the ocean.

Merchant Navy Captain Paul Bender, 90, has been working for years to get Canada and other states to protect Canadian ships that were sunk in wartime battles.

His case is founded on the concern that these gravesites are being pillaged by scuba diving treasure hunters. Even entire sections of naval ships have been salvaged at some sites. Just last year, the Australian government reported that *HMAS Perth*, sunk in 1942 off the northwest tip of Java, Indonesia, had huge chunks missing, likely sold for scrap.

Capt Bender's work finally reached a national audience after an article in the *National Post* this January.

That caught the attention of Project Naval Distinction founder and former MARS officer Patrick White, who late last year successfully advocated for HMCS Haida to be named the ceremonial flagship of the Royal Canadian Navy.

Both men, along with former Vice-Chief of the Defence Staff Vice-Admiral (Ret'd) Denis Rouleau spoke in front of the TRAN committee in an effort to enlist some action from the government.

The challenge, says White, is that these sites don't fall under any single government department's purview.

Instead, they fall partially under several different departments—Parks Canada, Department of History and Heritage, Department of National Defence, and Transport Canada.

"Once one government department learns that an issue may partially fall under the scope of another, the collec-



Members of the House of Commons Standing Committee on Transport, Infrastructure and Communities with Merchant Navy Capt Paul Bender (centre), Patrick White (second from right).

tive response appears to be paralysis and the creation of a vacuum of leadership," White told the committee.

While everyone believes the cause is just, no one is taking a leadership role, he says.

But he's hopeful that's changing now that the committee has funded a study on the subject.

Analysts who create the report will have a head start given all the research that Capt Bender has collected over the years. Among his data is the latitude and longitude position of every one of the Royal Canadian Navy ships that were lost during the Second World War.

Making progress on protecting Canadian ships at home could move the agenda forward on protecting ships in foreign waters as well.

According to Capt Bender, there are more than 1,200 Canadian sailors in ocean graves around the world. Only some of them are protected by government legislation.

France, for example, where *HMCS Athabaskan* lies, has a law with a punishment of prison to anyone who takes artefacts from sunken ships.

In Britain, however, Canadian ships—of which there are three—are not on the country's list of protected and controlled wrecks. That's because Britain requires a formal request from the government of Canada, something Global Affairs Canada stopped short of doing last year.

If that request went through, taking anything from the Canadian ships resting in British waters would come with a punishment in line with those for desecration of land-based war graves.

Perhaps a formal recognition at home will be the necessary impetus to make that and other designations happen.

For Capt Bender, the issue seems simple and cheap.

"There is no cost to have these ships declared as ocean war graves because they are already set up as burial sites," he told the *National Post*. "You can't maintain them. It's just a matter of recognizing them in the same way as cemeteries."

After making their case to the TRAN committee, Capt Bender, White and VAdm Rouleau await the results of the study and hope that someone in government will take the lead to protect the dignity of sailors who gave their lives.

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Late Discovered Successes

Post-War Battle of the Atlantic Discovery

By Fraser McKee

1942 was a time when the RCN was being strongly criticized for lack of professional ability when hunting U-boats, but the case of *HMCS Morden* and the sinking of U-756 shows we were better at it than many thought.

In the early 1980s, Bob Coppock of the British Admiralty historical section undertook a complete review of all Second World War U-boat losses that were not supported by hard fact—prisoners, identifiable debris, surrendered boats, whatever. Now recorded losses were to be based on U-boat logs (Kriegstagebücher), and the Befehlshaber der U-Boote's (commander-in-chief of Germany's submarine fleets) operational

similar logs and radio message logs maintained at their headquarters in various locales throughout the war. These had been seized in May and June of 1945.

Coppock turned up about 60 cases where wartime assessments needed to be changed. Sometimes the U-boat's number was incorrect, sometimes the attacking ships or aircraft had to be amended. Other times, losses were to be attributed to mines rather than attacks, since messages had been received from a boat after its supposed claimed destruction. Such is the story of *HMCS Morden* and the loss of U-756.

This typical Type VIIC U-boat left Kiel on Aug. 15, 1942, to join the Vörwarts group operating in mid-north

Atlantic, southeast of Greenland. They had located and attacked the east-bound slow convoy SC-97, which had left Halifax on Aug. 22. They sank two of the convoy's ships on Aug. 31.

U-756 reported the attack and said she was following the convoy to set up a further attack, which was uncovered by Coppock in his review.

The convoy was escorted by two Royal Navy destroyers (ex-USN 'Town Class') and five corvettes of the Canadian Second Escort Group (EG-C2). One of the corvettes was *HMS Polyanthus* and four were RCN vessels, including *HMCS Morden*.

Continued on page 26



Lt Hodgkinson altered sharply toward the echo and, almost at once, the slight white wash of a wake was seen.

Continued from page 25

On the night of Aug. 31, *Morden's* Commanding Officer Lt Jack Hodgkinson was zig-zagging astern of the convoy at 2250 local time. *Morden's* alert radar operator, even with his, by now, obsolete Canadian radar and no HF/DF, picked up a faint surface echo close by. He warned the bridge.

Lt Hodgkinson altered sharply toward the echo and, almost at once, the slight white wash of a wake was seen. The CO turned to ram the U-boat, which now saw the charging corvette and dove. Lt Hodgkinson then made a standard operational "urgent" attack by eye. After acquiring reasonable ASDIC contact, he launched two depth charge attacks, which he considered well placed. Contact was lost.

After a brief look around in the black of night for any evidence of the submarine, Lt Hodgkinson turned to follow the convoy that was pulling away from him. He reported in his after-action report that "it was difficult to imagine that the U-boat could have avoided being hit by depth charges," claiming in effect that it was "probably damaged."

The dubious U-Boat Attack Assessment Committee simply recorded, "There was insufficient evidence of any damage."

However, if U-756 had survived, she would have promptly reported on surfacing. The four other U-boats of the attacking Vörwarts group all survived and returned and there were no other reasonable attacks at the time.

U-756 was soon known to have disappeared with no further messages. So in the post-war reassessment, *Morden* and Jack Hodgkinson are now credited with her destruction in a well-executed series of attacks.

This is the second of a series on the Battle of the Atlantic. Number 1 was the story of HMCS Ottawa and Cdr Mainguy sinking a U-boat, also discovered in 1988, printed in the Autumn 2017 issue.





Canada's last destroyer to be dismantled after 44 years

The former *HMCS Athabaskan* was decommissioned on March 10 after 44 years of service to the Royal Canadian Navy.

Ontario-based Marine Recycling Corporation has been awarded a \$5.7 million contract to dismantle and dispose of the former warship.

The company will tow the ship from CFB Halifax to its facility in Sydney, Nova Scotia, where the ship will be demilitarized and remediated of hazardous waste. Any remaining materials will

be recycled.

It's expected the work will be complete by July 2019.

Upon the decommissioning, Minister of Defence Harjit S. Sajjan said, "The former *HMCS Athabaskan* served Canadians and protected our waters with distinction for more than 44 years. I am grateful to all Royal Canadian Navy members and veterans who have served with honour and dignity aboard this ship throughout its long and storied history."

HMCS Athabaskan stats

Builder: Davie Shipbuilding

Laid down: June 1, 1969

Launched: November 27, 1970

Commissioned: September 30, 1972

Motto: We Fight as One

Honours and awards: Arctic, 1943-44;

English Channel, 1944; Korea, 1950-53;

Gulf and Kuwait

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America's First General Staff

By John T. Kuehn, Naval Institute Press, 2017

Reviewed by Gord Forbes

The subtitle of this book, "A Short History of the Rise and Fall of the General Board of the Navy, 1900–1950" pretty well sums up the scope of this book.

Beginning in the years after the American Civil War, U.S. Navy planners started looking at ways to better manage their service. One of the models they looked at was the German Army General Staff. They looked at ways to adapt this model to their own service. What they wanted was a body to determine naval strategy and advise the Secretary of the Navy (SECNAV) on that and related matters. It was not until 1900 that such a body was established under direction of the SECNAV, John D. Long.

The board was led by Admiral of the Navy (a title endowed by Congress) George Dewey—hero of Manila Bay in the Spanish-American War—as president. It also included the chief of the bureau of navigation, the navy's chief intelligence officer, and the president of the naval war college as ex-officio members. There was also provision for "such officer of or above the rank of lieutenant-commander as the department may designate." Under this latter category, a lieutenant-commander or commander was often added to the board as the secretary.

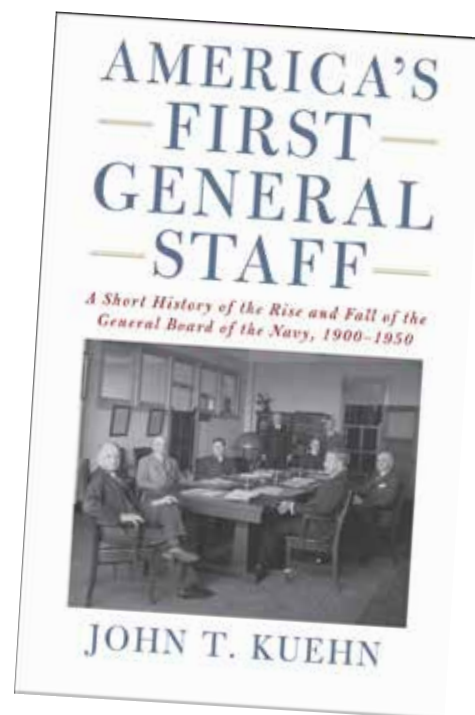
The main focus of the board became the development of strategy against expected enemies and proposals for ship and fleet design to fulfill those strategies. The early board's work entailed the development of war plans and papers addressing issues raised by these plans. In the first year alone (1901) the board created 35 papers. In the first decade of the board, the production of such papers

was quite prolific. The first war plan was Plan Black for war against Germany, developed before the First World War. The second was Plan Orange for war against Japan when that nation showed aggressive tendencies after the First World War. The other activity the board undertook each summer was a conference at the Naval War College in Newport, Rhode Island. There, the latest war plans were discussed and war gamed.

