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Our cover

The Tribal-class destroyer HMCS *Haida* photographed at her best while on patrol April 1st, 1953 during her first tour in Korean waters (she would complete two tours between 1952 and 1954). Prior to that and during WWII, she excelled at her trade, especially in the English Channel. The Tribals were arguably one, if not *the* most 'handsome' vessels built for the purposes of war. This particular image superbly displays that quality. *Haida* is on permanent exhibit in Hamilton, Ontario, see: <http://www.pc.gc.ca/eng/lhn-nhs/on/haida/index.aspx>

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Canada's submarines



Systems Engineering Complexity in Modern Submarine Design

... *What Impact?*

By Derek Hughes and Andrew Wills

As Norman Jolin recently highlighted, "Submarines can give medium nations, like Canada, much more 'bang for the buck'."¹ This force multiplication can only be achieved, however, if the submarine fleet is technically and operationally robust and well-supported. Nevertheless, cost constraints are a reality in any navy and the military are always looking for ways to better deliver service to their government. This article will address some of the complex systems engineering challenges required to support a modern conventional submarine program in Canada.

Working with industry is key to enhancing the systems engineering skills and prominence required to support a complex submarine platform. The Navy must articulate what it needs, how much it can afford to pay for it, and what it is prepared to trade off. On the other hand, industry has to design systems and service solutions that can be delivered on time and to cost, that can be operated effectively and dependably in-theatre, and be delivered in a fashion that can be upgraded quickly and economically when necessary using appropriate technology. Such a collaborative effort also has to recognize that industry needs to make a profit, manage its cost base, have accept-

able cash flow and have opportunities to recoup investment. With these factors recognized, a framework can be developed that will lead the design integration and systems support of a fleet of conventional submarines such as the *Victoria*-class (VCS) here in Canada or the *Collins*-class in Australia.

The implementation of an In-Service Support (ISS) contract has been a significant stride forward in both cases with the *Victoria*-class ISS Contract (VISSC) being predicated upon five elements associated with support and sustainability: Project Management; Records Support Services; Engineering Support Services; Materiel and Logistics; and, Maintenance Services. Under ongoing DND fiscal constraints however, it has been difficult to achieve the capability and capacity necessary in all of these elements for adequate system understanding and sustainment. For future success and value for money for support to the *Victoria*-class, it will be imperative to re-establish, maintain and operate a rigorous systems engineering (SE) base. The RCN SE skills in general have been severely diminished since the 'Decade of Darkness,' beginning in the mid-1990s, and this loss has been compounded in the area of submarine design and operations following the retirement of the *Oberon*-class in the late 90s. In the intervening time, system complexity and the related SE demands have increased significantly with the VCS being a significant example of design advance over the

Oberon-class. The consequences of this 'Perfect Storm' made themselves felt in Canada's VISSC program, where industry has the opportunity to play a key role in covering the effective support and sustainability of the VCS and setting an example for the sustainment of the Naval SE capability for Canada.

BACKGROUND

It is an imperative that operators and maintainers take time to reflect on a rich history of safe/seaworthy submarine operations and well-maintained platforms. As an integral part of international power projection using the submarine strategic presence, the marine engineering community is challenged with the complexity of the System of Systems within a submarine. The System of Systems is defined as a collection of functional systems that pool their resources and capabilities together to create new, more complex systems. This ultimately offers more functionality and performance for the Canadian submariner when the *Oberon*-class of submarines are compared to the more technically-advanced VCS, but the lessons previously learned in operational and technically forward thinking environments have to be regained, as skillsets have faded due to a lack of operational sea time with the current VCS. However, the materially-safe platform remains a stringent requirement to ensure that the submarines deploy safely at sea. As a complex military platform, the submarine

¹ Norman Jolin, Does Canada Need Submarine Capability?, <http://www.navalassoc.ca/images/starshell/Starshell%20Spring%2014.pdf> Internet; accessed 21 June 2014, p.6.

is a lethal weapon used for force projection and for deterring aggressors against Canada. The benefits of the SE approach to supportability and sustainment can be seen through the following range of functions and they must be addressed on a continuum:

- Program Management;
- Technical Support;
- Engineering Change Management;
- Maintenance Support;
- Defect Support;
- Safety Case Management;
- Logistics Support;
- IT Management;
- Training Support;
- Configuration Management;
- Technical Data Management;
- Obsolescence Management;
- Support to Deployed Operations; and,
- Quality Assurance Support.

INTRODUCTION

Submarines are often compared to aircraft in technical complexity. The materiel airworthiness framework is comparable to the marine materiel certification regime of modern submarine platforms. While both have a three dimensional complexity, interestingly, an aircraft has a small pressure differential and low implosion probability. Whereas the submarine has deep water depth pressure and high implosion issues in a hostile environment. For the submariner, constant vigilance to ensure system integrity is the norm as they contend with the potential danger of system failures under the ocean.

The role of the *Victoria*-class is similar to that of submarines owned and deployed by other nations, to wit:

*"Victoria-class submarines perform a wide range of roles, contributing significantly to the security and sovereignty of Canada. These roles include surveillance, support to maritime law enforcement, maintenance of fleet skills, as well as domestic and international operations."*²

There is no doubt that the strategic im-

perative of submarines is unsurpassed as nations realize the strategic force projection that these silent hulls provide under the umbrella of a mix of complex marine and deadly combat systems.

OBERON vs. VCS DESIGN

The operation of the *Oberon* submarines in Canada ran between 1965 and 2000. The *Oberon*-class was a very good platform for its time but as new technologies developed, the sensor suit and weapons capability declined in relative capability. By the late 1990s, it was time for Canada to upgrade but with a lack of support and funding. The Navy had to wait for sufficient political desire to assume responsibility for the VCS. The Navy has benefited from the enhancements made by the transformation of the various systems to meet Canadian requirements, and since the *Oberon*-class retirement, there has been no real change in the role of Canadian submarines from an operational perspective. This continues to be: anti-submarine operations, anti-surface vessel operations, surveillance and intelligence gathering; mine laying and coastal covert operations in support of Special Forces.³

In an ever present dangerous world with multiple potential enemies, the RCN's presence worldwide is recognized as a necessary deterrent. In the system of systems environment, we need to keep up with technological advancements where technology insertions to enhance capability are imperative. As evidenced on HMCS *Windsor*, a recent article by David Pugliese highlighted: "...the upgraded sonar equipment was scheduled to be installed in 2016, but the navy is taking advantage of Windsor's docking to do the work now."⁴ This is seen as the way ahead for a modern submarine and will allow the platform to sustain its high level of sensor and system advantage in a high-threat environment.

³ David Peer, Some History of the Upholder Class Submarines, <http://www.navalreview.ca/2012/05/some-history-of-the-upholder-class-submarines/> internet; accessed 4 June 2014.

⁴ HMCS *Windsor* gets \$18 million overhaul – new generator, sonar upgrade and more maintenance, <http://ottawacitizen.com/news/national/defence-watch/hmcs-windsor-gets-18-million-overhaul-new-generator-sonar-upgrade-and-more-maintenance> Internet; accessed 20 June 2014.

INDUSTRY ENGAGEMENT

The VCS, when the *Upholder*-class, were a part of the Royal Navy (RN) inventory until the end of the Cold War, a time when fiscal constraints were imposed and the role envisaged for the vessels was removed. As a result, the boats were offered up for sale. Canada took the opportunity to purchase the four submarines, allowing Canadian Industry time to set up while the submarines were prepared for hand-over, as noted: "*Canada purchased the submarines and a suite of trainers in 1998 and BAE Systems (formerly Vickers Shipbuilding), at Barrow in UK, was contracted to refit the submarines.*"⁵

Canada has since been able to successfully reactivate the platforms with the continued support of the UK MOD and industry, where skills transfer and materiel support were provided as part of the transition to an operational steady state. This has been a long process as highlighted by the numerous articles in the media flagging the evolution of the systems and complexity of the repairs and mid-life refit aspects. Adding to the complexity for the marine engineers was Canada's desire to provide system upgrades on weapons and eventual upgrade to the Mk-48 7AT heavyweight torpedo, (where "the USA, Australia, Brazil, Canada and the Netherlands are Mk-48 customers..."⁶), modular masts and the sonar suite.

MANAGING THE OBSOLESCENCE CHALLENGE

There are a number of openly complex challenges with the VCS as the class of four unique platforms move into their remaining operational life-cycle timeframe. The original engineering manufacturers (OEMs) have since moved on in developing and supporting their respective submarine equipment. The reality is that if there is no market demand then the OEMs must develop new enhancements

⁵ SSK Victoria Class Long Range Patrol Submarines, Canada, <http://www.naval-technology.com/projects/ssk-victoria/> Internet accessed 6 June 14.

⁶ Team Torpedo: US Firms Sell & Support Mk48s and Mk54s, <http://www.defenseindustrydaily.com/team-torpedo-raytheon-partners-to-support-mk48-and-mk54-requirements-02533/> Internet; accessed 28 June 2014.

² Victoria-class Submarines, <http://www.forces.gc.ca/en/business-equipment/victoria-subs.page> Internet; accessed 08 June 2014.

from the original. Therefore, after a lay-up of five years as the RN's *Upholder*-class, followed by reactivation and then mid-life refit, the VCS is in a predicament. OEMs will only retool for a price and there will be an additional fabrication set-up period. This is a disadvantage to DND in achieving operational capability within set mission-critical timeframes.

A systems approach overcomes many of the issues, as we look at functional/performance-based specifications that track and deliver to specific deliverables to ensure full transparency. This is not trivial, as significant investment in time, costs and 'skillset' enhancements for the engineers and life-cycle materiel managers are required to sustain the platform equipment at the required materiel readiness state. However, we need to put this SE approach in place to ensure adequate management of equipment is sustained for the submarines' life-cycle.

SYSTEM OF SYSTEMS APPLIED TO VCS

In the design/build of the VCS, a new, more complex system base was created. There were build issues with the VCS platform and given the complex arrangements of the systems, a number of problems had to be addressed from the build in the UK. Some of the issues acknowledged after build were:

- During construction of the first of class, it was recognized that the weapon-discharge system design did have unresolved defects;
- HMS *Unseen* had problems with her bow doors;
- Miscalculations were made in the design of the main-motor control circuitry;
- The diesel engines were originally designed for use in railway locomotives and not intended to be rapidly stopped and started; and,
- Costs had been forecast at £500M. But by the time all four had undergone a refit to rectify the tube prob-

lems, the figure soared to £900M.⁷

As in every aspect of the submarine, the response to the complexity of the engineering issues was to address the immediate problem. If instead an SE approach had been implemented at the early stages, the work would have been more timely and successful as the complex issues would have been logically broken down to manageable elements and addressed. Nevertheless, the issues mentioned above were eventually addressed and Canada has continued to move forward after a lengthy period of system understanding and rectification. This is evidenced by HMCS *Victoria* at full operational capability, HMCS *Windsor* completing the majority of her sea trials, and HMCS *Chicoutimi* completing her camber dive and preparing for sea trials. Therefore, it is evident that NDHQ's Director General Marine Engineering Program Management (DGMEPM) and the RCN have made great strides in resolving several complex technical issues.

KNOWLEDGE MANAGEMENT

Coincidentally, in the submarine domain in Canada, there has been a lack of sustainment when it comes to retained Knowledge Management (KM). DND continues to be challenged due to the high turnover of military and civilian employees and a lack of a KM system that can be relied upon to maintain the in-depth technical information for the class. The VCS initial technical data was incomplete as the requisite complete background design was not transferred for functional and product baseline management. This continues to challenge the prime contractor under the ISS to update and ensure configuration and obsolescence management is enforced.

FINDING THE RIGHT SKILLSET

As in any niche specialty profession, it should be recognized that it takes years to develop the competencies required to support and maintain a complex system of systems such as the VCS. While industry has reported that a KM transfer was inherently the approach that

was supported in meeting DND's demand for expertise transfer, this has not been fully realized. DGMEPM continues to be challenged with obtaining the right skills required to manage engineering design and integration due mainly to a lack of corporate experience and understanding of the complexity and integration of the submarine systems. Trying to get the design correct and then ensuring industry can implement the modifications is no small feat, but in the SE environment, this is critical. DGMEPM continues to learn from its mistakes and after three VCS refits, it is just starting to understand the enormity of the effort in submarine systems engineering complexity.

The preferred approach of finding and supporting the correct skillset for the range of specialized jobs in the submarine service and support role remains a priority for the personnel pillar. If we take the attitude that any experience background will suffice, then we are opening ourselves up to the lack of understanding of the platform safety impact. We need to undertake a system-based work approach to clearly demonstrate what needs to be done for DND and to understand the integral complexities of the issues.

RETAINING THE ENGINEERING TALENT

Canada's submariners are a unique talent pool but with a dwindling understanding of the complexity of the job. It has taken years for many submariners to develop and experience the range of technical and operational competency necessary to speak with a level of understanding and accountability. It takes time, expertise and funding to deliver a safe, technically-compliant and materially-certified submarine supported by the materiel pillar maintained by DGMEPM and ADM(Mat) for the RCN. Additionally, the remaining pillars, personnel and readiness under Comd RCN are equally as important to the operational tempo sustainment of the VCS. Interestingly, some in DND see the submarine materiel certification as a paperwork exercise only. They actually miss the link between delivering a high quality platform with a safe and risk-assessed remit which allows

⁷ Upholder Type 2400, <http://www.globalsecurity.org/military/world/europe/hms-upholder.htm> Internet; accessed 8 June 2014.

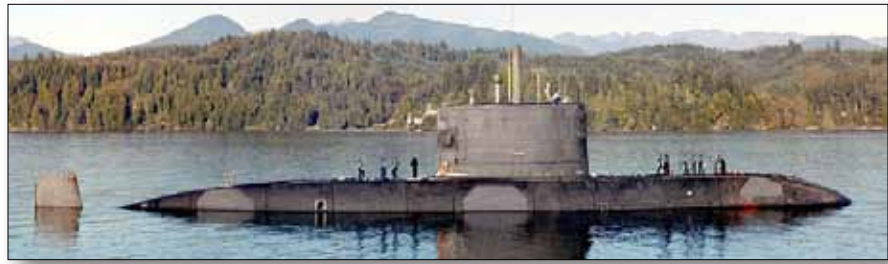
our sailors to deliver on their assigned mission.

WHAT'S NEXT?

The structure of a complex system is not just the result of an historic design process, but the outcome of a stringent process of complex technical evolution. Thus, it does not necessarily reflect the principle of static optimality and rational decision-making often used as the basis of engineering design. Complex engineered systems comprise an evolving fitness constrained by a dynamic (perhaps co-evolving) space of possibilities. This is precisely what makes complex systems suitable for operation in multi-dimensional, dynamic environments such as the one the submarine service finds itself. It also means that the marine and combat system selection criteria used to determine the quality and correctness of engineered systems apply even more stringently. There has to be a higher-order understanding and level of confidence in the equipment that is being maintained by the RCN. Consideration for future usage rates of the class and the impact of extending the life of the platform need to be considered early and under the watchful eye of seasoned submarine experts with a comprehensive, complex appreciation of systems engineering.

CONCLUSION

The VCS is an excellent platform for its assigned role and remains a potent deterrent to our potential enemies. We often expect more of a multi-role adaptation for our military platforms, and the VCS strives to live up to the demands of being a new operating platform for a maritime, blue water nation. Although it is very well constructed and maintained, the VCS continues to be challenged by the logistic reality of supporting four largely unique orphans with aging equipment. The point we make is that if addressed from the outset, SE could have solved the majority of the current issues even in a technologically challenging environment. Moreover, industry, through its leadership-inspired relationships with DND, will need to sustain the support-



HMCS *Victoria*.

ability throughout the submarines' life-cycles. DND must encourage industry to be partners in the success of the VCS, and blend this with measurable incentives for improved effectiveness, say through metrics such as platform availability.

The issue of configuration, obsolescence and technology insertion of engineering changes required will stretch a limited submarine-skilled workforce in both industry and DND. One likely scenario may be the continued close collaboration of the RAN and RN in support of Canada's submarine presence on the global front.

Finally, if we approach the submarine and its capability correctly, using an all-encompassing SE approach, most of the technical and logistical issues will be resolved more quickly. All stakeholders must remain vigilant and apply due diligence in marine and combat system support to the VCS. The continuing imperative in the collective endeavour to sustain the four Victoria-class platforms beyond their 2020+ end of life timeframe is to focus Canada's pool of skilled talent, its limited funds and its corporate knowledge to ensure the ongoing integrity of the VCS well into the future.

