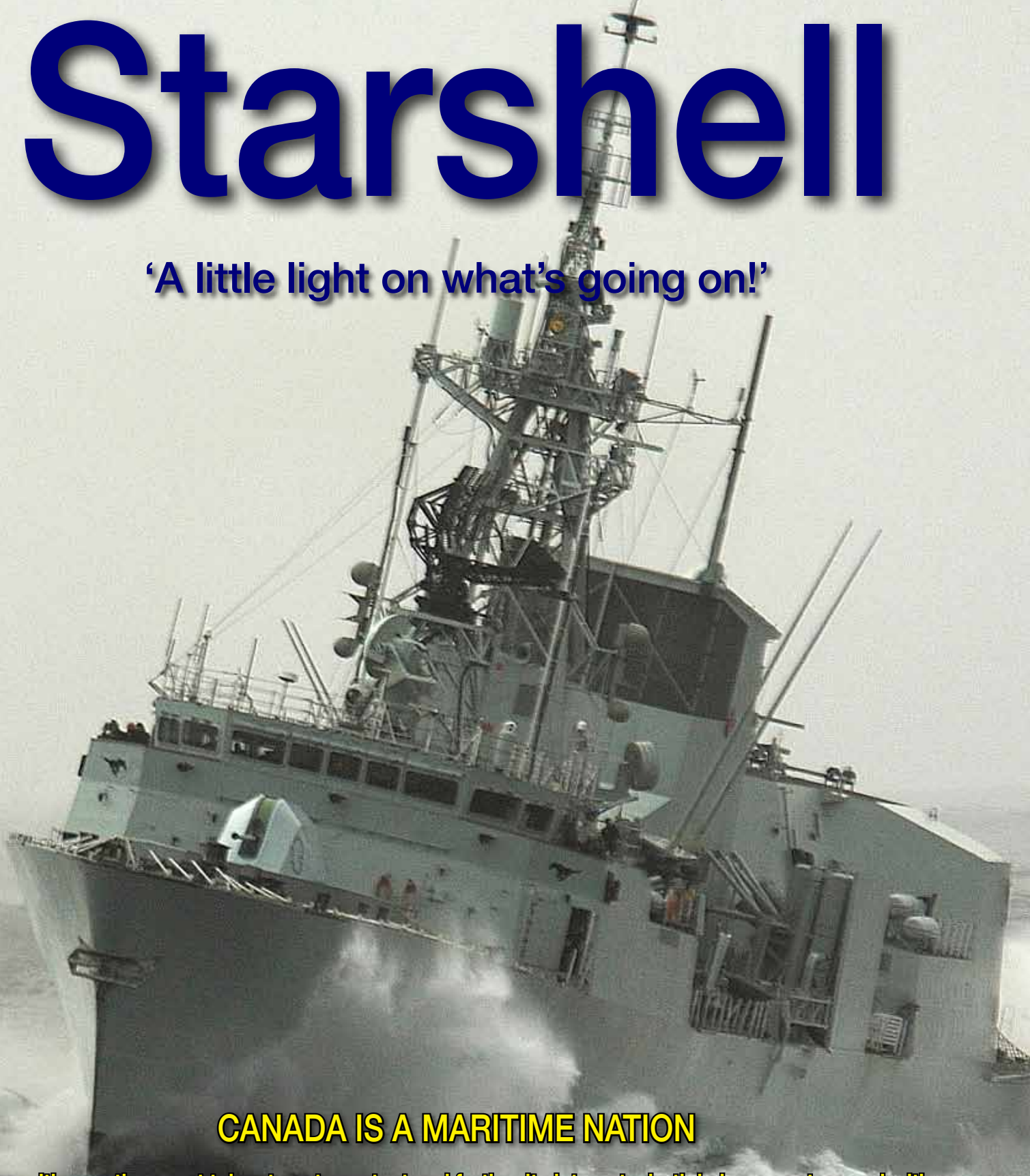


Volume VII, No. 71, Summer 2015

Starshell

‘A little light on what’s going on!’



CANADA IS A MARITIME NATION

A maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters. Canada therefore needs a robust and multipurpose Royal Canadian Navy.

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

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On our cover...

HMCS *Calgary* shows her 'stuff' while at sea off the coast of California, October 25th, 2007. The Halifax-class frigate is celebrating the 20th anniversary of her commissioning in 2015.

Royal Canadian Navy photo ET2007-5012-06

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An Open Letter from the Commander Royal Canadian Navy
to Members of the Naval Association of Canada



3371-1474-1 (EA DComd/RDIMS 359422)

02 July 2015

Dear Fellow Members of the Naval Association of Canada (NAC),

As I near the end of my second year in command of the RCN, I wanted to take the opportunity to thank the NAC for its superb support. I joined the NAC a few years ago because it had grown into an inclusive organization built on a base of retired and serving members of all ranks and which welcomes those who are interested in working towards the Navy that Canada needs. The milestone adjustment from the former 'NOAC' to the 'NAC' has been, in my view, fundamental to the organization remaining relevant and vibrant in the years to come. I look forward to the time when every Branch has embraced the 'one navy' approach of being the Naval Association of Canada.

Since 2012, the NAC has developed several opportunities that have greatly supported and benefitted the RCN. Conferences in Victoria and Ottawa have created the opportunities for Canadians to be made better aware of key issues concerning their Navy, such as submarines and future warship requirements. The NAC Battle of the Atlantic Gala, conducted for the past three years at the National War Museum in Ottawa, has increased the visibility of Canada's Navy and its rich past, its current exploits, and has afforded a view to the future while hosting a broad spectrum of some of Canada's most influential and well-connected citizens.

I was thrilled to learn that the NAC's membership across Canada has grown by over 100 new members over this past year. Each and every one of you has contributed to helping me move forward in the passage plan towards the future navy that Canada needs. The RCN CPO and I look forward to engaging with members of the NAC across Canada, at branch meetings or in other venues in group and individual sessions over the coming year.

Yours Aye,

Mark A.G. Norman
Vice Admiral
Commander

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Naval Association of Canada
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NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

The 2015 NAC Conference and AGM, held in Calgary 25-28 June, organized and hosted by Calgary Branch, provided an exceptional line-up of speakers who provided a broadened perspective of Arctic issues. More than one speaker spoke of the Arctic as Canada's First Ocean and not the Third Ocean we traditionally have considered it to be. The Right Honorable Robert McLeod, Premier of the Northwest Territories, as a keynote speaker, put a human face to issues that challenge the northern population from the perspectives of communications and transportation inherent to a low density and widely dispersed indigenous population. Captain(N) Derek Moss, representing RAdm John Newton, Commander Maritime Forces Atlantic and speaking ahead of the Premier; also provided an up-close and personal view of the vibrant region from his time as COS at Joint Task Force North headquarters in Yellowknife.

Calgary Branch recorded the sessions and will be preparing a *Niobe Papers* type record of proceedings. More information will be forthcoming on this project. For now I am confident given the passion and intensity of the presentations for Arctic issues that Canada is well represented on the many international bodies who currently are dealing with Arctic issues.

The Annual General Meeting, in addition to the routine administrative activities, saw considerable discussion about the future of NAC generated following the opening remarks of our President, Jim Carruthers. The discussion reaffirmed the importance of individual members in spreading the message that Canada needs a strong and capable navy and that it is through the active support of their Branches activities that such a message is best delivered at the grass roots while at the same time, on a national level, the President, Directors and Committ-

ees work to strengthen and grow our association's influence at a more strategic level. It was identified that having an accurate picture of our membership and being able to communicate effectively between ourselves, remain issues that must be given the highest priority if we are to achieve success in our national goals.

The Proxy Vote process underwent some refinement this year and it was encouraging to see 50% increase in participation as over 150 members exercised their franchise by proxy voting. Feedback on the forms used this year showed that they were too complicated to complete and I will be working on a revised format for 2016. The majority of returns were by email, but many chose to print from the web or use the form in *Starshell* and then mail their proxy in. These options will again be made available to all our members next year and I look forward to another quantum increase in participation in this fundamental and important activity.

The election of directors, under the purview of the Chair of the Nominating Committee, Jim Humphries from Edmonton and able assistant Mike Morres from Victoria, elected/re-elected six directors to replace the five directors who had resigned from the Board this year as part of a succession plan that will see approximately one third of the Board turnover each year. The directors serving until the next election are: John Anderson, Murray Bialek, Dennis Baird, Jim Carruthers, Brian Cook, David Cooper, Tony Goode, Moyra Haney, Dave Hudock, Rod Hughes, Rowland Marshall, Charles O'Leary, Daniel Sing, Ron Skelton, Chris Tebbs, William Thomas and Ed Williams. I would like to thank past Directors John Dugan, Mike Morres and Anne Zuliani for their work on your behalf over the past year.

At the Board of Directors meeting held immediately following the AGM, Jim

Carruthers was re-elected President, King Wan was appointed as Treasurer, I was appointed as Secretary and the Chairs of the Committees were reaffirmed.

I would also like to note that the Endowment Fund Committee turnover by Brooke Campbell and Larry Fournier to Mike Morres as Chair and Derek Greer as Treasurer have been completed and that Richard Lewis has replaced Reg Kowalchuk as a Trustee on the Endowment Fund Committee. Here I would like to recognize Brooke, Larry and Reg for their stewardship of the Endowment Fund that has seen it increase significantly over the last few years to a point where it is now well above a book value of \$700,000. Mike, Derek and Richard, along with continuing Trustees Doug Plumsteel and Peter Chipman, are already planning for this year's donation campaign. You will find elsewhere in this issue [p.13] a list of the approved grants for 2015/2016 totalling \$30,000.

You will also find elsewhere in this issue [p.11] a list of the 2015 NAC Award recipients for Gold, Silver and Bronze Medallions. These awards once again demonstrate the commitment of our membership to making a difference at their Branch, Community and National levels. Please take the time to congratulate winners when you meet and look to other worthy members who you might consider for nomination through your Branch in 2016.

Yours aye,

Ken

For back issues of 'Starshell'

To access back issues of this publication, please go to www.navalassoc.ca and follow the links > naval affairs > starshell and scroll down.



The bridge

Jim Carruthers | National President | jmc@rruthers.com



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

I want to echo Ken Lait's comments thanking our Calgary team for a job well done – **BRAVO ZULU!** Our AGM was, in my opinion, a landmark event. Not only did we have a significant increase in the participation rate, but we also moved beyond the customary perfunctory proceedings that are the bread and butter of an AGM, to what I saw as a spirited discussion of who we are and where we are going. Members' questions and comments were challenging but constructive. It was evident we are pulling together and see a strong, vibrant and supportive NAC as essential to the future of the Royal Canadian Navy.

Thank you to a fellow member, Vice Admiral Mark Norman for the kind comments in his letter that appears on page three. As NAC members we should all be proud of the progress he has recognized.

The Admiral highlights the changes we have made in becoming an open organization welcoming all who share our interest in educating Canadians as to the need for a capable and effective navy. He also notes that we are not only underway, but making way with our series of successful conferences and the signature Battle of the Atlantic Galas that have created connections with some of Canada's most influential and well connected citizens.

All that is not to say we have forgotten camaraderie. It is an important part of the mix and interestingly, when a Branch grows, by attracting new members, camaraderie similarly increases—a very symbiotic relationship.

By the time this is published you will have no doubt read a series of articles regarding the tribulations of HMCS *Athabaskan*. With the loss of our AORs and almost simultaneous decommissioning of the DDH-280s, we now have a very different navy. Our frigates are in top form following mid-life upgrades, three of the four Victoria-class are at

RCN Photo: Lt(N) Jarrod David Francis via David Pugliese, Postmedia News, July 20, 2015.



HMCS *Athabaskan* photographed recently near Sydney, NS, Canada's last destroyer, is temporarily sidelined after a series of engine problems and other technical issues.

sea and our Kingston-class continue to do yeoman service. However, the inability to operate independently worldwide without allies providing resupply and area air defence is a blow. Fellow member Eric Lerhe's Policy Paper:

http://www.cgai.ca/the_asia_pacific_and_the_royal_canadian_navy

points out that we can only influence Asia-Pacific region, so essential to our economic well-being when we return to full Canadian task group deployments.

While the AOPS program is solid, replacing the tankers, fifteen frigates/destroyers and our submarines presents Canada with an unprecedented funding challenge—far larger than that currently being quoted.

Even the present defence program that

does not include submarine replacement and most likely underestimates frigate replacement costs will undoubtedly be problematic for DND.

Ensuring we have the capable and effective navy that Canada needs will only be possible if the necessary funding can be secured. This will only happen if the Canadian public, and in particular the national leadership, are convinced of the need and understand this level of funding is necessary, indeed essential, investment.

Success can only be achieved if there is broad political support for these significant expenditures, however, the RCN can only work within DND guardrails. An outside body working to educate our political leadership, of all flavours, is essential to success.

At present there does not appear to be any organization capable of educating Canadians. Canada and the RCN need an independent, arms-length organization that can fight this fight. We have accepted this as our key role — this is our reason for being — but we are not quite ready for prime time.

This fight needs to be fought at two levels—bottom up and top down. Our thrust at the grassroots level, aimed at educating Canadians across the country, must be Branch based. It must educate not only voters but particularly local political leaders. It is the local citizens involved in the political process who should be targeted first. Educating them provides a base which is in direct contact with elected members of parliament. Local MPs in turn can take this message to their caucus in Ottawa. In many communities these influential individuals belong to a local service organization. We have started this process via our OUTREACH program led by Richard Archer [see: “NAC Outreach” pp. 11-12]. Much needs to be done to achieve success—how can you help?

At the National level we expect our Naval Affairs initiatives led by Dan Sing will be key in leading the Canadian political and industrial leadership to understand how a

capable and effective navy is essential to our national well-being. A key group has been meeting regularly to explore how we can best construct and deliver our message. We look forward to the publication of articles in the next few months and the opportunity to educate the new government, whatever party may win, starting in November.

This will only be possible if we have a strong and dynamic association. As Admiral Norman highlights [see: p.3], we have begun to turn the corner on membership. Not only are numbers finally increasing—although modestly—but we see younger individuals from a wider range of Canadian society joining.

In my *Starshell* column of Summer 2013:

<http://navalassoc.ca/wp-content/uploads/2015/02/SSFromtheBridge-Summer2013.pdf>

I identified a number of suggested conditions for Branch growth. We need to make it far easier for those we need to attract to join and fully appreciate—to ‘belong.’ Experience has shown that if meetings are held in the evening and take place in a naval wardroom/mess, serving members can easily attend and civilian members can begin to relate to our traditions and culture.

Today people expect to join on-line and receive notices and services on-line. Bob Bush, our national webmaster, has done a great job in building a modern website which supports these capabilities and has offered his services to Branches, including hosting Branch sites on the service. I encourage Branches to take Bob up on his offer—again experience shows this makes a difference.

Person to person contact has been proven time and again to be the most effective recruitment tool. We will see a significant improvement if, as part of daily life, every individual member works to educate those with whom they come in contact as to the importance of a capable and effective Navy. Bottom line—our Navy’s funding requirements are eye-watering, and unless Canadians understand spending the necessary money is critical to our country’s future, we will not have the Navy we need. Education is the key. We accept this as our mission. We can only be successful if we build a strong and enduring organization. **Work starts at the Branch ... let’s do it!**

Yours aye,

Jim



Schober’s Quiz #68

By George S. Schober | NAC-VI

As may be expected, the pace of new construction in the shipyards of all belligerents was ramped up during the Second World War. Indeed, as the war progressed, remarkably short delivery times became the norm in most shipyards, especially yards not subject to air raids or other disruptions.

The record for shortest time under construction of a merchant ship was set on 12 November 1942, when the 10,856 GRT ‘Liberty Ship’ “Robert E. Peary” slid down the ways of the Permanente Metals Corporation Yard No. 2, at Richmond, California. From the time her keel was laid to her launch had taken exactly 4 days, 15 hours and 29 minutes. Then, a mere 6 days, 23 hours and 3 minutes later she was delivered, ready for acceptance trials.

QUESTION: Which World War II destroyer set a world record for shortest time under construction?



The Canadian-American Arctic Security Relationship Just in Time for a Three Ocean Navy

By Rob Huebert Ph.D

Department of Political Science and Centre for Military and Strategic Studies
University of Calgary

Canada's long standing shared defence of its Arctic waters with the United States is about to enter complicated times. Despite the national mythology that it has been the United States that poses the greatest threat to Canadian Arctic waters, the reality is that we participated in a very close alliance with the United States for the protection of the region. This quiet cooperation dwarves any dispute we do have regarding the international legal status of the Northwest Passage. We have shared the burden of defending the region in World War II and the Cold War. We will continue to share the responsibility of defending this region, but will face a series of new challenges. These challenges are being caused by three factors: 1) the changing nature of the Arctic; 2) the changing nature of Russian defence and foreign policy, and; 3) the changing Canadian-American "special relationship." At the heart of the Canadian response to this complexity will increasingly be a reliance upon the move to truly make Canada a three oceans navy.