The early board gained legitimacy through two means: the value to the SECNAV that its work brought, and the longevity of Admiral Dewey as president, which lasted until 1917. But the board changed over the years, becoming more or less valuable depending on who was SECNAV. Despite its value to the navy, the board was never able to achieve the ultimate recognition through congressional resolution. Several attempts were made but none succeeded.

The book brings out many of the achievements of the board and highlights several of the men who were the most influential in getting the work of the board accepted and who were instrumental in adapting the management of the board as circumstances dictated. For ex-

The first war plan was Plan Black for war against Germany, developed before the First World War.



ample, the introduction of the post of Chief of Naval Operations (CNO) in 1915 forced the board to rethink its mandate and adapt to this new reality, which several senior officers thought would be the demise of the board.

The board's role tended to diminish in wartime and then be redefined in peacetime. One of the more significant activities of the board during the period between the First and Second World Wars was when several of its members became involved with the negotiations for the naval treaties of this period. Three such conferences were held: 1921–22 in Washington; 1931 in London, England; and a third in 1935, which ended in failure and led to the demise of the previous naval treaties. Each conference had members of the General Board on the negotiating team.

The ultimate demise of the General Board of the Navy came after the Second World War when the American Armed

Forces were “integrated” under a Secretary of Defence (SECDEF). This led to the creation of the National Security Agency and the permanent Joint Chiefs of Staff, which essentially took over the role of the General Board. The board was disbanded in 1950.

This book gives a detailed, but readable

account of the formation, life and demise of the General Board of the Navy. Its 224 pages of text are followed by several informative annexes. I recommend this book for anyone who has an interest on how military organizations manage their role and the impact members can have in establishing that role.

The author, John Kuehn, is a retired naval aviator who teaches military history at the US Army Command and General Staff College. He has written another book about the General Board titled, “Agents of Innovation: the General Board and the Design of the Fleet That Defeated the Japanese Navy”.

Great Powers, Grand Strategies

Edited by Dr. Anders Corr, US Naval Institute Press, 2018

Reviewed by Colonel (Ret'd)

P.J. Williams

It seems to me that “spheres of influence” were something that went the way of the Dodo when the Cold War ended. Apparently, no longer.

In 2009, with seemingly the mere stroke of a pen, or more accurately, a so-called “nine-dash line” on a map, the government of the People’s Republic of China (PRC) delineated such a sphere, claiming, inter alia, so-called “historic” rights over the majority of the South China Sea. Indeed, a similar 11-dash line had been drawn in 1947 in the same area by the government of the then Republic of China (ROC), two years before the Communist takeover.

Since the drawing of the most recent line, China’s claims were subsequently rejected in 2012 by an arbitration tribunal, which was constituted under Annex VII of the UN Convention on the Law of the Sea (UNCLOS). China subsequently rejected this ruling and has continued its pattern of building up various islands and other features in the South China Sea to the point where some could host large warships and “... all aircraft in service with the People’s Liberation Army.”

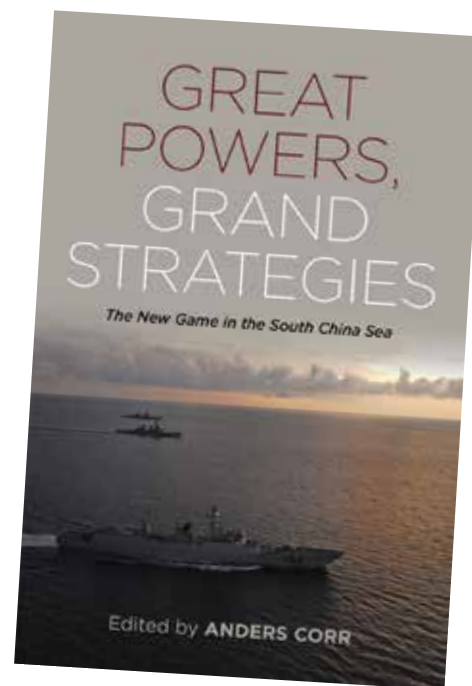
This book is not just about the People’s

Republic and the South China Sea, but also concerns itself with the grand strategies of all major powers involved. In this way, it differs from other works on the subject, focusing on the wider—indeed global—nature of the conflicts and frictions in the area.

The book is a series of 10 essays, which not only analyse the problem through the lens of China, but also from the perspectives of the Association of South East Asian Nations (ASEAN), the United States, Japan, India, Russia and the European Union, 23 percent of whose exports go to South East Asia, and which, in turn, receives one third of its imports from there.

Such an analysis must, of necessity, be created on a broad canvas—the South China Sea hosts \$5 trillion in maritime trade annually. Further, and I was not fully aware of this, it is not only the PRC that lays claim to parts of the South China Sea. Other claimant nations include Taiwan, Vietnam, the Philippines, Malaysia, Brunei and Indonesia. Essay contributors to the book come from the United States, the United Kingdom, Australia, Japan and Belgium.

To the outside observer, it seems that Chinese aggressiveness in advancing its claims and in fortifying features in the



South China Sea will enable it to get what it wants. However, more than one contributor here makes the point that China is exhibiting “great power autism” and that its policies will merely alienate it from other nations in the region. Might this be something that “the West” could capitalize upon? The editor himself goes so far as to say that China is “bluffing” in the South China Sea as it does not want war with the U.S. He then notes that the Trump Administration, “has made no major changes in South China Sea operations.”

Continued on page 32

Continued from page 31

References to Canada are two. First, Canadian scholar Christopher Chung is mentioned as having done research into the origins of the dash lines from that period. Second, a formerly Canadian company, Talisman—now owned by Respol of Spain—was given a lease to a part of the seabed in the region, which goes to show that private sector involvement can bring in additional stakeholders beyond those claimants under international law.

Despite the multiplicity of contributors, I found that the book flowed well and was easy to follow. Each essay is well researched and documented. As would be expected, many source references are from the Internet. The Introduction alone has 139 notes. Editor, Dr. Anders Corr, is also the publisher of *The Journal of Political Risk*.

In terms of criticism, the editor is mistaken when he refers to the U.S. having “deposed the Saddam Hussein regime in 1991.” Second, I thought the book could

This book is not just about the People’s Republic and the South China Sea, but also the grand strategies of all major powers involved.

have used more illustrations, particularly maps. The one map of the book covers such a wide area (Kazakhstan – India – Australia – Japan) as to be unhelpful to this reviewer. At the very least, maps depicting the various claimants’ claims, and even the infamous nine-dash line would have been of great assistance. To

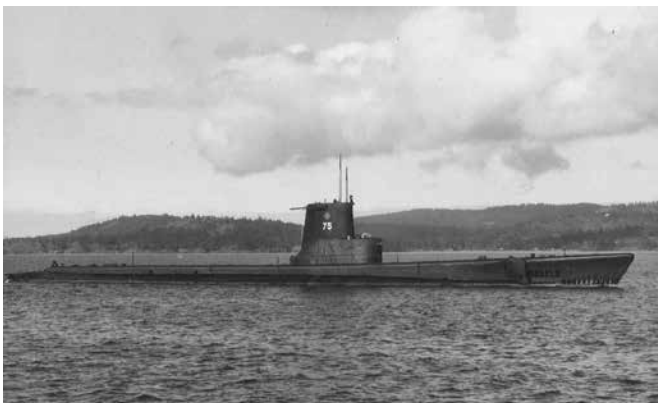
find the latter, you have to go to Note 49 on p. 171.

This book is highly recommended as required pre-reading for the Canadian Armed Forces leadership involved in both generating and employing our military forces in the South China Sea region. Further, given that Canada plans to submit its Arctic continental shelf claim under UNCLOS in 2018—claims that will be doubtless disputed by others—a read of how similar claims are being managed (or not) in another part of the world will be helpful. Consulting this book would be well worth it for our federal leaders and diplomats.

Given the PRC has announced that it will abolish limits on presidential terms, the South China Sea issue is unlikely to disappear soon.

I wonder if this body of water would be such a contentious issue if it was called “The Green Sea”? Just sayin’.

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



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Exchange officer from the Ivory Coast Navy gains a new RCN family

By Lt(N) Linda Coleman
Maple Leaf

Sailing across the Atlantic Ocean is routine for the Royal Canadian Navy (RCN), but for many African nations, it's a rare occurrence. So for Sub-Lieutenant Lassina Traoré, a member of the Ivory Coast Navy, to spend five weeks sailing in *HMCS Summerside* to West Africa was a pretty big deal.

"I am most likely the person who has traveled the most nautical miles in my navy," said SLt Traoré upon conclusion of his time in *Summerside*. "It was a once-in-a-lifetime opportunity for me to sail in a Canadian warship and, most of all, cross the Atlantic Ocean."

As part of Operation Projection West Africa, the RCN offered spaces for two exchange officers from Africa, one in each of *HMCS Kingston* and *HMCS Summerside*. One was SLt Traoré, and the other an exchange officer from the Ghana Navy. SLt Traoré was selected from among all the junior officers of the Ivory Coast Navy to participate in the exchange.

His adventure began in Halifax mid-January, one week prior to the ships' departure for Op Projection. While there, he met the command teams and crews of both ships, as well as Commodore Craig Skjerpen, Commander Canadian Fleet Atlantic, who welcomed him to the fleet. The junior officers also showed him around the city to experience some traditional Maritime hospitality.

During the deployment, SLt Traoré stood watches and took part in ship evolutions.

"He participated in multiple events on board, including our small arms shoot," said Lt(N) Guillaume Desjardins. "When we approached his home country, he provided important advice on navigation and pattern of life in the area. We also had some very interesting conversations with him about his home, politics in his



Sub-Lieutenant Lassina Traoré, left, receives a framed photograph of *HMCS Summerside* from Commanding Officer Lieutenant-Commander Emily Lambert.

country, and about Canada."

"It was a great chance for me to gain new experiences during coastal operations," said SLt Traoré. "I was fascinated by the operational procedures of the RCN in the Kingston-class ships in the areas of navigation, seamanship, watches and leadership. Those experiences will be very useful in my job."

Back home, SLt Traoré is the Executive Officer of coastal defence vessel *Emergence*, the first of three coastal defence vessels the Ivory Coast Navy received in 2014.

**I hope these exchanges
will continue to help
young officers like me
gain new expertise.
I will never forget this
experience.**

"I will be able to make better suggestions to my superiors about your ship's architecture, the organization of services, as well as the harmony between crew members, which I constantly appreciated," added SLt Traoré.

