

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA-VANCOUVER ISLAND

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A Sea of Blood - A Tide of Red Poppies flows from the Tower of London - full story on page 5



24 Nov Luncheon

Guests - spouses, friends, family are most welcome
 When making your reservation with Larry Dawe
 (larrydawe2@gmail.com or 778-440-0395 please
 advise of any food allergies or sensitivities.

Who: Col Jamie Hammond

What: Images and Reflections on Afghanistan:
 Was it worth it?

(Col Hammond is currently Private Secretary to the Lt Gov of BC and served two tours in Afghanistan)

Where: Fireside Grill, 4509 West Saanich Road,
 Royal Oak, Saanich

When: 1130 for 1215

Cost: \$25.00

LEAD & LINE-PRESIDENT'S MESSAGE



President's
Column
Nov 2014

Another national AGM has come and gone, complete with a one day professional development “conference”, this one on submarines. The remainder of the time was taken up with the business of the Association, which this year was rather confusing at times as we were all feeling our way ahead under the regime of the new Not For Profit Corporation Act. There is still a way to go there.

As you may remember, one of the major sticking points was the perceived exclusion of the Branch as an

entity in the control and operation of the NAC. Two motions were in fact put to the old Board of Directors, as those of you who receive the NACVI newlist are aware. These were discussed in great detail by the Board in a two hour teleconference, but in the end were withdrawn in favour of another simpler motion which would hopefully achieve the same end. This in its turn was discussed at a subsequent teleconference following week, and passed. This motion was then sent to the AGM for approval.

In essence, the motion added a new By-Law (#5.02) which established the requirement for a Nominating Committee and mandated that the committee was to ensure Branch representation on the Board of Directors. With some discussion this was passed at the AGM. There are still a large number of administrative and procedural matters to be sorted out, but I am confident

Continued on page 3

NOAVI EXECUTIVE COMMITTEE

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LEAD & LINE-PRESIDENT'S MESSAGE

President's Column

that we will all be able to move forward in a cohesive manner in the future.

Thanks to all who sent in or gave us your proxy votes. Of interest, I believe that there were only about 50 at the meeting, but there were over 100 proxies voted – so the system works!

Please do not hesitate to contact me if you have questions in this regard.

Yours aye
Cdr M. F. Morres RCN (ret)
President NAC-VI

Mike

Letter to the Editor

WRT my article on the latest name for one of HMC Ships, e.g. Harry DeWolfe, I feel I should set the record straight.

None of the names of the people I employed, their families, friends or descendants, talked to me before I wrote that article. Consequently, none of them condoned the use of their name for one of the ships, nor wish to see such an action occur.

Just so you know.
Dave Freeman



HMCS Chicoutimi started sea acceptance trials on September 28th near Esquimalt. The trials are expected to last seven to eight weeks and will test the Victoria-class submarine's engineering systems and capabilities, as well as its crew, to ensure that all are performing within required parameters.

NAC-VI LEAD AND LINE

All Saints Day 1914

By Larry Dawe

Just after sunset on 1 Nov exactly a century ago, 250 miles south of Valparaiso Chile and 12 miles off the coast near the port of Coronel, the Cruiser *HMS Good Hope*, RAdm Cradock's flagship, in company with cruisers *Monmouth*, *Glasgow* and armed merchant ship *Otranto* engaged Adm von Spee's cruiser squadron of SMS *Scharnhorst* (Flag), *Gneisenau*, *Nuremberg*, *Dresden* and *Leipzig*.

Superior speed, excellent training, up-to-date guns and modern fire-control allowed *Scharnhorst* easily to sink *Good Hope* (which blew up and sank with all hands) and *Gneisenau* to sink *Monmouth*, before darkness intervened saving *Glasgow* and the 4.7 inch fitted passenger liner *Otranto*.

A month before this, four Canadian midshipmen were selected by Cradock to serve in *Good Hope*: William Palmer, Malcolm Cann, John Hathaway & Arthur Silver. They have the distinction of being the first Canadian deaths of WWI.



HMS Good Hope

I heartily recommend Capt. RCN Bryan Elson's excellent book **First To Die** (Formac, Halifax N.S. 2010) which I have used with permission of the author, as the sole reference for this item.

Standby next month for the sequel with the sinking of Scharnhorst and Gneisenau in the Falkland Islands

Sea King down

...and driving safely home

A Sea King helicopter (crew of six) was returning from a training flight last week when it had an in-flight emergency (possibly fire) and had to make an Emergency landing in a field near Eastern Passage (NS)

The crew landed at the helipad at Hartland Point Golf Course and the chopper was hauled through Eastern Passage and back to 12 Wing Shearwater. Fortunately none of the six crew were injured.

As everyone who reads this publication knows, the choppers are 50 years old.



This summer the government signed a renegotiated contract with Sikorsky for 28 new CH-148 Cyclones for \$7.6 Billion.

Ed

NAC-VI - LEST WE FORGET

A Sea of Blood

A scarlet sea of ceramic poppies 'planted' at the Tower of London to commemorate the centenary of the First World War has so far raised an incredible £11.2 million for charity.