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RCN Submarines Fleet Status

From the RCN Public Affairs Staff



◆ Overview*

The Victoria-class submarine fleet continues to progress towards a steady state, in which three of four submarines will be available for operations, which is anticipated to occur in late 2014. One of the submarines will be cycling through its extended maintenance period at all times. The following table provides a general overview of the current status of Royal Canadian Navy Victoria-class submarines:

Submarines	Extended Docking Work Period	Operational Period	Next Scheduled Extended Docking Work Period
HMCS <i>Victoria</i>	2005 to 2011	2011 to 2017	2017 to 2019
HMCS <i>Windsor</i>	2007 to 2012	2012 to 2018	2019 to 2021
HMCS <i>Chicoutimi</i>	2010 to 2014	2014 to 2020	2021 to 2022
HMCS <i>Corner Brook</i>	2014 to 2017	2017 to 2022	2022 to 2024

*Please refer to the footnote at the end of this article (page 11).

◆ The Submarine Operational Cycle

Generally speaking, Canadian submarines will operate in a cycle in which each boat will be operating for six years, referred to as the 'Operational Period,' and followed by two years in deep maintenance referred to as the 'Extended Docking Work Period' (EDWP).

The **operational period** refers to a period of six years, divided into ten successive 34-week operating cycles. Each operating cycle begins with a one-week Submarine Maintenance Period (SMP) that is devoted to preparing the submarine for sea; this includes training, fuelling and ammunitioning. An Assisted Maintenance Period (AMP) is scheduled

half-way through an operating cycle to allow the crew, supported from ashore, to conduct planned maintenance. The operating cycle concludes with a Short Work Period (SWP) of seven weeks. In other terms, the operational period refers to a cycle of activities that can range from sea trials, repairs, scheduled and corrective maintenance conducted outside of an extended docking work period, training, weapons firing and other activities through to full operations. During the period, a Victoria-class submarine can be at various levels of readiness to conduct operations on behalf of Canada.

The EDWP is a deep maintenance period conducted by industry, analogous to a ship's refit. A submarine in EDWP is crewed during the last six months of the

maintenance period to prepare the submarine for return to fleet service. The EDWP provides the submarines' 200-plus systems with the maintenance and upgrades necessary to ensure continued safety and relevance of the platform in the conduct of operations, as directed by the Government of Canada.

◆ Status of Individual Submarines: HMCS *Victoria*

HMCS *Victoria* was declared fully operational in 2012 and is approaching the halfway point of its current 6-year operational cycle. Since then, *Victoria* has participated in various international exercises such as the Rim of the Pacific (RIMPAC) and SINKEX success. These activities have

demonstrated the modern unique capabilities of the Victoria-class submarine while providing anti-submarine training for Canadian and international maritime vessels.

The cost of the EDWP refit for HMCS *Victoria* was approximately \$200 million.

◆ HMCS *Windsor*

In December 2012, HMCS *Windsor* completed its EDWP at the Fleet Maintenance Facility Cape Scott in Halifax, NS, and began its 6-year operational cycle. During sea trials, it was identified that one of *Windsor's* generators experienced technical difficulties and would have to be replaced.

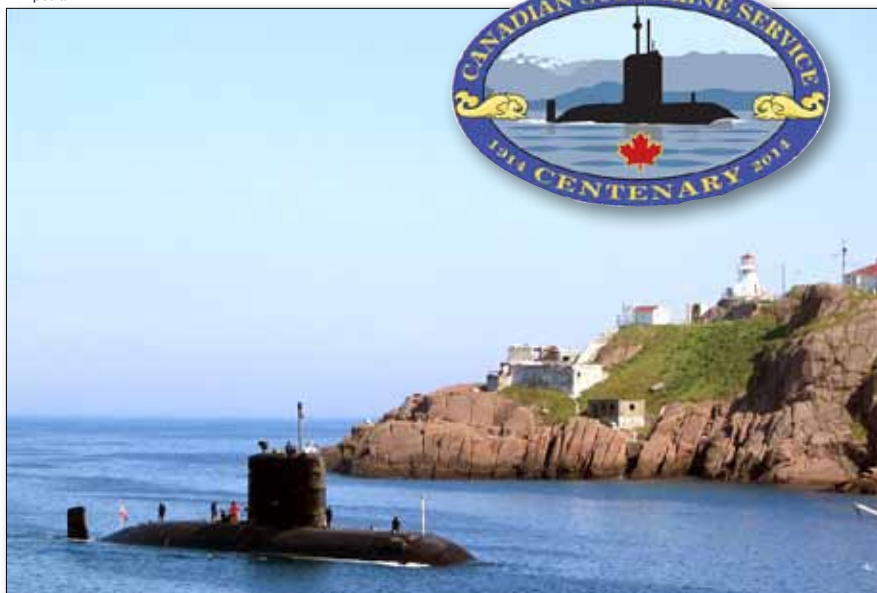
In March 2014, *Windsor* was docked to allow crews to begin removing the defective generator, installing the replacement generator and testing systems upon completion. This work is being done concurrently with normally scheduled maintenance to minimize the impact of the repair effort and return *Windsor* to operations as soon as possible.

The current work period will be leveraged to accelerate the planned upgrade of the submarine's sonar processors with state-of-the-art bow sonar system equipment that was previously planned for installation in 2016. To date, HMCS *Windsor* exercised with multi-national surface fleet assets in addition to Allied submarines proving an exceedingly capable submarine. *Windsor* also participated in key bi-national exercises focused on continental defence. She is expected to return to sea in late 2014. The cost of the EDWP refit for HMCS *Windsor* was approximately \$209 million.

◆ HMCS *Chicoutimi*

HMCS *Chicoutimi* was undocked in November 2013, with its maintenance being conducted by Babcock Canada at Victoria Shipyards Co. Ltd., Esquimalt, BC. *Chicoutimi* successfully conducted a camber dive in April 2014, another key milestone as the submarine nears the end of her EDWP. This is the first EDWP conducted by industry under the Victoria In-service Support Contract.

Wikipedia



HMCS *Corner Brook* entering St. John's, NFLD. harbour, date unknown.

This contract highlights a key strategic knowledge sharing initiative and partnership between the RCN and industry. HMCS *Chicoutimi* is now preparing to return to sea and commence sea trials as part of its tiered readiness program. This program will certify the crew and all engineering systems, with the aim of having the submarine available for participation in a multi-national exercise planned for the fall of 2014.

The cost of the EDWP refit for *Chicoutimi* is still being finalized.

◆ HMCS *Corner Brook*

HMCS *Corner Brook* will enter its EDWP at Victoria Shipyards Co. Ltd., in Esquimalt in July 2014. Under the Victoria in-service Support Contract, Babcock Canada Inc. will conduct the comprehensive maintenance, overhaul and upgrading activities typical of these deep-maintenance periods, as well as repair damage HMCS *Corner Brook* incurred when it ran aground in 2011.

These repairs include the straightforward replacement of some external material and a fiberglass bow dome. *Corner Brook* is scheduled to remain in an extended docking work period until 2017.

The cost of the EDWP refit for HMCS *Corner Brook* will be available when the refit is complete.

◆ Canadian Submarine Fleet: A Strategic Asset for Canada

The Victoria-class submarine fleet is an important strategic asset for Canada. Submarines are stealthy, lethal and persistent, making them ideal for surveillance and intelligence gathering. They enjoy unparalleled freedom of action and independence to act at a time and place of the government's choosing. In an emerging crisis, their presence can shape regional decision-making profoundly and, should deterrence fail, their lethality can contribute decisively to combat operations, both in defending surface forces and placing opposing forces at peril.

The versatility of these submarines is unmatched, allowing them to operate in any weather condition for periods of up to 60 days, and perform in a variety of roles to fulfill Canada's vision of having a balanced, multi-purpose and combat effective naval fleet. They fill a wide array of naval roles, including fisheries patrols, surveillance of all three oceans, support to maritime law enforcement and other governmental departments, maintenance of fleet skills, bilateral engagement with our continental defence partner, participation in NATO exercises, and deterrence of terrorists, smugglers and polluters.

Success in maritime operations requires an ability to have control above, on

Canadian Forces Photo



The USNS *Concord* is seen sinking after being struck by a Mk48 torpedo fired by HMCS *Victoria* off Hawaii during a RIMPAC exercise on July 17, 2012.

and below the surface of the sea. This success requires balanced maritime forces, and without submarines the effectiveness of Canada's other maritime assets would be diminished. No other asset in the Canadian Forces (CF) can rival the sheer deterrent impact of submarines. As a result of their unrivalled stealth, persistence and lethality, the mere possibility that a submarine is operating undetected can alter the entire nature of a theatre of operations.

Canadian submarines are an important element of Canada's strategic relationship with the United States. Canada participates in a global 'water space management' regime which key allied submarine operators use for the prevention of mutual interference. As a member of the 'sub club,' Canada gains privileged access to intelligence that would otherwise be beyond its means to attain.

Canada's Victoria-class submarine fleet has actively sailed since 2003. The submarines participated in exercises at home and overseas during this time, patrolling our coastal areas—including the Arctic—and participating in international operations such as Op CARIBBE, Canada's participation in the multinational campaign against transnational organized crime by combatting illicit trafficking in the Caribbean basin and the eastern Pacific Ocean.

◆ Highlights of the Victoria-class Achievements Are As Follows

- HMCS *Victoria* fired the first RCN Mk48 heavyweight warshot torpedo sinking the decommissioned United States Navy ex-USNS *Concord* during the Rim of the Pacific (RIMPAC) exercise in July 2012. This event was a clearly visible indication of the lethality of the Victoria-class weapon capability. Since 2012, *Victoria* has participated in various international exercises which included working with Special Forces during JOINT Exercise 2013 and various bi-national continental defence exercises. In addition, *Victoria* conducted the third Victoria-class submarine deployment as part of Operation CARIBBE, a US-led, multinational effort to interdict drug trafficking in the waters of the Caribbean Basin and the Eastern Pacific.
- HMCS *Windsor* sailed from June 2005 to December 2006 and spent 146 days at sea in 2006 alone. The boat participated in a number of large Canada/US exercises; advanced and improved special operations forces capabilities and trained with Canadian ships in essential warfare skills. *Windsor* partici-

pated in the first ever parachute rendezvous at sea practiced with Canada's Patrol Pathfinders (Canadian Army paratroopers). The boat also conducted several sovereignty patrols off Canada's east coast for intelligence-gathering, surveillance and reconnaissance. Since the end of her last deep maintenance period in 2012, *Windsor* has spent a total of 174 days at sea.

- HMCS *Corner Brook* participated in various NATO and Canada/US exercises, where it received high praise for its contribution as a simulated enemy in order to assist in the training of NATO and US surface and air forces. *Corner Brook* deployed to the Arctic in support of Operation NANOOK in August 2007 and again in August 2009, where it participated in a counter-narcotics exercise and conducted covert surveillance patrols in the vicinity of Baffin Island. In March 2008 and again in 2011, the boat also deployed as part of Operation CARIBBE.

◆ Victoria-class Personnel Requirements

As of April 2014, there are 245 positions filled by qualified submariners and there are currently 60 sailors at various stages of their training within the Canadian Submarine Force establishment. This is comprised of positions ashore as well as the crews of the submarines.

Canadian Armed Forces members are considered to be trained submariners when they have passed the Basic Submarine Course, completed the at-sea consolidation phase and passed an individual qualification board. Upon completion, submariners receive the qualification badge known as 'Dolphins' to signify they now hold the Submarine Qualification.

◆ Victoria In-Service Support Contract (VISSC)

Submarines are amongst the world's most highly complex machines that operate in an unforgiving environment. This necessitates a highly rigorous material

certification process to assure the safety of the crew and the submarine. This material certification is achieved through a time-based maintenance cycle which forms an essential element of the operational cycle of any class of submarine.

In 2008, Canada's Treasury Board approved the expenditure of up to a maximum of \$1.5 billion over a period of up to 15 years for the in-service support for the Victoria-class submarines. The Victoria In-Service Support Contract (VISSC) was awarded competitively to the Canadian Submarine Management Group, now renamed Babcock Canada Inc.

All Victoria-class extended docking work periods performed during the term of this contract, commencing with HMCS *Chicoutimi*, are funded and managed through the VISSC. In June 2013, the Government of Canada exercised the first five-year extension option of this maintenance support contract, worth \$531 million.

*Footnotes pertaining to the Table on p.4:

- All dates are approximate as schedules can change according to the needs of the RCN.
- A Victoria-class submarine is considered to have achieved operational status when it has been materially certified safe to sail (successful completion of alongside and at-sea tests and trials) and is manned with a qualified and experienced crew that has been assessed capable of executing operations in accordance with their readiness status.
- The extent of a submarine's capability is fundamentally a product of the states of personnel, materiel and collective team training resident within it. Once operational, a Victoria-class submarine will undergo a period of sea training to either achieve standard readiness (i.e., capable of conducting core naval training and executing assigned Canadian Armed Forces continental and expeditionary missions that do not entail the possibility of high intensity, full spectrum combat) or high readiness (capable of conducting the full-spectrum of combat operations).

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● **HANDY DONATION FORM ON PAGE 23** ●

HMCS Calgary • RCN photo

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Artist's rendition of an AOPS.



Canadian Arctic Shipping Initiatives ... on Hold

By Jeffrey G. Gilmour

In 2005 the Arctic Strategy formed a key platform in this country's 'First Defence' policy document.¹ In 2007 Ottawa then launched its 'Northern Development Strategy,' promising an array of capital projects for the north to enhance our 'sovereignty' capability, which included the following projects:

- \$720 million for a conventionally-powered icebreaker called the *John G. Diefenbaker* for the Canadian Coast Guard.² Unfortunately, the Vancouver shipyard was scheduled to build both the icebreaker and the Royal Canadian Navy's new supply ships, but can only handle one project at a time. The supply ships were given priority and as a result, the government will now have to spend an additional \$55 million to keep the heavy duty icebreaker *Louis St. Laurent* in the water until its replacement arrives in 2022.³
- A planned fleet of between six to eight Arctic Offshore Patrol Ships (AOPS) for the RCN are to be built at the Irving Halifax shipyard at an estimated cost in 2007 of \$3.1 billion to build and \$4.3 billion to maintain over their 25-year life cycle. Originally, the first ship was to be delivered in 2013. Irving has now stated that they will

now be cutting steel in 2015 with the first AOPS to be delivered in 2018, five years after the first projected delivery date for these ships.⁴

- A proposed \$200 million High Arctic Research Station is to be built at Cambridge Bay, Nunavut.
- A plan to build a \$56 million deep-water naval facility at the former lead-zinc mine at Nanisivik on Baffin Island was supposed to be operational by 2017.

For the foreseeable time, most of these projects have been delayed on the basis that Ottawa is cutting back spending for all departments in order to balance the budget by 2015. The only positive announcement for the north coming from the government recently has been the long-promised Army Winter Warfare Centre based at Resolute Bay which is now open for business. This year-round facility will be shared with Natural Resources Canada.⁵

Even the replacement of the 60-year old Lee-Enfield rifles for the Canadian Rangers has been delayed. DND recently announced they are unable to find \$10 million for the ten thousand rifles required, and that the delivery date for these weapons

is now expected to be between 2017-2021.⁶

Not only does DND have to cut back on their capital projects, a report from the Defence Science Advisory Board concluded that federal departments are failing to embrace the 'Northern Strategy' initiatives and that there is too much infighting amongst the various federal departments.⁷

In 2009, Ottawa created the Canadian Economic Development Agency (CAN-NOR). Beginning in 2012, the government began focusing on economic development in the north, such as mining and oil and gas projects. This shift in priorities seems to indicate a move away from military security and Arctic shipping initiatives in the region.

The Canadian Arctic Foreign Policy of 2010 emphasizes circumpolar partnership and stability with our Arctic neighbours.⁸ With Canada now chairing the Council for the next several years, this body announced a number of broad themes, such as development for the people with a focus on responsible resource development, sustainable circumpolar communities and safe Arctic shipping.

Hopefully it can be shown that for expanded economic growth in the north, sovereignty issues and Arctic shipping concerns are integral to addressing economic growth in the territories.

In order for resource development in the north to increase, facilities and infrastructure will have to be built to accommodate these new ventures. This might mean an LNG terminal on the shore of the Beaufort Sea. Imperial Oil recently announced the company is seriously looking at a shift to LNG for the Mackenzie Delta gas as an alternative to shipping the commodity by pipeline.⁹

Such a project proposal would not be necessarily unique to the north. In the early 1980s, a consortium of companies appeared before the National Energy Board to propose the Arctic Pilot Project. The intent was to transport gas on Melville Island by pipeline to an LNG terminal and then ship the product by ice-breaking tankers to east coast markets. It was estimated during the 20 year life of the project that 50 billion m³ of natural gas would be exported from Drake Point.