SLt Traoré disembarked in his home country when *Kingston* and *Summerside* arrived in Abidjan on March 4. Although happy to be home to return to his wife and children, SLt Traoré left on a high note.

"I hope these exchanges will continue to help young officers like me gain new expertise. I will never forget this experience," he said.

"SLt Traoré will certainly be missed, but we hope he knows that he has a new family in Canada now – his *HMCS Summerside* family," said LCdr Emily Lambert, Commanding Officer of *Summerside*.

Kingston and *Summerside* are deployed on Op Projection West Africa until mid-April 2018, engaging with local communities and contributing to regional stability and security.

Canadian Naval Heritage

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



Gee, isn't it exciting! Patrolling the Korean coast

We pick up the story in Sasebo, Japan, aboard HMCS Athabaskan. The Canadians will soon be heading to Korea to patrol the west coast under British command. Their orders: "Just go up the west coast and stop the North from running supplies South."

Over a gin and angostura we talked about WWII; it turned out we had done one of the Murmansk convoys together. At the time I had *Haida*, he had commanded the cruiser, *Bellona*.

He said, "My control over any ships not Royal Navy is vague. I'm not sure who my boss is, but I must have one."

I promised not to cause the United Nations embarrassment if that could be avoided.

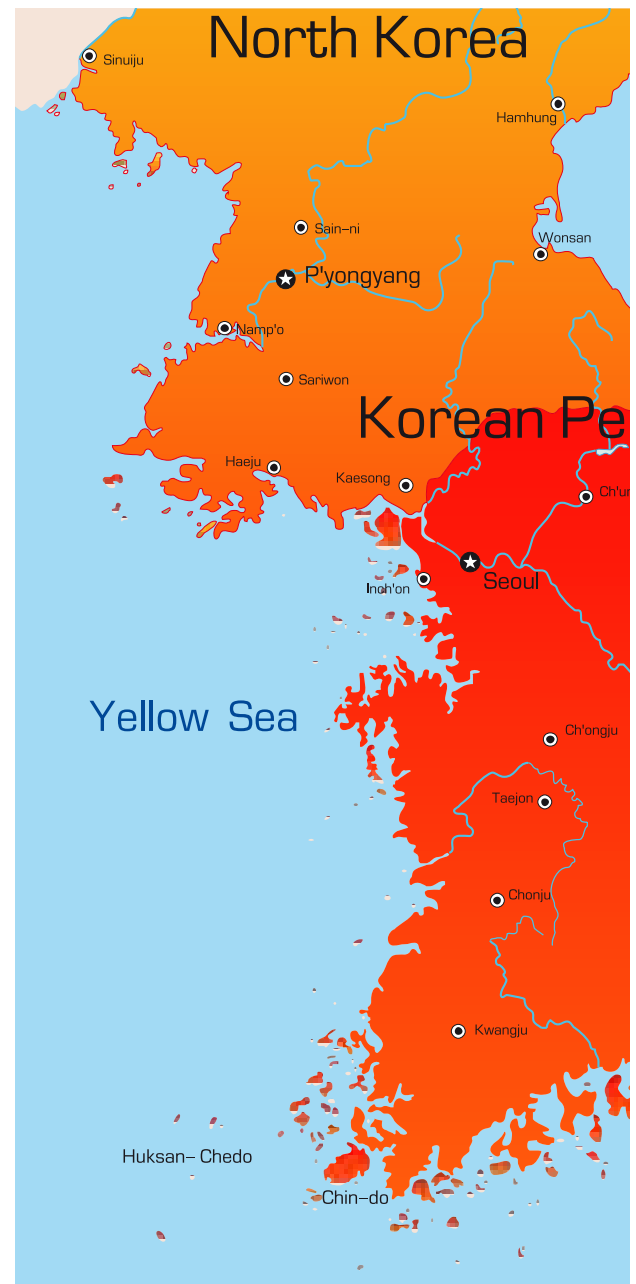
"Whoever they might be!" added the Admiral. I found it easy to co-operate with Wild Bill over the next ten months.

Since this first, 1950, United Nations intervention into disagreements within countries I have seen little improvement in its 'management'. Our General Lew McKenzie—when describing the UN shambles he commanded in Yugoslavia 30 years later—didn't know who his boss was either! The United Nations have a near perfect record of being irresponsible; jumping into the fray and then going on a management holiday.

The officer I had named as the navigator was a Lieutenant Dick

Leir. He had been a prisoner of war of the Japanese for four years; he was an 18-year-old midshipman when his ship was sunk in the China Sea in early 1941. He must have been inventive to survive the desperate privations; he weighed only 90 pounds when released in 1945. Although Dick was no fan of the Japanese, he knew how to extract things other people seemed incapable of getting. In the two days we were in Sasebo before sailing on our first patrol, he filled our chart drawers with excellent Japanese charts of all the waters surrounding Korea. Leir's coup turned out to be of great value, permitting me to take the ship where others feared to venture.

For the first patrol we sailed from Sasebo to the west coast. As we passed along the southern coast of Korea, an American destroyer invited us to join him. Together we shelled the North Korean army who were surrounding the city of Yasu. I then proceeded north into the Yellow Sea, wondering where to start the blockade. I was on my own. This was the original patrol aimed at closing the West Coast to all shipping not on our side. The western coastline of Korea extends from the Chinese border in the north for 400 miles south; there are innumerable indentations, river estuaries, dozens of offshore islands.



There are innumerable indentations, river estuaries, dozens of offshore islands off Korea's West Coast.

At this time the war was only weeks old, but the North Korean army had overrun the South and were at the gates of Pusan, the most southerly city. Ninety-nine percent of South Korea was in their hands. Pusan was being defended by the US Army and Marines who had been rushed to the scene from Japan and Okinawa. The South Korean army had been defeated and were changing into civilian clothes!

Our side was within a whisker of being booted out of Korea. The Americans held only 20 square miles around Pusan, and the North were pressing to drive them into the sea. It was already a murderous war.

The first day we detected about thirty vessels. They were fishermen in putt-putt diesel 30 footers. We found a 100 footer stopped; it was loaded with some 200 women, kids, goats and old men and no war supplies. My liason officer, Kim, translated. The boat had run out of fuel, it had no food, no water, and they were refugees from a city called Kunsan. The northern soldiers were ravaging the place.

Our engineering officer was Eric Revfrem, a Canadian originally from Norway, and appropriately versatile. Eric filled their boat with diesel fuel and gave them water.

Through Kim they begged to be taken

onboard. I refused. Our badge would become well-known to many. We gave them bread and boxes of emergency rations. The Koreans' crew tossed down dozens of chocolate bars and cigarettes, bought from the canteen with their own money. I gave the skipper a course to steer for the nearest island. It was over the horizon, but only thirty miles away—three hours. I thought he'd make it. What kind of war was this?

We worked our way North, keeping close inshore, but found no boats carrying arms. Admiral Andrews sent a message saying three Korean Navy patrol boats were on the way and would report to me in a day or so. This was good news; it involved them in their own war, and they'd be able to work closer inshore.

They showed up in a few days. When first I saw them I could have been back in the Faeroe Islands with the Russians. They were the same boats, designed and built in the USA, about 120 feet long with low free-board.

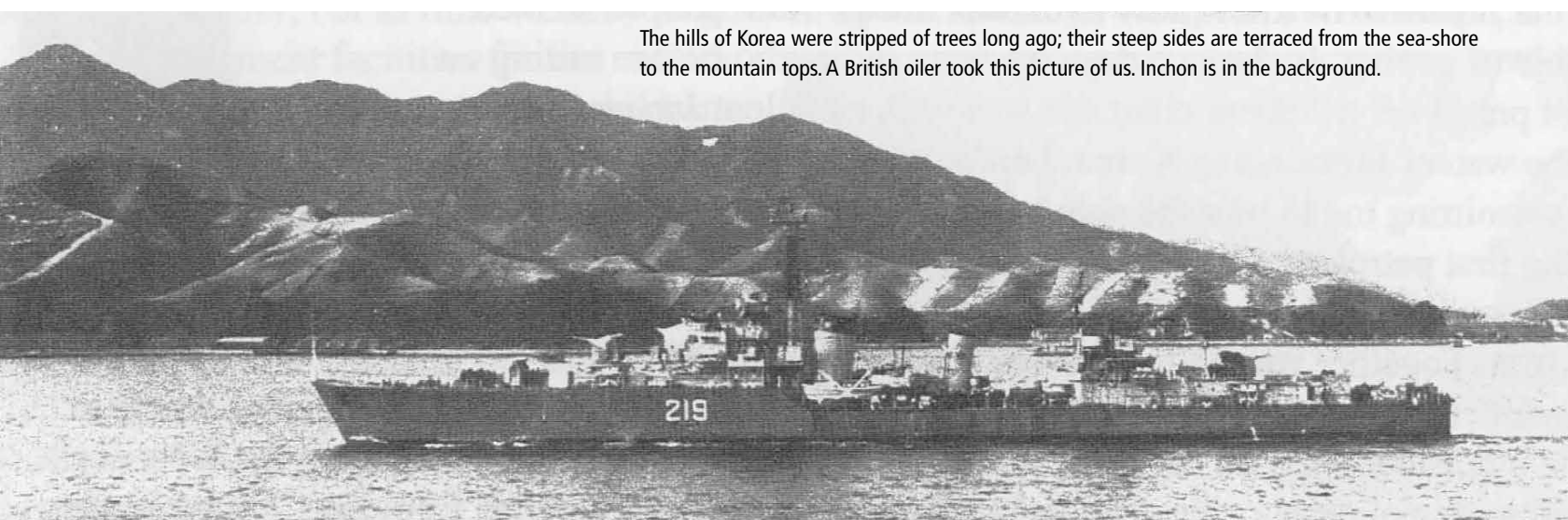
Commander Lee was the senior officer. I was informed by Admiral Andrews that he had been a permanent-force officer in the Japanese Navy before and during WWII. To me this was good news; his trade wasn't opera singing and he wouldn't get lost in the dark.