First, the ice is melting and this means increased maritime accessibility to the region with a resulting increase in international activity. While it is too soon to know exactly what will be possible and what will not, it is clear that much of the international com-

munity has taken note of the melting ice cap and are positioning for what is believed to be new and broad opportunities. Whether or not these expected "benefits" of climate change actually pan out still remains to be seen, but the increased attention of the world is very real.

At the same time, Russia has always been the predominate power in the Arctic since the end of the Second World War. When Russia/USSR was an enemy of the West, the North American states needed to react

...it has become much more difficult for Canadian policy-makers to resolve differences and defend Canadian interests with the Americans.

to the Russian actions in the Arctic. When Russia became a "friend" then both Canada and the United States worked hard to bring Russia into a cooperative partnership. This included providing extensive resources to assist the Russians in the decommissioning of their Cold War nuclear powered submarine fleet and welcoming them into a newly constructed series of multi-lateral arctic governance arrangements including the Arctic Environmental Protection Strategy and the

Arctic Council. However, the recent Russian redirection to a more aggressive and assertive foreign policy has forced the North American countries to again reconsider their policies towards Russia.

The special relationship between the United States and Canada has been evolving since the end of the Cold War. The requirements of sharing a continent ultimately means that the two countries have to work closely together, but it has become apparent to many close observers that in some quarters American officials are increasingly seeing Canada as just another foreign country that it needs to deal with.

The relationship of presidents Bush Jr., and Obama, have not been particularly close to their Canadian counterparts. This has led many observers to note that it has become much more difficult for Canadian policy-makers to resolve differences and defend Canadian interests with the Americans.

So what does this mean for the developing security challenges in the arctic region? As the recognition develops within the American policy making apparatus that the arctic is about to become a region of greater international interest, there has been an equivalent recognition that the American ability to play a role is limited. There is a growing concern that American infrastructure in the arctic is



An Arktika-class nuclear-powered icebreaker of the Russian Navy.

[Wikipedia](#)

almost non-existent and that it has few assets that can be utilized to serve American interests. In particular, the Americans have become very sensitive to its aging and small national ice-breaking capability. The Americans have only two icebreakers that are currently serviceable, one of which was built at the end of the 1970s. There is a third equally old icebreaker that is currently unavailable due to mechanical problems related to its age.

Furthermore, while there is an extensive infrastructure associated with the south coast of Alaska, there is very little capability on its northern coastline. Despite the recognition of these limitations, the ongoing economic challenges and domestic political dysfunction suggests that there is little likelihood of finding the necessary resources to address the shortcomings in the short and medium term.

There is also a developing recognition within the US that there is a requirement to modernize North American aerospace surveillance capabilities. In the early 2000s, there were indications that the Americans were coming to regard NORAD as an unnecessary remnant of the Cold War. However, the 2007 resumption of Russian arctic long-range bomber patrols and their recent intensification is creating a recognition that NORAD remains important for American security requirements.

The Americans have also partly reconsidered their view of Russia. When President Obama was first elected his intention was to

reset American Russian relationships on a more positive note. The Russian use of military force to redraw the borders of the Ukraine have changed this. Along with the United Kingdom and Canada, the United States has imposed sanctions on Russia and has supplied military trainers to the Ukraine. The Americans, along with Canada, have also provided assets to reassure both Poland and the Baltic members of NATO in the face of increased Russian assertiveness in the region.

All of these actions against the Russians have been taken in cooperation with Canada. But there seems to be a disconnect between the two countries when it comes to this position vis-à-vis Russia in the Arctic. In keeping with this effort to strongly condemn the Russian intervention in the Ukraine, Canada has also taken steps to isolate Russia in the arctic region. During Canada's chairmanship of the Arctic Council, Canadian diplomats were instructed to limit their interaction with their Russian counterparts. At the same time American officials seemed to be making great efforts to separate their condemnation of Russia's actions in the Ukraine from American cooperation with the Russians in the arctic. Secretary of State Kerry has made several statements suggesting that the Americans see continued cooperation with Russia in the arctic region as both necessary but separate from their condemnation of Russian actions in the Ukraine. The Canadian position regarding their efforts to isolate the Russians

in the arctic has been criticized by some Americans as political posturing for the benefit of Ukrainian-Canadians. It has not been seen as simply being consistent with a strong position taken against Russian aggression. As such, there seems to be a developing disconnect between Canadian and American policy regarding engagement with Russia in the arctic region while both countries maintain strong positions elsewhere against Russian aggression. It has recently been announced that President Obama will host a meeting of arctic foreign policy ministers and other interested foreign ministers in Alaska at the end of August 2015. The Russians have specifically been mentioned as being invited. If this is true, it should be clear to all that the Americans are developing a policy of reconciliation with Russia regarding the arctic region, while presumably maintaining its opposition to Russian intervention in the Crimea and elsewhere. There is no indication that Canada intends to follow suite in the development of such a contradictory based policy regarding the Russians. As such, this will create challenges for Canadian policy makers regarding both Russia and the arctic when it comes to the United States.

Canada however, has an important opportunity on two other long-term fronts in which they can make an important contribution to the longer-term American Canadian arctic security relationship. It has recently been announced that Canada has finally begun construction of the long awaited Arctic Offshore Patrol Ships (AOPS). Anyone who has visited Halifax recently will know that the Irving Halifax shipyard has been dramatically expanded to do this task (and hopefully other navy related tasks!). While the Canadian government has been attempting to reassure an increasingly skeptical Canadian public that it will build these vessels through recent announcements about the names of the vessels, the real reassurance came in June 2015 when the first steel was actually cut for the first AOPS. When completed these vessels will mean a real and substantial expansion of Canadian naval warfare surface abilities in the Arctic. One

factor that has not yet seemingly entered into the discussion about their contributions is what they can do in cooperation with the Americans. If the Americans continue to be unable to build new icebreakers—and they've been trying without success since the end of the 1990s when they constructed their last one—they will be looking for ways of fulfilling the needs of an increasingly busy arctic. It seems entirely reasonable that in the absence of an increased American surface presence, the offer of Canadian assets to help monitor and patrol the region in the name of North American security would be welcomed. Of course, the question will remain as to exactly what would be required. But this would be dependent on the ice conditions at the time—to what degree will the ice be diminished—and to the degree that will there be an increase of economic and foreign activity in the region. As of July 2015, all scientific evidence still points to an increasingly warming Arctic. Furthermore, the determination of Shell to develop its Arctic offshore oil resources even in the face of depressed oil prices, also points to the inevitability of increased economic activity. Thus it is entirely reasonable to expect that the AOPS will have more than enough opportunities to respond to.

At the same time that the AOPS are being built, Canada will also need to re-engage with the United States regarding the modernization of NORAD. Largely as a reaction to the increased Russian long-range bomber and fighter patrols in the Arctic region, senior American and Canadian officials have recognized that there is a need to rethink the complacency that had developed in the 2000s. The core infrastructure of NORAD for northern surveillance has not been substantially updated since the DEW line was transformed into the North Warning System in the middle 1980s. Since that time, the technology has obviously advanced and several of the physical sites have been either damaged or destroyed to incidents such as fire. The May 2006 NORAD renewal also added a maritime warning mission that also requires new infrastructure and capabilities—which have not been added. Thus any

A recent artist's rendition of the RCN's Arctic Offshore Patrol Ship now undergoing construction.

Royal Canadian Navy



effort to modernize NORAD's northern capabilities will be challenging both from a technological and expense perspective. But as recent events have demonstrated, it is a challenge that must be met.

There are two arctic related complications that will make the modernization of NORAD even more difficult. The first is the ongoing disconnect between the United States and Canada regarding ballistic missile defence. The second is the long-term political future of Greenland. The Canadian decision in the dying days of the Martin government not to participate (or approve of) the development of the American anti-ballistic missile system surprised most Canadian observers. While it remains uncertain as to the impact the decision has had on the American view of Canadian-American defence relations, it has complicated the NORAD relationship. Since that time, all of NATO has come to give their approval to the American designed system for the protection of Europe. This means that Canada has ultimately agreed that it is okay for the American ABS systems to protect Europe, but it is not okay for it to protect Canada!

However, Russian pressure prevented the American planned deployment in Poland and the Czech Republic. However, since that time, the Americans have been giving a maritime-based system closer examination. It is expected that as they continue to develop their system, they will increasingly move to placing their interceptors on maritime assets rather than on the land. It is also expected that they will also look to their

allies to assist in this mission. To this end there have been rumors that the Norwegians are thinking of giving their ice-capable aegis equipped frigates such a mission when they go into their next scheduled refit. If these rumors are true and this happens, then it may be possible that the United States may look to Canada to develop similar capabilities for the planned replacement of our existing fleet of frigates and destroyers. Could that be a possible new role under the auspices of fulfilling the 2006 NORAD agreement to provide for a maritime dimension? Time will tell. But the political problems created by the Martin rejection will need to be addressed and that will be difficult for any government regardless of which party is in power.

The second long-term issue that faces Canada and the United States is the political future of Greenland. Under the terms of the 1979 self-determination agreement, Greenland can pursue independence discussions if it achieves economic self-sufficiency. While the optimism that arose when it was thought that oil finds were imminent have faded in the last year, it is still possible that ongoing exploration will find enough oil to allow the independence discussion to begin. If this was to occur, what then would happen to the American base in Thule? While Denmark/Greenland are not part of NORAD, the Thule base plays an important role in the overall northern surveillance system. What would be the Greenland position in continuing this relationship if independence is achieved? Complicating this picture are the labours of the Chinese to build relations with

Greenland. There have been efforts to send a large number of Chinese workers to Greenland to assist in its mineral production. While these have not yet resulted in any actual Chinese workers arriving in Greenland, it is probable that China will continue to develop its relationship with Greenland's political leaders. What will this mean in the long term if the Chinese are successful in developing a strong relationship with an independent Greenland?

So it should be clear that the Canadian-American Arctic security relationship is a complicated one. We share a northern continent and have developed a very long term, very useful security partnership in the region. Yet in 2015 there are a series of developing challenges and opportunities that could significantly affect that partnership. Politically, both countries share a growing mistrust and apprehension regarding the direction of the Russian government, except when it comes to the Arctic. While both countries have been equally vigorous in responding to the new Russian aggression in the Ukraine, they do not agree on how to respond to Russia in the Arctic. It is confusing as to understand why the Americans think it is okay to place sanctions on Russia and to place trainers in the Ukraine to teach the Ukrainians how to better defend themselves against Russia, while it attempts to improve cooperation with Moscow regard-

ing the Arctic. This has placed Canada in a difficult position as it has maintained a more consistent position regarding Russian aggression in the Ukraine.

This difference in policy is further exacerbated by the growing realization that the 'special relationship' between the two states may be under strain. There are increasing signs that many senior American officials see Canada as just another foreign state that it has to maintain relations with. If this is in fact occurring, then the traditional ability of Canadian officials to smooth over disagreements may become more limited than it has been in the past. All of this means that Canada may face increasing challenges in the short term regarding its Arctic security policy.

But in the long term, Canada faces a number of powerful opportunities to improve its position with the Americans. Once the AOPS are completed—and assuming that the Americans remain unable to build their own ice-capable surface vessels—Canada will have an important asset that could serve Canadian and American arctic interests. Second, a new and improved NORAD is increasingly seen as essential for the shared security of Canada and the US. While there are a number of challenges that will be needed, there are indications that a significant element of the new NORAD (or NORAD NEXUS) will be based on an ex-

panding set of maritime assets. If a future independent Greenland decides that it no longer wishes to support the NORAD mission, this will mean a more focused need on Canadian assets that may focus more on a maritime dimension to replace the Thule base.

Ultimately, what this all suggests is that while Canada can expect to have increased short term disagreements over Arctic security, in the long term, Canadian assets and geography means that the United States will have no choice but to cooperate with Canada. It is equally clear that a significant element of this cooperation will be increasingly based on Canadian maritime capabilities. Ultimately, the decisions to give Canada a three ocean navy will have tremendously important ramifications that will go beyond much of the current rationale for these decisions.

Rob Huebert is an associate professor in the Department of Political Science at the University of Calgary. He has also served as the Associate Director of the Centre for Military and Strategic Studies. In November 2010, he was appointed as a member of the Canadian Polar Commission. Dr. Huebert has taught at Memorial University, Dalhousie University and the University of Manitoba. His area of research interests include: international relations, strategic studies, the Law of the Sea, maritime affairs, Canadian foreign and defence policy, and circumpolar relations.

Rob publishes on the issues of Canadian Arctic Security, Maritime Security and Canadian Defence. His work has appeared in the *International Journal*; *Canadian Foreign Policy*; *Isuma—Canadian Journal of Policy Research* and the *Canadian Military Journal*. He was co-editor of *Commercial Satellite Imagery and United Nations Peacekeeping and Breaking Ice*; *Canadian Integrated Ocean Management in the Canadian North*. He also co-authored a book in conjunction with Whitney Lackenbauer and Franklyn Griffiths entitled: *Canada and the Changing Arctic: Sovereignty, Security and Stewardship*. Rob also comments on Canadian security and Arctic issues in both the Canadian and international media.

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NAC Outreach

Richard Archer | NAC Outreach Chair | richmar.archer@rogers.com



Recently on *Linked In*, NAC Chairman Jim Carruthers brought attention to an article written by the Conference of Defence Associations Institute's David McDonough for the website of the Canadian International Council. In the article McDonough talks about "minding the gaps" in Canadian defence policy. He identifies a number of assessments that indicate future difficulty in the achievement of the government's and DND's defence capability wish lists. These include the:

- **force structure-funding gap (PBO Report on Defence Sustainability)**
- **ambition-capability gap (Martin Shadwick)**
- **capability-commitment gap (Rod Byers)**
- **workload-capacity gap within DND project management (McDonough himself).**

I'm not going to go into these gaps in detail—we must simply be aware that the road ahead for the RCN and its shipbuilding and other plans may be rocky. And to be aware that any future Government of Canada will rightly be doing its utmost to minimize any budgetary deficit. Of most concern in this environment, for those of us who support the Navy, would be the project for the Canadian Surface Combatant.

Here's where we in the Naval Association of Canada come in. One of the mission pillars that our association has taken to heart is to inform Canadians of the maritime nature of our country—how much the prosperity and security of themselves and their children depend on control of home waters and freedom of the seas around the world ... and what this means in terms of the need for a robust Royal Canadian Navy.

We in NAC continue to pursue two avenues for informing Canadians. The first is the naval affairs approach, which develops cogent arguments for why our nation needs a navy, and the kinds of vessels and aircraft that we as a country should provide for our superbly trained sailors and aviators. The target audiences are the grassroots Canadians living across Canada, and the methodology is simple—we will speak about the Navy as often as possible to anyone who will listen. To date, the objective has been to convince the listeners that we Canadians must divest ourselves of the view that we are a more or less land-locked entity on the northern half of the continent, with our future tied only to the superpower to the south. We NAC members must instead move

towards convincing the listeners that they actually belong to a maritime nation fronting on three oceans, with a world-wide outlook, and with serious economic and security stakes in what happens in both home waters and abroad. One idea I heard lately, for example, is that Canada should focus on the development of a sea-based 'blue economy' to take us better into the future. Such discussions inevitably lead to the conclusion that Canada needs a robust Navy in what's turning out to be a new maritime age.

One of the strengths of NAC is its branch organization, with dedicated people across the country knowledgeable concerning their communities and how best to communicate with them. As a NAC member in your branch, you personally have a strong role to play in outreach and in actually helping to smooth the rocky road to the future Navy. In this regard...

- *You have the power to make a difference.*
- *You have the power to convince people of the maritime nature of our country.*
- *You have the power to extend support for the Navy beyond the confines of your Branch.*

That is, you have at your disposal the NAC outreach presentation, which has been proven to be successful in speaking opportunities. Even so, the presentation as it stands is only a start—you can adapt it as you wish to your local conditions.

Experience indicates that actually giving the presentation is the easy part—the hard part is the work that must go into chasing up speaking opportunities in the first place. Nevertheless, if we individual members of NAC wish to make a positive difference to Canada's support of our Navy, then we must tackle that hard part. Outreach should be an all-branch effort. As a branch member, you should actively seek out speaking opportunities in your local associations, clubs and Legions. Contact your branch Outreach Community representative who will have the most recent version of the presentation, to bring opportunities to his or her attention and to offer assistance. The ball is in your court.