In order for the safe shipping of the resource commodities from the northern resource projects, aids to navigation will have to be improved to accommodate large commercial carriers. Hydrographic charts have to be enhanced if ship traffic increases in our Arctic Ocean. Search and Rescue bases must be established in the north, such as Inuvik and Iqaluit, to reach ships in distress in a timely manner operating in our waters.

Recently, officials in British Columbia warned the province that it lacks the ability to manage oil spills offshore from existing and future oil traffic.¹⁰ The notes go on to say that Ottawa's decision to deal with coastal oil spills from a base in Québec would make it much harder to contain spills, and Transport Canada and the Coast Guard lack the needed 'environmental expertise' to manage such spills.

Based on BC's concerns, you can only imagine the problem with the same federal agencies dealing with an oil spill in Arctic waters at night in the middle of winter. You would have to contend with possibly thick ice conditions in poor weather and ocean currents shifting the oil to other remote environmentally sensitive areas in the region.

With climate change and the melting of the sea ice earlier each year, Arctic waters are becoming much more viable for

foreign commercial shipping. These new routes save owners time and money in transporting their goods between Asia and Europe. Many critics argue that Canada is now competing with Russia in developing safe commercial shipping routes. If this is indeed the case, we should be looking at ways to improve the viability of shipping in our Arctic Ocean for both foreign ship traffic and our own transporting of resource commodities from the three territories.

Several Arctic experts have conceded that we are already losing the race with the Russians when it comes to the development of shipping operations in the Arctic. John Higginbotham from Carleton University in Ottawa remarks that Russian President Putin regards the Arctic as a clear priority for him.¹¹ Michael Byers from the University of British Columbia notes a number of comparisons concerning the progress made between the two circumpolar nations:¹²

(a) Byers quotes President Putin in 2011:

"I want to stress the importance of the Northern Sea Route as an international transport artery that will rival traditional trade lanes in service fees, security and quality."

(b) Professor Byers notes that Russia uses icebreakers to escort commercial foreign vessels in the Northern Sea Route and charges them fees for this service.

(c) Russia plans to build ten search and

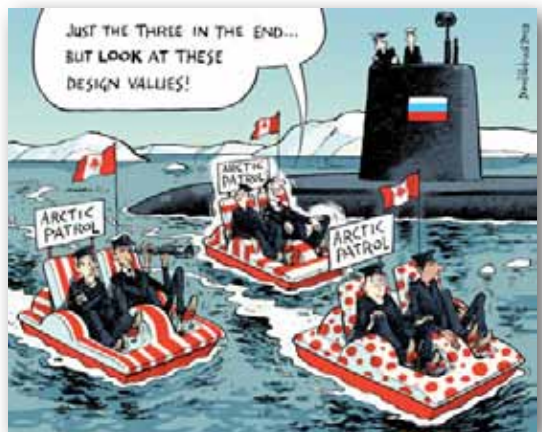
rescue stations along their shipping corridor. In Canada, at the present time we must rely on search and rescue aircraft based at Trenton, Ontario or Winnipeg, Manitoba.

(d) Russia has built sixteen deep water ports in the Arctic. Canada has only one located at Churchill, Manitoba, nearly 2,000 kilometers south of the Northwest Passage. The proposal to build a naval base at Nanisivik on Baffin Island has been delayed until at least 2017.

(e) The Chinese, South Koreans, the Ukraine and the Russians are all building new icebreakers.¹³ Russia alone plans to build thirty new icebreakers for their fleet by 2030, with a mixed group of diesel-electric and nuclear-powered vessels. In 2007, they launched the *Fifty Years of Victory*, a nuclear icebreaker able to break 2.5 metres of ice at speed.¹⁴ Three icebreakers capable of transiting in 1.5 metres of ice are expected to be delivered in 2015. It is anticipated that Canada's new icebreaker will not be ready for service until 2022.¹⁵

(f) Some 421 commercial vessels applied for permission to use the Northern Sea Route in 2013, accompanied by two dozen icebreakers.¹⁶ In Canada, only 61 tankers and cargo ships entered our northern waters in 2012 and most of these ships were related to community resupply.

(g) President Putin recently announ-



David Parkins
Globe and Mail

ced he is reopening a military base in the New Siberian Islands to protect ships in transit. In September 2013, a Russian Navy squadron led by the nuclear-powered cruiser *Peter the Great*, visited the archipelago.¹⁷

(h) Rob Huebert from the University of Calgary, also noted there is a significant difference in the way the two countries control shipping inside their territorial waters.¹⁸ Ottawa has now made it mandatory for all foreign vessels entering our Arctic waters to report their presence to comply with our environmental laws and regulations. The Russians make ship operators request permission on entering their waters and then charge them a fee to proceed in a convoy and be escorted by icebreakers.

(i) For decades Canada has been unable to resolve a maritime boundary dispute in the Beaufort Sea with the US. Russia has recently concluded a boundary treaty with Norway that has settled an area of 175,000 km² of seabed between the two countries.

(j) Byers has noted that there has been no offshore drilling in Canadian Arctic waters since 2006.¹⁹ Russia currently generates 20% of its GDP from resource projects in the Arctic. China advanced \$60 billion to the state-owned company Rosneft to develop offshore fields. At the same time, Rosneft entered into a joint venture of \$50 billion in the Arctic offshore, while Gazprom signed a similar deal with Royal Dutch Shell.

(k) One area Canada could enhance its Arctic surveillance capability is using high altitude drones and satellites.²⁰ It has been reported that Ottawa is considering a proposal from Northrop Grumman to purchase three Global Hawk drones that can operate in all weather up to 20,000 metres for 35 hours.

(l) There have already been concerns by Canadian companies using the Northwest Passage.²¹ Baffin Iron Mines Corp. is building one of the largest iron ore mines in the world on Baffin Island. The \$750 million Mary River Mine is due to open in 2015 and shipping the ore to Europe. The company has stated they will not be using the Northwest Passage because their bulk carriers have a draught of up to 19 metres and some waters in the passage are only 15 metres deep.

Several foreign countries are currently building heavy duty icebreakers for use in Arctic waters. This includes transit of our Arctic Ocean. Because of changing ice conditions in these waters as a result of climate change, it is reasonable to assume that ship traffic will increase in most circumpolar countries, including Canada. In addition, we will also have to accommodate the shipping demands of Canadian resource companies shipping their product to global markets from the territories.

In order to effectively compete on the world stage, Canada must construct the necessary buildings and infrastructure in the north to meet the demands of the domestic and foreign

marketplace in shipping goods and material worldwide. This includes building ships now which can operate year round in the Arctic to monitor and regulate all foreign vessels entering our Arctic waters. Canada must have the capability to enforce our legislation in these waters from ships operated by both the RCN and Coast Guard year round.²² They must have the ships and equipment to carry out such tasks sooner than later.



Endnotes

- ¹ M. Den Tandt, *Calgary Herald*, 19 August 2013.
- ² S. Kent, *Calgary Sun*, 4 November 2012.
- ³ *Calgary Herald*, 12 October 2013.
- ⁴ *Globe & Mail*, 22 August 2013, p. A5.
- ⁵ *Calgary Herald*, 16 August 2013.
- ⁶ *Ottawa Citizen*, 27 September 2013.
- ⁷ *Globe & Mail* Editorial, 13 August 2013.
- ⁸ P. W. Lackenbauer, *Globe & Mail*, 20 Aug. 2013.
- ⁹ *Globe & Mail*, 18 October 2013.
- ¹⁰ *Globe & Mail*, 26 August 2013.
- ¹¹ *Calgary Herald*, 20 August 2013.
- ¹² *Globe & Mail*, 12 August 2013, p. A9.
- ¹³ Simon Kent, *Calgary Sun*, 4 November 2012.
- ¹⁴ *ibid.*, footnote 11.
- ¹⁵ *ibid.*, footnote 3.
- ¹⁶ *Calgary Herald*, 20 August 2013.
- ¹⁷ *Calgary Herald*, 4 October 2013.
- ¹⁸ *Globe & Mail*, 23 August 2013.
- ¹⁹ *ibid.*, footnote 11.
- ²⁰ *Globe & Mail*, 3 May 2012.
- ²¹ *Globe & Mail*, 18 October 2013.
- ²² Arctic Waters Pollution Prevention Act of 1970 (AWPPA); Arctic Marine Traffic System (NORDEREG) now becomes mandatory and extends from 100 to 200 NM – 2008.

For over twenty years, Jeffrey Gilmour served as a senior manager and lawyer in the Department of Justice and represented the Government of the Northwest Territories before various federal tribunals. In 1998 he completed his term as Secretary to Cabinet and Deputy Minister to the Executive, Government of the Northwest Territories. For the past twelve years he continued his interest in administrative law by participating as a board member on the recent Energy Resources Conservation Board which was dissolved in June 2013. For the past fifteen years, he has been a Research Associate with the Arctic Institute of North America (AINA) which is affiliated with the University of Calgary, and since 2005 has served as Honorary Consul for the Republic of Mali in Alberta. Jeff is a member of^o Calgary Branch.



From the bridge

Jim Carruthers | National President | jimc@rruthers.com



It has been slightly over a year since our Victoria meetings where I became President and this is my fifth *From the Bridge* column. In these columns I have attempted to communicate:

- The state of our Association and our vision for the future.
- The way ahead—what could be done at the Branch level to widen and grow our membership thereby growing NAC.

While wholesale changes to our governance were mandated by the new government legislation regarding not-for-profit rules and regulations, I submit we benefitted greatly as we took the time in the year leading up to the last AGM to reconsider how we were doing things. At the Victoria meetings we adopted a new governance approach based on individual membership [many Canadian not-for-profits are still struggling with the changes or have failed to qualify because they have not moved away from “the way we always have done our business” which is no longer acceptable under the new legislation]. As a result, at this fall’s upcoming meetings we will for the first time be electing a National Board where you as an individual have a direct vote. The Board will be different, and National direction will be designed to sustain the collegial work of the branches and enhance our national role by focusing on fundamental support to Canada’s Navy.

As we have discussed, every country with a strong Navy has a strong association/institute which helps to educate its government leaders and citizens as to the need for a navy. Canada however, does not. Canada needs such a group and many believe our NAC is the group to do this job.

Most if not all other countries also provide funding for such an institute. Since we do not have access to Public Funds we must supplement the important work of supporting our Navy by also spending considerable time and effort in generating the necessary funds.

So, ‘our mission should we be willing to accept it,’ is to:

- Develop a strong, dynamic nationwide organization.
- Explain to government leaders and Canadian citizens why Canada needs a strong Navy.
- Do this while maintaining and strengthening what we have now.

We have made significant progress over the past year due to the hard work of our members. Congratulations, and our thanks are due:

- Branches, who have opened up their membership and changed their names to NAC as a signal of this openness. This was not an easy task, particularly in the case of our older members. However, as a direct result of their foresight we have, for the first time, the Commander of the RCN and formation commanders on both coasts as members of their respective Branches. This would not have happened if we had remained as NOAC.
- The Ottawa Branch, which has increased membership to almost 400 with members ranging from naval cadets to CRCN including the RCN CPO.
- Ottawa and Vancouver Island Branches, which have staged ‘best of class’ National Conferences and in Ottawa’s case, two outstanding BOA Galas with attendance by the nation’s leadership. These functions have generated approximately \$140K—these are the funds needed to generate new National naval affairs initiatives [see my FTB in the Spring 2014 edition of *Starshell* for further details]. The organizing teams have dedicated countless hours to these tasks providing the seed money that our National efforts need to grow and support our Navy.
- Nominees for the National Board of Directors, whose names you will see elsewhere in this issue. These individuals have stepped up to the plate offering to give of both their time and money as necessary to help guide our Association on its new path.

- Our outgoing Board who have worked to make the changes and put in place the necessary governance.

For the past nine years, Derek Greer has served as our financial rock. The financial administration of the Association was revamped by Derek and put on the solid footing we now have. His work is perhaps invisible to most members, however, it is well known to Branch Treasurers who have at hand Derek's guidance helping them navigate the sometimes confused waters of a Canadian not-for-profit. Derek is now looking to pass the torch and King Wan has agreed to carry it on. BZ Derek!

I am sure you will agree that our website has seen tremendous improvement over the past year as Bob Bush has put in countless hours. Branch Presidents were consulted as to where we go from here with the result that a major revamp of the website is underway so that we will have a NAC presence which will work across all modern media including mobile devices. We will move from an internally focused website to provide a face to the outside world and help explain why Canada needs a strong Navy. This has been made possible through the funding from Branch activities. I hope we can look to Bob to remain as Webmaster.

In our effort to reach Canadians, Richard Archer is leading development of an 'outreach program' including a presentation and the 'how to'. Richard has trialed it on a number of service clubs and is developing a plan for how to select important community leaders so as to ensure the story gets in front of those local leaders we need to educate as the need for a strong RCN. We will appoint a Chair of Outreach and I hope Richard will accept. Again, financial support flows from the funds raised by NAC-O and NAC-VI.

With the changes implemented through our new By-laws and Articles of Continuance, some concern has been expressed that the input from Branches may be lacking. Several ideas have been discussed over the past months with the result that I will be proposing we establish an Advisory Committee composed of all Branch Presidents so they have direct input to the Board on any issues they deem important. We will appoint a Chair of the Advisory Committee at the first meeting of the 'new' Board.

Branch membership is the backbone of NAC. A priority in the coming year must be how we expand to bring in more Canadians who believe in the need for a strong Navy. The two coastal cities offer a large base of both serving and recently retired folks we have to date failed to attract. A Membership Committee will focus on membership growth nationwide.

Naval Affairs will be the primary focus of National. The funds generated by NAC-O and NAC-VI are intended to support a much expanded effort in this area. Should he be elected to the Board I hope Dan Sing will take up the position of Vice-President of NAC and Chair of the Naval Affairs Committee.

A common thread in all of this is the need for strong Branches. Membership growth can only happen through local effort and as I hope this short note illustrates, the funding necessary to support all National efforts originates with the hard work at the Branch level.

The way our new governance works, as is the case for most corporations, is that the new Board at its first meeting will select the officers of the corporation. I will propose the Board consider Ken Lait as Secretary, King Wan as Treasurer and myself as President.

Yours aye,

Jim



The Little Known Navy

By Fraser McKee

D-Day Minesweeping Orders



For anyone who may be inclined to think that invasion minesweeping is for Reserve amateurs, the following quote is taken from the Operational Orders for the RN's M/S-1 that swept down Channel 9 to SWORD Beach just east of the Canadian Juno Beach:

INSTRUCTIONS TO SO M/S 1:

- 9 A) THE CLEARANCE OF CHANNEL 9 IS TO BE CONTINUED TO THE LOWERING POINT REGARDLESS OF ENEMY INTERFERENCE AND CASUALTIES.
- B) IN THE EVENT OF ENEMY ATTACK THE SWEEPING FORMATION MUST BE PRESERVED AND THE ATTACK FOUGHT OFF WITH THE BEST AVAILABLE MEANS.
- C) NO SHIP MUST BE ALLOWED TO SINK IN THE SWEEPED CHANNEL.



The front desk

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



For the last two years, the Association has been transforming and this spring we officially became the Naval Association of Canada. But it was not just a name change that was approved by Industry Canada. We also received approval of our new Articles of Continuance (replacing our Letters Patent) and Bylaws that incorporate the changes necessitated by the new Canada Not-for-Profit Corporations Act. I know that there has been much discussion about these changes, but I would like to reassure you that they were not the end of the NOAC, but rather reflect a generational change that was necessary in the context of the modern RCN.

♦ **WHAT HAS NOT CHANGED?** The NAC remains a national association with 14 affiliated Branches located across the country who are entities in their own right. Each Branch has its own constitution and bylaws, its own Board of Directors and organizes and runs its own program. Some have chosen to be federally incorporated, some provincially incorporated and some have chosen to not incorporate at all. To be a member of NAC, an individual joins one of these 14 Branches. The Branch is responsible for gathering the personal information required under the Act for the membership register and forwarding this information to National for that purpose.