Lee told me he had been in the Japanese Navy for 20 years, he had survived three destroyer sinkings by US submarines and aircraft. He spoke some English and Kim filled in. Lee and I had no trouble getting along from the beginning and for the next ten months. We brewed up an operational plan that would keep us busy. I undertook to keep his three boats in fuel, food, cigarettes and medicine as best we could.

This first patrol lasted seventy-two days. A British naval oiler stocked us every two weeks and we replenished the Korean boats once a week. It was summer time near the 38th parallel; hot and sunny like Florida. We ranged from the Yalu river that divides Korea from

Continued on page 36



The hills of Korea were stripped of trees long ago; their steep sides are terraced from the sea-shore to the mountain tops. A British oiler took this picture of us. Inchon is in the background.

Continued from page 35

China in the north, down to the southern end of the peninsula. The coast is indented with dozens of inlets, the off-shore is dotted with islands, some were occupied. Flat river deltas extend into the sea mudding the water, spiky green hills filled the eastern horizon. It was so quiet; no sign of life on the shore, not a wisp of smoke. The sea was empty.

At the end of the first week I knew that *Athabaskan* and Lee's boats could blockade the entire coast, one hundred percent effectively. If we missed a boat hugging the coast today, we had other days to catch it moving around the headlands. We got no 'intelligence' information about enemy shipping movements, quite unlike the fighting I did along the French coast, where each side seemed to know whose rowboat had a broken oar. There was little we could do to stop the movement of people and arms on the mainland. In a few places, where roads and railways were exposed to the sea, we could take pot shots at passing traffic but I knew that was ineffective.

The Naval Public Relations department in Ottawa had sent an officer with me to 'cover' the war for them. He was Mac McNair a friend of mine. Mac became ill on the voyage from Canada and had to be taken off the ship before our first patrol. Mac's boss in Ottawa was Captain William Strange, the Director of Information. Strange sent me a message asking that I send him about 2,000 words every second day covering our activities, "...to assist me in keeping the Canadian public informed. Best regards, Bill Strange".

He and I knew each other quite well from my two years in headquarters; in fact I had written a couple of articles at his request for a naval magazine. Partly as a joke I signalled back to him, "Sir: I believe Lieut Cdr. McNair was paid to do the work you are asking me to do for nothing. I already have a job."

"Dear Bob," he replied, "I am disappointed with your attitude, I will soon replace McNair, please comply."

My jocular attitude now toughened,



Vice Admiral Sir Guy Russell, Commander in Chief, Far East Station, and Adm Welland on HMCS Athabaskan.
—Photo by Ed Chadwick, courtesy of www.forposterityssake.ca



Vice Admiral Sir Guy Russell, Commander in Chief, Far East Station, says goodbye to HMCS ATHABASKAN after a visit to the naval front line of the Korean War. Source: <http://www.iwm.org.uk/collections/item/object/205162859>

'Comply'! He had absolutely no control over me. So I signalled back, "Dear Bill: If what I write is worth printing it is worth money. Perhaps you can arrange that." I knew the 'Dear Bill' would grind him; he was one rank senior but in my view he was a newspaper man and shouldn't have had a rank.

It took him three days to reply, then he said, "Dear Welland; I have arranged that you will be paid three cents a word through my department for any of your reports that are printed in the public press. I expect reports every third day."

I was mildly wounded that our relationship had deteriorated from 'Dear Bob' to 'Dear Welland'.

The end result was that I wrote many stories, which he severely, and badly, edited, cutting out thousands of my three-cent words and meanly reducing my fee. He had some published in the Saturday edition of the Toronto Star, and in other newspapers notably the Winnipeg Free Press.

It took Strange four months to replace McNair. My revenue for the period was about \$800. I had him send it to Stephanie. One check for \$120 paid her fuel bill for the year!

One article, returned to the ship in an edition of the Toronto Star (and the miserly editing by Bill) had me misquoted saying, "Gee, isn't it exciting!"

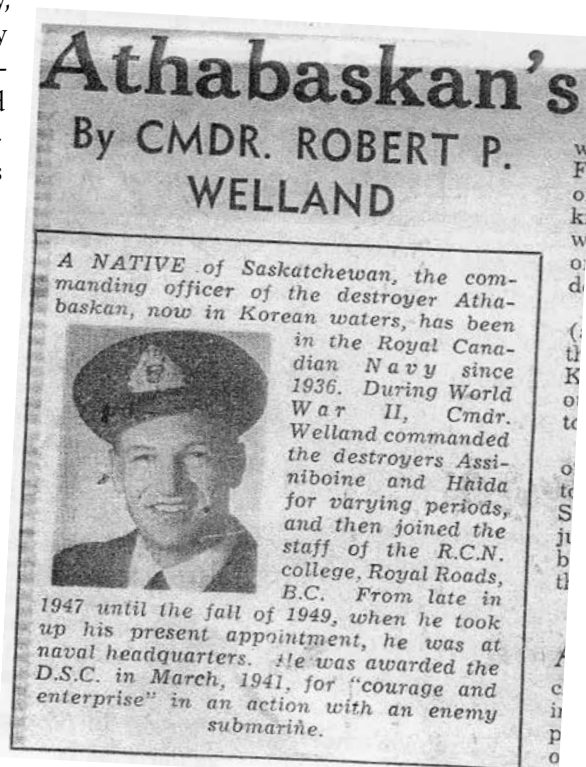
Me say that! I could have happily laid 40 lashes on Strange, made him walk the plank then hanged him from any yardarm.

A few days after this over-edited version of my gripping story circulated within the ship we sighted a floating mine. A signalman on the bridge announced, "Gee, isn't it exciting!"

Soon, the most trivial events, like the announcement of the daily rum issue, got a chorus of "Gee, isn't it exciting!" I had to take up the remark, for self protection.

Whilst patrolling the Yellow Sea, I had a notion for discomfiting Captain Bill Strange to my advantage and of benefit to the ship. The Marconi company in

Montreal had developed a radar system that operated on the 3-centimetre wavelength. It could detect targets within fifty yards. It was designed for fishing boats and upscale-private yachts and cost about \$3,000. I had tried to get it fitted



into *Athabaskan* from the time I took her over in March, but had no success.

The Naval Headquarters engineers sneered at it because it was not 'Mil. Spec,' and therefore unreliable and entirely unsuited to our glorious warships. I wanted this because our 10-centimetre radar was completely blind inside 800 yards. We could not dock in a heavy fog for example, whereas a fisherman with the cheap radar chugged straight alongside.

So I sent Bill a message asking him to

have one complete Marconi radar, model LN19, shipped by air to Sasebo within a month, and if he was incapable of arranging that I was going to stop sending him stories, "Please reply ASAP, Best regards, Welland." I took pleasure visualizing him genuflecting to engineers, money-bags people, waffling about a piece of hardware of which he knew nothing but dare not come clean and admit he was being blackmailed by a junior officer. I didn't expect he'd be able to do it but perhaps he'd find the exercise, "Exciting!"

A week later, when still in the Yellow Sea, Chief Petty Officer Sharpe, in charge of our radio rooms visited my sea-cabin. Sharpe was privy to all my messages as he sent and received them in high-speed morse, "You got him Sir!", he said smirking, and handed me a message: "Dear Welland: I am able to inform you the Naval Board has assisted me in obtaining the LN19 radar. It will be delivered to the Sasebo Naval Yard within two weeks. I am pleased to be of assistance. Best regards, Bill."

"Do you want to thank him?" asked Chief Sharpe.

"Do you think I should?"

"Not until you see the radar," said the Chief.


It turned out there were two large wooden crates on the dockside when we berthed in Sasebo. Marconi stickers were all over them. And that 'cheapie' little radar, which the Japanese dockyard workers put up the mast in two days under the direction of Lieut. Bob Grosskurth our electrical engineer, worked like a charm.

Of note, the editors of The Navy's Maritime Engineering Journal, in a recent issue, asked if anyone knew how *Athabaskan* got the LNI 9 radar, as no other ship ever had. Bob Grosskurth was asked and didn't know. So I responded and said three people knew for sure: me, Chief Sharpe and Bill Strange, and go ask Bill Strange.

To be continued...

More to the story: POW Richard Leir

Richard Leir survived two ship sinkings during the Second World War, including HMS Exeter.



“I rang again and this time I got mother. And we had our first, she had heard, I was still officially dead. And so that was my end of World War II. This is the best thing that ever happened to me, was surviving.”

Editor's note: In his memoirs this issue, RAdm Welland briefly mentions Lieutenant Richard (Dick) Leir's time in a Japanese POW camp. Below is a transcript from The Memory Project of Lt Leir's account of his experience.

It was quite a... eight of us. Junior officers. We were then mustered on the, loaded into the cruiser, [HMS] Exeter. And started off for England. We got as far as Ceylon [Sri Lanka] when we were torpedoed. Funny enough, we just saw that as part of the routine. We didn't see it as a horror story at that time. It seemed to be a part of fighting a war.

And we were helpless there and the Japanese came and finished us off. I climbed down the super stretcher and got washed overboard, stupid thing to do. But I reached a life raft and sat there all night.

And eventually, the Japanese came and picked us up. I was sitting in the raft all night, along with a dozen of other guys all clinging around the outside. And we took turns getting into the water. We were sitting there all night and the next morning, we were still sitting there, pretty cold, and the Japanese fleet had come in and was trying to pick us up but not being very successful. And eventually, I struck out from that raft and swam and I was a very good swimmer. So I rested on that and then struck out for the Japanese cruiser, which I could see was picking up survivors with what appeared to me to be way out on the horizon. And I swam to the side of the Japanese cruiser and they had nets. And I honestly can't remember how I got out, I passed out then. But they hauled me in and the second-in-com-

mand of the Japanese cruise spoke English and had been trained in Dartmouth [Nova Scotia].

And so they treated me very well. The first campsite was in Salabies. They were strict discipline but they respected officers. And we weren't given officer-like jobs. Well, at that age, at 19, you think you can eat anything, you could withstand anything. And so we were on food rationing.

The work conditions were harsh, long. And the executions were bloody.

When the allies arrived, in Java, in the last days of the war out there, I was in a camp in western Java and there was another fellow called Tidey and we were sent to Calcutta [India] where they literally bathed us from head to foot in a pool full of all sorts of medicines. And eventually, this other Canadian

lieutenant, Tidey and I, were let go in Calcutta and we hitchhiked on empty airplanes.