The representatives are:

- **Newfoundland and Labrador** – Lorne Wheeler
- **Nova Scotia** – Bob Lancashire
- **Montréal** – Dennis Baird

- **Ville de Québec** – Pierre Houle
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- **British Columbia (Interior)** – David Cooper

I wish you the best of luck with your efforts to spread the word about Canada as a maritime nation and about the need for a robust Navy. I look forward to hearing about your successes.

My email can be found in the banner leading this article.

SAVE THE DATES! *(Please note slight date change from last issue of Starshell)*

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Brochures have been mailed - if you did not receive one please contact Mike at mfmorres@shaw.ca or check the website at www.knowtheworldtours.com



Fraser McKee's navy...



A Snippet of History from the U-Boat War...

On July 17th, 1942, U 202 (Linder) encountered outbound convoy OS.34 in mid-Atlantic, 800 miles from the nearest land. His lookouts reported a covering and obviously searching four-engined land-based aircraft. This news, when reported shortly to Admiral Dönitz, was "a most unpleasant shock!" Turns out it was an isolated case for its day of a US Liberator bomber attempting such a long flight and to locate a convoy as an experiment. It was another six months and more before such continuous air cover was able to close the notorious Atlantic 'air gap.' At the same time, Dönitz presumed that increasing and unexpected attacks on his U-boats were due to improved Allied radar. While the slowly increasing availability of 271 radar was indeed valuable, it was undetected H/F D/F [huff-duff] that was locating and enabling the tracking and attacks on reporting U-boats. Another mid-1942 shock, as improved radar detectors in his boats had just been installed the previous month and for the Kriegsmarine, didn't seem to be working. It was difficult for both sides to determine accurately what was going on 'On the other side of the hill.'

Source: "Donitz, U-boats, Convoy" by J. P. Mallman Showell, Frontline Books 2013



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NAC VI	Military Oral History Program UVic/RUSI	Program development and Delivery.	Past	\$1,000.00
NAC VI	Broadmead Vet Care Donor Tribute Wall	Total cost of project \$20,000	Present	\$1,000.00
NAC VI	Freeman – Book Publishing	Unofficial ships insignia and badges.	Past	\$2,000.00
NAC Montréal	<i>Donnacona</i> Past Coxswain Boards	Research, design and build three boards.	Past	\$500.00
NAC Montréal	RCSCC <i>Victory</i> Project	Essay Contest	Future	\$500.00
NAC-O	HMCS <i>Haida</i> Print Project	Framing and presentation to six museums.	Past	\$1,000.00
NAC-O	RCSCEF Scholarships	Sea Cadet post-secondary studies.	Future	\$5,000.00
NAC Toronto	Submarine Service Workshop Support	–	Present	\$500.00
NAC Toronto	Friends of <i>Haida</i> Museum	Storage and display cases.	Present	\$1,500.00
NAC Toronto	Friends of <i>Haida</i> Museum	Air conditioning.	Present	\$3,500.00
NAC Toronto	Friends of <i>Haida</i> Museum	Stairs, wheelchair ramp, shelter.	Present	\$1,000.00
NSNAC	CNMT	Tech support gift shop merchandising.	Present	\$3,000.00
NLNAC	Crowsnest	Climate control A/C for artifacts.	Past	\$3,000.00
TOTAL:				\$30,000.00



■ **CANADA'S ARCTIC SECURITY** by Senator Bill Rompkey,
Spring 2015 Starshell, p. 13.

I gained a copy of the June 2015 *Starshell* from a retired naval officer friend of mine because he knew that I have been involved with Canada's maritime boundaries and jurisdictional limits for most of my Public Service career.

As much as I personally agree with Senator Rompkey's views, I would like to point out an error of fact in his text—one that makes his argument even stronger. He stated (page 13, middle column) that Canada had, "...submitted to the Law of the Sea Tribunal our claim to a wedge of Arctic waters."

When Canada ratified the Law of the Sea Convention on November 7th, 2003, it meant that Canada needed to submit its claim to a continental shelf beyond 200 nm by December 7th, 2013, to the United Nations Commission on the Limits of the Continental Shelf, or CLCS (Rompkey misnamed it).

In the ten intervening years, Canadian scientists gathered the technical data required both on the Atlantic coast and in the Arctic. (The bathymetric and geological conditions on the Pacific coast of Canada do not allow Canada to claim more than 200 nm.) The work in the Arctic was shared with our neighbours. USCG *Healy* and CCGS *Louis St. Laurent* worked in tandem—one breaking ice, the other following with the seismic gear and then reversing direction while the latter broke ice and the former measured the bathymetry. Along the Lomonosov Ridge, Canadian and Danish scientists worked from survey camps on the ice in the Spring.

The draft submission went to the Prime Minister for approval and a few days prior to the critical submission date, the writers of the submission were ordered to withdraw the Arctic section and to tell the CLCS that Canada will submit its Arctic claim at a later date based on more survey data.

This delay has caused a number of consequences. Canadian scientists are now going to have to gather the requested survey data on their own—no Danish help. And once Canada does submit its Arctic claim, it takes its place much further down the queue of claims to be analyzed. Canada has to wait until the CLCS approves the claim before that claim is officially recognized by other countries.

What did the Prime Minister's Office see that was so blatantly bad? Was it the fact that Canada would not be claiming the North Pole? That is one possibility since the North Pole is closer to Greenland than to any other piece of land, including Ellesmere Island, and equidistance is the presumptive delimitation method. Does Mr. Harper not want to go down in history as the PM who gave up on

Canada's claim to the North Pole?

David H. Gray, M.A.Sc., P.Eng., C.L.S.

■ **ANNAPOLIS SUNK**, Cover photo and news article on p.19,
Spring 2015, No. 70, issue of Starshell.

Seeing *Annapolis* on the cover brought back memories. I served in her twice. First time was in late 1970 when I joined her as Weapons Officer from *Restigouche* which had paid off into IRE conversion following our six month European stint in STANAVFORLANT as Cmdre Boyle's flagship. I left her in 1971—relieved by one Gary Garnett! I returned as XO in 1972 and finally left to go to Staff College in 1973. My COs were the late Algy Lowe, Peter Campbell and Jan Drent. She was a happy ship—at least during my time in her. In that sense it is fitting she is serving a different purpose and not just scrap.

The [cover] picture is obviously pre-DELEX so that dates it to pre-1986. At first I thought it might have been taken in the Lake Ontario entrance to the Welland Canal, but there are no sailors on the foc'sle steadying or towing lines. Also, she has a pilot aboard according to the flag hoist and her ensign is aft. Thus it is most likely the Kiel Canal during a European deployment likely in the late 70s early 80s. I'm sure DHist could nail it from Reports of Proceedings or other data. She looks very pristine so she has painted ship recently!

Mike Young, NAC-Ottawa

■ **NAC ARCHIVES DEPOSITED IN THE MILITARY MUSEUMS, CALGARY**, news article pp.18-19, *Spring 2015, No. 70 issue Starshell*.

The NAC membership owes a great vote of thanks to Jeremie Clyde (Archives Head), Jason Nisenson (Archivist) and Yvonne Hinks (Volunteer Archivist) all of the TMM Library and Archives for processing the NAC Archival Collection in such a prompt and efficient manner. Through their efforts the NAC Collection and guide to these files will eventually be made available on line, but can currently be viewed either in person at the TMM Library and Archives Reading Room, or by email request to Jason Nisenson – jason.nisenson@ucalgary.ca Jason's article has led me to reflect on the origin of the NAC National Archives.

In late 1986, the NOAC National President, Captain G. H. ('Skinny') Hayes, DSC, CD, RCN (Ret'd) [*whose memoirs were serialized earlier in Starshell*. Ed.] asked my predecessor, Cmdre Laurie Farrington, CD, RCN (Ret'd), to assume the role of Naval Officers Association of Canada (NOAC) National Archivist.

Laurie found that there was no definition of the function of the Archivist or the purpose of the NOAC Archives in the then—November 1981—Branch Guidance Manual; nor did it show an Archivist's position on the NOAC Organization Chart. It only noted that the NOAC General Manager (then in Toronto) was "to act as a repository of historical records," etc.).

The Branch Guidance Manual also listed subcommittees, one of which was described as an "Historical Committee." In January 1987, Laurie wrote: "A requirement for NOAC National Archives," which he refined in 1988 to, NOAC Archives Collection (a 1988 Perspective). This was subsequently incorporated in the Branch Guidance Manual. The collection was housed in a four-drawer filing cabinet situated in Laurie's garage.

In 1999, Laurie turned over his duties to the current National Archivist [Fred Herrndorf] and the collection was moved to the basement of HMCS Bytown. This proved not very satisfactory when it came to accessing the archives. In 2010, with the help of Richard

Gimblett (Command Historian), an opportunity arose to move the collection to the Naval Museum of Alberta, which held the promise of being housed in a properly environmentally controlled facility. During this time, the Archival Collection had been growing through a number of bequests. Murray Bialek of Calgary was a great help throughout this period, first with the move to Calgary, and then the move to the University of Calgary through a Memorandum of Understanding (MOU) between the Naval Association of Canada and the University of Calgary dated April 14th, 2013.

Finally, among the requests received by the NAC Archivist was one from the Arctic/Offshore Patrol Ships (AOPS) Project for the NOAC study on the Requirements for a Combined Sea/Air Base in the High Arctic. In response to a request received from the then-Minister of National Defence, a brief was prepared by the NOAC on May 27th, 1974, as well as a Supplement to the Arctic and Sovereignty Brief dated April 30th, 1975.

Fred Herrndorf, NAC National Archivist, Ottawa



The briefing room

An assortment of items of interest



William Hall is name of the fourth Arctic Offshore Patrol Vessel

Julian Fantino, Associate Minister of National Defence announced June 26th that an Arctic Offshore Patrol Ship will be named in honour of Petty Officer William Hall, a Canadian naval hero for his actions at the Relief of Lucknow, India on November 16th, 1857 during the Indian Rebellion.



Then Able Seaman William Hall was serving in the frigate HMS *Shannon*, when the ship was ordered to Calcutta, British India as the Rebellion broke out. A group of gunners, sailors and marines from HMS *Shannon* were formed (the Shannon Brigade) and took part in the relief of Lucknow.

On November 16th, 1857, naval guns were brought up close to the mutineers' fortification. Gun crews kept up a steady fire in an attempt to breach and clear the walls, while a hail of musket balls and grenades from the mutineers caused heavy casualties. AB Hall and Lt. Thomas James Young were eventually the only survivors of the

Shannon Brigade, all the rest having been killed or wounded. Between them they loaded and served the last gun, which was fired at less than 20 yards from the fortification's wall, until it was breached.

On October 28th, 1859, Able Seaman William Hall was awarded the Victoria Cross for his gallant conduct under fire during the Relief of Lucknow.

"Petty Officer William Hall is the embodiment of courage and perseverance," said Vice Admiral Mark Norman, Commander Royal Canadian Navy. "His actions during the hard fought battle at the Relief of Lucknow have been, and will continue to be, an inspiration for generations of Canadian Naval personnel to come. As a Canadian naval hero, it is fitting that an Arctic Offshore Patrol Ship will carry his name."

MARPAC LOOKOUT, July 6th, 2015

New Commander Naval Reserve

Commodore Marta Mulkins officially assumed command of the reserve component of the RCN from Cmdre David Craig during a change of command ceremony at the Naval Officer Training Centre Venture in Esquimalt on July 9th. In her 30 years of service as a Naval reservist, Cmdre Mulkins was the first Canadian woman to command a MCDV, serving as CO of HMCS *Kingston*, as

well as the Naval Reserve Division, HMCS *Carleton*. She also deployed to Kabul, Afghanistan for a six month tour with Operation ARGUS, the Canadian Forces' Strategic Advisory Team–Afghanistan.

Navy Webmaster, July 9th, 2015

HMCS *Athabaskan* and HMCS *Haida* limited edition prints presented



ABOVE – NS-NAC Past-President Doug Thomas is shown presenting a limited edition framed print entitled “Canadian Destroyer *Haida* stops to pick up survivors from the *Athabaskan*” to Captain(N) Angus Topshee, Commanding Officer of CFB Halifax..

BELOW – Doug is seen presenting a copy of the same print to Cmdre (Ret'd) Bruce Belliveau, current Chair of the Canadian Naval Memorial Trust. The occasion was the Annual General Meeting of the Trust and the print will be proudly displayed in “The Last Corvette,” HMCS *Sackville*, Canada’s Naval Memorial in Halifax.

Doug Thomas, NS-NAC



Arrangements were also put in place to present the framed print of *Athabaskan* and *Haida* to the Naval Museum of Manitoba during HMCS *Chippawa*'s annual Ship's Company Ball on April 25th. Making the presentation from L to R are Ron Skelton, President NOAC/ NAC Winnipeg Branch, Chris Thain Past President, Jim Smith Museum Volunteer, Jerry Dawson 1st Vice-President and Paul Stiff current CO HMCS *Chippawa*. All are members of the Museum board of directors.

Ron Skelton, Winnipeg Branch

Annual Naval Engineering Graduate Award



This years NAC Shield and Book Award recipient for the top student (of 39) in the Naval Engineering Indoctrination Course was SLt Patrick Cousineau from Sooke, BC, shown above receiving his award from former NOAC National President, Mike Cooper at the annual Naval Technical Officer Awards Ceremony held recently in the *Stadacona* Wardroom.

SLt Cousineau graduated from the University of Victoria with a degree in computer engineering in 2013 after which he joined the

Navy as a direct entry officer. He is currently a student on the Combat Systems Applications course and will be joining HMCS *Calgary* on the west coast later this year.

Mike Cooper, Nova Scotia-NAC

Courtesy the Bernays family

Max Bernays is name of the third Arctic Offshore Patrol Vessel

The courage and bravery of CPO Max Leopold Bernays will forever be remembered with one of the RCN's Arctic Offshore Patrol Ship named in his honour. On May 25th, the Bernays family and naval personnel gathered in front of the Naval and Military Museum at CFB Esquimalt to officially name the third Harry DeWolf-class Arctic Offshore Patrol Ship named in his honour.

At the naming ceremony Julian Fantino, Associate Minister of National Defence, addressed three generations of the Bernays family. "CPO Bernays is a true Canadian hero who served our country with great distinction during the Second World War," said the Minister. CPO Bernays served as Coxswain in HMCS *Assiniboine* during the Battle of the Atlantic. During close-range action with a German submarine, *U 210* on August 6th, 1942, he maneuvered the ship in and out of fog in an attempt to allude and ram the submarine. But a fire caused by the enemy submarine's shells engulfed the bridge and wheelhouse. Surrounded by smoke and flames, CPO Bernays ordered two junior sailors to leave the bridge for safety. He stayed at the helm and continued to navigate *Assiniboine* against the U-boat for nearly 40 minutes. During that time he completed the work of two telegraphmen, dispatching over 130 telegraph orders to the ship's engine room.

Despite taking prolonged machine gun and cannon fire to the bridge, *Assiniboine* rammed and sank *U 210*. There was one fatality and 130 wounded on board the warship.

The success of sinking the U-boat is attributed to the courage of CPO Bernays. His actions earned him the Conspicuous Gallantry Medal (CGM), one of only two members of the RCN to receive the CGM during the Second World War.

As a little girl, Shannon Bernays, granddaughter of CPO Bernays, didn't start to comprehend the entirety of her grandfather's legacy until she began to do her own research as an adult, reading stories and piecing together the facts. "It really hits home now," she says. "I've told my own children the story over the years and we've come down to the base just to look at the Bernays Building." The Bernays family



considers themselves to be a naval family at heart. Max Bernays was overheard saying he believed the navy ran in his blood, says Shannon. Her father, Max Bernays Jr., carried on his father's legacy by joining the navy as a young man. "I just wish my dad and grandfather were here today to see the ship's naming," said Shannon. "But I know they are watching, and they must be so proud and honoured."

In 2014, Prime Minister Stephen Harper announced that six of the new Arctic Offshore Patrol Ships would be named in honour of prominent Canadian heroes who served with the highest distinction and conspicuous gallantry in the navy. The lead ship was named HMCS *Harry DeWolf* with the class known as the Harry DeWolf Class. The second ship was also named for a Victoria resident, HMCS *Margaret Brooke* [a navy nursing sister who was decorated for her actions during the sinking of the passenger ferry *SS Caribou*. Ed.]

The Arctic Offshore Patrol Ships will be employed by the navy to conduct sovereignty and surveillance operations in Canadian waters on all three coasts, including the Arctic. Construction of the warships being built by Irving Shipbuilding Inc., is set to begin in the fall of this year. The contract valued at \$2.6 billion (taxes included) will mark the start of the construction phase under the National Shipbuilding Procurement Strategy.