♦ **WHAT HAS CHANGED?** Industry Canada and the Canada Revenue Agency (CRA) determined the 17,000 plus not-for-profit organizations in Canada needed to be more in line with corporate Canada in order to make them more accountable. As such, the Canada Not-for-Profit Corporations Act was rewritten to put in place that accountability. As noted earlier, the Act required that our Letters Patent be replaced by Articles of Continuance and that our Bylaws be written to ensure they included some mandatory provisions of the Act. As a not-for-profit, it was also required that CRA be consulted to ensure the organization's purposes were charitable purposes before Industry Canada approved the Request for Continuance. In its direction on the Bylaws, Industry Canada made certain items mandatory, some optional and some not required at all as their inclusion in the Act made it unnecessary to

repeat them locally. The issues of membership, voting rights and responsibilities of Directors were front and centre in the required portions of the rewrite of the Bylaws. Under the new Bylaws, all Directors must be nominated. Nominations are made by individuals in the association and this means that any member can nominate any other member to be a Director and the position of Director is no longer automatic if one is a Branch President. The duties, the personal, fiduciary and ethical responsibilities and liabilities of Directors are fully defined in the Act, and by accepting nomination for a Director position, the nominee accepts and agrees with them. Voting at the AGM for Directors is the responsibility of individuals who are paid up and registered members of the NAC. It then falls to the Board to elect the Board Chairman/ Association President and make appointments for Officers of the Association (Secretary, Treasurer and Executive Director for example). It is then the President's responsibility to select the Vice-President and Chairs of the various committees. The upcoming 2014 AGM is the first we will conduct under these new requirements.

The Canada Not-for-Profit Corporations Act limits Directors to a three year term. The list this year is for a full Board but in the following years there will only be a need for elections of approximately one-third of the Board as it is intended there will be a turn-over of Directors on that rotational basis. This will ensure continuity in experience and an infusion of new members each year. We look forward to seeing many of you at the AGM in Ottawa on 4 October 2014. For those unable to attend in person and vote, a proxy voting procedure is in place so that you can make your voice heard in your association. The proxy form and instructions for having your proxy counted are included in this *Starshell* edition (see pages 20 through 22) and on the NAC National website under Governance. I hope that all who cannot attend the AGM will exercise their proxy vote option and make your voice count.

Yours aye,

Ken

Submarines • Past • Present and Future



NAC Conference 2014

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at the National Arts Centre, Ottawa
October 2nd, 2014



Presented by the Naval Association of Canada in recognition of 100 years of Canadian Submarine Service and in association with the Royal Canadian Navy

QUICK LINK TO ON-LINE REGISTRATION

<http://www.navalassoc.ca/en/nh/2014-nac-agm-and-conference>

The Naval Association of Canada will gather in Ottawa for its Annual General Meeting and Conference this October. An exciting program is already being planned for 1-5 October 2014 starting with a gathering of members on Wednesday evening, October 1st to welcome all delegates as they arrive. The NAC Conference will be held on Thursday, October 2nd at the National Arts Centre with a relevant, interesting and important program of speakers all focused on 'Submarines, Past, Present and Future.' The Conference adds value to the Annual General Meeting activities which will be held on Friday and Saturday, which includes both the business schedule of events and also a great 'Partner's Program' for all days of the event. Ottawa is so beautiful at this time of the year, with the leaves on the turn. Therefore, we have already planned for a bus trip to Gatineau Park. Other equally exciting activities will be offered to NAC members and their supportive partners. The NAC is also working closely with UNTD members to combine activities, all with a goal of supporting the Navy, the NAC AGM and Conference. A Sunday morning program at the Bytown Mess will conclude the activities and we hope that all members will attend. See the link for on-line registration in the header above.

The Lord Elgin Hotel is again the official NAC hotel for this event and registration can be secured easily with a special rate of \$169 plus applicable taxes.
NAC delegates can phone 1-613-236-3333, 1-800-267-4298
or email reservations@lordelgin.ca to make their reservations.

Plan to attend now! • See on-line registration link above.

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NAC Kit Shop

A link has been added to our website to take you to the NAC Kit Shop. The Kit Shop now provides NAC members with the opportunity to purchase items with the NAC logo. All purchases of these items will return a contribution to NAC coffers. Follow this link to the site...

<http://www.navalassoc.ca/en/ns>

and you then only need click on the NAC crest to go directly to the shop that displays items with our logo. *Be sure to take a look!*



Naval Association of Canada

Election of Directors

The following list of 17 candidates have agreed to stand for the Naval Association of Canada, National Board of Directors. The background provided on their nomination forms is available on the NAC National website at www.navalassoc.ca. Biographies for all candidates have been requested and will be posted on the NAC National site as they are received. The Proxy Form and instructions will also be available at that location in addition to the following two pages in this issue of *Starshell*.

CANDIDATE	LOCATION
John Anderson	Toronto, Ontario
Murray Bialek	Calgary, Alberta
Jim Carruthers	Ottawa, Ontario
Brian Cook	Vancouver, British Columbia
David Cooper	Victoria, British Columbia
Eric Deslauriers	Ottawa, Ontario
John Dugan	Red Deer, Alberta
Tony Goode	Halifax, Nova Scotia
Moyra Haney	Toronto, Ontario
Dave Hudock	Ottawa, Ontario
Rod Hughes	Victoria, British Columbia
Mike Morris	Victoria, British Columbia
Dan Sing	Ottawa, Ontario
Chris Tebbs	Calgary, Alberta
William Thomas	Toronto, Ontario
Ed Williams	St. John's, Newfoundland
Anne Zuliani	Thunder Bay, Ontario



PROXY FORM

For The Naval Association of Canada ~ Annual General Meeting ~ 4 October 2014

• Instructions on Reverse •

1. I _____, a voting member of the NAC, appoint as my proxy holder
(INSERT YOUR NAME)

for the subject meeting _____ and authorize my proxyholder to cast
(INSERT YOUR PROXYHOLDER'S NAME)

my vote as follows: (CHOOSE 1 OR 2 BY SELECTING THE APPROPRIATE BOX. MARK THE APPROPRIATE BOX WITH A CHECK MARK OR 'X'.)

☐ 1. As my proxy holder sees fit;

– OR –

☐ 2. As follows:

(a) Approval of the 2013 AGM Minutes

☐☐

(b) Approval of the Financial Statements

☐☐

(c) Election of Directors – All 17 nominees listed

☐

– OR –

(d) Individual Nominees as Follows:

YES

NO

WITHHOLD

John Anderson

☐☐☐

Murray Bialek

☐☐☐

Jim Carruthers

☐☐☐

Brian Cook

☐☐☐

David Cooper

☐☐☐

Eric Deslauriers

☐☐☐

John Dugan

☐☐☐

Tony Goode

☐☐☐

Moyra Haney

☐☐☐

Dave Hudock

☐☐☐

Rod Hughes

☐☐☐

Mike Morris

☐☐☐

Dan Sing

☐☐☐

Chris Tebbs

☐☐☐

William Thomas

☐☐☐

Ed Williams

☐☐☐

Anne Zuliani

☐☐☐

2. For all other business and motions not included on the preceding page, I hereby authorize my proxyholder to vote as he/she sees fit.

Signature _____ Date: _____



Proxy Form Instructions

- (1) Insert your name and the name of your proxyholder who will attend the Annual General Meeting where indicated. If you do not know a member who will be your proxyholder, you may appoint the President, Jim Carruthers, as your proxyholder.
- (2) Indicate your instructions to your proxyholder by checking either 1 (as the proxyholder sees fit), or 2 (as you direct).
- (3) If you check 2, you must then indicate how you wish your proxyholder to vote, either for or against (withhold) each of the four items to be voted. For the election of the Board of Directors, you may vote for all the nominees or alternately vote for, against, or withhold your vote for each nominee individually, (i.e., for some and not others).
- (4) Sign and date your form.
- (5) Proxy forms are to be submitted in one of the following three ways:
 - (i) Have the proxyholder hand-carry the signed and dated form to the Annual General Meeting. The form must be registered with the Executive Director, Ken Lait, **no later than Thursday, 2 October 2014;**
 - (ii) Scan the signed and dated form and return by email with a subject line of "Proxy Vote 2014 AGM" to Ken Lait at executivedirector-nac@outlook.com **not later than 1200 EDT on Monday, 29 September 2014;**
 - (iii) Mail the signed and dated form to Ken Lait at 308 Kennedy Lane East, Orleans, Ontario, K1E 3M4. Mailed proxy forms must be sent **in sufficient time to allow delivery on or before Monday, 29 September 2014.**
- (6) All proxy forms held by the Executive Director and used for voting purposes will be destroyed on completion of the AGM without further disclosure.



Schober's Quiz #65

By George S. Schober, NOAVI

QUESTIONS:

1. First, the easy one: Name the three greatest maritime disasters of the early 20th Century.
2. Then the harder one: Who was the prominent personage to figure large in all three of the above?

Answers on page 33

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NAC Endowment Fund Report ~ Year ending March 31st, 2014

“Outstanding Results ... Thank You!”

This past year, your Endowment Fund gave out \$24,000 in grants of which the two largest were for support to the veterans' care facility in Victoria, Broadmead (\$6,000) and Sea Cadet scholarships (\$5,000). Based on feedback from our members, we will be increasing support for the Sea Cadet scholarships to \$7,000 this year and by further amounts in future years. For your ready information, your Endowment Fund has granted \$100,000 to 19 projects across Canada over the past five years and aggregate investments are now approximately \$700,000, double the balance of five years ago. **Three hundred donors ... a record number ... gave \$62,000** this past year led by Ottawa Branch which doubled their previous year's aggregate contribution. The largest donation was from the Estate of Fred Crickard who bequeathed \$20,000 in his Will to the Endowment Fund. **Please consider leaving a legacy to the NAC Endowment Fund as a beneficiary in your Will.**

Your fund serves as a catalyst in supporting Branch projects. If half of all members gave at least \$100 annually, we could reach \$1,000,000 in four years time which would allow annual grants of \$50,000. Please help us achieve our goal and give generously to the NAC Endowment Fund — all donations are eligible for income tax receipts. A handy donation form appears below.

Please note that the Canada Revenue Agency has recently approved our change of name and all cheques should now be made out payable to the “NAC Endowment Fund.” On behalf of your Trustees...

Brooke Campbell, Larry Fournier, Reg Kowalchuk, Doug Plumsteel and Peter Chipman

A list of Gifts for the year ending March 31st, 2014 follows on page 24.



PLEASE COMPLETE, CLIP AND MAIL YOUR DONATION TO:

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

NAME _____ BRANCH _____ AMOUNT \$ _____

ADDRESS _____

CITY _____ PROVINCE _____ POSTAL CODE _____

TELEPHONE _____ EMAIL _____

NAC Endowment Fund

Gifts for the year ending March 31st, 2014

\$1000 or Above

Estate of Fred Crickard
Peter Drage
Brooke Campbell
Ron Harrison
Ken Lait
Rolfe Monteith
William Wilder

\$250 to \$999

Robert Baugnet
Peter Campbell
F. M. Chisholm
Patrick Crofton
Herbert Dow
Larry Fournier
Bryan Gooch
George Goossen
John Grant
John Gruber
Ralph Hennessy
Reg Kowalchuk
J. D. Leitch
Joseph MacBrien
Rod McCloy
Robert Montgomery
Michael Morris
Charles Nicholson
Lorna Peers
Doug Plumsteel
Kendall Sparkes
Gerald Stanford
Robert Thomas
Eric Van Allen
J. Van Haastrecht
Rachael Wyatt
Anne Zuliani
Ray Zuliani

\$101 to \$249

Fred Abbott
Timothy Addison
Thomas Allan
Heather Armstrong
Phil Bissell
Bonita Bowkett
S. W. Brygadyr
Babcock Canada Ltd.
David Collins
James Crook
James Cumming
William Davis
A. W. Driega
Dave Edwards
Peter Fane
Sam Goodwin
William Graham
John Gruber

James Haseltine
Carl Kenning
Michael Hoare
George Kearney
Richard Line
John Mason
John Nash
Kenneth Nason
Harry Palmer
Stan Parker
Edward Pratt
Fred Roots
Paul Roquet
Barbara Rowell
Robert Savage
Donald Scott
Calvin Smith
Howie Smith
Cedric Steele
James Thompson
Peter Ward
Robert White
Bruce Wilson
Jerry Wynnyk

\$25 to \$100

Robert Allen
D. Warren Allin
John Anderson
Richard Archer
David Ashley
Jim Atwood
J. E. Austin
David Beard
Melvin Baird
Cecil Baker
Richard Baker
Christopher Barker
Sonja Bata
Pierre Beaudet
Marcel Belanger
Peter Bey
Bill Bialkowski
Jean Bienvenue
Murray Bowles
Edmond Bowkett
Bill Broughton
Gerald Brushett
Gur Buchholtzer
Roy Busby
Mervyn Cameron
Donald Casey
Joanne Castrucci
Walter Charron
Peter Chipman
Michael Clark
Julie Cormier
David Critoph
James Dean
Edith Dayton

Sheilagh Derbyshire
J. Dodgson
John Doell
Karl Doell
Robert Dougan
Richard Duffield
Ralph Edwards
John Elliott
Michael Ellis
Victor Gary Ernst
Roger Evans
Frank Fenn
Joan Field
Mark Fletcher
John Foreman
Angus Fraser
David Frayer
Jackie Gibbs
David Gilbert
Saul Glass
John Goudy
Donald Grant
Christopher Gunn
Doug Hain
Anne-Marie Halle
Donald Hamilton
Robert Hand
Gary Hatton
Bruce Hayes
Ed Healey
Pauline Heard
Robert Higgins
C. J. Hill
Doug Hinchcliffe
Roy Hindle
Geraldine Hinton
Michael Hodgson
John Horrick
Bill Howie
Bill Hughes
Sam Huntington
Andy Irwin
Robert Jenkins
Pat Jessup
Bill Killam
Charles Knight
A. Knight-Gorman
Murray Knowles
J. Kraft
Ivo Krupka
Thomas Kuiper
William Kydd
Cullis Lancaster
Robert Lane
Jocelyn Lapointe
James Leamy
Richard Lear
John Linscott
James Little
John Littlefair
Ian Livermore

G. Lowden
Peter Lynch
James MacAlpine
Bob McIlwaine
M. MacIntosh
Bob Mackay
Donald McKay
Roddy MacKenzie
Dave McKinnell
Owen MacLean
Duncan MacRae
C. D. Maginley
C. Manore
Cecily Manore
Rowland Marshall
John Mason
Douglas Matthews
Douglas Meredith
Aubrey Millard
David Mitchell
George Moore
Michael Moore
Russell Moore
William Moore
Joseph Mogentale
Vern Murison
John Nash
Elizabeth Nicholson
Robert Nixon
David O'Brien
John O'Connor
J. F. M. O'Connor
M. H. E. Page
Harry Palmer
Mike Page
Alexander Park
Walter Pastorius
Gordon Patterson
Eleanor Peden
Hugh Peden
Francis Pelletier
Lindsay Penny
Ron Plumsteel
J. M. Reid
Gaston Pettigrew
Michael Richard
John Pickford
Bill Plunkett
H. T. Porter
L. F. Porter
Tim Porter
Kevin Power
Edward Pratt
R. Prentice
Peter Reader
John Reid
Harry Richardson
Sherry Richardson
John Rackham
Donald Raven
Paul Roggeveen

S. M. Ross
Sterling Ross
Sheldon Rowell
Keith Ruddy
M. T. Saker
Robert Savage
John Schmidt
George Schober
Graham Scott
Kenneth Scott
J. V. Searle
Bill Shead
Peter Shenshorne
William Sheppard
Glen Sim
James Sine
Jan Slaughter
Gordon Smith
Elaine Sonaldson
Kendall Sparkes
Margaret Steele
Robert Stephens
Hugh Stewart
Finlay Sterling
Hector Swain
Ken Summers
Pierre Taillon
Maurice Tate
Bill Taylor
William Taylor
Ken Thom
Allan Thomas
S. Tomlinson
Thomas Treherne
Migs Turner
D. G. Ulrich
B. Vanfleet
Paul Wagner
W. J. Waldron
Roger Walker
Don Wand
D. J. Ward
John Webber
Lorne Wheeler
A. J. Whitehouse
Nigel Whiteley
Simon Whitlow
Donald Whittemore
B. L. Wilkins
Frank Williams
Lloyd Williams
Bruce Wilson
Donald Wilson
Hill Wilson
Dave Winkler
Christina Winter
John Woodbury
Harry Woznow
Jerry Wynnyk
Keith Young

Mail call

Letters to the editor

UNTIDY TALES

(See "UNTIDY Tales" 70th Anniversary Edition," Book Review, p.25, *Starshell* No. 66, Spring 2014.)

I read Fraser McKee's review of Bob Williamson's book on the UNTIDYs with interest. That programme deservedly had long legs and one can only admire the zeal of its members to maintain the memory. But the tradition of the naval reserve officer's training programmes to provide both Regular and Reserve officers to the RCN did not die with unification. I am an alumnus of the Reserve Officers University Training Programme (ROUTP). Its successor, the Naval Reserve Officer Cadet (NROC) (clumsily named in my view) and the Reserve Entry Scheme – Officers (RESO) have perpetuated the fine tradition of the UNTD. I can only guess what the scheme is called now.