And I reached Halifax [Nova Scotia] and I weighed 93 pounds. They said, "My God, where the hell have you been?" in so many words. And I was stuck in the hospital there and they said, "You're not leaving here until you weigh 150 pounds, so settle down."

And so I settled down in Halifax and they had just finished the trans-Canada phone line and I could remember my phone number, Penticton 97, even then. And so somebody said, "Why don't you telephone home?"

And so I said...I went and dialed up, I could hear them connecting across the country and eventually, Penticton 97 rang and my 11 year old sister, Esther, answered the phone and I said, "Hi, this is your brother, Dick." And she let out a squeak and hung up. I rang again and this time I got mother. And we had our first, she had heard, I was still officially dead. And so that was my end of World War II. This is the best thing that ever happened to me, was surviving.

Richard Leir would go on to have a long and illustrious naval career, serving on both East and West Coasts and in Ottawa. His final postings were as Commander Maritime Forces Pacific at CFB Esquimalt and Chief of Maritime Operations in Ottawa. He retired as a Rear Admiral in 1975 and died on May 28, 2015 in Victoria, B.C.



Richard Leir as a Commodore.

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Last Post

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

*Kindly forward all obituaries to Pat at 535 Kenwood Avenue, Ottawa, ON K1A 0L7
or by email to pat.barnhouse@sympatico.ca*

NAC MEMBERS

LCdr James Manson BOND, CD*, RCN (Ret'd)

NSNAC, 91 in Halifax 19/01/18. Srv'd RCNVR WWII (Prince Robert). Jn'd UNTD at Nonsuch as RCN(R) Cdt 11/48. Jn'd RCN as S/Lt(SB) 08/50 fl'd by Bytown 01/51. Prom Lt(SB) 10/51 thence Cornwallis 01/52. Tsf'd to Exec Br., fl'd by Stadacona 04/54, Cayuga 02/55, Tecumseh (SO Admin) 10/55 and Cowichan (XO) 12/57. Prom LCdr 10/59 thence Cornwallis 11/60, Cayuga (XO) 04/63, Gatineau (XO) 05/64 and Stadacona (Service Conditions & Welfare, and in 1968 CO CF PSU). Ret'd in '73. Civ career with NS Education Dep't and involved, inter alia, with Sackville and Shearwater air museum. (SR, Chronicle Herald)

Lt Rosemary Elizabeth BARRON, CD, RCN(R) (Ret'd)

NLNAC, 82 in St. John's 22/12/17. Jn'd Cabot as WRCNS OS 09/55, prom A/S/Lt 09/59 and Lt 09/61. Ret'd in '73. Established first Wrenette Corps in NL in '66, founding mbr NLNAC and Hon Life Mbr Crows Nest. Civ career at Memorial U. (EW)

Lt [Capt(AERE)] Gerald Ruben BRUSHETT, CD, RCN(Ret'd)**

NSNAC, 90 in Dartmouth, NS 12/10/17. Jn'd RCN as Air Mechanic 2/c in '46, HM Ships Gamecock and Ariel for trg. Prom CPO1 thence CFR'd as CMD O 05/62, fl'd by Stadacona in '62. Prom Lt 01/65, thence Shearwater (NAM School, HU-21, Base Avionics) in '65 and MARCM HQ 06/73. Ret'd 09/77. Civ career with NS Gov't. (SR, Chronicle Herald)

LCdr Stanley DEE, CD*, RCN(Ret'd)

NAC-O, 90 in Ottawa 10/10/17. Jn'd RCN in '46 as Ordinary Seaman (Officer Candidate), prom Mid 01/47, thence RN (for trg.). Prom A/S/Lt 05/48 and S/Lt same date, fl'd by Sioux (Korea) 04/50. Prom Lt 08/50, thence Cornwallis 09/51, Stadacona 03/53, Niobe (Long "N" Cse.), Iroquois 05/54, Stadacona 09/55 and St Laurent (Sqn N) 11/57. Prom LCdr(N) 08/58 fl'd by Gatineau (Sqn N) 02/59, Niobe 07/60, Athabaskan (i/c) 01/63, Crescent (XO) 07/64, FOAC 03/65 and NDHQ. Ret'd 1970. (Citizen, GP)

*Note: * indicates bar to the medal*

LCdr (NR) Timothy Peter KHANER, CD (Ret'd)

Edmonton Br., 63 in Edmonton 29/09/17. Jn'd NR at Nonsuch as Ordinary Seaman, CFR'd in late 1980's and CO Nonsuch 2001 to 2004. (WC, Edmonton Journal)

LCdr Anthony Evelyn LEONARD, CD, RCN (Ret'd)

NACVI, in Victoria 31/01/18. WWII and post-war Merchant Navy. Jn'd RCN(R) at Discovery as A/CMD BOSN 12/50, thence Antigonish 12/51. Tsf'd to RCN in '53 at Stadacona as Lt (sen. 04/51), fl'd by Cataragui (SO Admin) 03/55 and New Waterford 01/58. Prom LCdr 04/59 thence Fortune (Sqn. Trg O) 07/61. Ret'd in '63. (RNDM)

LCdr John Wellington LOGAN, CD*, RCN (Ret'd)

NACVI, 94 in Victoria 29/01/18. Srv'd RCAF WWII, tsf'd to RNVR as Lt(A) 08/45 and to RCN as Lt(P) in '45, fl'd by Warrior and Stadacona (RCN Air Section Dartmouth) in '46, RN (Sea Fury Qual) in '47, Niobe (SO Air) in '48, RCN Air Section and NAMS in '49, Magnificent (FDO) in '50, VF-883 in '50, Stadacona (JOLTC) in '52 and Micmac in '53. Prom LCdr(P) 08/53, thence Magnificent (CO VF-871) in '54, NSHQ in '56, Niagara (USN Exchange VX-1) in '58, Bytown in '60, Restigouche in '62, Chaudiere (XO) in '63, Shearwater in '65 and MARCOM HQ in '67. Ret'd in '68. Civ career in real estate and insurance. Bronze Medallion '95. (RNDM, SR, Canada's Naval Aviators)

RAdm Michael Arthur MARTIN, CD, RCN (Ret'd)**

NACVI, 90 in Victoria 27/01/18. Jn'd RCN as Cdt at Royal Roads 08/44 and prom Mid 07/46, thence RNC Greenwich (Subs Cse's) in '47. Prom A/S/Lt 11/47 fl'd by Cayuga 04/48 and RN (further trg.) in '48. Prom S/Lt 11/48 thence Athabaskan in '48. Prom Lt 12/49 fl'd by Cayuga (Korea) 06/50, HMS Vernon (Qual TAS) in '51, Stadacona (TAS Sch.) 05/53, Chaleur (i/c) 06/54, Magnificent 08/55, Naden 12/56 and Skeena (TAS O) in '56. Prom LCdr 12/57 thence NSHQ (Naval Board Flag LCdr) in '58, RN Staff College in '59, Niagara (on loan to USN – staff Hunter-Killer Force Atlantic) in '60 and Ste Therese (i/c) in '62. Prom Cdr 01/63 fl'd by Skeena (i/c) in '63, Cornwallis (XO) in '64 and CFSC Kingston (Syndicate Director) in '66. Prom Capt 07/67 thence MARCOM HQ in '67, Cdr DESRON 2 in '70 and NDC in '73. Prom CMDRE

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

– Apocrypha, Ecclesiasticus 44

07/74 fl'd by CDLS (Washington) in '74. Prom RAdm 06/77 thence Commander MARPAC. Ret'd in '80. Afterwards, VP and A/President BC Ferry Corporation. (RNDM, Times Colonist, Canada's Admirals & Commodores)

LCdr Russell Francis PASSMORE, CD*, RCN (Ret'd)

NAC-O, 98 in Ottawa 03/11/17. Jn'd RCN in '45, CFR'd as CMD WTR O 05/51, fl'd by Stadacona 06/51. Prom Lt(S) 10/52, thence Bytown 09/53, Naden 11/54, Bytown 05/55 and Shelburne 10/58. Prom LCdr 10/60, fl'd by Cape Scott 06/61 and SUPLANT 08/63. Ret'd in '70. Second career in the Public Service. (Citizen)

Capt John Kevin POWER, CD*, RCN (Ret'd)

NSNAC, 95 in Halifax 27/12/17. Jn'd RCNVR 12/42 as A/Pay S/Lt and srv'd Naden, Victoriaville and Donnacona. Tsf'd to RCN in '46 as Lt(S) (sen. 04/44), thence Bytown 01/46, Stadacona and Naden 01/49. Prom LCdr(S) 04/52, fl'd by Algonquin 02/53, Bytown 06/54, Prevost (UNTD Admin) 09/56 and Bytown 05/57. Prom Cdr(S) 01/59, thence FOAC 08/60 and Bonaventure 06/63. Prom Capt 01/65, fl'd by CFHQ/DPS and MARCOM HQ (COS Admin & Resources) 08/71. Ret'd 10/74. Civ career as Atlantic Regional Director for STATSCAN. Bronze Medallion '93. (RD, SR, Chronicle Herald)

Inst LCdr Alexander SHARROW, CD*, RCN (Ret'd)

Winnipeg Br., 92 in Winnipeg 11/02/18. Jn'd RCN at Naden 07/49 as Inst S/Lt (sen 04/49). Prom Inst Lt 07/49 fl'd by Cornwallis 01/52, Cape Breton 01/54 and RN (on course) 06/55. Prom Inst LCdr 07/57, thence Stadacona (TAS Sch.) 06/58, Naden 09/63, Bonaventure and CFB Winnipeg. Ret'd in '74. Civ career with provincial Dep't of Colleges and Universities. Honourary Life Mbr Winnipeg Br. (CT)

Lt Janet Louise SLAUGHTER (née SHEARS), RCN (Ret'd)

NACVI, 84 in Victoria 02/02/18. Jn'd RCNH Esquimalt 07/56 as A/S/Lt(MN), prom S/Lt(MN) same day, thence Stadacona (CF Hospital) 09/60. Prom Lt 07/62 and ret'd in '63. (RNDM).