Rachel Lallouz, Staff Writer, LOOKOUT

Dine-in auction raises scholarship funds



At its annual Spring Dine-In at Liuna Gardens, the Hamilton Group of NAC Toronto solved two problems. The first was how to raise money for a good cause. The second was how to ensure a good home for naval memorabilia accumulated by members who were downsizing. The result—an auction that raised \$525.00 for the Toronto Branch Scholarship Fund, which benefits Sea Cadets and Navy League Cadets in the Greater Toronto Hamilton Area.

The Briefing Room continues on page 22

NAC Annual Conference & AGM Calgary



Reception at The Military Museums, Calgary, L to R: Ed Williams, St. John's, NFLD, Fred Abbott, Calgary and Ron Harrison, Vancouver. All three are past National Presidents of NOAC.



City of Calgary official 'White Hat' Presentation during opening ceremony. L to R: Hon Robert (Bob) McLeod, Premier Northwest Territories, Capt and Commander Cassie Kitchen, US Coast Guard.



Hon Robert (Bob) McLeod, Premier Northwest Territories during NAC Conference, University of Calgary.



Merritt Chisholm, a former NOAC National President during conference at the University of Calgary.



Gregory Lick, Director General Operations, Canadian Coast Guard during NAC Conference, U of C.



Capt(N) Derek Moss, COS, MAR-LANT and Joint Task Force Atlantic during NAC Conference, U of C.



L to R: Bill Wilson and Merritt Chisholm, both Past NOAC National Presidents during the reception held in the Naval Museum of Alberta portion of The Military Museums.



Conference attendees during 'Up Spirits' held aboard HMCS Tecumseh.



Roger Elmes (?) and Past National President Greg during 'Up Spirits.'

y 26-27 June 2015 ~ *Thanks Calgary!*



onies NAC Conference at the University of Calgary. Recipients are,
(N) Derek Moss representing Commander Maritime Forces Pacific



Pancake Breakfast HMCS *Tecumseh*. On right is Bernie Cornell from Montréal Branch who won the best western outfit contest.



David Perry, Senior Analyst Canadian Defence & Foreign Affairs Institute during NAC Conference, U of C.



NAC Conference, University of Calgary, Opening Panel, L to R: Captain(N) Derek Moss, Gregory Lick and David Perry.



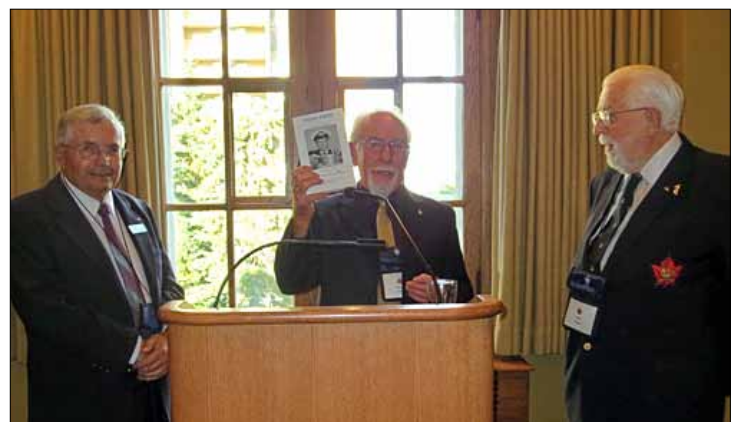
NAC Conference, U of C, Dan Sing, NAC Director Naval Affairs representing Jim Carruthers NAC President giving opening remarks.



and NOAC Past Na-
eg McKenzie during



NAC Formal Dinner and Awards Ceremony, Village Park Inn, L to R: Gold Medallion Recipients - Larry Fournier, King Wan and Brooke Campbell, all of NOABC (Vancouver).



UNTD AGM, Left (unidentified), centre Robert Jenkins, Incoming President of UNTD Association and Dr. John Dugan.

Photographs with thanks to Ron Harrison, Brian Rideout and Greg MacKenzie.

When one of our senior members, Gord Ellis and his wife, decided to downsize and move to Courtney, BC to be closer to family, it was clear that much of their belongings would not be going with them. Recalling that several of his colleagues had offered nautical books to the group, and that those not immediately taken had been sent to the naval archives at the Robarts Library in Toronto, Gord suggested that he offer his goods to the group. They in turn saw in the gift an opportunity the items got to people who really wanted them and to raise funds at the same time.

The result was a short, but raucous, fun-filled conclusion to a fine meal interspersed with recollections of the Second World War in Europe from four of our members who were present for the event. Sam Huntington, John Chance who as CO of a Fairmile operating out of Shelbourne, NS, escorted a surrendered U-boat into the harbour; Gerry Beck, a German submariner back in Germany at the time, and Andy Irwin who had just been transferred back to Halifax to begin officer training.

William C. Thomas, NAC Toronto

Andy Irwin awarded Legion of Honour



NAC Toronto member and WWII naval veteran Andy Irwin is shown above as he was presented with the French Legion of Honor aboard HMCS York on April 22nd of this year. The medal was presented by LCol Roger Vandoone, Deputy Military Attaché at the French Embassy in Ottawa.

The Order is the highest the French government can bestow. It is divided into five degrees of distinction and Andy was installed as a *Chevalier* (Knight). The French Order was established by Napoleon Bonaparte on May 19th, 1802.

Andy has been a longtime (very active) member and supporter of the Naval Officers Association of Canada / Naval Association of Canada and recently celebrated his 90th birthday in Toronto.

BRAVO ZULU Andy!

Montréal Medallion Awards



L to R – Jim Carruthers, NAC National President Therese Belanger, Marcel Belanger, Howard White and Dennis Baird.

Montréal Branch celebrated a remarkable event during its 2015 BBQ. NAC National President Jim Carruthers presented Gold Medallions to Marcel Belanger and Howard White as well as a Bronze Medallion to Therese Belanger. Montréal President Dennis Baird acted as the moderator.

Dennis Baird, NAC Montreal

HMCS Protecteur pays off



HMCS Protecteur's ship's company man the rails during her paying off ceremony at CFB Esquimalt on May 14.

"If our frigates and destroyers are our eyes, ears and hands, the surely Protecteur was the heart of the fleet," said LCdr Blair Brown, the ship's last commanding officer to those witnessing Protecteur's paying off on Thursday, May 14th. Behind him loomed the ship's grey hull, sitting high in the water because it no longer carried fuel and cargo to replenish other warships.

Commissioned on August 30th, 1969, Protecteur served for 46 years on both coasts as a replenishment oiler that kept Canadian and allied

ships stocked with the necessary provisions to successfully complete combat operations.

"In her 46 years of service, Protecteur's reach has far exceeded her grasp," said LCdr Brown, the 33rd commanding officer of the ship. *"She's served her community well."* Before LCdr Brown were guests, a mix of former *Protecteur* sailors, dignitaries and civilians, sitting in neat rows, all gathered to mark the historic event. Adding to the celebratory occasion was the music of the Naden Band of the Royal Canadian Navy. Hovering in the distance was a Sea King ready to give an aerial salute to mark the historic event.

Protecteur's legacy is long and varied, full of colorful stories and heroic moments. In 1982, the ship with Sea King embarked, and crew were responsible for the rescue of 28 Norwegian sailors from the motor vessel *Essi Silje*, a chemical tanker whose port engine room had caught fire. *Protecteur* was involved in combat missions during the first Gulf War in 1991 on Operation Desert Shield. A year later she deployed to Florida as part of the relief effort after Hurricane Andrew. Following a violent outburst in East Timor in 1999, *Protecteur* was deployed as part of the Australian-led peacekeeping task force.

In 2014, the navy decided to retire the veteran ship. But the end date was accelerated because of a crippling engine room fire off the coast of Hawaii February 27th, 2014. The crew battled the blaze for more than 11 hours.

At the podium, Commodore Bob Auchterlonie, Commander Canadian Fleet Pacific, spoke of that harrowing night. *"In the finest traditions of the Royal Canadian Navy, the crew of Protecteur alone in the high seas, in the dark of night, with no power battled a major main-space fire with inspirational leadership, unfailing courage and solid training."* More than 10,000 sailors and aircrew have served in *Protecteur* as it sailed more than 800,000 nautical miles over the course of its tenure as a RCN ship. *"The ship and her ship's companies have shown the same spirit, the same can-do attitude and mission focus throughout her tremendous service in the Royal Canadian Navy for more than 45 years,"* he said.

Following the speeches, the crew, lining one side of the ship high above the crowd, gave three last cheers then marched off the ship for the last time. As the Naden Band played *Auld Lang Syne*, the commissioning pennant, jack and ensign were hauled down and the port flag hoisted. This was a fitting tribute to a warship and its sailors who served with distinction for 46 years.

Rachel Lallouz, THE LOOKOUT Staff and TRIDENT NEWS

HMCS Algonquin pays off

Dressed in their black ceremonial uniforms, the last crew of HMCS *Algonquin* lined the rails of the ship for a final salute as it was paid off after 41 years of distinguished service. During the ceremony in HMC Dockyard last Thursday [June 11th] were stirring tributes and even a few tears. *"Algonquin was such an important part of the fleet and after more than four decades the ship has served its country well,"* said LCdr Jonathan Laflontaine, *Algonquin's* final Commanding Officer. *"Today is a day of mixed emotions because this*



The last ship's company of HMCS Algonquin files off the warship at the end of the paying off ceremony June 11th.

ship served as a second home for so many sailors."

More than 300 current and former crew attended the ceremony. Among them were two surviving members of the original HMCS *Algonquin*, a V-class destroyer that was paid off in 1970 and was part of the historic 1944 D-Day invasion at Normandy.

Jack Buller and Andrew Irwin [*the latter of NOAC/NAC fame, Ed.*] remained good friends since their role in the historic Second World War mission. *"It's a very meaningful experience for me to be here. I've never felt like a hero before until today,"* said Buller, 89, who was raised in Victoria but now resides in Sacramento, California. Buller was just 17 and Irwin 19 when they first served together in *Algonquin*. *"I can still remember the evening of June 5 [1944] like it was yesterday. Our Commanding Officer called 'clear all decks' for a full gathering around the torpedo tubes and gave us our orders for the next 48 hours. We all knew something big was about to happen, there were so many ships in the harbour that day."*

Watching the current *Algonquin* leave the RCN forever was tough for the two veterans. *"There will never be another Algonquin. It's a little bit like a funeral or the passing of a good friend for so many sailors past and present,"* said Irwin. MS Elisabeth Morin-Fortin served in the present day *Algonquin* and echoed the sentiments of Irwin and Buller about the significance of the vessel. *"It's not just a ship, it's a family,"* said MS Morin-Fortin from Jonquière, Québec. *"This was the second ship I served on during my [naval] career and I learned so much aboard Algonquin. I just remember the crew being so fantastic; we all had such a strong bond."*

The Prime Minister announced the paying off of four warships on September 19, 2014—*Algonquin*, *Protecteur*, *Preserver* and *Iroquois* because they had reached the end of their operational lives. After being commissioned on November 3rd, 1973, the destroyer spent the first half of its life assisting NATO forces in the Atlantic and was then permanently transferred to the West Coast in August 1994. It had originally been scheduled for retirement in 2019, but sustained

extensive damage in a collision at sea with *Protecteur* on August 30th, 2013, as the two conducted exercise manoeuvres en route to Hawaii. The cost to reinstate the ship was deemed not “a responsible use of public

funds,” and the decision was made to de-commission *Algonquin*.

As the ensign, naval jack and commissioning pennant of the Iroquois-class destroyer were hauled down one final time, the Naden

Band of the Royal Canadian Navy played a stirring rendition of *Sunset*. A Sea King helicopter did a farewell flyby.

Peter Mallett, Staff Writer, LOOKOUT

CH-148 Cyclone has first operational flight

By Capt Alan Garner, 12 Wing Public Affairs Office

LS Bradley Upshall, 12 Wing Imaging Services



The first launch and operational flight of the CH-148 Cyclone by the crew from Helicopter Operational Testing and Evaluation Facility (HOTEF) took place at 12 Wing Shearwater on June 22nd, 2015 [see above photo].

HOTEF provides timely and effective Operational Test and Evaluation, leads Tactical Development and executes Acceptance Test Flight duties on behalf of the Maritime Helicopter community.

HOTEF's world-class Operational Test and Evaluation team will lead the Maritime Helicopter community into the future through the safe and effective introduction of the Cyclone Weapon System.

A five person crew from HOTEF took the newly accepted CH-148 Cyclone on the first RCAF operational test flight.

Six CH-148 Cyclone aircraft were accepted on June 19th, 2015 by Minister Jason Kenney and are based at 12 Wing Shearwater. The aircraft are being used for training and testing with Canadian Armed Forces personnel.

In its final configuration, the CH-148 Cyclone will be capable of a full range of anti-submarine and anti-surface warfare, search and rescue and utility missions in various environments, and will be one of the most capable maritime helicopters in the world.

With thanks to 'TRIDENT', MARLANT



This will have to do!

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

Part 8 ~ A DSC, back home and on to Pictou, NS

We last left the author having applied for and being accepted to take the specialized Anti-Submarine Course which would qualify him as a professional Anti-Submarine Officer. It would take over six weeks for him to be notified of his acceptance for the course.

During the interim and on an occasion when *St. Laurent* was replenishing in Liverpool and secured alongside a wharf, the city was bombed on five consecutive nights. We landed fire fighting teams equipped with hand-hauled pumpers provided by the city fire department. We strove to put out fires on the top floors of a dozen big warehouses. We had flashlights until the batteries went flat [*the state-of-the-art for batteries in those days was severely wanting.* Ed.] to guide us through the smoke and mazes of boxes and bales. We did a lot of good, but the city was on fire in a hundred places.

On one of those days the German planes attacked at sunset; twenty or so twin-engine aircraft were in plain sight at about 5,000 feet. They were surrounded by black puffs of smoke from the British guns trying to shoot them down. Frank Caldwell, Pat Nixon and I watched the spectacle from the upper deck of *St. Laurent*. We stood under an overhanging gun-shield; it protected us from the shrapnel of the anti-aircraft shells that 'plinked' onto our steel deck. Then a hail of incendiary bombs landed all around; some fell onto the concrete dockside, others bounced off our ship. One stayed on deck. It was aluminum coloured with black stencilling; it was the size of the canisters tennis balls come in. It started to sputter to life like a toy on a cake. In a few seconds it was burning nicely; it was ten feet from us and five feet from the noses of our torpedoes; each explosive-head held 750 pounds of amatol!

"This is a case where seniority counts," said Frank, calmly, "Bob, you put it over the side." Frank was a decisive officer and as recounted earlier, had plenty of nerve. Because Frank was my senior and my

Executive Officer, I made a move to do the job.

"Wait," said Pat Nixon, grabbing my shoulder, "I disagree with Frank, this is clearly a case where the senior officer present should demonstrate leadership." So I waited. Pat continued his little talk. "Therefore you, Frank, must put it over the side." I said I agreed with Pat. Frank had a greater sense of good-housekeeping than either of us, we knew that. He said, "You jerks," and reached for a red fire-bucket that hung on a nearby rail. He took the bucket to the burning bomb, he picked it up by its cool end and put it into the bucket. The bucket was supposed to be filled with sand, but it was not. Frank had carried it a dozen feet when the bomb burnt its way through the bucket and rattled onto the deck. Nixon said, "Can I help?" but made no move to do so. Frank then picked up the bomb, which was now squirting a foot-long flame, and tossed it over the side. "Thanks," he said, "You irresponsible farts!" We stood there hearing the German engines and the crack of AA guns, sniffing the burning bomb and watching Liverpool burn.

At the end of a convoy run, we berthed in Greenock. I had mail from Canada House. A formal letter from Mr. McLeod instructed me to leave the ship and go to the Anti-Submarine School in Portland for my course. It told me to telephone them and make my own arrangements.

There was a second letter, also from Mr. McLeod. It said, "You have been awarded the Distinguished Service Cross for your part in sinking a U-boat." He asked, "Can you be here in London in four days so the King can present it?"

I said my good-byes to my shipmates in *St. Laurent*, it had been an adventurous nine months. I said goodbye to my captain. Herbie must have recommended me for that medal, so I expressed my thanks. I tried to feel sorry about not continuing in his ship, but somehow I was delighted to go. I suspect he had similar sensations concerning me.

I telephoned Sillitoes, hoping to be invited. I wasn't sure they'd



In front of Buckingham Palace with Aunt Doll and Audrey Sillitoe in February 1941.

Author's collection

remember me; being at sea for weeks disconnected me from life ashore. Mrs. Sillitoe answered the phone; *"Oh Bob,"* she said, *"I'm so pleased you're safe."* She asked where I was and could she send a car.