But we who are part of the successor programmes are not considered part of the UNTD family. There seems little point in trying to establish a post-UNTD group when we could be part of the whole. Perhaps the UNTD leadership will consider this?

David Collins, Victoria, BC

I am writing concerning the excellent article on the UNTDs, of which I am also a past member. The review by Mr. McKee however, neglects to mention the role my father, who was then CORD/COND, played in the formation of the UNTD. Commander Baker was the brains behind the idea, however it was my father's backing and influence that made it happen. He never mentioned it but I came across a defence paper which I sent to Cdr Williamson some time ago that contains the information.

My father is long dead and would be most annoyed at any attempt on my part to seek recognition for him but I am interested in his career as you can imagine, and this was a significant achievement.

Rees Brock, QC

The briefing room

Assorted items of interest

ATTENTION ALL 'SPOOKS'

On behalf of Her Majesty's Government, GCHQ is delighted to recognize the vital service of those who worked at Bletchley Park and its outstations during WWII by presenting surviving veterans with a commemorative badge. These outstations include Canada. If you know of anyone who served in this capacity (including Wrens), please advise them accordingly. The names of those who would have been eligible for recognition but are now

deceased can be submitted for inclusion in an Honour Roll. Instructions and other details on how to apply for the badge can be found in the following web page:

<http://www.gchq.gov.uk/history/pages/bletchley-park-commemorative-badge.aspx>

David Freeman, NAC Victoria

HEATHER ARMSTRONG HONOURED

Cdr (Ret'd) Heather Armstrong of NAC Ottawa was presented with a Spirit of Military Families Coin by HRH Prince Charles on May 19th for her years of support to military families while she was both in the Navy and as a public servant. She was nominated by the Halifax MFRC and the text read by HRH is as follows: "The Spirit of Military Families Coin is awarded to individuals who have made a noticeable and significant contribution to the wellbeing of military families." Prince Charles presented the Coin to Heather for her dedication, leadership, compassion and outstanding contributions made in laying the foundation for the creation of the Shearwater Military Family Resource Centre and for the changes she stewarded throughout her career on behalf of Canadian Forces families. Congratulations Heather!



John Pickford, NAC Ottawa

SUBMARINER'S WARTIME MEMOIRS

The wartime memoirs of Canada's most highly decorated submariner will be launched on August 6th at the Royal British Columbia Museum in Victoria. The event is part of "West Coast Submarine Week," commemorating 100 years of Canadians in submarines. *It's Not the Ships* recounts the experiences of the late Frederick H. Sherwood, LCdr RCNVR, DSC & Bar, from the time he joined the RCNVR in 1933 until 1946. During WWII, Freddie served in the Royal Navy's submarine service for five years and became the first Canadian to command a RN boat.

It's Not the Ships has drawn enthusiastic reviews from Canadian submariners and naval historians. "Only a few Canadians have commanded a submarine during wartime," explained Cmdre Larry Hickey, RCN (Ret'd), a former submariner. "As such, Sherwood is an important part of Canadian submarine history. His memoir fills a void—it's the first one ever of a wartime Canadian submarine commander, and it's well told." Naval historian Captain Wilf Lund RCN (Ret'd), also a former submariner,

THE BRIEFING ROOM is concluded on page 36.

70th Anniversary of D-Day, Juno Beach, Normandy

By Andy Irwin with Tom Dykes

Juno Beach was a great deal more welcoming on this warm spring day than it was on that Tuesday morning 70 years ago. The sky was clear blue, the temperature was in the high 20s and the atmosphere was electric. There were thousands of visitors in a sea of red and white and they were in fine form. It was a celebratory event and so many had traveled from Canada to be at Juno to applaud all those 'Young Men' who were able to revisit the site of their exploits in 1944. It was a great sight, thousands of Canadian family members, military and students, mingled with French military and civilians on this auspicious occasion.

On that decisive day, June 6th, 1944, I was serving in HMCS *Algonquin* in her role as escort to HMS *Hilary*, flagship for Force J (Juno). Aboard *Hilary* was MGen R. F. L. Keller, commander of the 3rd Canadian Division and his staff. After dropping *Hilary* at her designated location, we proceeded inshore. From 0700 to 0745, we carried out our bombardment from about 1,700 yards off Bernières-sur-Mer.

My journey to Juno on this occasion was more comfortable and relaxing. On June 3rd my wife Elaine and I flew from Ottawa aboard a Canadian Forces airbus. I was one of 104 Canadian veterans being ferried to Juno courtesy of Veterans Affairs Canada. A Toronto EMS team, a doctor and nurse accompanied us. Because we were carrying so much oxygen, the flight ceiling was 22,000 feet and this had an impact on fuel consumption. On our outbound and inbound journeys we made fuel stops at Gander. I had the privilege of sitting on the flight deck for takeoff from Ottawa and landing at Gander.

Despite the relative low altitude, the flight was smooth. There were only two memorable in-flight occurrences. During the flight over I was doing some exercise stretches when the seam of my pants burst! This was entertaining for my fellow vets, but it was Toronto EMS who saved



Andy and his wife Elaine during the 70th Anniversary celebrations at Juno Beach.

my dignity. It's amazing what a roll of duct tape can do! During the flight Mrs. Harper came down the aisles handing out chocolate-chip cookies. She was asked where they were made and replied, "In the kitchen at Sussex Drive."

After landing at Deauville, Normandy, we drove to the Hotel Adagio, Caen. That afternoon we attended a ceremony at which French Admiral Brac de la Perrière presented Canadian, British and American veterans with the 70th Anniversary Commemorative Medallion. On June 5 we left Caen on the short drive to the Canadian War Cemetery at Bénvy-sur-Mer. At the cemetery, Prime Minister Harper and his wife, along with Veterans Affairs Minister Fantino, laid wreaths on behalf of the nation. Also attending was MGen Richard Rohmer who spoke about his D-Day experiences. After the ceremony we returned to Caens.

Juno Beach, June 6th, 2014 was packed solid. We left Caen at around 1400 for the 30 minute drive. Security all through the D-Day Beaches area was very apparent. Police and military were everywhere.

The weather was beautiful and there was an amazing atmosphere. It was to be a ceremony to celebrate and remember

that momentous event of 70 years ago but it was also a celebration of joy in which Canadians and their French hosts could thank those veterans who attended.

There was so much going on before the official ceremony. We witnessed a D-Day fly-past of a Lancaster and two Spitfires in their D-Day livery. All around were Jeeps and a variety of period trucks driven by people in vintage uniforms. Canadian representatives included RCMP, Canadian military cadets, French military and even some Ontario Provincial Police officers.

By 1500 the public seating areas were packed, but crowds were still arriving. Most veterans were in their assigned seating area then an announcement was made that the ceremony would not start at the designated time of 1700. Although there were some rumblings of discontent from many who had been in the area for hours, we were all aware that on this special day there were events on at all of the D-Day beaches.

Just east of us at Sword Beach was the international event attended by Her Majesty Queen Elizabeth II, Prince Charles, President Obama, Prime Minister Harper and many other dignitaries. The delay was due to the inevitable speech time overruns.

Eventually our special guests arrived, Prince Charles and his wife Camilla accompanied by Prime Minister Harper and his wife. Prime Minister Harper, Prince Charles and Minister Fantino each spoke to the assembly. Ms. Jean Miso of Ottawa sang an original song, *We'll Never Forget*. She also signed as she sang for those who were deaf.

The 70th Anniversary Ceremony was, notwithstanding the delay, a remarkable event. Everything was so well done and I must congratulate all who were part of the planning. Further thanks go to the people of Normandy in particular and the French people in general for their hospitality and support of this great event.



"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 Four ~ 'Simba' and 'Sambo'

We left Admiral Welland in Part Three having just described their Midshipmen's prowess at competitive swimming as well as racing whalers and eights while in the Far East. At the suggestion of Mid Bill Landymore, his fellow Canadian who was coxswain of their whaler crew, it was decided to field a shell crew at the next opportunity. Ed.

Fielding a shell crew meant that every one of the midshipmen would be on an eights-crew, but as we were all fit it might work. Landymore got the 'Yellow Peril's' permission to represent the ship [HMS Emerald]. He also got literature on the subject, mainly about the Oxford-Cambridge races, that rowed eights. We learned about stroke rates, how to start, when to push it and when to take it easy. So when we arrived in the port city of Dar Es Salaam and were invited to take part in a regatta of racing-eights and cox-fours, we were ready—on paper only, except we had practiced what we could in a whaler.

We were all in great shape, notably because of Bungee's daily exercise program which meant rowing if the ship was anchored, running if she was alongside a wharf, and aerobics if we were at sea. We were lean and tough and 'twenty-year-old blindly competitive.'

Cdr Boutwood accepted the invitation

tion to take part in the competition; they were men about thirty years old, sporty businessmen with potbellies and going bald. But they stroked their boats smoothly and knew what they were doing. They were of German descent, England having taken over their colony after WWI, some twenty years earlier. It was pretty obvious they regarded us as a bunch of skinny kids who didn't know what we were doing. They were right on both counts: our average was 20, and our weight about 150

were leading. Landymore slowed the beat and let them gain a bit, then he pushed us to the finish line. We did not capsize and won by twenty yards. In the second race Landymore said he would start fast and push it to the end. It was against his nature to give his crew an easy time; he wanted us to finish exhausted, tasting blood in our mouths. The 'Navy way.' We did it again, but this time won by over 100 yards. Then we collapsed on the oars after throwing him over the side.

At the yacht club that evening, a large man with a heavy German accent said to me: "I am president of this club. I am going to buy you midshipmen all the drinks you want." He explained he had been a midshipman in the German navy, in the famous raiding cruiser *Emden*, when she was out-gunned and driven ashore in 1914. That had happened not many miles from where we were sitting, and that he had fended for himself from then on, "Midshipmen can do anything," he said, "Whip those fat businessmen tomorrow in the eights."

We went on to win the eights. We rowed against two different teams the same afternoon and beat them easily. We attended a dance at the Yacht Club, our friendly German host pulled me aside: "If you ever quit the Navy, come and work for me. You will become rich." I had almost forgotten about money and how I had scrambled for it.



Example of whaler racing in the US Navy at the US Naval Training Centre, Great Lakes, Illinois, date unknown.

pounds. And we had capsized the shells half a dozen times in their sight.

The first race was a cox-four. Landymore got us started okay and then picked up the pace. I was stroke oar and had learned not to heave away as we did in the whalers. Half way down the one-mile course I could see all three German boats; we

"How much?" I said. He sat me down with a tankard of beer. *"I own a plantation, employ a thousand men. I ship timber all over the world."* He then said: *"I could use a Canadian, you people have never captured anyone, never been in the slave trade and I could use you. Ten thousand pounds a year."* I asked him if he could wait a year, as that would be when the ship would be returning to England. I could then decide. *"Write to me,"* he said. I still remember feeling uneasy about my answer, I should have said I wasn't interested. But I was interested.

Mombasa is a Turkish bath, it's only inches from the equator. We midshipmen slept on a gundeck, on coconut mats laid on the teak planks. We enjoyed a great view of the stars, many of whose names I knew intimately because of the navigational instruction; the southern cross was showing. New companions had joined the ship in Mombasa, a pair of lion cubs. They were the size of kittens and prowled about the gundeck selecting a midshipman's mat to pee on. They soon got to favouring Mike Henley because he swatted them hardest. The cubs had been given to the Commander, the 'Yellow Peril,' Boutwood, who had undertaken to deliver them to the Whipsnade Zoo in England.

They lived in a wooden cage by day but were free to roam at night. They spent their time wrestling each other and any of us who didn't mind being bitten with needle teeth. In the beginning they were cute, purring like sewing machines, licking one's face and learning to growl. Three months later they were the size of collie dogs and instead of wrestling, preferred to swat and playfully leap onto one's chest searching for an artery. Their purrs now sounded like V8 racing engines and they pee'd a quart. When they had chewed up their wooden cage, a metal one was fashioned by the shipwrights, but Boutwood still wanted them to be free to roam the gundeck at night. *"They are zoo animals and should get to know people—you people,"* he said. When they were five months old and the size of leopards they hunted as a pair, prowling around in the dark. Henley encouraged this and let them ambush him. When they got too rough, he kicked them in the nuts saying, *"Down Simba, Down*

Sambo!" Boutwood visited the gundeck one night as the ship plowed through the Indian Ocean. Henley muttered 'lion talk' that meant *"Go get him!"* We watched them playfully knock him over, drag him by one leg, nuzzle his neck with open mouths, growling just like the carnivores they were, rehearsing their decapitation act. Midshipman Henley waited quite a while, then drop-kicked them both and quietly said, *"Down Simba, Down Sambo, playful devils, eh Sir?"* to the 'Yellow Peril,' helping him to his feet. That was their last day of freedom; a week later they were transferred to a merchant ship bound for England and the ship's dog came out of hiding.

When we Midshipmen rotated between jobs it was required we turn over our duties to the person succeeding and give [him] some training. My duty for a two month period had been to cox the ship's pinnace, a ten-ton open boat capable of carrying a hundred people. It was used to haul stores and transport liberty men. It was driven by a six-cylinder diesel that produced about twelve knots. The ahead/reverse mechanism was a 'kitchen rudder,' a device that opened or closed shrouds around the propeller causing the boat to go ahead or astern. Modern jet aircraft employ the principle for reverse thrust. To control the boat's speed the coxswain wound a wheel on the rudder post; wind it one way the boat went ahead, the other way, astern, and all speeds in between. It provided a precise means of handling the boat and was easy to use. Mid West was my relief; we knew each other well, having lived in the same quarters for six months. He was an irritating fellow with a habit of saying, *"I know,"* regardless of the topic. After I had trained him for two days, ferrying between ships and shore, I felt he knew how to run the boat, *"That's about all there is to it,"* I said. He said, *"I know."* I then reported to Commander Boutwood that Midshipman West was capable of handling the boat. On the spot, Boutwood decided he would accompany West on a test run and that I was to come along. Boutwood boarded the boat, looking smart in his white uniform with three stripes on the shoulder-boards; white

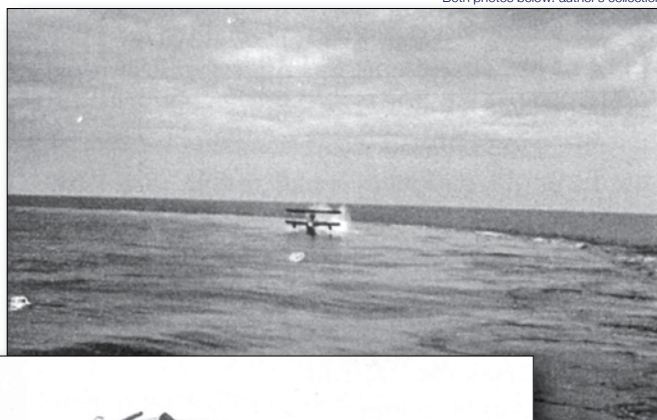
shorts, shirt, stockings and pith helmet.

The trip started badly; West failed to salute him as he stepped over the gunwale. *"Mr. West,"* said Boutwood, *"The custom is that one of us salutes the other. It's your turn."* *"Sorry Sir,"* said West, saluting. *"Get on with it,"* said Boutwood, *"Shove off."* This intimidation was typical Boutwood. And he was supposed to be an example to us in the 'Officer Like Qualities' department (OLQ's) of our growing up.

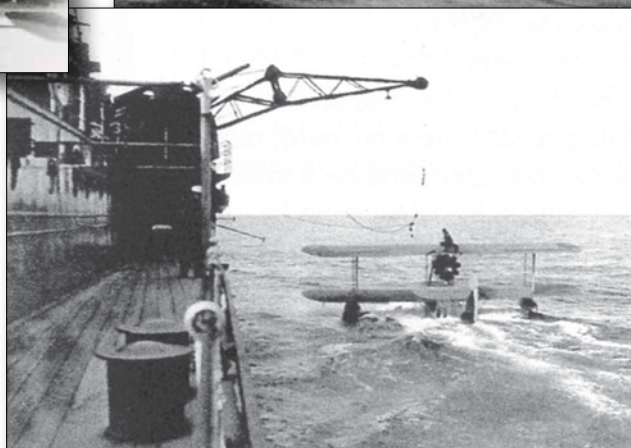
West got the pinnace underway in good style. He circled the ship and approached the gangway in the approved manner, more or less at right angles, with the intention of rounding alongside and stopping the boat in exactly the correct position to disembark the passengers, or in this case, the 'Yellow Peril.' West wound the control wheel the wrong way. *"The other way!"* I yelled, making a dive for it. But he was beyond thinking. The boat charged ahead. Just as I got hold of the wheel the bow hit the ship's side, six inches of armoured steel. Chunks of teakwood flew through the air, Cdr Boutwood was catapulted under one of the thwarts leaving only his white stockinged legs and shoes showing. The sailor-bowman had jumped over the side. I shut down the engine and, because the boat was rapidly filling with water, busied myself in extracting the Commander from beneath a thwart. I appealed to the crowd gathered on the deck above, all of whom had huge smirks on their English faces, to get the crane into action as we were sinking. *"Damn you, Welland,"* said Boutwood as I assisted him to his feet and retrieved his pith helmet now half-filled with salt water.