LCdr John Bernard Louis WALTER, CD*, RCN(R) (Ret'd)

NACVI, 88 in Victoria 02/11/17. Jn'd RCN as Mid(SSA) 01/52

at Discovery, thence trg at Cornwallis and Ontario in '52 and Sault Ste Marie and Beacon Hill in '53. Prom S/Lt(O) 06/53 thence Shearwater (Observer Sch.), fl'd in '54 by HMS Gannet, HMS Ariel, NAF Summerside (VS-880), CJATC Rivers (VS-880), Kindley AFB (VS-880) and in '55 by Magnificent. Prom Lt(O) RCN 11/55 fl'd by Magnificent and Shearwater 1955-59. Tsf'd to RCN(R) in '59 as Lt (sen. 11/55) attached Malahat. Prom LCdr 01/68, Malahat XO 1972-74 and UNEF Egypt Info Officer in '74. Afterwards jn'd BC Parks Service. (RNDM, Canada's Naval Aviators)

RAdm Robert Demytre YANOW, CMM, KStJ, CD*, RCN (Ret'd)**

NACVI, 84 in Victoria 19/11/17. Jn'd Royal Roads as Cdt 09/51 and tsf'd to Unicorn as UNTD Cdt in '52. Prom RCN(R) A/S/Lt 09/54 thence Sussexvale in '54 and Stettler in '55. Prom Lt 09/56, fl'd by Jonquiere in '58. Tsf'd to RCN in '58 as S/Lt, prom Lt (sen. 06/58) thence Stadacona (JOTLC) in '58, Outremont in '59, Stadacona (Wpns Cse.) in '60, Columbia (WO) in '61 and FOAC Staff in '63. Prom LCdr 01/65 fl'd by RN exchange (HM Ships Devonshire, Hampshire and Derwent) and Terra Nova (XO) in '67. Prom Cdr 01/69 thence Saguenay (i/c) in '69, CFSC in '70, CFB Hfx. (Cdr Wpns Div) in '71 and Athabaskan (i/c) in '72. Prom Capt 07/74 fl'd by COMCANDESRON

1 in '74 and NDC in '76. Pro Cmdre 07/77 thence CDLS(W) as Naval Attache in '77. Prom RAdm 07/79 fl'd by NDHQ (CMDO in '79 and CPD in '80), CF Language School in '82. Seconded to Consumer and Corporate Affairs in '83 and Cdr MARPAC in '84. Ret'd 09/88. In retirement served in government, corporate and non-profit endeavours. (EJMY, Times Colonist)

NON-MEMBERS

Cdr David Austin AVERY, CD*, RCN (Ret'd)

88 in Niagara-on-the-Lake, ON 24/01/18. Jn'd RCN(R) 12/48 as UNTD Cdt at Prevost and prom S/Lt 02/51. Tsf'd to RCN as Lt (sen, 02/53), prom LCdr 02/61 and Cdr 07/66. Srv'd Naden, Crusader, Sussexvale, Stadacona, Bytown, Kootenay, FOPC, Saguenay (i/c), Nipigon (i/c) and CFCSC (Syndicate Director). Ret'd in '76. (EMJY, WC).

Last Post

H Capt(N) Sonja BATA, OC, MSM (Ret'd)

91 in Toronto 20/02/18. Srv'd 24 years as Honourary Captain. Sponsor for HMCS Ottawa (IV) FFH 341, when she was commissioned on 28 Sep 1996. (Globe & Mail)

LCdr John William Tweddle BURNETT, CD, RCN (Ret'd)**

Former Mbr. NACVI, 93 in Victoria 26/02/18. Jn'd RCN 06/50, CFR'd as CMD CONST O 07/57, prom Const Lt* 04/59, star removed and thus Const Lt (sen. 05/58) and prom LCdr 01/65. Srv'd Naden, Niobe (for trg.), Bytown, Bonaventure, CFFS Esquimalt, FMG and Provider. Ret'd in '80. (RNDM)

Lt Steven BURNS, CD*, RCN

47 in Ottawa 21/08/17. Jn'd as Ordinary Seaman 10/89, reached rank of PO2 03/07 and CFR'd as Lt 08/13. Srv'd CFB Cornwallis, RCME School Borden, NFS (Pacific), Preserver, NFS (Atlantic), Fredericton, Cape Scott, Halifax, CFB Hfx. and NDHQ. (SR, Chronicle Herald)

PO1 Edward Cecil McIntyre COX, CD*, RCN (Ret'd)

86 in Dartmouth, NS 06/12/17. (SR, Chronicle Herald)

A/Lt Timothy William Hulbert CREERY, RCN(R) (Ret'd)

88 in Ottawa 20/10/17. Jn'd Royal Roads 08/45 as RCN Cdt, tsf'd to RCN(R) as Mid (sen 07/47) at Donnacona. Prom S/Lt 05/48 and A/Lt 05/50. Jn'd Chippawa 08/51 and to Ret'd List in '52 attached York. Son RAdm Creery. (SR, Chronicle Herald)

PO1(Ret'd) Leslie Ann CREPIN (nee WARD), MMM, CD*

In Ottawa 31/01/18. (Citizen)

Lt(P) Vernon James CUNNINGHAM, RCN(R) (Ret'd)

95 in Kelowna, BC 20/02/18. Jn'd RCAF in '42 and tsf'd to RNVR in '45 as S/Lt(A)(Temp) and rls'd in '46. Reserve flying Summers '49, '50 and '51. Jn'd RCN(SSA) 10/51 as Lt(P) (sen 04/49) and tsf'd to RCN(R) in '54. To Ret'd List in '57. Srv'd RNAS Yeovilton (759 RN Sqn), RNAS Lossiemouth, RNAS Culdrose and Shearwater (VF-870, VT-40). (WC, Canada's Naval Aviators)

LCdr(P) Edward McKeown DAVIS, CD, RCN (Ret'd)

Former Toronto Br., 95 in Toronto 27/11/17. Jn'd RNVR as Plt Trainee 01/42, prom RNVR S/Lt 03/43, tsf'd to RCNVR 01/44, prom Lt(P) 09/44, tsf'd to RCN 01/47 and prom LCdr(P) 09/52. Srv'd various RN Air Stations, Guysborough (passage to UK), Warrior, Shearwater, Niagara (Liaison Key West), Huron (XO), Iroquois (XO), RCAF Staff College and Bytown. Ret'd 11/60. (LD, Canada's Naval Aviators)

Capt Robert James DELUCA, OMM, CD*, RCN (Ret'd)**

81 in Halifax 27/01/18. Jn'd RCN in '51 as OS Electrician and selected Venture as Cdt 09/55. Prom Mid 09/57, S/Lt 05/59, Lt 02/61, LCdr 06/67, Cdr 04/73 and Capt 05/86. Srv'd Stadacona, Quinte, Iroquois, Athabaskan. Inch Arran, Restigouche (Ops O), Mackenzie (i/c), Restigouche (i/c), Huron (i/c), CFSC, NATO HQ, MARCOM HQ and NDHQ. Ret'd in '91. Srv'd in SRR as Convoy Commodore until 2001. (RD, SR, Chronicle Herald)

A/Lt Ian Loudon DROST, RCN(R) (Ret'd)

87 in Victoria 27/01/18. Jn'd Discovery 01/49 as UNTD Cdt, prom A/S/Lt RCN(R) 05/51 and A/Lt 11/54. To Ret'd List in '57. (WC)

LCdr Thomas George DRUMMOND, CD, RCN (Ret'd)

82 in Duncan, BC 24/11/17. Jn'd RCN as Cdt(E) 09/53 at Royal Roads, fl'd by RMC 09/55. Prom A/S/Lt(E) 06/57, S/Lt(E) 05/58, Lt(E) 03/59 and LCdr 07/66. Srv'd Discovery, St Croix, RNEC Manadon, Niagara (for MIT – NavArc cse.), Bytown and CFB Hfx (Hydrofoil Project). Ret'd in '69. (BMcC, e-Veritas)

Cdr Gareth ELDRIDGE, CD, RCN (Ret'd)**

85 in Duncan, BC 12/10/17. Jn'd RCN 06/51 and commissioned A/S/Lt(SB) 09/58. Prom S/Lt(SB) 09/59, Lt 09/61, LCdr 10/71 and Cdr 08/78. Srv'd Restigouche, Stadacona, Fundy, Haida, Venture, Naden, Columbia (XO), CFB Esq., CDLS(W) (Ex Duty), QHM(Esq), NDHQ, Terra Nova (i/c) and Saskatchewan (i/c). Ret'd 12/84. (RNDM)

Capt(N) Peter Lloyd ESTEY, CD* (Ret'd)

67 in Cole Harbour, NS 22/09/17. Sea LOGS Officer. Jn'd 08/68 as Cdt (attended Mt. Allison), prom S/Lt 05/72, Lt 05/76. LCdr 06/82, Cdr 06/87 and Capt 06/91. Srv'd CFFS Esq., Yukon, CFB Hfx., QHM(H), CF Staff School, Iroquois, Saguenay, MARCOM HQ and ADM(FIN). Ret'd 03/93. (SR, Chronicle Herald)

LCdr(O) Peter Harold GRADY, CD*, RCN(Ret'd)

95 in Fredericton, NB 25/10/17. Jn'd RCNVR as Prob S/Lt 05/42, RN for trg as Observer and prom LT(O) 11/43. Srv'd various RN Air Stations and carriers WWII, tsf'd to RCN in '45 as Lt(O) (sen. 11/43) and prom LCdr(O) 11/51. Srv'd Stadacona, Shearwater, Iroquois (Korea), Micmac (XO), Bytown, LaHullose (i/c) and MARLANT. Ret'd in '68. (SR, Chronicle Herald, Canada's Naval Aviators)

LCdr William Albert GREENLAW, OMM, CD, RCN (Ret'd)

74 in Halifax 17/01/18. Jn'd RCN as OSER 08/60 and reached CPO1 06/75. CFR'd as Lt 12/77 and prom LCdr 12/81. Since '70 srv'd Athabaskan, CFFSH, Protecteur, CDLS(L) (for trg.), MARCOM HQ, Saguenay and FMG(Atlantic). Ret'd in '88. (SR, Chronicle Herald)