McLeod, in his letter, had said I could invite two guests to accompany me to the investiture at Buckingham Palace. I wanted to invite Audrey; I wasn't confident in how to go about that. I did not want to offend. On the other hand, if I didn't ask, I was a wimp.

I listened to Mrs. Sillitoe tell me about her two boys, now safely in Canada. We were alone in the house. I told her about the investiture at Buckingham Palace; to take place in four days and that I could invite two guests. *"May I invite Audrey?"* She bounced up and gave me a hug, *"Of course."* *"Do you think she will come?"* Mrs. Sillitoe said, *"If she won't, you'll have to take me."* So I invited Audrey. *"Whoopee,"* she yelled, *"Daddy will get us reservations on the train."* When the Commissioner arrived home an hour later he was ordered by his wife to get a move on and make the reservations.

Chief Sillitoe bought first-class sleepers on the overnight train to London for his daughter and me. We were to stay with Mr. McLeod and his wife in London.

I telephoned my Aunt Doll. She wasn't sure she wanted to come to the investiture. I had to persuade her a bit. She was not a

great royalist: *"A dissolute lot, and German,"* I once heard her say. She had inside knowledge through working at Guy's Hospital which is quite near Buckingham Palace and a handy place to dump royal drunks. A few years before this she actively protested against the monarchy whenever she used a stamp of King Edward VIII; *"There,"* she would say, spitting on the King's face and then putting the stamp upside down. *"So you thought we'd like Mrs. Simpson, you silly boy."*

Mr. Vincent Massey was the Canadian High Commissioner in London; Canada House was his headquarters. Mr. McLeod was his secretary. Mr. Massey was a tycoon, heir to the company, Massey Harris, that made tractors in Ontario.

On the day of the investiture we gathered in the library of Canada House. Mr. Massey was speaking with me, he was idly rotating a globe of the world, *"Do you think we are going to win this war?"* I remember being genuinely surprised at the question. It must have shown, because 12 years later, when he was our Governor General, and presenting me with a DSC for destroyer action in Korea, he reminded me of that London meeting. *"I shall always remember your astonishment,"* he said, *"when I asked you about winning the war."* I told him I remembered being surprised at his question, but being ignorant would explain my optimism at the time. He said that my disbelief—that we could lose—helped him for days. Mr. Massey was a charming person!

We drove to Buckingham Palace to see the King. He pinned on my DSC. He assumed I would know he had served many years in the Navy; he said he had enjoyed a year in a destroyer, *"But not in the North Atlantic in winter."* He said he was grateful for the Canadian support. He wished me good luck. He shook the hands of my Aunt Doll and Audrey. The Queen was standing next to him and both were presented to her.

At this time, February 1941, bombs had already fallen on Buckingham Palace, but he and Queen Elizabeth [*at the time these memories were put to print. Ed.*] (now 'Queen Mum' and 101 years old) had moved out, *"Nor do we intend to,"* the newspapers reported her as saying. Their 18-year old daughter Elizabeth (our present Queen) was driving an ambulance in London, in the blackout, just like other 18-year old girls.

Before returning to Brackley, [Aunt] Doll told me to avoid being killed so my mother could see me with my medal. Audrey and I had a first-class overnight train ride back to Glasgow.

I telephoned the Anti-Submarine School which was in Portland in the south of England. I was trying to find out when my course started. A cheery girl said, *"Oh we've been bombed out, we're moving to Scotland,"* and gave me a phone number. They were moving to Campbelltown, thirty miles from Glasgow and they didn't want to see me for a fortnight.

I continued to stay with the Sillitoes; I joined Audrey at her work. She was the foreman of half a dozen girls, a labour gang that went around the city replacing bombed-out windows in houses. There was no shortage of work, the city was attacked every other night.

Our days were busy; getting glass from a warehouse, cutting it to fit, encouraging people to clean up bomb damage, making them laugh a bit. Audrey was an unskilled, reckless driver. I soon got her out of that seat for my own preservation. Her fearless nature was great fun but not when behind the wheel of a Leyland lorry. Or when cutting glass, *"You break as much as the Germans,"* one of her girls told her. When the air-raid sirens wailed she didn't run for a shelter. *"Let's watch, maybe a Spitfire will get one of the bastards."*

I spent five months at Campbelltown; I became a specialist in Anti Submarine warfare with the letters (AS) after my name, as the gunnery officers had a (G), and the signal officers (S). Attention would now be paid to my expertise; instead of it taking eight hours of Herbie's fumbling to sink a

submarine, I would have it done within the hour.

Campbelltown, although near Glasgow, never got bombed; sirens never spoiled one's sleep. The town-folk taught us to dance innumerable versions of 'flings,' and how to quaff a 'Dog's Nose' (beer and scotch). On Sundays they took us walking to the next village to get a drink. Scottish law, or the Presbyterian church, closed all pubs to the locals on Sundays. But travellers were allowed to have a drink; a traveller was anyone three miles from home. This quaint custom meant that the folks from adjacent villages got to know each other by meeting on the road, twice, on Sundays. Towns were located three and a half miles apart!

My best friend during the course was an Australian lieutenant, Ian Purvis. We both liked running and set out each evening to do several miles before dinner; our favourite route was a trail through the heather that led to a field of warehouses that stored scotch whiskey. The old tem-o-shanter caretaker always invited us to try "*A wee dram*," which usually led to several and the end of the run. Purvis became an admiral and in his retirement, became a notable painter. I enjoyed Campbelltown, everyone in Scotland had a relation in Canada, and the 'Canada' badges on my uniform got them going.

I visited Audrey often; the Chief sent a police-driven black Austin for me, causing massive gossip and mystery around the school. I did nothing to quell it.

I passed the course and was told to return to Canada and report to the Anti-Submarine School in Halifax. I intervened in the arrangements for the trip across the Atlantic; I persuaded Mr. McLeod not to book my passage in another battleship, or any Grey-Funnel ship. He obliged; I loafed around London for a couple of days, disregarding the air-raid warnings as was the custom for grown-up guys and girls.

I made a highly agreeable crossing in the Cunarder, *Laconia*. We were in a convoy, and because we were carrying women and children, the ship was placed in the centre of the convoy. That position was supposed to

On the steps of Canada House, February 1941. The satchel contains a gas-mask, a 9mm pistol and 50 rounds. When on leave from our ships, officers and petty officers were armed against a German invasion. At any gathering, indoors or out, there were enough weapons to make the 'Wild West' seem like a boy-scout party!

Author's collection

be safer than on the perimeter. The ship was filled with music, dancing and duty-free booze. There were no battened-down armoured doors; if we got torpedoed we could sink in peace. I visited the highest deck levels each day to watch the escort ships. There they were, grey shapes five miles away, constantly changing course. I hoped their Asdics were properly tuned, the bridge crew alert and a depth-charge pattern ready for firing.

The award of medals for action against the enemy was rare at this early stage of the war. The Canadian Army and Air Force had not yet had the opportunity to see the 'whites of their eyes.' So a considerable fuss was made of my blue/silver DSC ribbon.

The press from coast to coast featured my photo and that of Herbie. As a result of the publicity, which was alleged to aid recruiting, my high school teacher, Mrs. Shewfelt, heard of me (again) and wrote a very complimentary letter to my parents. I found it rather touching, and especially so because she made a practice of strapping my hands—with a length of tractor belt—for the slightest provocation.

When do I leave, Sir?

In Halifax, my visions of eliminating the U-boat fleet faded. The commanding officer of the Anti-Submarine School assigned me a classroom, issued students, and told me to: "*Get them ready for sea*." I reflected on an earlier time when my own mother hijacked me into teaching Sunday school. How could I escape this one? I hadn't become a 'pro' to wipe noses in a classroom in Halifax. I had made a horrible mistake. Would I never again have the opportunity to criticize my captain?



After two weeks of repeating myself to earnest would-be Asdic operators, I reported to my boss that I wanted to fail the entire course, "*They were not selected carefully and are unsuitable for a responsible job*." As my bosses' boss had been responsible for the selection, it behove my boss to find me other employment. I was told to set up a sea-training organization to prepare the new corvettes for convoy-escort duty, "*You'll be working out of Pictou* [NS]. It was August 1941, I was 23 years old, I had been in the Navy five years. Now someone judged me fully qualified to start a training organization from scratch and then command it. Of course I was!

The war had been on for two years; the ship building programs to manufacture corvettes and minesweepers were starting to turn them out in quantity. Our Navy was being expanded at an ambitious rate, from 2,000 people in September 1939 to a target of 100,000 in 1943. That explained why officers and petty officers with five years experience were being given jobs like that, perhaps, they could do! If we couldn't do it there was not much point in building the ships!



The Flower-class corvette HMCS *Barrie* in rough seas. To quote the author: "Corvette, 950 tons, speed 16 knots, enough fuel to cross the Atlantic, crew 80. Good Asdic, 100 depth charges. Entirely seaworthy."

RCN Photo / Macpherson Collection / Naval Museum of Alberta

on them, "Authorized for Government Procurement ONLY." "Phone me if you need help," he said.

The first thing I did in Pictou was ask the manager of the Bank of Nova Scotia how to use the odd-looking cheques. "Just come in when you need real money," he said. "But you'll have to sign for it." I took comfort in my past financial experience of trading gopher tails for cash. He was helpful; he said the best hotel was the Braeside Inn. "Why not set up there, the owner's name is MacTavish."

When I explained to Mr. McTavish what I was up to and that twelve more would be arriving in a day or so he took added interest. He organized rooms and one for an office and said he'd hold space for the submarine crew if they wanted it. I told him we'd be there until the St. Lawrence river froze in about five months. That evening he had me to his house and invited the Mayor and his wife and their red-haired 18 year old daughter, Cindy. The Mayor mentioned that Cindy knew how to type. Cindy was surprised to learn she possessed this skill, but recovered quickly. "But Daddy, I haven't had that much experience." That was a complete over-statement. Within the week she had two or three fingers tapping the Remington. Cindy became a valuable figure in the office; work made her happy, the way a good horse likes a heavy load. As a sideline, she taught English to the Dutch sailors, "to augment my pay." I was paying her too much already!

Pictou was a fine place; the people could have come from McCreary or Campbelltown; their cooperation was exhausting. My recently acquired knowledge of Scottish reels and dogs-noses fitted right into Satur-

I was allocated two permanent-force warrant officers, both a bit older than me with 7-8 years experience. Mr. Pat Budge and Mr. 'Ping' Pett. This was the same Mr. Pett who had coached me in the British Anti-Submarine School when I was a Sub. in HMS *Fame*; our Navy had borrowed him from the British. I was also given ten chief petty officers who were specialists in their own areas, none was over 27. The chiefs knew the inner workings of the ships; the boilers, the engines, how to manufacture water and electricity, how to tune radios, how to load and fire depth charges. They knew how to store food, care for the hull (to remain afloat) and avoid blowing up the ship with its own cordite and TNT.

I had to design a highly flexible program. "You'll have each ship for less than a week, plan on four days," I was told that by a senior officer in Halifax. "Sometimes you might have two or three ships together." It occurred to me that I ought to write "An Appreciation of the Situation" and give it to a professor to

edit the English.

I was introduced to Lieutenant Hans van Oostram Soede, who was Dutch and in command of a submarine named *O 15*. Hans was about 30. He was handsome, six three, and squeezed my hand very hard before I was ready. He was a permanent-force officer of the Royal Netherlands Navy. When the Germans suddenly invaded Holland in 1940, he had managed to avoid capture and get his submarine to England. He had hoped to join the British submarine fleet, but his torpedo tubes would not take the RN torpedoes. He was sent to Canada to provide us with a live target for training. The *O 15* was the centre-piece of the training I was to conduct in Pictou, NS.

I reported to an office in the Halifax Dockyard that was labelled "Administration." A Commander in shirt-sleeves said I would need money in Pictou. "Buy the things that are necessary," he said, handing me a packet of paper, "This is money," he said. They looked like cheques and had words printed



The Royal Netherlands Navy submarine *O 15* used during early RCN anti-submarine training in Canada at Pictou, Nova Scotia. She is pictured here while still in the Netherlands.

home.earthlink.net

day nights in Pictou.

My staff of Messrs. Budge and Pett and the ten chiefs arrived and moved into the Braeside. [The hotel opened in 1938 and remains open to this day. Ed.] The first corvette was due to dock in two days, she was already in the river at Montréal. I had no written instructions but we knew what had to be achieved. In two days we were ready with a training program; it could be changed as quickly as it had been invented. Cindy did the duplicating.

The submarine *O 15* arrived. Hans took a room in the Braeside and billeted his crew of thirty in the town; mainly with relations of the mayor and bank manager!

It was coincidence that the Dutch Royal Family, who normally lived in Ottawa, had taken up summer residence in the Algonquin Hotel in St. Andrews. They took great interest in the crew of *O 15* and it was an easy drive to Pictou. They had come to Canada at the time *O 15* escaped from Holland and, like the crew of the submarine, had left their homes with only an hour's notice. Princess Juliana visited every week, always with her little daughter Beatrix [who later became Queen of the Netherlands. Ed.] The child was just walking and always carried a white kitten. On a couple of occasions Hans took mother, daughter and cat for a trip in his submarine.

These Dutch people were having a soul-shaking experience; their country was occupied by bitter enemies. Hans and most of his men were married, their wives were in Holland and they feared for their women at the hands of the Germans. There had been no mail or information of any kind for two years. The circumstances bound these fugitives together as not much else could. Hans was the strongest amongst them and kept their spirits up. I once overheard him stiffening the resolve of the men in the royal entourage of the Princess, "*You must never give up. Never, never!*" Hans Soede was a great leader. He later became an Admiral and after that managed a major shipyard in Holland. I was in touch with him until 1998 when he died. Occasionally one meets a special person.

Hans Soede's *O 15* surfacing off Pictou. Sometimes I went to sea in *O 15*; Hans let me handle the boat but I had to give orders in Dutch. "Langsam steerboard." We also taught aircraft cooperation.

Author's collection.

The new corvettes and minesweepers came down the St. Lawrence from the building yards in Ontario and Québec. Sometimes we had three under training at a time, but usually one. It was normal for the crew to have been together for only a week. All the officers and men were reservists and had little training. Some crews were so inexperienced that the civilian shipyard staff had remained on board to ensure they made the voyage. If these reservists were backward about the workings of their ship, they made up for it by sheer enthusiasm—almost. The captains were mainly ex-merchant marine and understood ships. They knew how to get about the ocean, they just lacked knowledge in weaponry and their job as a convoy escort.

We had no time for naval niceties, like musters and sports; there was barely enough time to be certain they could run the engine, make electricity or manufacture fresh water. Of course the most junior officer got the dogs-body jobs allocated to him, the same ones as those in a destroyer. I thought it important this 'tradition' be continued; it provided incentive to become a lieutenant. I suggested to the XO that this sub-lieutenant also have the job of 'Boarding Officer.' I asked Hans to conduct practical instruction on how to board a U-boat to capture a German cipher machine. A week after we started the program I was told that when a corvette boarding party got down *O 15*'s conning tower hatch and into the darkened control room, the Dutchmen first mobbed, then issued schnapps all-around. SLt Hal



Lawrence, who almost captured a U-boat Enigma when in the corvette *Oakville*, did Hans Soede's training course in Pictou.

When a corvette or minesweeper's crew left Pictou, they knew how to operate 24 hours a day for weeks on end. As a sideline we taught them how to fire their 4-inch gun. We trained them to load and fire a depth-charge pattern and do more damage to the enemy than themselves. We taught them how to detect and attack the *O 15*. She was the first submarine they had seen; for many of them it was not to be the last.

I laid out the training program so there would be no idle time, no long-winded talks, no inspirational crap. My five years of training had exposed me to marvellous instructors who got the message across in quick time. I had others who wasted months of my life; explaining the obvious, inspiring me to do what I was paid to do, nit-picking everything from lint on my uniform to split infinitives in my journal. There would be none of that, we would move right along, with as many laughs as possible. All our trainees were volunteers; they didn't have to put up with time-wasting ego trips ... not even mine.

To be continued in the next issue.



Bill's Corner

By Bill Clearihue | NAC Toronto



Chief Tecumseh says ... "Yahoo!"

The legendary Shawnee Chief Tecumseh, the 'shooting star' or 'crouching panther,' is well known in Southwestern Ontario. During the War of 1812 Bicentennial, he was one of the four officially designated iconic personages of that war, along with Brock, de Salaberry and Secord.

So as an *Ontarian* it was a delight to be in Calgary for the NAC events in June and to visit HMCS *Tecumseh* during their Stampede Breakfast.

I have to guess that Tecumseh himself would be both thrilled and perplexed that such a far-flung and important namesake would exist at all.