He sent for me an hour later, saying that my leave privileges were stopped for a month and that I would spend any spare time I had assisting the shipwrights to reconstruct the pinnace. I was about to offer sympathy for his wounded leg, which had developed a limp beneath a gauze bandage, but he yelled, *"Now get out!"* When I next saw West I said, *"You are a stupid horse's ass!"* He said, *"I know, but he only punished you."*

Lieutenant Boris Torin was the pilot of our single-engined float plane. It was a Fairey Seafox; its double wings folded



Clockwise from Above ~ The Fairey Seafox. The 'observer' had the privilege of spending time outside the cockpit. • The ship creates a slick for a closely timed splash-down. • With perfect timing and some trepidation, the aircraft is hoisted aboard. (This photo is of a Walrus seaplane taken when the author was serving in the cruiser HMS Glasgow, and he had the same job. *Emerald's* Seafox float plane employed the same system.)



when perched on the ship's catapult. It had in-line seats for two, pilot and navigator. The navigator was Lieutenant Wally Walford, a slim, smallish fellow with a shock of blond hair. He wore a perpetual grin and was on most of the ship's sport teams. He lectured us on the Fleet Air Arm, saying that it was the most important part of the Navy. *"Ask the Captain ... Apply to Join."*

Boris, the pilot, was probably the handsomest fellow onboard; tall, black-wavy hair, laid back attitude. He was good at athletics with his crew of mechanics; he called them by nicknames as they tinkered with his plane.

I got a chance to fly when Wally got hurt in a motorcycle accident; he had strapped his Norton bike under a wing to get it ashore in Aden. That was successful, but he was crowded off a mountainous road by a herd of camels and hospitalized for cuts and bruises.

Boris came down to the Midshipmen's gunroom and said he wanted a replacement observer. He explained that the navigation part was unimportant, as he did it anyway, but that the recovery drill to hoist

the plan aboard required special skill. We all knew what he was talking about, having seen Wally perform stunts atop the wing to hook up to the crane. *"Which of you can chin himself with one arm, both left and right?"*, said Boris. There were lots of overhead pipes in the gunroom; I hung back until the last volunteer had failed to meet the task, then I chinned myself three times with each arm. It was one of Charles Atlas' [a well known body builder of the day] requirements, along with tearing a deck of cards in half, bending spikes, etc. So Boris gave me the job.

A petty officer who Boris called 'Rigs' measured me for a wire harness. *"You'll need this only if you slip off the wing,"* he remarked. 'Rigs' also fitted me for a parachute, gave me a lesson and said, *"You'll need this only if you see Boris bail out, only then is it your turn."* Another Petty Officer, Boris called him 'Cats,' toured me over the plane and then the catapult. *"I put the propulsion charge in this chamber,"* he said, swinging a lever that opened the breach of a gun, *"Then I load the cordite, twenty pounds, about."* He grunted as he slid a brass cylinder into the breach and

slammed it shut. *"When Boris gives me 'thumbs-up' I pull this lanyard and poof, he is airborne."* Then he added: *"When you see my 'thumbs-up,' put your head back and cross your arms onto your belly."* *"That's all?"* I asked. He said, *"In two seconds you get seventy miles an hour."*

'Cats' toured me over the ship's crane and the hook mechanism to latch the aircraft onto the crane wire and then he said, *"Boris will ask me if you still want to do this."* *"I want to do this."*

Most times the recovery was routine; the Captain steered the ship into the wind at about 20 knots, then turned slowly to starboard, creating a slick on that side [See photo above. Ed.]. Boris, with perfect timing, then taxied under the crane wire.

The crane operator had lowered the wire to the point where I, clutching onto a handle on the wing-top, could reach up, grab the hook mechanism and snap it into the aircraft fitting. When that was done I banged on the plane to let Boris know we were hooked up. The crane jerked the aircraft clear of the water and Boris shut down the engine. I then climbed down onto the port float and caught a heaving

line thrown from the ship which was said to steady the aircraft. If the wind was up and the slick a bit choppy and Boris had to gun the engine, my job became even more interesting. On one occasion, I released my harness to be able to reach the crane hook, but wound up hanging onto the crane wire while Boris taxied off to do another approach. The one-arm chinning stunt saved me from becoming a rescue problem for Gus. (Boris bought me a gin and tonic after that event.)

Wally never returned to the ship and I kept my job until we returned to England the next year.

Memorable flights included photographing Italian gun-emplacements on the coast of Eritrea, slyly, as England and Italy were on the point of war. In the Red Sea we searched and found a particular Arab dhow known to be carting slaves from Somalia to Yemen. Gossip, later, had it that the dozen or so slaves were put into a British merchant ship for their safety, but were resold when that ship reached the Suez Canal; also that the crew of the dhow only had to promise not to do it again. The local sheik in Hodeida owned the dhow! The Empire could be flexible; after all, the Arabs had been importing slaves from Africa for ongoing delivery to Europe since the year 'dot' and it had become habit forming.

In Ceylon we flew from Colombo to the ancient city of Kandy, high in the mountains of Ceylon. Boris needed to visit a lady who lived on a tea plantation. In Singapore, Boris took his aeroplane to the Air Force base and left me behind. Boutwood immediately put me to work running boats, whether they needed running or not.

The engineer officer was Commander 'Bachy' Rebbeck. He was folksy, handsome and extremely rich. His family were said to own all of Bournemouth, including the waterfront and pier. Bachy kept a Rolls Royce sedan on board for his (and the Captain's) use. I got to know the car through carrying it ashore in the pinnace and unloading it using shear-legs when a



"We were careful not to drop 'Batchy's' Rolls Royce!"

■ ■ ■ ■ ■ ■ ■ ■

crane was unavailable. The Rolls took local Poobahs for short trips in odd places like the Seychelles islands, the Andaman and Nicobars, the Island of Diego Garcia (currently being used to bomb Afghanistan—ca. 2002). It was not out of place in Singapore, Calcutta or Colombo. Bill Landymore and I got to ride from Port Suez to Cairo and back to Alexandria when Batchy took us on a three-day trip. That was his prize to us for coming first in the engineering exams. We stayed in Shephards Hotel, rode camels and needed no money. So all colonials were not bullied!

We often had distinguished guests, mostly entertainers who were employed by London to provide amusement for the Army, Navy and Air Force and the colonial outposts. We had Noel Coward, Flannigan and Allen, Stanley Holloway, Gracie Fields and Vera Lynn. When onboard they lived in fine quarters next to the captain's cabin. (Boo moved in with Gus.) A mid-shipman was always assigned as their guide and guardian. I got Vera Lynn for three days between Mombasa and the Seychelles and taught her how to be seasick. (Eat and throw-up in private. In public, convert retching into a mild sneezing attack, using a small handkerchief only. Avoid other 'sea-sickers' by stating, "I love the sea.")

In the spring of 1939, when our good ship *Emerald* was ordered to return to England, the continent of Africa was in good order. The British colonies of Kenya, Uganda, Rhodesia and South Africa were peaceful and prosperous. Neither was

there tribal fighting in the colonies of the other European countries: Germany, France, Holland and Belgium. There was no civil strife in the area now occupied by India, Pakistan and Bangladesh (that whole area was then 'India'), religious factions were not slaughtering one another. The trains ran on time! The whole of Africa and large parts of the old India are now a wasteland of misery and disaster. Whatever has happened? (In addition to the leaders opening Swiss bank accounts).

Emerald had passed through the Suez Canal into the Mediterranean, we were half way back to Britain; we had been away eighteen months. We were surprised and annoyed by suddenly being ordered to Palestine, to the port of Haifa.

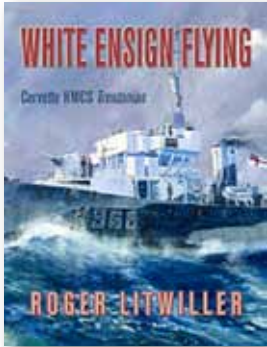
At this time the State of Israel had not been invented, the area was called Palestine and was administered by the British, on a mandate from the League of Nations. The inhabitants of the area made little effort to get along. Now these Arabs and Jews were doing more nasty terrorist things to each other, as they had been for the past thousand years. "I don't know why we give a damn," Lieutenant Edwards said to me, "There isn't anything in the country worth a shilling."

The day we arrived I was sent ashore in charge of six seamen and driven up a road on the side of Mount Carmel in a British Army lorry. For a few days I lived in a tent.

My squad maintained an inspection station; we searched all passers-by. We were looking for weapons, like the hand grenades that were being concealed in cabbages and placed in the market for innocents to take home and be blown up. We were good natured and so were the travellers. We found nothing, but a few donkey-carts turned around rather than meet us. So maybe we did some good. But as both parties are still at their stuns, I feel I wasted my time on Mount Carmel. The Palestinians and Israelis still take up too much space.

—————To be continued in next issue

Book reviews



WHITE ENSIGN FLYING: Corvette HMCS *Trentonian*

By Roger Litwiller

Dundurn Press, Toronto (2014), <http://www.dundurn.com> 188 pp, illustrations, charts, maps, appendices, notes, paperback, \$34.00 ISBN 978-1-4597-10329-9, also available as eBook, \$16.99.

A review by Fraser McKee

For years now I have been urging those with a connection or an interest to record the histories of the RCN's wartime ships, even those that were 'but warriors for the working day' and not famous like *Haida*, *Athabaskan*, *Swansea* and so forth. A few have done so, and now Roger Litwiller, an EMS responder and Sea Cadet officer, has done so ... in spades, for the late model corvette *Trentonian*, named after the small city of Trenton, Ontario, in his neighborhood. She had but a short, typical and useful life, like most corvettes. She was at Normandy on D-Day and was then torpedoed by a U-boat off Cornwall in the English Channel in February 1945, with fortunately, only five lives lost.

Narratives such as this can only be interesting and even useful if expanded beyond just a recitation of log book entries and quotes from the CO's Reports of Proceedings. It takes unedited quotations from participants and those outsiders associated with these ships, recorded thoughts and comments at the time by crew, to bring the story alive with people. This Litwiller has done, with quotes from seamen in

letters home, and to those from the city who sent them a stream of items such as cigarettes, wallets, records for their 'Victrola,' and even eventually, a piano. Fortunately, a few kept forbidden diaries and even took photographs, with which

this tale is much illustrated, both in a couple of cases saved when the ship was sunk ... the photos taken by a seaman who was drafted ashore only a month before.

Trentonian was built in Kingston, Ontario, sponsored by the mayor of Trenton's wife at her launching. After workups she was a convoy escort vessel out of Halifax for local patrols to Newfoundland and elsewhere, then assigned to the United Kingdom as part of the buildup for the invasion in April 1944. She participated on June 6th as an anti-submarine escort for ships and tows to Normandy, continuing in that role, back and forth between the beaches and later Cherbourg and southern UK ports for about four months.

On one occasion, shepherding at night,

the cable ship *Monarch* laying telephone cable to the beaches, that ship was shelled and badly damaged by a US Navy destroyer in a case of mistaken identity, despite *Trentonian's* attempt to intervene, even turning on all running lights.

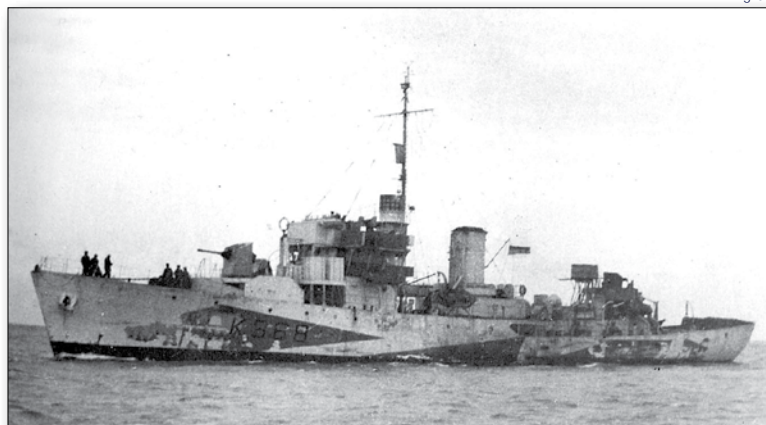
They were nervous days, and this sort of thing happened more frequently than was realized. She was then assigned convoy escort duties between Milford Haven in South Wales and the Thames. It was during one of these eastbound convoys that a merchantman was torpedoed, and in passing through the lines of ships, *Trentonian* herself, by the same U-boat, *U 1004* on February 22nd, 1945. She sank quickly, but due largely to both being at action stations and the crew having been ordered to wear the new RCN-style life jackets whenever on the upper deck, most survived in Carley floats and the whaler which they were able to free as the ship went down.

Some will find the detail repetitive—convoy after convoy, with no action of great moment happening. A few could have been omitted.

There is, as always, the odd error (7,400 nm endurance? Didn't we wish!), but due to Litwiller's familiarity with naval language at the least, and extensive research in original archival records and the excel-

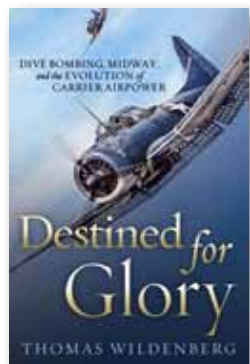
lent records kept by the sponsoring committee in Trenton, Ontario, the tale serves as a very full record of one ship's life. More should follow this example; as Peter Chance says: "B4it's2L8." Well worth adding to your bookshelf.

Fraser needs little introduction to 'Starshell' readers having written several books on the RCN and served his own term as editor of this magazine.



HMCS *Trentonian* at Bermuda, February 1944.

D. Trimmingham



DESTINED FOR GLORY

DIVE BOMBING, MIDWAY AND THE
EVOLUTION OF CARRIER AIRPOWER

By Thomas Wildenberg

Naval Institute Press (1998), www.usni.org Annapolis, MD, 258 pp, notes, appendices, bibliography, softcover US\$47.95 (USNI members discount), ISBN/SKU 978-1-59114-969-9.

A review by Colonel P. J. Williams

That's *US carrier airpower*, by the way, as the cover painting of a pair of Douglas Dauntlesses makes quite clear and which is the focus of this book. Dive-bombing a moving warship (for such were their targets) has been described as: "...trying to hit a cockroach racing across a kitchen floor with a small fly swatter."

Nevertheless, through trial and error (or in the lexicon of the day: "...fly and try, then fix it"), the US Navy had, by 1941, accumulated some nine years experience in dive bombing on maneuvering targets, with the result that in the very first carrier-on-carrier clash at the Battle of the Coral Sea in May 1942, US Navy dive bombers were quickly able to dispatch the Japanese carrier *Shoho* to the bottom, reporting after the fact, "Scratch one flat top." Indeed, the author makes the claim that, "...it was dive bombing and only dive bombing, that turned the tide of Japanese in the Pacific."

To back up this claim, the author takes the development of US naval aviation from 1925 to what was perhaps the most decisive, if not most well-known victory at the Battle of Midway in June 1942, in which they sank all four Japanese heavy carriers involved in the operation.

The US had been in the naval aviation business since the 1920s, with the first carriers being converted colliers, such as the USS *Langley* or converted cruisers such as the USS *Lexington*, which was to be lost in the Coral Sea action.

The book goes into some detail in the development of naval aircraft from canvas, wire and cloth biplanes to the all metal monoplanes familiar to readers of Second World War literature, as well as to developments in the carriers

themselves and naval air doctrine.

Many technical difficulties had to be overcome, including avoiding canopy fog-up, how to prevent the released bomb from hitting the airplane and how to ensure wings would not fail in the steep dives that were the *raison*

d'être of the dive bomber.

Throughout, naval air proponents had to contend with differences in overall roles (multi-purpose vs. single role), lack of financial resources (remember, the Great Depression occurred in the midst of these developments), and the always interesting clash of personalities: names such as King, Halsey and Mitscher figure in these 'battles' of the 1930s, and were the same men (and 'naval aviators' to boot) who would lead the US Navy to victory a decade later.