Cdr Randolph Jack Austin GYNN, CD, RCN (Ret'd)**

74 in Victoria 19/10/17. Jn'd Royal Roads as Cdt 09/62, fl'd by RMC 09/64. Prom S/Lt 05/66, Lt 05/68, LCdr 01/81 and Cdr 08/84. Srv'd CFLS St. Jean, CFB Borden. Queen's U. (Law School), DJA Ottawa, CFB Kingston, CFB Ottawa, JAG, AJAG Prairies and AJAG Pacific. Ret'd in '98. (e-Veritas)

LCdr(L) Robert Noble Edward HAUGHTON, RCN(R) (Ret'd)

94 in Ottawa 12/11/17. Jn'd Donnacona 06/55 as A/Lt(L) (sen 10/51), prom Lt(L) 06/55 and LCdr(L) 10/59. Ret'd in '62. (Citizen)

Mid Michael Llewellyn HOUGHTON RCN(R)

In Victoria 10/17. Jn'd RCN as Cdt at Scotian 09/52 and prom Mid(SSA) 07/53 at Stadacona. Rls'd in '54. Son of RAdm Houghton. (Citizen)

Surg Lt Ernest Arthur JARMAN, RCN(R) (Ret;d)

94 in Victoria 18.03.17. Srv'd RCNVR WWII. Jn'd Nonsuch as RCN(R) Surg Lt 06/49 and to Ret'd List in '53. (Queen's Alumni Review)

S/Lt Palle KIAR, RCN(R) (Ret'd)

88 in Ottawa 17/10/17. Jn'd RMC as RCN(R) Cdt 09/48 and prom S/Lt (sen 05/51) on graduation 06/52. Tsf'd Donnacona in '52 and to Ret'd List in '56. (Citizen, WC)

A/Lt David Nation KER, RCN(R) (Ret'd)

88 in Victoria 15/11/17. Jn'd Royal Roads 08/45 as RCN Cdt, tsf'd to RCN(R) as Mid (sen 07/47) at Malahat. Prom S/Lt 03/48, tsf'd to Discovery and prom A/Lt 05/50. To Ret'd List in '53. (WC, Vancouver Province)

PO1 Gilbert LaFRENIERE, CD* (Ret'd)

54 in Middleton, NS 11/12/17. Clearance Diver. Ret'd in '14. (SR, Chronicle Herald)

Capt Leonard LESHACK, USN (Ret'd)

Former Calgary Br, 82 in Bonners Ferry, Idaho 15/12/17. Srv'd with USN and USNR in various capacities including Arctic and Antarctic endeavours, naval intelligence and underwater

technology. On naval retirement involved in oil exploration. Bronze Medallion '93. (GM)

PO1 Shawn McQUADE, CD* (Ret'd)

51 in Halifax 22/12/17. Srv'd Ottawa, Athabaskan, Algonquin, Iroquois, Preserver, CFFS(H) and FMG(Atlantic). Ret'd 09/14. (SR, Chronicle Herald)

LCdr Annie Malena McSWEEN, CD, RCN (Ret'd)

In Halifax 03/09/17. Jn'd RCN as A/S/Lt(MN) 08/53 prom S/Lt(MN) same date, Lt(MN) 08/55 and LCdr 01/65. Srv'd Stadacona, Naden, Scotian, NDMC and CF Hospital Hfx (Ma-tron). Ret'd 1969. (SR, Chronicle Herald)

Cdr Maurice Richard MORGAN, CD, RCN (Ret'd)

Former NSNAC, 100 in Bellville, ON 14/12/17. Jn'd RN as Jnst Lt 09/39, prom LCdr(SB)(Meteorology) 09/45 and Cdr(SB) 08/52. Srv'd RNC Greenwich, HM Ships Diomedes, Dolphin, Frobisher, Afrikaner, Admiralty, SACLANT and RNAS Abbotsinch. Resigned 06/58. Jn'd Canadian DOT as Meteorologist in '58, seconded to RCN in '59 as LCdr(SB) (sen 09/45), tsf'd to RCN as Cdr(SB) (sen 09/45) in '65. Srv'd Stadacona, Shearwater and SACLANT HQ. Ret'd 08/69. Bronze Medallion '89. (RJ, SR, Chronicle Herald, Canada's Naval Aviators)

LCdr Arthur MORRIS, CD, RCN (Ret'd)

In Elmsdale, NS 07/02/18. Srv'd in RN post-WWII. Jn'd RCN in '58 as S/Lt(E) (sen. 04/56), prom Lt(E) 02/59 and LCdr 07/66. Srv'd Saguenay, Bonaventure, RN (for trg.), Nipigon, PNO Sorel and NETE. Ret'd in '72. (SR, Chronicle Herald)

CPO2 Donald Hazen MULDER, CD, RCN (Ret'd)**

75 IN Dartmouth, NS 23/11/17. (SR, Chronicle Herald)

CPO1 John Douglas NEWTON, CD*, RCN (Ret'd)

88 in Halifax 08/12/17. Jn'd RCN in '50. Srv'd Ontario, Micmac, Quebec, Athabaskan, Swansea, Algonquin, Skeena, Annapolis, Cormorant, Bonaventure and Oriole. Ret'd in '75. (SR, Chronicle Herald)

LCdr Bazil St.Clare NOWE, CD*, RCN (Ret'd)

91 in Dartmouth, NS 97/11/17. Jn'd UNTD at Scotian as Cdt(L) 11/48 and prom RCN(R) Inst S/Lt 02/50. Appointed Stadacona 02/52 as A/Inst Lt RCN(R) and tsf'd to RCN as Inst Lt (sen 02/52). Prom LCdr 02/60. Srv'd Stadacona, Niagara (USNPGS) and Niobe (for trg.) Ret'd 10/74. (SR, Chronicle Herald)

LCdr(L) Clifford OWERS, CD, RCN (Ret'd)

93 in Ottawa 23/01/18. Srv'd RN 1940-52. Jn'd RCN 03/52 as Lt(L) (sen. 12/49) and prom LCdr(L) 12/57. Srv'd Shearwater, Stadacona, Huron and CFHQ (DINTS and later DNI). Ret'd in '69. (Citizen)

Capt David George PENGALLY, CD, RCN (Ret'd)**

88 in Summerland, BC 2017. Jn'd as UNTD Cdt at Carleton 01/51, tsf'd to RCN as Cdt(S) 02/53, prom A/S/Lt(S) 06/54, S/Lt(S) 09/55, Lt(S) 08/56. LCdr 08/64, Cdr 08/69 and Capt 05/77. Srv'd Naden, Cornwallis, Nootka, Donnacona, Bytown, Cape Scott, NDHQ, CFB Winnipeg and CFB Edmonton. Ret'd 10/84. (LC, RD)

A/Lt Peter Michael PITFIELD, PC, OC, CVO, RCN(R)

80 in Westmount, QC 19/10/17. Jn'd Carleton as A/S/Lt 11/59 and prom A/Lt 11/61. Resigned in '63. (WC)

Lt James Douglas PRENTICE, RCN(R) (Ret'd)

87 in Victoria 16/01/18. Jn'd Royal Roads in '48 as RCN(R) Cdt and prom A/S/Lt 04/50, S/Lt 04/50 and Lt 04/52. Srv'd Donnacona. To Ret'd List in '59. Son of "Chummy" Prentice. (WC)

PO1 Claude Arthur RENAUD, CD (Ret'd)

57 in Sarnia, ON 15/12/17. (Citizen)

A/S/Lt(S) Michael John SATURLEY, RCN(R) (Ret'd)

90 in Calgary 21/10/17 Jn'd Malahat as A/S/Lt(S) 04/52 and to Ret'd List in '53. (Citizen)

CPO2 [MWO] Brian Alexander SCHLEIHAUF, CD*, RCN (Ret'd)

72 in Dartmouth, NS 22/11/17. (SR, Chronicle Herald)

Capt Amory Russell SHIELDS, CD*, RCN (Ret'd)

90 in Duncan, BC 17/07/17. Jn'd RCN as A/S/Lt(S) 06/52, prom S/Lt(S) same date, Lt(S) 06/54, LCdr 06/62, Cdr 09/69 and Capt 07/79. Srv'd Naden, Queen, Jonquiere, Venture, Saskatchewan, COND and NDHQ. Ret'd 11/81. (LC, RD)

A/LCdr Richard Benjamin SORENSEN, RCNR) (Ret'd)

88 in Manotick, ON 11/10/17. Jn'd UNTD as Cdt(S) 02/50 at Scotian and prom S/Lt 09/52. Prom Lt 09/54 attached Cata-raqui. Designated A/LCdr 08/55 as UNTD CO. To Ret'd List in '58. (Citizen, WC)

LCdr(S) Norman Wallace STANLEY-PAUL, CD, RCN(R) (Ret'd)

90 in Toronto 13/10/17. Jn'd UNTD at York as OS (Officer

Candidate) in '45, prom S/Lt(S) RCN(R) 02/48, Lt(S) 02/50 and LCdr(S) 08/58. Ret'd in '67. (WC, Toronto Star)

LCdr David Archibald STEWART, QC, CD, RCN(R) (Ret'd)

82 in Halifax 18/10/17. Jn'd UNTD 01/53 as Cdt at Scotian (Mt A), prom RCN(R) S/Lt 05/55, Lt 05/57 and LCdr 01/64. Ret'd in '67. (WC, National Post)

LCdr (NR) Charles Joseph Herbert STEVENS (Ret'd)

Former Winnipeg Br., 83 in Winnipeg 21/12/17. Jn'd Chippawa in the 1970's achieving LCdr rank. Civilian career initially in Corrections and later as Protocol Officer 17 Wing Winnipeg. (CT)

CPO2 Gerald Raymond TRAFFORD, CD*, RCN (Ret'd)

77 in Dartmouth, NS 07/02/18. Jn'd RCN in '56 and ret'd in '84. (SR, Chronicle Herald)

Lt(S) Gerald Jacob Joseph TULCHINSKY, RCN(R) (Ret'd)

84 in Kingston, ON 13/12/17. Jn'd as UNTD Cdt(S) at York 01/54 and prom S/Lt(S) 07/56. Tsf'd to Donnacona and prom Lt(S) 07/58. To Ret'd List in '58. (Queen's Alumni Review, WC, Kingston Whig Standard)