Had Tecumseh not died in 1813, the sloop completed on the Niagara River in 1815 would probably not have been named HMS *Tecumseh*. That ship had a very short life. With the cessation of hostilities and the Rush-Bagot Treaty of 1817, she ended up in Penetanguishene on Georgian Bay and sank there from disuse in 1828. Some of her timbers were recovered in 1953. They can be seen today, along with a full-size replica completed in 1994, with a warrant as an Honorary Royal Navy ship entitled to use the HMS prefix.

HMCS *Tecumseh* was commissioned in 1941 and specifically named for that one and only HMS *Tecumseh*. The ship's badge, show-

ing the crouching panther, became official in 1948. A model of HMS *Tecumseh* can be seen today on *Tecumseh's* upper deck.

The Ontario town of Tecumseh, near Windsor, was so named in 1912. A flag bearing the Town Seal, which depicts Chief Tecumseh, was given to HMCS *Tecumseh* in 2012.

Outside The Military Museums in Calgary is a US-made Sherman tank used in World War II by The King's Own Calgary Regiment. The tank was named for the famous Civil War General William Sherman. His middle name was Tecumseh, probably because he was born seven years after the Chief's death near where Tecumseh had lived in Ohio.

The US Navy has named four ships for Tecumseh, the last being a nuclear submarine decommissioned in 1993, whose badge also featured a crouching panther.

The US Naval Academy in Annapolis, MD, features a prominent figurehead called Tecumseh. Although originally named for someone else, it has been there for almost 150 years and since 1930, has been a symbol of good luck to Midshipmen who toss pennies at it.

There are numerous other namesakes on both sides of the border, but one worth mentioning is Mount Tecumseh near Blairmore, Alberta. At over 8,000 feet, it was officially so-named in 1960.



Bill

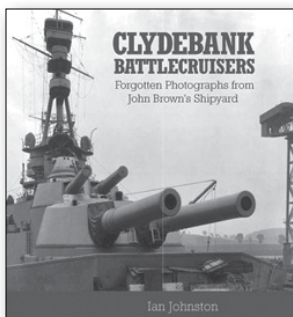
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The Canadian Naval Memorial Trust 2016 calendar is now available for purchase at \$17.00 (tax included, plus shipping) from the Gift Shop, HMCS *Sackville*. Bulk orders should be sent to Doug Thomas, Executive Director CNMT at 902-721-1206 or douglas.thomas@forces.gc.ca We will pay for shipping bulk orders of 30 or more. It will also be available at CANEX outlets in Halifax, Ottawa and Esquimalt later this summer.



Clydebank Battlecruisers: Forgotten Photographs from John Brown's Shipyard

By: Ian Johnston

Naval Institute Press (2011), 192 pp., illustrations, appendices, bibliography, index, cloth US\$52.95, (USNI Member discount), ISBN 978-1-59114-120-4



HMS Hood, March 17th, 1924.

A Review by Mike Young

Over the roughly 100 years of its existence, the Clydebank shipyard of John Brown & Co. Ltd., produced some of the finest and most famous passenger liners in the world. Ships such as *Lusitania*, *Queen Mary*, *Queen Elizabeth* and *Queen Elizabeth II*, were products of the yard. It also built many warships, small and large, from destroyers to battlecruisers and aircraft carriers, including the three destroyers transferred to the Royal Canadian Navy as HMC Ships *Algonquin*, *Crescent* and *Crusader*. However, perhaps the most famous was the ill-fated HMS *Hood*, pride of the Royal Navy for many years.

This book is not so much a history of the yard itself as a unique glimpse through the lens of the camera into how the yard actually built ships during the period 1906 to 1920. The focus is on members of the five main classes of battlecruiser—*Inflexible*, *Australia*, *Tiger*, *Repulse* and *Hood*—built by the yard for the Royal Navy in that period. It is fascinating to see the changes in the progressive evolution of the design approach and armament of this type of ship. Significant changes were introduced after battle experience at Jutland into both *Repulse* and *Hood*. The source material comprises a photographic collection which is one of the finest of its kind and it is fortuitous that it survived the turmoil in the British shipbuilding industry in the latter part of the 20th Century.

John Brown's was unusual among British

shipbuilders in having a dedicated photography department. The quality of the materials and skill of the photographers is very evident in the magnificent images reproduced in the book. To capture some of the images obviously involved the photographer clambering about various structures in the yard lugging heavy and cumbersome equipment. That the results were worth the effort shows clearly.

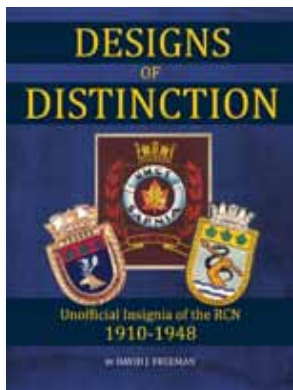
The book is divided into five main sections; each section covering the building of one of the ships. There are ten appendices with an extensive amount of detailed information on various aspects of the builds including a comparative table of the five ships—Shipyard Monthly Reports, Trials Reports and Construction Times. But the heart of the book is the photographs and the author has chosen well. Except in the chapter on *Hood*, the emphasis is on the fitting out stages and on the sea trials. The detail is amazing and enthralling. It is a compelling reminder that until relatively recent times, shipbuilding was very much a manpower intensive industry which, in many ways, was relatively primitive. In its heyday, the yard had a workforce of up to 10,000—a major proportion of the population of the area. What is remarkable is that the planning, the detailed drawing office work, material control, scheduling, project control and financial management were all done without benefit of computers and their programs. In the

context of their times, the ships depicted in this book were incredibly complex and their complexity is very obvious in the photographs.

The final chapter covers the *Hood*. It is the most detailed and has significantly more pages than the others—but then *Hood* was a much larger ship and took longer to build than the others. This may reflect the availability of photographs but it is the only chapter which has photographs of the early stages of construction including the assembly of the keel and double bottom components as well as later stages in the construction of the hull. There are some wonderful shots of the very tricky process of getting the ship out of the fitting-out basin and into the river and out to sea. There is also an unusual image covering pages 156 and 157 of *Hood* in the fitting out basin sometime in 1919. It apparently was taken on a Sunday and there is not a person in sight!

It is poignant in pouring over the book to realize that none of the facilities exist today. The long story of the demise of British shipbuilding is beyond this book's scope, but the memory of what was once one of the finest shipyards in the world is preserved in this wonderful book. Gracing a coffee table, for occasional joyful perusal, is the place for this excellent volume.

Mike Young is a former naval officer, member NAC Ottawa and former editor of *Starshell* residing in Nepean, Ontario.



Designs of Distinction: Unofficial Insignia of the RCN, 1910-1948

By: David J. Freeman

Privately printed (2015), 615 pp, illustrated, charts, appendices, three indexes, bibliography, soft cover, \$125.00 + postage, contact djfreeman@shaw.ca ISBN 978-0-9940717-0-5.

A Review by Fraser McKee.

In 1984, Nimbus Publishing produced L. B. 'Yogi' Jenson and Tom Lynch's small book entitled *Gunshield Graffiti* with an admirable selection of the artwork that had appeared on a variety of Royal Canadian Navy ships' gunshields during World War Two. Occasionally, other unofficial badges have appeared in photographs in various other RCN histories, often just as seen in the background. In this new volume, once again Dave Freeman has produced a hugely researched identification book that has taken over fifteen years to compile, to match his earlier very valuable "Canadian Warship Names," (Vanwell, 2000). This is a major leap forward from the introduction to unofficial RCN ships' emblems published in "Gunshield Graffiti."

The list of the book's sections alone will give an indication of its scope: Notes on heraldry and the modifications the artists and he have used in the designs and in his text: Wartime Designs, including gunshields, blazer crests, boats' badges, stationery, plaques, group insignia, notes on honours, unidentified designs and so forth; Non-Ship Badges: NSHQ, schools, stations, WRCNS, DEMS, rugby teams, a pay office—presumably what turned up during his appeals for submissions; the difference in crowns used, funnel markings, missing badge searches, post-1948 insignia derivations and changes; nine appendices with such fascinating titles as The Crow's Nest Club in St. Johns, U-boat insignia (a descriptive table—flotillas and a few boats' badges); insignia known but not found; painters and designers. There are three valuable indexes: by people, ships and general. Not only fascinating to leaf

through, but highly valuable in identifying badges.

As Ecclesiasticus says in the Bible: "Some there be that have no memorial," not all ships developed an insignia (my own armed-yacht HMCS *Vision* for instance!), but there are not many missed, even some of the later British-built Castle-class corvettes had insignia the author located—he says that already he is accumulating an addendum for future use. Despite the unfortunate cost of producing this volume with all its coloured badges, it will undoubtedly produce more hidden gems as time goes on.

The color reproduction is mostly excellent quality, only with problems where the depiction submitted to the author was of poorer quality, or sometimes taken from distant photographs and manipulated to the best of his considerable abilities.

Many ships, particularly the destroyers and early built vessels, have as many as five different insignia/badges/cartoons illustrated, often wildly different, between gunshield art, blazer crests and other sources—HMCS *Calgary* with four, *Iroquois* with six, as examples. Amazing what turned up!

For each illustration a description is provided as to source, material, a semi-heraldic description if it is from a badge, date if known and often brief commentary as to the location on the ship if used and the artist, where known.

Some adhered closely to proper heraldic format; others—cowboys riding stylized corvettes biting U-boats, etc.—were the subject of a particular painter's or badge-maker's imagination. Some are handsome and evocative, others dull, or maybe that is all

the author managed to locate. HMCS *Dawson's* for instance, is just the 'normal' naval badge of a fouled anchor within the oval of leaves and her name underneath, the same as one of the two located for *Wentworth* and a couple of others.

The period covered extends from HMC Ships *Niobe* and *Rainbow* and other pre-war vessels such as *Vancouver* and *Thiepval*, to post-WWII; the ships from *Uganda* (her Royal Navy badge) to armed yachts in a couple of cases; almost every early corvette; MTBs and LCTs, thirteen out of the eighty Fairmiles commissioned; Reserve Divisions (*Hunter* and *Unicorn*, even for one of the pre-war Reserve Half Companies). *Trentonian's* example, a cloth blazer badge, was not produced until 1990 for a reunion of the ship's loss off the UK in February 1945—no wartime badge turned up.

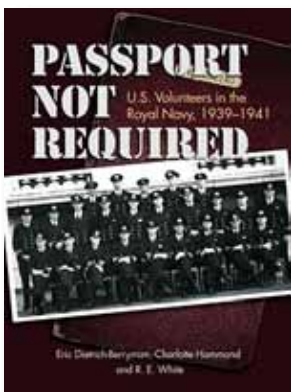
One example will give an idea of how complete and complex this compendium of insignia is as a reference, in this case for the Castle-class corvette *Arnprior*: two badges, one a suspected gunshield (from the late-'Yogi' Jenson), the other a painted jacket patch described as:

"Within a diamond frame proper on a red field, a raised golden heraldic arm holding an arrow. At the bottom of the arm, the word PRIMUS in red letters on an alternating blue and white striped pennant. On each side of the arm and below, three blue maple leaves highlighted and fimbriated in gold. In the tally plate, the ship's name in black on a gold field. At the bottom of the naval crown, the ship's title [HMCS] in black letters on a gold field."

The following ship's varied insignia (HMCS *Arrowhead*) consists of four designs, all containing variations on the Indian Chief's headdress for a gunshield, a sweat-shirt design and two jacket patches, together with their sources and a note on the career of one of the donors.

The whole is a fascinating collection of not only insignia, ranging from the heraldic exact to the boastfully humorous to the plain, but of wartime naval mini-history of events and memories. Worth its cost to any researcher or serious student of the RCN.

Fraser McKee is a well known author of Canadian naval subjects and former editor of Starshell.



Passport Not Required:

Volunteers in the Royal Navy, 1939-1941

By: Eric Dietrich-Berryman, Charlotte Hammond and R. E. White

Naval Institute Press (2010), 192 pages, illustrated, four appendices and index. Hardcover and eBook, US\$27.95, www.usni.org ISBN/SKU 9781591142249.

A Review by Robert Wilson.

I was attracted to this book for personal reasons. As a student at the Royal Naval College Greenwich on two occasions, 1955 and 1971, I was aware of a plaque set in the floor of the Painted Hall which read:

15th JUNE 1941

On this day came three citizens of
THE UNITED STATES OF AMERICA
The first of their countrymen to become
Sea-Officers of
THE ROYAL NAVY

As it turned out, they were the first of twenty-two Americans who chose to enter the RN in the period before the USA entered the war in December 1941. Their names were not published at the time because it was an offence under the American Neutrality Act to serve in the armed forces of another country. Conviction could lead to loss of citizenship. It was not until 2001 that all of the names became known and a new plaque was installed, with great ceremony, commemorating them. The story of Americans who joined the RAF's Eagle Squadron has been widely publicized, but that of their brothers who wore Royal Navy blue never attracted much attention, apart from Alex Cherry's own story "Yankee RN" (London, Jarrolds, 1951), which ran through seven editions. Cherry served with the RN throughout the war. After the war, he returned to the US and was an active member and official historian of the Naval Order of the United States.

The naval volunteers came from varied backgrounds, bankers, sales, medical practitioners, journalists and farmers. The three youngest had no occupation but were seek-

ing adventure. Most came from families in the northeast with roots stretching back to colonial times. Some had blue-water yachting experience and several had private pilot's licences. Some had complex personal lives and may have been trying to escape their demons.

Halifax was a major conduit for many of the young Americans who sought to enlist in the RN. A passport was not required to enter Canada and the British government engineered a confidential agreement with both Cunard White Star Line and Canadian Pacific Steamships to transport volunteers without passports to the UK. Rear-Admiral (later Vice-Admiral Sir) Stuart Bonham-Carter, Commander Escort Force Halifax, welcomed these young gentlemen, some directed to him by the consuls in Boston and New York. In a few cases he personally commissioned, on the spot, Americans who had previous training or whose families were known to him.

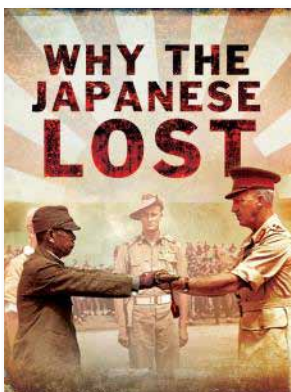
More than half of the American volunteers served in the Battle of the Atlantic, including two who died at sea. Three attained command and three served in the Fleet Air Arm. The others served in a variety of roles, amphibious operations, bomb disposal and special forces. Nine transferred to the USN after America's entry into the war. This included Draper Kauffman who rose to the rank of Rear Admiral and served as the 44th Superintendent of the US Naval Academy. Lt John Stanley Parker, RNVR was on watch in HMS *Broadwater*, one of the four-stackers acquired from the USN, escorting Convoy SC 48 when she was torpedoed and sunk by U 432 at 0140, October 18th, 1941, taking the

45 officers and men including Parker. Of special interest to Canadians is that HMCS *Baddeck* was part of the escort of SC 48 as were five US ships. One of the American escorts was USS *Kearney*, torpedoed but not sunk by U 568. This became a *cause celebre* in the USA and helped Roosevelt in his efforts to bolster support for England. The other American to die was Surg-Lt F. M. Hayes who was serving in HMS *Veteran*, a modified W-class destroyer that had been first commissioned in 1919. She was detailed to escort Special Convoy RB 1, a collection of eight aging American river steamers destined for use as floating barracks, hospitals and cross-channel ferries in the invasion of Europe. *Veteran* was sunk by U 404 on September 26th, 1942 with the loss of all hands south of Iceland and while picking up survivors of the SS *New York*.

The book includes four appendices. Appendix I, written by Kapitän zur See Otto von Bulow, captain of U 404, tells his story of the attack on RB 1, his subsequent career in Germany's postwar navy and his reflections on the past. Appendix II contains biographical notes on all of the volunteers and a few other significant players. Appendix III is a short summary of American service in British and other foreign forces from the time of Napoleon to the Kaiser. Appendix IV is probably the most interesting. It tells the complex story of how the three authors, with vastly different backgrounds, tracked down the names of all of the volunteers over a period extending from 1975 to 2001.

I found this book difficult to read at times as it frequently jumps around in both time and place, or switches from one character to another in the same paragraph. Perhaps this reflects the fact that three different people all contributed to the story. Nevertheless, it relates fascinating tales and adds a previously unexplored chapter to the overall history of the Second World War.

Bob Wilson joined the RCN as a UNTD Cadet in 1951 and served for 35 years including command of HMCS Annapolis from 1975-77. After retirement in 1986, he served as 'Captain' of the HMCS Haida exhibit for eleven years.