While the author concentrates on development in the dive-bombing realm (dive bombing being defined as going from "...a steep dive to an almost vertical dive," think about that for a moment!), he also covers the development of fighters and torpedo bombers. The latter was a particularly dangerous and complex skill, as illustrated with a chart: if one is trying to attack a ship travelling at 30 knots, for instance, the pilot must approach the target at an angle, resolve the resultant right angle triangle, and 'lead' the target sufficiently enough, while allowing for a margin of error of only +/- 2.5%. Try doing that while battling enemy aircraft, anti-aircraft fire, all with the knowledge that the Pacific Ocean is nipping at your undersides just some tens of metres below! That said, US pilots recorded some seven torpedo hits on the *Shoho* before she sank. Dive bombers

added a further fifteen hits.

Getting back to his original claim about the decisiveness of dive bombing, while the author does give credit to naval intelligence, cryptanalysis, non-risk averse US Navy leadership and other factors, at the end of the day, it was the dive bombers that proved decisive and the facts would appear to bear that out.

While the book deals almost exclusively with US developments, I would have been interested to learn of the extent to which developments by the Germans and Japanese (whom it must not be forgotten, employed naval aviation to sink Allied carriers in the Coral Sea, Midway and elsewhere), who had their own dive bombers, influenced the Americans and vice versa. Perhaps Mr. Wildenberg will honour us in future with a companion volume on the development of aviation by the Imperial Japanese Navy? Further, while the book is very well illustrated with photos, diagrams and useful appendices, the inclusion of maps of the two battles described would have been useful, particularly for the uninitiated.

These observations aside, this book was quite an enjoyment to read, and with the proliferation of books about Coral Sea and Midway in particular already available, this work serves as a useful initial source to consult, before reading detailed accounts of the battles, in order to learn how the US were able to forge this decisive weapon by the eve of war.

Mr. Wildenberg is already a noted author on US naval aviation matters in particular (his biography of Admiral Joseph Mason Reeves, the father of US carrier airpower is strongly recommended also), and he has made very good use of primary source material in researching this work.

For those involved in military procurement and requirements definition, there are useful lessons to be learned as well. Aptly titled and highly recommended.

Colonel Williams recently completed a year-long tour as the Commander of the multinational Kabul Military Training Advisory Group (KMTC TAG), as part of the International Security Assistance Force (ISAF) in Afghanistan.



Answers to Schober's Quiz #65 on page 23

Answers:

1. In chronological order:

- The foundering of the 46,328 GRT¹ White Star liner *Titanic* with the loss of 1,517 lives, on 15 April 1912, after striking an iceberg in the North Atlantic.
- The sinking of the 14,191 GRT Canadian Pacific Steamships *Empress of Ireland* with the loss of 1,012 lives, on 29 May 1914, following a collision with the Norwegian collier *Storstad* off Father Point in the St. Lawrence River.
- The explosion and foundering of the 30,395 GRT Cunard liner *Lusitania* with the loss of 1,198 lives on 7 May 1915, off the south coast of Ireland, after being torpedoed by the German submarine *U 20*.

2. John Charles Bigham, 1st Viscount Mersey (3 August 1840 - 3 September 1929).

Born into a wealthy Liverpool family, Bigham studied law in England, Germany and France. Called to the Bar in 1870, he practiced mainly commercial law even though in 1895 he was elected a Member of Parliament of the short-lived Liberal Unionist Party. He left politics two years later, on being named a judge to the Queen's Bench², following which he was knighted.

In 1910, in recognition of his services to the Crown on a number of committees and quasi-legal boards, Bigham was raised to the peerage as Baron Mersey of Toxteth.

Two years later *Titanic* sank, and Lord Mersey was appointed to head the Board of Inquiry into her loss. Aside from criticizing the liner's excessive speed in the vicinity of icebergs, his report found little fault with the ship's design, construction, equipment and operation. The White Star Line got off very lightly.

Ironically, in the following year Lord Mersey went on to preside over the International Convention for the Safety of Life at Sea (SOLAS) conference, where a number of *Titanic*'s deficiencies 'overlooked' by him were addressed.

A year later the Canadian Pacific Steamships (CP) liner *Empress of Ireland* sank following a collision. Having noted Mersey's exculpatory handling of the 'Titanic Inquiry,' CP invited him to preside over the Board of Inquiry into her loss, held in Quebec City. CP was not disappointed under Mersey's expert tutelage, the Commission laid the blame for the collision and subsequent loss of the liner squarely on the Norwegian collier.³ Subsequent investigation indicated that Captain Kendall's actions were at least partially responsible for the tragedy.

In 1915, Lord Mersey held the title of "Wreck Commissioner of the United Kingdom," thus it came as no surprise that, on 15 June 1915, he was called to preside over the Inquiry into



The Inquiry into the loss of the *Empress of Ireland* in session at Quebec City, Inset: Lord John Charles Bigham/Mersey.

the loss of the *Lusitania*. The findings of the Board, released on 17 July 1915, assigned total blame to Germany and its unrestricted U-Boat warfare. The report found no fault with Captain W. T. Turner of the *Lusitania*, although noting that he had reduced speed from 21 to 15 knots and was not executing a zigzag⁴ in a known submarine-infested area.

But oddly enough, in Lord Mersey's comprehensive report there was no mention whatsoever of a crucial factor possibly having a bearing on *Lusitania*'s loss. In the known presence of at least one enemy submarine in the area, and the impending arrival there of a very valuable passenger liner, the Admiralty, early on the morning of May 7th, ordered all ships on anti-submarine patrol in the vicinity to return to Queenstown (now Cobh). Suddenly and inexplicably, the *Lusitania* was left bereft of naval protection.

What prompted the Admiralty to suspend anti-submarine activities in this known dangerous area, in the face of *Lusitania*'s imminent arrival there? The official answer to that intriguing question lies in the future. As far as can be ascertained, nearly 100 years after the event the Admiralty files concerning the 'Lusitania Affair' remain classified and inaccessible to the public.⁵

The first casualty when war comes is truth.

¹ Gross Register Tonnage. An obsolete measure of the volume of a merchant ship's total permanently enclosed space. 100 cubic feet = 1 Register Ton. Replaced by "Gross Tonnage" in 1969.

² Equivalent to a Superior Court in Canada.

³ A parallel inquiry later held in Norway found that Captain Kendall of the *Empress of Ireland* failed to follow proper procedures in fog.

⁴ An expert witness, Commander Anderson, RN, had testified at the hearing that higher speed and zig-zagging would render a submarine's attack on a ship more difficult.

⁵ Another point to ponder: is it merely a coincidence—or not—that exactly eighteen days after *Lusitania*'s sinking, Prime Minister Asquith sacked the First Lord of the Admiralty, Winston Churchill?

+

Obituaries

Compiled by Pat D. C. Barnhouse

Starshell Obituary 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.

Aprocrpyha – Matthew 44:7-8

♦ VAdm John ALLAN, CMM, OStJ, CD**, RCN (Ret'd)

NAC-O, 86 in Ottawa 01/05/14. Jn'd. RCN as OS in '46. Prom. Cdt(L) under CTP 06/53, thence *Cataraqui* (Queen's U) in '53. Prom. A/SLt(L) 06/54 and SLt(L) 06/55, fl'l'd. by *Stadacona* (Long L Cse. in '55 and Staff L School in '56). Prom. Lt(L) 03/57, thence *Nootka* in '58, COMOPVAL in '60, *Stadacona* (Weapons Cse) in '61 and *Yukon* in '63. Prom. LCdr 01/64, thence *Bytown* in '64. Prom. Cdr 08/66, fl'l'd. by *Qu'Appelle* (i/c) in '68. Prom. Capt 07/70 thence NDHQ (PM DDH 280 Project), fl'l'd. by CO 1st Cdn Destroyer Sqn. in '73. Prom. Cmdre 07/74, thence COS(Sea) MARCOM HQ in '74 and NDHQ as DGMEM in '75. Prom. RAdm 08/77, thence Associate ADM(MAT). Prom. VAdm 07/70 and Commander MARCOM, fl'l'd. by Deputy CDS in '80. Ret'd. in '83. Civilian career in defence business [Citizen, "Canada's Admirals & Commodores"]

♦ Cmdre(S) Brian John BERRYMAN, CD*, RCN (Ret'd)

NAC-O, 78 in Kingston, ON 25/05/14. Jn'd. RCN as Cdt(S) (ROTP StFX) 01/54, Prom. A/SLt(S) 06/56 thence *Stadacona*. Prom. SLt(S) (sen. 06/56) thence *Crescent* in '56, *Hochelaga* in '56 and *Naden* in '57. Prom. Lt(S) 05/58 fl'l'd. by *New Waterford* in '58, *Naden* in '59, *Stadacona* in '61, *Micmac* in '62 and *Niagara* (USN Exchange) in '64. Prom. LCdr 01/65 thence NDHQ in '67 and CFSC in '69. Prom. Cdr in '70, thence NDHQ in '70. Prom. Capt 01/76 fl'l'd. by CFB Trenton [D/COS(Admin) CF Trg Sys] in '76, NDC in '78 and MARCOM HQ in '79. Prom. Cmdre 05/83, fl'l'd. by NDHQ as DGFA in '83. Ret'd. in '83. [PR, *Citizen*, "Canada's Admirals & Commodores"]

♦ LCdr William James Archibald BLACK, RCN(SSA)

NAC-VI 91 in Victoria 01/06/14. Jn'd. RCNVR as Prob SLt at *Cornwallis* in '45, prom. SLt 10/45, thence *Naden* 01/46 as RCN(R) SLt and *Charlottetown* 07/46. Rls'd. in '46. Jn'd. RCN(R) as Lt (sen. 08/49) and app't. *Shearwater* 03/52. Tsf'd. SSA as Lt (sen. 10/46), thence *Prevost* 09/54. Prom. LCdr 10/54, fl'l'd. by *Carleton* (Area Recruiting O) 10/56. Rls'd. in '59. [JC]

♦ LCdr James Andrew CROOKS, RCNVR (Ret'd)

Thunder Bay Br., 92 in Thunder Bay 04/04/14. Jn'd. as Prob. SLt in '42. Prom. SLt 06/42, thence *Griffon* and *Camrose* 10/42. Prom. Lt 06/43, qual. 'a/s' and thence *Avalon* 04/45. Rls'd. in '45 and prom. LCdr on the Ret'd. List. Bronze Medallion '96. [JC]

♦ Lt(S) Robert Douglas CRUIKSHANK, CD, RCN (Ret'd)

Calgary Br., 86 in Calgary 19/05/14. Jn'd. RCN(R) as A/SLt(S) at *Discovery* 08/51, thence *Chippawa* 02/52. Prom. Lt(S) 08/53, fl'l'd. by *Naden* 01/55. Tsf'd. SSA, thence *Cornwallis* 04/56 and *Micmac* 06/57. Tsf'd. RCN as Lt(S) (sen. 09/58), fl'l'd. by *Fraser* 05/59, *New Waterford* 09/61, *Stadacona* 10/62 and *Skeena* 08/66. Ret'd. in '69. Bronze Medallion '79, [GM]

♦ LCdr Mark J. H. DRAIBE, CD***, RCN(Ret'd)

NAC-VI, 83 in Comox, BC 20/06/14. Jn'd. RCN as seaman and CFR'd as Lt 04/71. Srv'd. as Clearance Diver and in *Provider*. Prom. LCdr 01/83 and ret'd. in '84. Later CO HMCS *Quadra* Sea Cadet Camp. [JC]

♦ Capt (AERE) (Ret'd) Eric Gordon EDGAR, MMM, CD*

NAC-NS, 80 in Halifax 07/05/14. Jn'd. RCN 01/53 as OSLMS and srv'd. *Cornwallis*, *Quebec*, *Newport Corners*, *Stadacona*, *Shearwater*, *Bonaventure* and MARCOM HQ. CFR'd as Capt (AERE) thence *Shearwater* in '58, CFB Borden (Aero & Eng. Sch.) in '58 and NDHQ in '70. Ret'd. in '72.

Civ. career in aerospace industry. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]

♦ LCol (AERE) (Ret'd) Alexander William GILLESPIE, OMM, CD**

NAC-NS, 81 in Halifax 28/06/14. Jn'd. RCN as OSNAS in '50, srv'd. *Cornwallis*, *Shearwater* and *Naden*. CFR'd as Capt (AERE) in '76, thence Borden in '77, *Petawawa* in '78 and NDHQ in '81. Prom. Maj (AERE) in '82, fl'l'd. by USNAS Pensacola in '82 and CFB *Shearwater* in '84. Prom. LCol(AERE) in '86. Ret'd. in '87. Civ. career in aerospace industry. [SR, *Chronicle Herald*, "Canada's Naval Aviators"]

♦ A/Surg Capt Robert Frederick HAND, CD, RCN (Ret'd)

NAC-NS, 101 in Sherborn, Mass. 14/05/14. Srv'd. RNVN 1934-48. Jn'd. RCN at *Stadacona* 03/48 as Surg LCdr (sen. 03/48), thence *Magnificent* 09/52 and *Stadacona* 11/53. Prom. Surg Cdr 01/54, fl'l'd. by *Niagara* (USN courses) and back to *Stadacona* 06/57 as A/Surg Capt. Ret'd. in '63. Civ. career in medical private practice. [JC, SR, *Chronicle Herald*]

♦ VAdm Ralph Lucien HENNESSY, DSC, KStLS, CD**, RCN (Ret'd)

NAC-O, 95 in Ottawa 13/06/14. Jn'd. RCN as Cdt in '36, thence HMS *Frobisher*. Prom. Mid '37, fl'l'd. by HM Ships *Resolution* and *Neptune*. Prom. A/SLt 05/39 and RN Subs cses. Prom. SLt 10/39 thence *Assiniboine* and prom. Lt 02/40, fl'l'd. by *Restigouche* (XO) in '43. A/LCdr in '43 and *Kings* (XO). A/Cdr in '44 and i/c *Kings*, fl'l'd. by *Gatineau* (i/c) in '44, *Assiniboine* (i/c) in '44 and *Micmac* (i/c) in '45. Prom. LCdr 02/47, fl'l'd. by RCAF Staff College in '47 and *Bytown* in '48. Prom. Cdr. 01/48, thence *Stadacona* (OIC JOLTC) in '49 and *Quebec* (XO) in '51. Prom. Capt 07/53, fl'l'd. by NDC in '53, *Algonquin* (i/c & CO Escort Sqn One) in '54, *Niobe* (Dep. Naval Mbr. & Chairman NATO MAS) in '56 and *Bytown* (DNT) in '58. Prom. Cmdre 06/60 thence D/CNP, fl'l'd. by MARCOM Hfx in '63 and NDHQ in '64. Prom. VAdm 07/66 and NDHQ as Comptroller General, fl'l'd. by Chief Personnel in '69. Ret'd. in '70. Executive Director Standards Council and VP International Org for Standardization in '76. [Citizen, "Canada's Admirals & Commodores"]

♦ Lt(S)* Leslie Charles KARAGIANNIS, MBE, CD**, RCN (Ret'd)

NAC-NS, 104 in Halifax 12/05/14. Jn'd. RCN in 1932, CFR'd as Cd Ct O 07/44 and remained at *Stadacona* (jnd. 07/43), fl'l'd. by *Warrior* 09/45 and *Naden* 11/47. Prom. Lt(S)* (sen. 07/44), thence *Stadacona* 02/50, *Quebec* 08/52, *Stadacona* 01/55, *Naden* 09/57 and *Unicorn* (Sask. Recruiting O) 05/59. Ret'd. in '60. [SR, *Chronicle Herald*]

♦ Lt John Southam KER, RCN(R) (Ret'd)

London Br., 88 in London 26/03/14. Jn'd. *Royal Roads* as RCN Cdt in '44, prom. Mid. 07/46 thence RN for trg. Prom. A/SLt 11/47 and *Stadacona* 09/49, thence RN for further trg. and prom. Lt 02/50. Srv'd. *Haida* 05/52, fl'l'd. by *Athabaskan* (Korea) 08/52. Tsf'd. to RCN(R) 10/54 at *Prevost*. Ret'd. in '57. [KR]

♦ A/LCdr Murray William KNOWLES, RCNVR (Ret'd)

NAC-NS, 97 in Halifax 03/06/14. Jn'd at *Brunswick* as SLt 01/40, thence HMS *Rajputana* (torpedoed), fl'l'd. by service in M/S's. Prom. Lt 06/42, thence *Suderöy V* (i/c) 06/42, *Louisburg* (XO) 11/43 and *Stadacona*. Prom. A/LCdr, fl'l'd. by *Scotian* (XO) 02/46. Rls'd. in '46. Civ. career in automotive and health care businesses. Br. President 1978-79. Bronze Medallion '80. [SR, *Chronicle Herald*]