Lt William Joseph WALSH, CD, RCN (ret'd)**

85 in Clementsport, NS 30/10/17. Jn'd RCN(R) at Cabot in '50 and tsf'd to RCN in '51. CFR'd as CMD O 04/64 and prom Lt 01/67. Srv'd, inter alia, NDHQ, Columbia and Algonquin. Ret'd 1980. (SR, Chronicle Herald)

Lt Robert Neil WASHBURN, RCNVR (Ret'd)

95 in Mississauga, ON 29/01/18. Jn'd RCNVR in '42 as S/Lt (sen. 07/42) and srv'd Cornwallis, RN, Scotian and Star. Tu Ret'd List in '45 and prom Lt 01/46. (Toronto Star)

S/Lt Gordon Oscar WELLS, RCN(R) (Ret'd)

86 in Kingston, Jamaica 01/10/17. Jn'd UNTD as Cdt at Cata-raqui 01/53 and prom RCN(R) S/Lt 09/55. To Ret'd List in '56. Commander of the Order of Distinction (Jamaica). (WC)

LCdr Howard Austin WINCH, RCN(R) (Ret'd)

92 in Barrie, ON 07/10/17. RCAF pilot WWII. Journalist, jn'd York 01/55 as Lt(SB) (sen 01/55) and prom LCdr 01/63. May have flown Avengers with VC-920. Ret'd post '65. (EW, WRH)

A/S/Lt James Christopher Frederick YOUNG, RCN(R) (Ret'd)

77 in Guelph, ON 29/01/18. Jn'd Scotian as UNTD Cdt 01/57 and prom A/S/Lt RCN(R) 05/59 whilst attached Brunswicker. To Ret'd List in '59. (Citizen, WC, SR)

Farewell to a Starshell friend

Berchem, Frederick ('Hamish') Ronald, CDR (RNR/RCN/RCNR)



By Fraser McKee and
Paul Hansen

We regret to announce the death of a frequent Starshell art contributor, Hamish Berchem, in mid-March while vacationing in Puerto Vallarta, Mexico.

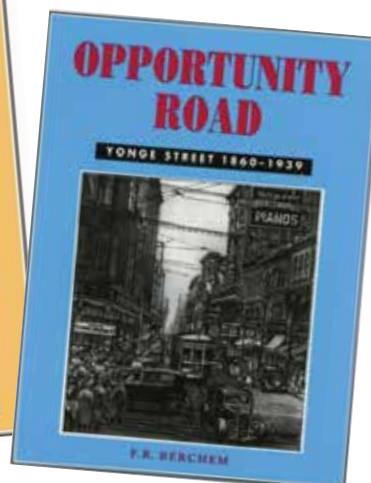
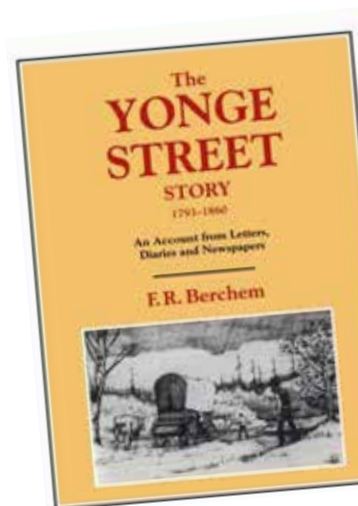
Hamish was on holiday on his own and died unexpectedly just after arrival.

Hamish was born in Ayrshire, Scotland, in 1935. Attending Kelvin Grove School and, in England, Rossal School for Boys, and Anderson Academy, where he won prizes on two occasions for his art prowess.

After college, following his father's example, he joined the Scottish shipping firm of J & J Denholm as a cadet in their SS Carronpark, rising to 3rd Mate, making several commercial passages with them, and passing for 2nd.

He then transferred to the

Royal Navy Reserve, electing to serve in submarines. With his courses complete, he served in submarines Thule (1954) and Springer (1955). A chance meeting with two Canadian submariners spurred him to move to Canada, joining the Royal Canadian Navy in September 1955 with a Short Service Commission.



Two of Hamish's books

A **Memorial service** will be held at Timothy Eaton Memorial United Church, St. Clair Ave. West, Toronto, on Thursday, April 12th, at 1 p.m.

He served in *HMCS Portage* (Commanded by LCdr Hal Lawrence). He was then loaned back to the Royal Navy base at *HMS Dolphin*, serving in *HMS/M Artful*, and briefly in their HTP-powered boat *Excalibur*. He returned to the RCN to serve in *HMCS Algonquin*. This lasted until 1958.

On retirement, he attended the University of Toronto for Arts and Master's degrees in English, History and Power Politics, followed by teaching at two Toronto High Schools.

At the same time, he continued his naval service in the RCN(R) and its successors, rising to Commander and Commanding Officer in *HMCS York* in Toronto from 1970 to 1973.

While in Toronto, he met and married Patricia, a Naval

Reserve dietician also serving in *HMCS York*. They had two sons, Anthony and Alan, and two daughters, Fiona and Isabel.

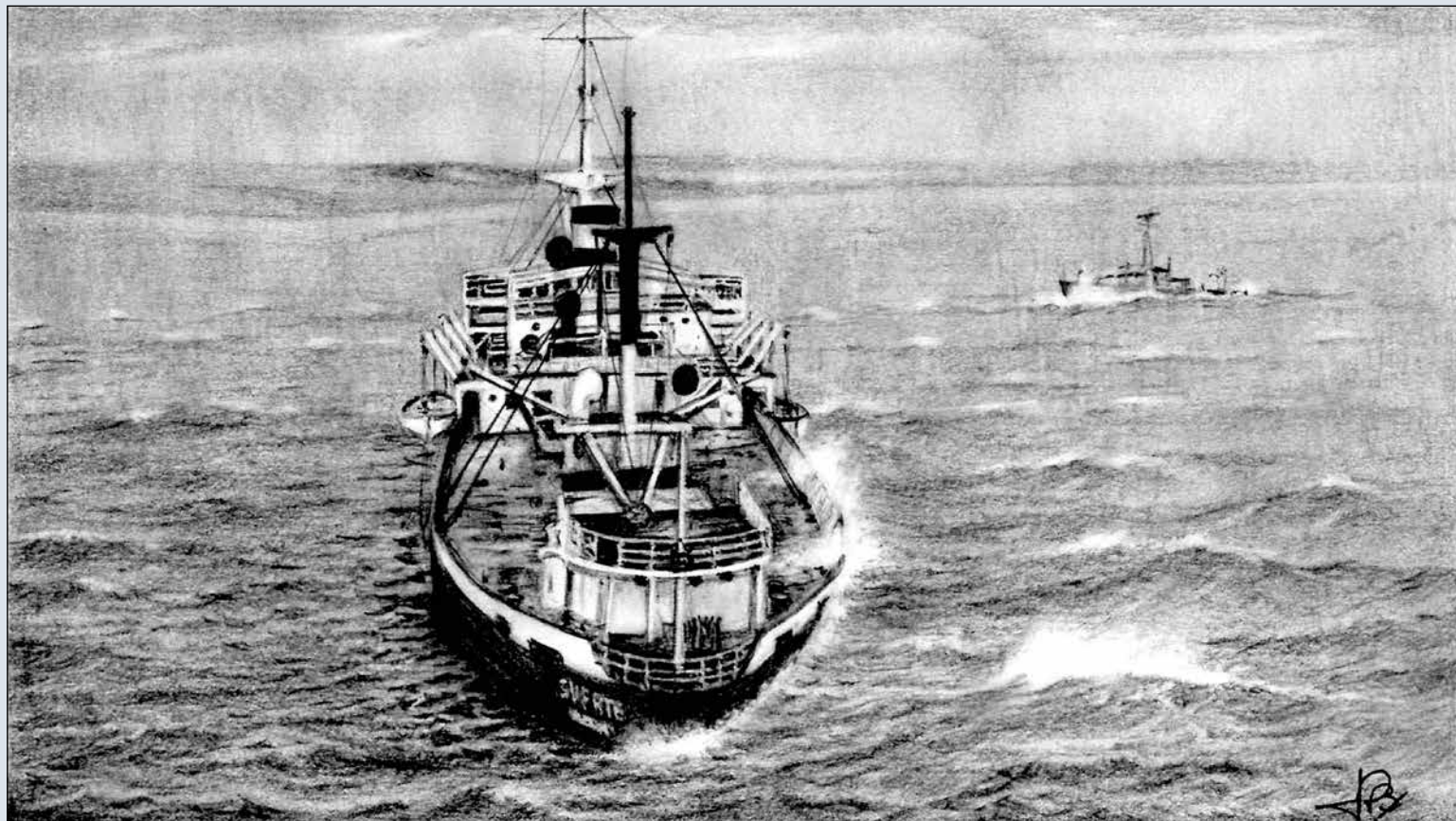
Hamish then obtained sea-going employment, commanding various Fisheries and Ocean Research vessels—often the familiar Gate Vessels on loan—in the Great Lakes. He also made several visits to the Eastern and High Arctic, as his father had done in the 1930s. He did this from 1975 to 1987, becoming a Mast Mariner in 1994, and Chief Officer in the CGS Baffin.

Throughout all this, Hamish continued his interest in art and painting, mostly sea scenes. He also authored or co-authored three books. His first was on 'Toronto Neighbourhoods' and two more were about the history of Young Street, running from Toronto to Northern Ontario.

He was elected to the Canadian Society of Marine Artists (CSMA) in 2010 and contributed many historical back covers to Starshell. He also contributed a cover painting of a Gate Vessel for Fraser McKee's novel on such a Reserve-manned ship in the high Arctic.

Hamish will be much missed by all those who knew him in his widely varying pursuits.

Requiescat in pacem



Air/Sea Rescue Work

At the beginning of January, 1962 the S.S. SUERTE, an old 'Liberty' ship or 'SAM' boat, registered in Beirut, ran hard aground outside Halifax Harbour. H.M.C.S. LOON attempted a rescue, but the small craft was forced to abandon the undertaking due to heavy seas. Two R.C.N. and one R.C.A.F. helicopters eventually evacuated the 28 crew members. In the previous month H.M.C.S. OUTREMONT had towed a German freighter to Halifax where the tug services took over for the final stage of the journey.

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