Why the Japanese Lost

By: Bryan Perrett

Naval Institute Press (2014), 256 pages, illustrated, Hardcover,
US\$38.95, www.usni.org ISBN/SKU 978-1-78159-198-7.

A Review by Commander E. G. (Bryan) Forward, RCN

An accomplished historian with dozens of titles to his credit, Bryan Perrett takes the reader on a chronological journey of the rise and fall of Japanese forces and particularly, the Imperial Japanese Navy. Beginning in the 13th Century with the prophetic legend of *kamikaze* that scattered the Mongol fleet through to the unconditional surrender signed in 1945, Perrett's writing style eases the reader into a great introduction to Asian political history and specifically Japanese maritime evolution.

Concentrating on the maritime aspects of the Japanese Empire's growth, Perrett delves into other geopolitical aspects of Asia just enough to lend clarity to his narrative but not so much as to drown the reader in needless detail. From Medieval Japan, we are led on a fast-paced romp through Japan's early forays into building a navy to conquer her neighbours. Early exposure to Western nations and ideals, and of course, power, gives Japan the foundation of naval professionalism and training upon which she builds a fleet emulating the Royal Navy. Her first expansionist actions against China are examined as is her rapid and impressive growth that establishes her as the pre-eminent power in Asia following her crushing defeat of the Russian fleet in Tsushima.

This emergence as a 'Great Power' is not welcomed by the western world as we see numerous examples of incredulity following her defeat of Russia mostly born from common racism. Her presence in strength in the Pacific upset the power balance of the British, the Americans, the Dutch and the French with their colonies and inevitably spelled

Japan's downfall. In attempting to emulate the colonizing power's politics of expansionism as she emulated their fleets and technologies, Japan overreached her abilities. This is evident when one takes into account that her reserves and access to raw materials to feed her military industrial machine allowed her but a short sprint in the annals of military power rather than the plodding distance capability required.

Following the devastating attack on Pearl Harbor, the Empire was for a time, unstoppable. British Hong Kong, Malaya, Singapore and Burma fell along with the Dutch East Indies and the American 'protectorate' of the Philippines. The ease with which the map of the Pacific changed shocked the world and led to what the author describes as 'The Victory Disease' which afflicted everyone in Japan except those who knew better.

Anyone who, like Yamamoto, was familiar with the United States, would by now be aware of America's iron determination to punish Japan for her act of treachery, and punish her severely. They would also be aware of the American expertise in matters of mass production and be aware that along the coasts of the United States, yards had begun to turn out fleet carriers, escort carriers, cruisers, destroyers, destroyer escorts, submarines and landing craft in quantities that Japan could never equal, to say nothing of the tools of land warfare being turned out by heavy industries across the country.¹

I thought that Perrett's treatment of the subject of Japanese naval power was, over

¹ Bryan Perrett, "Why the Japanese Lost, The Red Sun Setting," Pen & Sword (2014), p.111.

all, very well done in a highly readable and logical manner. With this said, I found the chapters concentrating on the Second World War steeped in military detail, sometimes too much so. Needless to say, any study of the Imperial Japanese Navy demands much focus on Japan's evocation of the 'Greater East Asia Co-Prosperity Sphere' which characterized her aggression up to and throughout conflict with the Allies, however, this concentration would indicate that the book is a history of the Japanese Navy and not, as the title suggests ... why they lost the war.

It is only in Chapter 13, and then for only a couple of pages that he speaks in detail to the economic situation that led to Japan's downfall and indeed, to the reason for her expansionist policies in the first place. That is, Japan needed the raw materials, namely oil, rubber and iron to make the goods necessary for her to remain a 'Great Power.'

After sanctions imposed by the world following particularly brutal campaigns in Korea and China, securing sources for these materials became the single driving factor behind Japan's dash across the Pacific. I expected a history of the Japanese Navy but on the heels of this, I expected an examination of fuel reserves, import rates, international specie and comparisons to the west in terms of production and sustainment. In short, given the detailed explanations of the Pacific battles down to destroyer names and flotilla commanders, I understand more about *how* the Japanese lost and less about *why* the Japanese lost.

Nevertheless, this book's value lies in its highly readable and well-researched text that gives the reader an appreciation for that period in Asian history.

Recommended for the military historian at heart but for the economic historian, one may consider something a little more specific.

Commander Forward currently serves with the Strategic J4 of Strategic Joint Staff. He is the author of several historical novels of Newfoundland and Labrador. This is his first review in Starshell and we look forward to his further contributions. Ed.



Fraser McKee's navy...



Promotion Boards

My promotion board was in *Cornwallis* in March 1944 with Capt 'Dusty' Edwards (the CO) as chair and LCdr G. Huntley Davidson and Cdr(G) Ron Base as members. We'd been cautioned by earlier participants that apart from the normal questions—(*"Why do you think you should be an officer?" "What would you do if 'such and such' happened?"*)—there would be a trick question at some stage. When our group prepared to go in, we hadn't decided the correct way to answer, *"I don't know Sir,"* (marks for honesty), or give an answer to show firmness of intellect.

At one stage Commander Base asked *"How many thermometers are on the Base?"* ... A Ha! Trick question! I said almost instantly, *"Twenty-two, Sir."* I thought that was safe, as I was positive HE didn't know the answer. He did look a bit startled, I admit, and he asked, *"Are you sure?"* I replied firmly, *"Yessir!"* He made a note on the paper in front of him and we went on to other questions. And I passed.

Later I got to know him pretty well as he was involved with the local Sea Cadets and was with the Bell, as I was, in the building and data security section. I once asked him what would have been the correct way to reply to that particular question and he laughed loudly saying, *"I've no idea! I sure couldn't argue with you about it!"*

I also like the exchange between Cdr Harry DeWolf when CO of *Haida* and his OOW, who was Ray Phillips, his 1st Lieutenant (who told this story at his funeral), when they were with the 10th Destroyer Flotilla on 'Tunnel Operations' chasing German destroyers in the English Channel at high speeds. DeWolf arrived on the bridge and asked the OOW *"Where are we?"* He stepped to the chart table at the side and pointed to a fix. *"Seven minutes ago we were right there, Sir."* Harry said, *"If I'd wanted a history lesson, I'd have asked. I said where ARE we?"* Seven minutes ago isn't a lot of use! Your answers depend on circumstances.

Blessings,

Fraser

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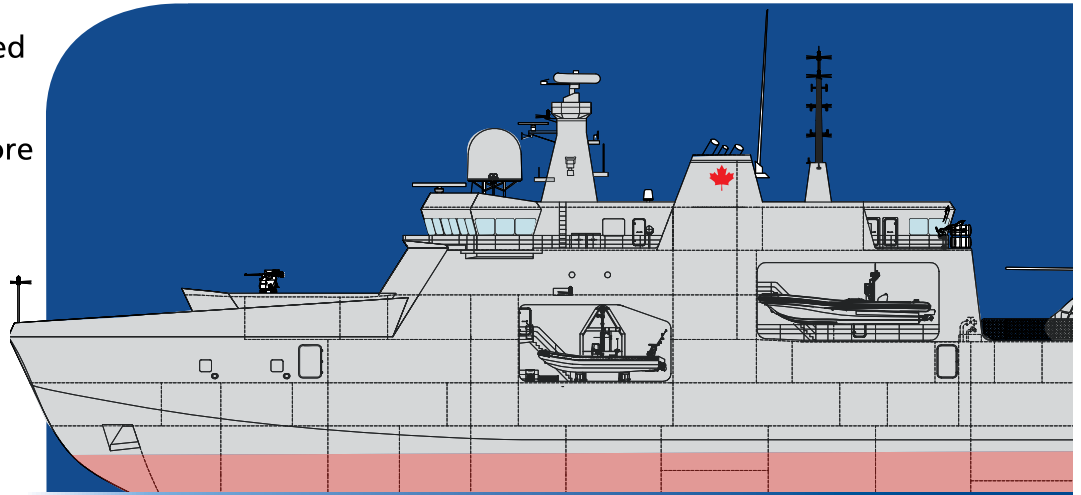
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- Contracted to supply the Royal New Zealand Navy with a Warship Integrated Bridge System for the ANZAC Frigates





Answer to Schober's Quiz #68 on page 6

USS *Thorn* (DD-647), a 1,630 ton 'Geaves' Class destroyer. Laid down on 15 November 1942, launched 28 February 1943, she was commissioned on 1 April 1943. Time from keel laying to delivery: 137 days; from launch to commissioning: 31 days. A remarkably short time for completing a complex fleet destroyer.

Following work-ups, *Thorn* escorted four return Transatlantic convoys to North Africa until January 1944, when she transferred to the Pacific Theatre, where she served for the duration of the war.

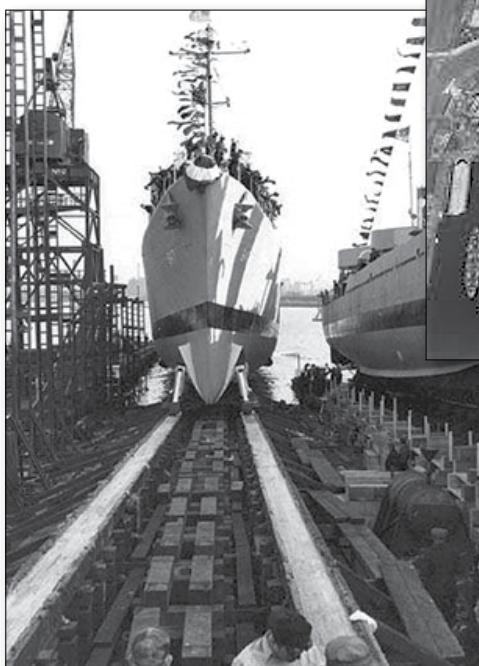
Consequently she was paid off and placed in reserve in May 1946, never to recommission. She was struck from the Navy List in July 1971 and eventually expended as a target for naval aircraft on 22 August 1974.

Thorn was built by the Federal Shipbuilding and Drydock Company at Kearney, New Jersey, hereinafter referred to as "Federal." This sprawling shipyard was notable both for its fast construction tempo and prodigious output. Remarkably, in 1940 Federal delivered two completed destroyers seven months ahead of the contracted date.

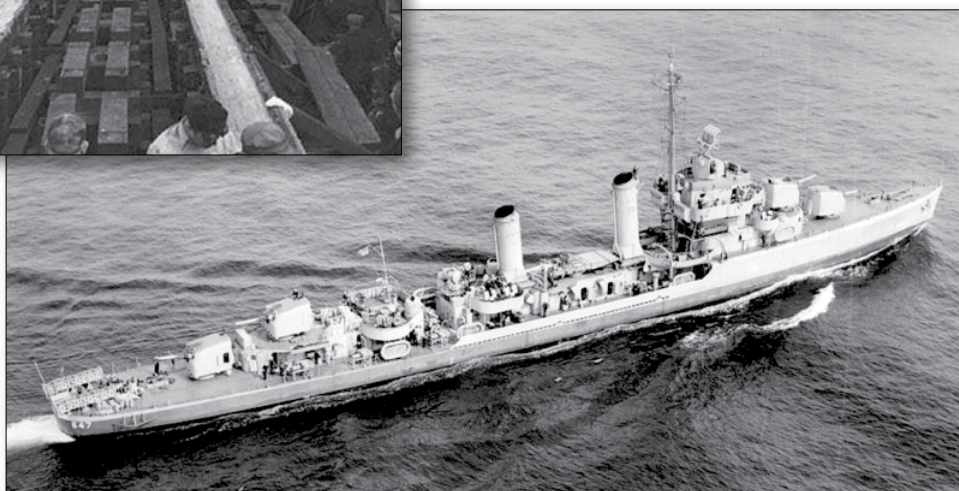
During the Second World War and the years leading up to it Federal, and its satellite yard at nearby Port Newark, built and delivered some 465 vessels of all types, including 5 Cruisers; 92 Destroyers; 2 Destroyer Escorts and 2 Escort aircraft carriers.

Federal, a subsidiary of the United States Steel Corporation, was founded on 24 May 1917, to build ocean-going merchantmen to replace American-flag tonnage lost to German submarines. The yard remained in continuous operation after the end of the First World War and throughout the lean years of the depression. This, together with an infusion of \$10 million from the U.S. Navy, enabled Federal to quickly ramp up production in the years before the United States entered World War II.

In 1940, Federal was beset by a strike when the union representing its workers demanded a 'closed shop' and a pay raise. President Roosevelt wasted no time, calling in the FBI and ordering immediate conciliation talks. Congress moved to ban future strikes on work affecting national security. Nonetheless, more union-generated labour problems broke out in August 1941, threatening production. This time Roosevelt ordered the Navy to take over management of the



LEFT: *Thorn's* launch, ABOVE: Federal Shipbuilding, Kearney, N.J., BELOW: USS *Thorn* underway..



shipyard, putting a serving Admiral in charge. This was no easy appointment, as by then Federal had some 52,000 workers on its payroll. By the following January, however, labour relations had improved to the point that management of the yard was returned to the owners. At the end of World War II work on almost all naval vessels was cancelled, but continued on merchant ships, albeit at a greatly reduced rate. There was another strike in July 1947 lasting 140 days. This time Washington did not intervene. In April 1948 the US Navy offered to purchase the Federal shipyard, in order to maintain it for speedy reactivation in a possible emergency. But the offer of \$2,375,000 was rejected as too low.

Sometime during the 1950s Federal stopped building ships. Instead, it turned into a ship-breaking yard. A number of famous American battleships, aircraft carriers and cruisers met their end there. In the mid-1970s the scrap yard ceased operations. The sprawling 300 acre site eventually became a terminus and distribution centre for semi-trailers, under the name of River Terminal Development Corporation.

Obituaries

Compiled by Pat D. C. Barnhouse

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

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

Apocrypha, Matthew 44:7-8

◆ **Capt Leonard Joseph CAVAN, CD**, RCN (Ret'd)**

NAC-NS, 86 in Halifax 06/15. Jn'd. RCN as OSSG in '49 and selected for Upper Yardarm Course (RN) in '55. Prom. SLt 01/57 thence *Haida*, 12/58. Prom. Lt 01/59 fl'l'd. by *Crusader* 03/59, *Cayuga* 01/60, *Venture* (academic cse.) 02/62, *Stadacona* (1st Long Ops. Cse. 03/63, *Saskatchewan* 05/63 and Staff 2nd Cdn. Escort Sqn. in '65. Prom. LCdr 05/66 thence *Mackenzie* (XO) in '67 and CFSC 09/67. Prom. Cdr 07/69, fl'l'd. by Cdr Sea Trg. in '69, *Assiniboine* (i/c) in '70, CFB Hfx. (OIC Ops. Div.) in '71, *Huron* (i/c) in '75 and SACLANT in '77, Prom. Capt 01/78 thence *Preserver* (i/c) in '80. CFB Hfx. (Base Cdr) in '81 and CO Naval Tattoo Unit (75th Anniversary RCN Tour) 1984'85. Ret'd. in '85. [SR, *Chronicle Herald*]

◆ **Lt David Ernest CODE, RCN(R) (Ret'd)**

NAC-O, 85 in Ottawa 08/07/15. Jn'd. as UNTD Cdt at *Cataraqui* 02/50, prom. SLt 07/52 and Lt 08/54. Tsf'd. *Carleton* 10/55 and to Ret'd. List in '58. Civ. career in Public Service (incl. MND speech writer) and latterly Exec. Dir. CDAI. Bronze Medallion 2000. [Citizen]

◆ **Cdr(E) Harold George GILLIS, CD*, RCN (Ret'd)**

NAC-O, 93 in Ottawa, 10/06/15. Jn'd. RCNVR as SLt(E) 05/44, thence *Kenora* 08/44. Prom. Lt(E) 05/45, fl'l'd. by *Tillsonburg* 11/45. Tsf'd. RCN in '46, thence *New Liskeard* 02/46, *Magnificent* 02/47, *Stadacona* 07/49, *Niobe* 09/52 and Staff PNO Mtl. 10/52. Prom. LCdr(E) 05/53, fl'l'd. by *Stadacona* (standby commissioning *St. Laurent*) 08/55, *St. Laurent* (EO) 10/55 and *Bytown* 04/57. Prom. Cdr(E) 01/59, thence Staff FOPC 06/60, Dkyd. Esq. 07/62 and CFHQ 07/64. Ret'd. in '73. Civ. career with Mechanical Contractors Association. [Citizen]

◆ **CMD O(SB) Frederick Archibald HATT, RCNVR (Ret'd)**

Calgary Br., 94 in Calgary 06/04/15. Jn'd. RCNVR in WWII and prom. WO(SB) 08/45. Srv'd. *Stadacona* in '45 and tsf'd. to Ret'd. List in '46. Civ. career as credit manager. Br. President in '63, Bronze Medallion '84. [MB, *Calgary Herald*]

◆ **LCdr(L) Gerald Francis George HUGHES, RCNVR (Ret'd)**

NAC-O, 95 in Ottawa 03/02/15. Jn'd. as SLt(SB) 03/41, thence NSHQ (Degaussing Specialist) 06/41, also srv'd. *Niobe*. Prom. Lt(SB) 03/43 and later designated El Lt(L) (sen. 03/42). Rls'd. in '45 and prom. LCdr(L) on Ret'd. List. [DM, *Globe & Mail*]

◆ **Cdr Donald Stephenson JONES, CD**, RCN (Ret'd)**

NAC-O, 91 in Ottawa 01/06/15. Jn'd. RCN as Cdt at *Royal Roads* 09/42. Prom. Mid(E) 06/43, thence RNEC 08/43 fl'l'd. by HM Ships

Rodney, *Loch Lomond*, *Birmingham* and *Diadem*. Prom. SLt(E) thence HM Ships *Thunderer*, *Victory* and *Implacable*. Prom. Lt(E) 11/47, fl'l'd. by Air Eng. Trg. at RNEC, RNAS Yeovilton and in HM Ships *Siskin*, *Daedalus*, *Thunderer* and *Ariel*; classified Lt(E)(A/E) in '49 and thence NAS Dartmouth in '49, RCAF Edmonton (Winter trials) 1949-'51, *Stadacona* in '51 and *Quebec* in '52. Prom. LCdr(E)(A/E) 03/54, fl'l'd. by *Iroquois* (Korea) in '54 and *Bytown* in '55. Prom. Cdr 01/62 fl'l'd. by *Niagara* (SO Eng.) in '64, *Bonaventure* (Cdr E) in '67, NDHQ in '69, ICCS in '73 and NDHQ in '73. Ret'd. in '74. Civ. career with DSS and DND(DGMEM staff). [SH, AJ, "Canada's Naval Aviators"].