♦ LCdr Cullis (Culley) Stanley Jardine LANCASTER, RCN(R) (Ret'd)

NOABC, 94 in Vancouver 04/05/14. Jn'd. RCNVR at *Royal Roads* and

prom. SLt 08/41, thence *Moose Jaw* 01/42. Prom. Lt. 08/42 and qual. 'n' fl'd. by *LCI 135* (for D-Day) and *Ribble* 07/44. To *Stadacona* for rls. in '45. Jn'd. RCN(R) at *Star* 07/47 and prom. LCdr 08/50. To Ret'd. List in '51. Career in transportation. Br. President 1971-76, Bronze Medallion '71, Silver '78 and Gold '86. One time *Starshell* editor. [FM, GM]

♦ **Capt Henry Hugh Wilbraham PLANT, CD*, RCN (Ret'd)**

NAC-NS, 85 in Halifax 10/05/14. Jn'd. *Royal Roads* as RCN Cdt 09/46, prom. Mid. 07/48 and then RN for trg. Prom. SLt 11/49 and Lt 01/52, fl'd. by *Haida* (Korea) 03/52 and RN for 'N' qual., thence *Royal Roads* 05/55, *Venture* 03/56 and *Margaree* 10/57. Prom. LCdr(N) 01/60, thence *Assiniboine* 06/60, *FOPC* 07/60 and *Yukon* (XO) 05/63. Prom. Cdr 01/65, fl'd. by *Saguenay* (i/c) 03/65. Prom. Capt in '72 and ret'd. same year. Civ. career as Commandant Coast Guard College and with maritime related industries and federal government departments. [JC, SR, *Chronicle Herald*]

♦ **LCdr Clare Edward SHAVER, CD, RCN (Ret'd)**

Toronto Br., 92 in Orillia, ON 14/03/14. Jn'd. RCNVR as Prob. SLt in '41, prom. SLt 12/42, thence *Chatham* 08/42. Prom. Lt. 12/42, fl'd. by *Burrard* 01/43 and *Wentworth* 12/43. Rls'd. in '45. Jn'd. RCN(R) at *Hunter* 01/48 and tsf'd. SSA, thence *Bytown*, *Stadacona* and *Cabot* 02/45. Prom. RCN LCdr 10/54, thence *Assiniboine* 08/56, *Cabot* (Area Sea Cadets) 10/58 and *York* (Area Sea Cadets) 09/61. Ret'd. in '67. [KL, *Toronto Star*]

♦ **Cdr(E)(A) Edward Stanley SMITH, CD*, RCN (Ret'd)**

NAC-NS, 93 in Halifax 16/04/14. Jn'd. RCNVR '43 at *Unicorn* as Prob. SLt(E) thence RN for service and A/E trg. Prom. SLt(E) 05/43 and Lt(E) (A/E) 05/44 and srv'd. RN Air Stations, fl'd. by CFMO London and tsf'd. to RCN. Srv'd. *Shearwater* in '49 and *Ontario* in '50. Prom. LCdr(E)(A/E) 05/52, thence *Stadacona* (FOAC Air Eng Staff O) in '53 and *Shearwater* (i/c NAMS) in '54. Prom. Cdr (E)(A/E) 07/56, fl'd. by *Niagara* in '56, *Bonaventure* in '58, *Stadacona* (i/c MTE) in '60, *Shearwater* in '63 and FOAC (Planned Maint. O) in '66. Ret'd. early 70's. Civ. career at Bedford Institute of Oceanography. Bronze Med. '86. [BH, SR, *Chronicle Herald*]

♦ **LCdr Bernard James (Pete) Van FLEET, CD*, RCN (Ret'd)**

NAC-O, 85 in Ottawa 21/05/14. Jn'd. RCN as Mid 02/51, thence *Ontario* in '51 and RN Air Stations for Observer Trg. Prom. A/SLt(O) 07/52, fl'd. by *Shearwater* (VS 880) in '52. Prom. SLt(O) 07/52, thence *Niagara* (USN AEW trg.) and *Shearwater* and *Magnificent* for VS 881. Prom. Lt(O) 07/54, thence NDHQ in '56, *Stadacona* (JOLTC cs.) in '58, *La Hullose* in '59, *Lauzon* in '60 and *Haida* in '61. Prom. LCdr 07/62, thence *Cornwallis* in '62, *Restigouche* (XO) in '64, *Patriot* in '65, USNAS Dam Neck (programming cse.) in '67, *Patriot* (*Bras d'Or* programming) in '67 and NDHQ in '68. Ret'd. in '73. Civ. career with defence industry. [Citizen, "Canada's Naval Aviators"]

♦ **James Andrew WOOD**

Winnipeg Br., in Winnipeg 25/02/14. Navy League and Sea Cadet officer and CO of NLCC J. R. K. Millen. Career in sales. Bronze Medallion '13.

In Memoriam (non members)

♦ **Cdr(E) James Gordon (Spike) BUCHANAN, CD*, RCN (Ret'd)**

81 in Ottawa 31/05/14. Jn'd. RCN as Cdt(E) at RMC 09/53, prom. Mid(E) 09/55, A/SLt(E) 01/57, SLt(E) 05/58, Lt 04/60, LCdr 01/67 and Cdr 01/74. Srv'd. *Naden*, *RNEC*, *Saguenay*, *Micmac*, *Stadacona*, *Kootenay* & NDHQ. Ret'd. in '80. [Citizen]

♦ **LCdr William Allen CREIGHTON, CD**, RCN (Ret'd)**

Former NAC-VI, 81 in Chemainus, BC 13/04/14. Jn'd. UNTD as Cdt(MT) 01/53 at *Discovery*. Prom. A/SLt 01/53, thence *Malahat* and prom. Lt 09/57 and LCdr 01/64. Bronze Med. '86. [WC] [RS, *Winnipeg Free Press*]

♦ **Lt Geoffrey Edward James EMBLEY, CD, RCN(Ret'd)**

Former NAC-NS, 90 in Dartmouth, NS 13/05/14. RN WWII service. Post-war jn'd. RCN, CFR'd as CMD O 04/64 and Prom. Lt 01/67. Known to have srv'd. *Bonaventure*. Ret'd. in '73. [JC, SR, *Chronicle Herald*]

♦ **Lt(S) Gerald Howard FITZGERALD, RCN(R) (Ret'd)**

Former NAC-NS, 87 in Halifax 01/05/14. Jn'd. RCN(R) as UNTD Cdt(S)

08/48 at *Scotian*. Prom. A/SLt(S) 02/51 and Lt(S) 02/53. Ret'd. in '60. Br. President 1975-76. [SR, *Chronicle Herald*]

♦ **Cdr(L)(P) George Edward FORMAN, CD**, RCN (Ret'd)**

83 in Ottawa 09/04/14. Jn'd. as Cdt *Royal Roads* 09/49, fl'd. by RMC in '51. Prom. A/SLt(L) 06/53, SLt(L) 06/53, Lt(L)(P) 12/54, LCdr 12/62 and Cdr [LCol] 07/67. Srv'd. *Discovery*, various RCAF stations for trg., *Shearwater*, HMS *Ariel*, *Bytown*, RAE Farnborough (on exchange), *Shrivenham* (PG studies), VS 880 (i/c), *Niagara* (Staff College Norfolk), *SACLANT* and NDHQ. Ret'd. in '82. [AW, *Citizen*, "Canada's Naval Aviators"]

♦ **LCdr(E)(A/E) Robert Allan GIBBONS, CD*, RCN (Ret'd)**

91 in Victoria 28/05/14. Jn'd. RCN as Cdt at *Royal Roads* 09/49, prom. Mid 08/51, A/SLt 01/53, SLt(E) 01/53, Lt(E)(A/E) 03/55 and LCdr(E)(A/E) 03/63. Srv'd. HM Ships *Apollo* and *Indomitable*; *Shearwater*, Ottawa, *Sussexvale*, *Niobe* (RN Exchange), MARCOM HQ and NDHQ. Also srv'd. with VF 871 and VS 880. Ret'd. in '75. [JC]

♦ **Lt(P) James Thomas GUEST, RCN (Ret'd)**

In Arizona 24/04/14. Jn'd. *Venture* as Cdt 09/57, prom. A/SLt 05/59, SLt(P) 05/60 and Lt(P) 06/62. Srv'd. *Niagara* (Plt. Trg.), VS 880 and VU 32. Rls'd. in '63. [JSC]

♦ **LCdr(E) John Hedley, CD*, RCN (Ret'd)**

91 in Portsmouth, UK 06/04/14. Srv'd. RN 1938-50 and jn'd. RCN in '52. CFR'd as Cmd Eng 07/58, prom. Lt(E) 09/60 and LCdr(E) 01/69. Srv'd. *Iroquois*, *Niobe*, *St. Croix*, *Naden* and *Ste. Thérèse*. Ret'd. in '71. [CS]

♦ **Lt(P) Nigel John HOPKINS, RCNVR (Ret'd)**

91 in Ottawa 06/04/14. RMC Cdt 1939-41, thence to RNVR for Plt. Trg. Prom. Mid(A) 02/41 and SLt(A) 07/42. Tsf'd. RCNVR 01/44 and prom. Lt(P) 01/44. Srv'd. various RN Air Stations and HMS *Indomitable*. Rls'd. in '45. [Citizen, "Canada's Naval Aviators"]

♦ **A/Surg SLt Robert William JACKSON, OC, RCN(R) (Ret'd)**

77 in Toronto 06/01/10. Jn'd. York as UNTD Cdt 01/51 and prom. A/Surg SLt 05/54. To Ret'd. List in '57. [WC]

♦ **Lt Merton Walter LAKE, RCNVR (Ret'd)**

97 in Timmins, ON 05/14. Jn'd. in '44, prom. SLt 04/44 and Lt 04/45. Srv'd. *Levis*. Rls'd. in '45. [RG]

♦ **Const SLt Gregor James MacDONALD, RCN(R) (Ret'd)**

76 in Vancouver 23/03/14. Jn'd. *Chippawa* as UNTD Const. Cdt 01/56, prom. A/Const SLt 07/58 and Const SLt 03/60. Ret'd. in '63. [WC, *Vancouver Sun*]

♦ **Lt William White MARCUS, CD, RCN (Ret'd)**

92 in Halifax 01/05/14. CFR'd on SSA as Cmd STO Off 04/56, thence tsf'd. to RCN and prom. Lt 01/60. Srv'd. *Chippawa*, *Cornwallis*, *Cape Scott* and *Stadacona*. Ret'd. in '64. [SR, *Chronicle Herald*]

♦ **SLt(NP) Margaret MAYO (nee KRUGER), RCN (Ret'd)**

In Halifax 26/04/14. Jn'd. 11/43 in rank of Physio and srv'd. *Stadacona*, *Protector*, *Naden* and *York*. Rls'd. in '47. [SR, *Citizen*]

♦ **Lt Ronald Joseph NUTH, CD, RCN(R) (Ret'd)**

81 in Ottawa 09/04/14. Jn'd. UNTD as Cdt 01/52 at *Carleton*, prom. SLt 09/54 and Lt 09/58. [Citizen]

♦ **SLt(S) R. J. RUSHFORD, QC, RCN(R) (Ret'd)**

83 in Moose Jaw, SK 17/02/14. Jn'd. *Unicorn* as UNTD Cdt(S) 01/51, prom. SLt(S) 07/53 at *Queen* and to Ret'd. List. [WC]

♦ **Lt(S) Otto SALONEN, RCN(R) (Ret'd)**

76 in Kitchener 21/12/07. Jn'd. as UNTD Cdt at *Prevost* in '51. Prom. SLt(S) 09/54 and Lt(S) 09/56. Ret'd. in '58. [WC]

♦ **Surg Lt Donald Cameron SMITH, RCN(R)**

92 in Ann Arbor, Michigan 05/02/14. Jn'd. as Surg Lt 02/46, srv'd. *Naden* and rls'd. in '48. [Queen's Alumni]

♦ **SLt Wilfred Leonard Samuel TRIVETT, QC, RCNVR (Ret'd)**

91 in Orillia, ON 21/03/14. Jn'd. in '42 prom SLt 11/44, srv'd. *Huntsville* and rls'd. in '45. [AW, *Globe & Mail*]

♦ **LCdr Wilfred George YURGENSEN, CD*, RCN (Ret'd)**

81 in Cobble Hill, BC 22/03/14. Jn'd. RCN in '58, CFR'd as CMD O 04/66. Prom. Lt 09/69 and LCdr 01/74. Srv'd. in ships (incl. *Bonaventure*) and submarines on both coasts. Ret'd. in '83. [JC]

THE BRIEFING ROOM – Continued from page 25

describes *It's Not the Ships* as an invaluable contribution to the history of the RCN/RCNVR in WWII. "It is compelling, technically precise, honest, humble, personable, and in many places humorous." "My father often said the war left its stamp on him," said publisher and co-author Philip Sherwood. "He liked to talk about his experiences and as he was an engaging raconteur, we eventually persuaded him to commit his story to print. We supplemented his manuscript with material gleaned from several primary sources—his wartime correspondence, patrol and log reports from the UK Archives, photos from the Imperial War Museum and the RN Submarine Museum and newspaper reports. It all comes together in an engaging account of one of the trailblazers of Canada's submarine service."

It's Not the Ships is published by lifewriters.ca, 8 x 10, 156 pages, 75 illustrations, index, casebound, ISBN 9 780993 790003, www.its-not-the-ships.com. Lifewriters.ca is a BC company that helps individuals, families, organizations and communities compile their stories and preserve them in print.

Philip Sherwood, lifewriters.ca

PETER CHANCE ADDS ANOTHER MEDAL

Seventy years after his ship, HMCS *Skeena*, took part in the D-Day landings, Cdr (Ret'd) Peter Chance [of NAC-VI] received recognition from the French government. Along with 500 other Canadian army, navy and air force veterans, the 93-year old was made a Chevalier (Knight) of the Ordre national de la Légion d'honneur, France's highest honour. Five hundred is all that remains of the 34,000 Canadian soldiers, sailors and airmen who participated in Operation Overlord and began to push German forces back out of France.

Chance and 14 other BC veterans gathered in Vancouver on May 21 to accept the medal from Consul General of France M. Jean-Christophe Fleury who presented it on behalf of the President of France. The event included dinner and speeches from dignitaries including Minister of Veterans Affairs Julian Fantino,

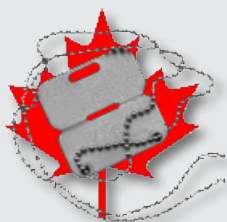


Carmel Ecker, Lookout

Premier Christy Clark and Lieutenant-Governor of BC, Judith Guichon. Each recipient was assigned a cadet escort "to make sure we didn't fall down," Chance joked. Though he earned several other medals and awards throughout his more than 30 year naval career, this one is special, he says. "It is very special because it recognizes Canadian participation in the Normandy landings." Chance was the navigating officer in HMCS *Skeena* when the allies made their Normandy assault on June 6, 1944. As part of Escort Group 12, *Skeena's* duty was to block German submarines from entering the landing area. The most memorable moments of that mission came on June 8 when two homing torpedoes—designed to target the frequency of a ship's propellers—streamed through the water and exploded in *Skeena's* Canadian Anti-Acoustic Torpedo (CAT) gear. It was a terrifying experience for the crew, says Chance. "We saw these damn fish go whizzing by. The next thing, a periscope went by us and we fired our Hedgehog at it," he recalls. The ring of Hedgehog bombs landed ahead of *Skeena* and *U 953* disappeared, presumed damaged. We didn't see it again and we couldn't pick it up either. But obviously, we had damaged it." That might have been the end of the story, but many years later Chance got a phone call from Virginia, US. A man with a thick accent asked, "Mr. Chance, were you navigating HMCS *Skeena* on the 8th of June 1944?" On learning he had the correct Peter Chance, the man proceeded to say he had come to know someone named Karl Bauman, who was serving in *U 953* on that day. Just 19 years old at the time, he had been wounded on board and was taken to a hospital in Brest. When Allied forces overtook the area, Bauman became a prisoner of war and was eventually sent to Virginia to wait out the war. "I was able to speak to Karl," said Chance. "He said, 'You know Peter, we were trying to kill each other on the 8th of June 1944 ... ya?'" With a chuckle, Chance says he replied, "Absolutely." "Now we can be friends?", Bauman asked. The two stayed in touch until Bauman died several years ago and Chance even wrote the foreword for the book about Bauman's life, "The Longest Patrol." "The common enemy was the sea," says Chance. "We had no ill feelings toward these guys you know, individually. They were the enemy, sure, but individually, of course not."

Carmel Ecker, Staff Writer, LOOKOUT

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