◆ **RAdm Richard Hugh LEIR, CD**, RCN (Ret'd)**

NAV-VI, 93 in Saanich, BC 28/05/15. Jn'd. RCN as Cdt 08/40 thence RN College Dartmouth. Prom. Mid 01/41, fl'l'd. by HMS *Nelson* in '41, HMS *Prince of Wales* in '41 (sunk). Prom. SLt 12/41 fl'l'd. by HMS *Exeter* (sunk and POW) in '42. Prom. Lt (sen. 09/43) and following repatriation HMS *Nelson* for retraining in '45, *Naden* in '46, RN 10th Destroyer Flotilla 1946-48, *Nonsuch* (SO) in '48, *Athabaskan* (Korea) in '49 and *Bytown* in '51. Prom. LCdr 09/51, fl'l'd. by Sea Trg. Officer (Pacific) in '52, *Sioux* (XO) in '53 and *Crusader* (i/c) in '54. Prom. Cdr 07/55 thence *Sussexvale* (i/c) in '55. RN Staff Cse. in '55, *Stadacona* (OIC JOLTC) in '56, *Bonaventure* (XO) in '57. CO Fleet School in '59 and *Skeena* (i/c) in '62. Prom. Capt 01/63 fl'l'd. by *Venture* (i/c) in '62 and Cdr 1st Cdn. Escort Sqn. in '63. Prom. Cmdre in '65, thence Cdr Cdn Fleet in '65, NDC in '67 and NDHQ (DGRET) in '68. Prom. RAdm 06/70, fl'l'd. by Cdr MARPAC in '70 and NDHQ (CMO) in '73. Ret'd. in '75. Civ. career as labour arbitrator and Chair Maritime Museum of BC. [RH, *Globe & Mail*, "Canada's Admirals & Commodores"]

◆ **Cdr [LCol] Owen Kenneth (Bud) MacLEAN, OMM, KCSt.J., CD*, RCN (Ret'd)**

NAC-O, 81 in Ottawa 28/06/15. Jn'd. RCN 04/51 as OSRM, tsf'd. naval air and qual. Observer's Mate 02/54. CFR'd as CMD O(Air) 04/64, thence *Shearwater* (VS 880) in '64, *Niagara* [Key West and Jacksonville for trg.] in '64, *Bonaventure* in '65 and MARCOM HQ in '66. Prom. Lt 01/67, fl'l'd. by CFB Greenwood in '67 (designated Capt(ANAV), *Shearwater* (HS 50 Stds. O) in '72. Prom. Maj(ANAV) 01/73, thence CF-CSC in '74, NDHQ in '74 and *Shearwater* in '77. Prom. LCol(ANAV) 01/78, fl'l'd. by COVT 406 in '78. Ret'd. in '80. Civ. career in aviation related industry. [PB, "Canada's Naval Aviators."]

◆ **Cdr [LCol] Gerald James MALONEY, CD*, RCN(Ret'd)**

NAC-NS, 84 in Halifax 11/06/15. Jn'd. RCN at *Star* as Mid 01/52 thence *Cornwallis* in '52, Ontario in '52, *Shearwater* (Observer's Cse.)

in '53 and qual. 'O'. Prom. A/SLt(O) 03/54, flld. by RNAS Eglington in '54 and *Shearwater* and *Magnificent* in '57, *Stadacona* in '58, *Buckingham* in '58, *Crusader* in '59, *Bytown* in '60, *Niagara* (USN Journalism School) in '63 and CDLS(London) in '65. Prom. LCdr 07/66 fl'd. by UN Peacekeeping Cyprus and Gaza (Information O) in '67 and *Naden* in '68. Prom. LCol (Personnel Support) 01/71, thence NORAD HQ in '71 and *Stadacona* in '75. Ret'd. in '81. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]

◆ **LCdr Charles Robin MANIFOLD, CD*, RCN (Ret'd)**

NAC VI, 89 in Duncan, BC 28/04/15. Jn'd. RCN as Cdt at *Royal Roads* 10/41, prom. Mid 08/44, thence RN for trg. Prom. A/SLt 04/46, fl'd. by *Crescent* 03/47. Prom. Lt 10/47 thence *New Liskeard* 02/49, *Stadacona* (TAS School Staff) 11/52 and *Magnificent* 02/54. Prom. LCdr(TAS) 10/55, fl'd. by Patriot (Staff FOND) 08/55, *Stettler* (XO) 12/57, *Naden* 09/59, *Niobe* 03/61, *Inch Arran* (i/c) 07/63 and FOPC Staff 08/65. Ret'd. in '71. Long involvement with the Lions Club. [JC, *Times Colonist*]

◆ **Capt the Hon Robert Archibald Fraser MONTGOMERY, QC, CD*, RCN(R) (Ret'd)**

Calgary Br., 86 in Calgary 02/04/15. Jn'd. *Royal Roads* as RCN Cdt 08/45 and tsf'd. to RCN(R) as Mid. (sen. 07/47) joining *York* 07/47. Prom. A/SLt 03/48 and SLt 03/49. Tsf'd. *Cataraqui* 09/49 and prom. Lt 09/49. Tsf'd. *Carleton* 10/55 and prom. LCdr 09/57. Tsf'd. *Tecumseh* 09/58 and later prom. Cdr and Capt. CO *Tecumseh* 1967-70. Ret'd. in '82. Br. President '65, Bronze Medallion '83. Civ. career in law, latter as a Justice of the Court of Queen's Bench (Alberta). [MB, *Calgary Herald*]

◆ **Capt Bernard Augustine ROBERTS, CD**, RCAF (Ret'd)**

NAC-NS, 88 in Dartmouth, NS 12/06/15. Jn'd. RCAF in '52 and CFR'd in '65. Srv'd. in Paris and Metz, France, Antigonish, Summerside, Comox and Halifax. Ret'd. in '84. Bronze Medallion '99. Civ. career as records and facilities manager for a law firm. [SR, *Chronicle Herald*]

◆ **Hugh Charles STEWART**

Toronto Br., 77 in Mississauga, ON 14/03/15. Worked in public relations and marketing related fields. Certificate of Appreciation '07. [Citizen]

In Memoriam (non members)

◆ **LCdr Kenneth William HAMILTON, CD*, RCN (Ret'd)**

86 in Dartmouth, NS 14/06/15. Jn'd. RCN in Eng. Br., CFR'd as CMD O 05/61, prom. Lt 01/65 and LCdr 07/72. Srv'd. *Magnificent*, *Bo-naventure*, *Fraser*, *Granby* and as naval overseer. Ret'd. in '80. [SR,

Chronicle Herald]

◆ **Cdr Henry Donovan JOY, CD*, RCN (Ret'd)**

90 in Victoria 23/03/15. Jn'd. RCN as Cdt at *Royal Roads* 10/42, prom. Mid 08/44, SLt 04/46, Lt(P) 05/47, LCdr(P) 05/55 and Cdr 01/63, Srv'd. *Uganda*, RN (for Plt Trg), *Bytown*, *Shearwater*, *Cayuga*, *York*, *Royal Roads* (StaffO), *Sussexvale* (i/c), *Qu'Appelle* (i/c) and Cdr Sea Trg Pacific. Ret'd. in '72. [JC]

◆ **N/S Millicent Eveline MacCORMICK (nee DUNBAR), RCN (Ret'd)**

97 in Halifax 01/03/15. Jn'd. RCN in '45 and srv'd. *Stadacona*. Rls'd. in '47. [SR, *Chronicle Herald*]

◆ **LCdr Andrew Reginald McCULLOCH, CD, RCN(R) (Ret'd)**

In Kingston, ON 04/02/15. Jn'd. *Cataraqui* as UNTD Cdt(E) 02/49, prom. SLt(E) 02/49, prom. Lt(E) 07/53 and LCdr(E) 05/62. Ret'd. in '63. [Queen's Alumni Review]

◆ **Lt William Joseph McDERMOTT, CD*, RCN (Ret'd)**

86 in Dartmouth, NS 29/03/15. Jn'd. RCN 09/56, CFR'd as CMD O 05/63 and prom. Lt 01/64. Srv'd. *Shearwater*, NSD Mtl. and VU 32. Ret'd. in '80. [SR, *Chronicle Herald*]

◆ **SLt(O) Hector Charles PERREAULT, RCNVR (Ret'd)**

In Point Claire, PQ 03/02/15. Jn'd. in '46 as Prob SLt and prom. SLt 02/46. Srv'd. in *Niobe* for RN Observer's Cse. (Qual. 'O') and thence *Warrior*. Tsf'd. to Ret'd. List late '46. [Queen's Alumni Review]

◆ **Lt(O) Rufus Douglas REID, RCN(R) (Ret'd)**

82 in Charlottetown 39/06/15. Jn'd. as UNTD Cdt at *Scotian* 02/50. Prom. SLt(O) 05/52 and Lt(O) 08/56. Qual. 'O' as Cdt. Srv'd. *Stadacona* and *Shearwater*. Ret'd. in '63. [WC, *Canada's Naval Aviators*]

◆ **El Lt(R) Walter James SMITH, RCNVR (Ret'd)**

94 in Montréal 04/06/15. Jn'd. as SLt(SB) 04/42 and attended U of T 1942 Radar Officers Course. Prom. Lt(SB) 04/43 and srv'd HMS *Hilary* (LSI and HQ ship) for landings Sicily, Salerno and Normandy. Rls'd. in '45. [CTDA list, *Toronto Star*]

◆ **2nd Officer Anne Mary WILSON (nee GASCOYNE CECIL), WRNS (Ret'd)**

Former NAC-O, 96 in Ottawa 06/02/15. Srv'd. WWII in Ops Rooms in UK, Kenya, Ceylon and India. [SK, *Citizen*]

◆ **Lt Edward Harrington WINSLOW-SPRAGUE, RCNVR (Ret'd)**

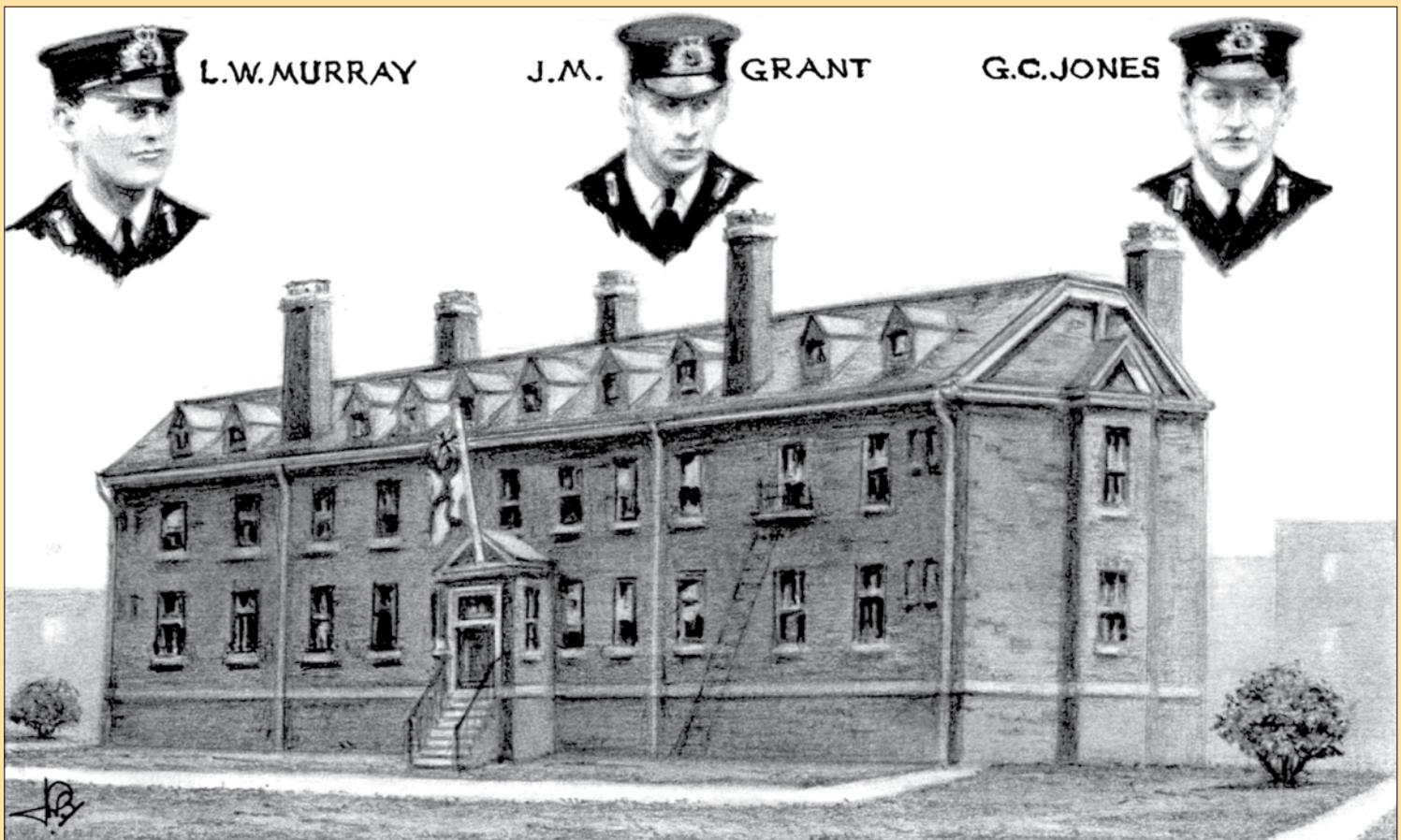
99 in Ottawa 14/04/15. Jn'd. *Royal Roads* as Prob. SLt in '42, prom. SLt 04/42 and Lt 04/43. Srv'd. in *Amherst* and *Merrittonia*. Rls'd. in '45. [Citizen]

"We will remember them."

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

'Our Navy'

By F. R. (Hamish) Berchem CSMA

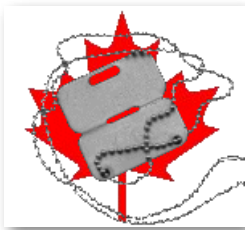


THE ROYAL NAVAL COLLEGE OF CANADA - 1911

The Naval College of Canada was in an old red sandstone building at the north end of Halifax Dockyard near Admiralty House. From the first class of cadets, L. W. Murray became a Rear Admiral and Commanding Officer Canadian North West Atlantic. His arch-rival, G. C. Jones, was Chief of the Naval Staff as a Vice Admiral. Both men were considered to be excellent administrators; Murray was the better seaman. J. M. Grant, brother of H. T. W. Grant, became a Captain and the first Commandant of HMCS ROYAL ROADS in 1942. Out of this class, one was lost with his submarine in 1918, four at Coronel in 1914. The college was very badly damaged in the Halifax Explosion of 1917; thereafter instruction was provided on the West Coast until 1922 when the college was closed.

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