Entitled Blood Swept Lands and Seas of Red, the art installation will eventually see a staggering 888,246 poppies appear in the grounds of the Tower - one for every soldier from the UK, Canada and the rest of the Commonwealth, killed during the Great War.

The first flower was planted on 17 July and the last will be put in place on 11 November to coincide with Armistice Day.

The poppy has been the symbol of military remembrance in Britain since the First World War, when a Canadian poem recalled the bright-red flower growing in the fields of Flanders.

Each of the poppies will be sold for £25 each and sent to buyers after Armistice ceremonies have been completed. 450,000 people have placed advance orders.

The money raised will go to British charities such as the Royal British Legion, and Help for Heroes, which help British veterans. Eight thousand volunteers helped place the poppies.



Kate, Duchess of Cambridge plants a poppy



NAC-VI - UPDATES

Royal Navy now smaller than in Nelsons Time

According to the UK Mirror, the Royal Navy has shrunk to the point where it now has more admirals than ships. For 19 destroyers and frigates, the RN has 33 admirals. The latest round of cuts took 5000 sailors and marines out of service leaving 30,000 fighting mariners. At Trafalgar Nelson commanded 27 ships. This must be tough for a service which was the largest on the planet until World War Two.

If however, you include the RN's helicopter carriers, minesweepers, submarines, patrol ships for fisheries protection and RFAs the situation changes.

The navy is retiring Type 22 frigates and destroyers early in order to fund the two new aircraft carriers HMS Queen Elizabeth and HMS Prince of Wales.



Sinking of HMCS Annapolis as an artificial reef raises a ruckus

The proposed sinking of HMCS Annapolis, or what is left of her, off Gambier Island in Howe Sound, has sparked protests from the Save Halkett Bay Marine Park



Supply ship update

Vadm Norman was quoted in the Globe and Mail as saying the purchase of an American platform is just not going to happen. That sort of purchase could undermine the National Shipbuilding Procurement Strategy which is to have vessels built in Canada. As new ships won't arrive before 2020 this seems highly unsatisfactory. *Ed*



Society. The group has filed a petition in BC Supreme Court asking the court to stop the province from issuing a permit to allow the sinking. The group is concerned that they do not have access to a report which of the ship's final inspection after the removal of unhealthy amounts of PCBs. The group believes there might be other dangerous substances such as lead or asbestos.

The Artificial Reef Society has responded that Annapolis will be the cleanest ship ever sunk. Environment Canada has yet to release its final approval but the society is expecting it to be soon. The sinking is scheduled to take place this fall.

GERMAN UBOAT FOUND INLAND

WWII Submarine (U855) found at the bottom of a Labrador river, 100 km inland from the ocean

Picture this:

It is 2012. You live in Labrador and you have just been asked to look for three men lost over Muskrat Falls. It's not a great job but it has to be done. You use your side-scanning sonar to sweep the bottom of the Churchill River and you find something - a pretty odd something. It looks like a wreck.

You know this area was strategically important during the Second World War and that there was, and is, an air force base but you haven't heard of any wrecks this far inland. *Continued on page 8*

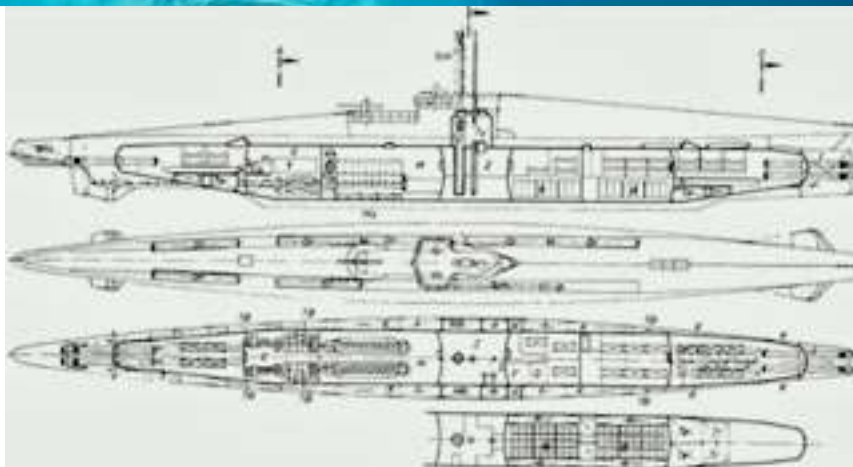


GERMAN UBOAT FOUND INLAND

What you don't know but will soon find out is that more than a dozen u-boats are still unaccounted for and the sonar image you found really looks like it might be one of them.

(U-boats had several skirmishes around Newfoundland including the sinking of the SS Caribou in the Cabot Strait in 1942, but none were seen so far inland.)

For the past two years Brian Corbin has been searching the river bed and applying for permits to investigate. Initial inquiries with specialists indi-



cate that the wreck might be U855 which was reported as lost during a weather reporting patrol. The sub. found in Churchill River probably suffered a catastrophic explosion in its port diesel engine which set off torpedoes and possibly mines (Brad Cabana retd Capt CF). It also probably happened at periscope depth as

both the snorkel and periscope appear intact. The explosion would have caused a bubble pancake effect on the base of the conning tower, peeling the boat in half by shock waves from the explosion. Captain and crew were lost. Positive identification will have to wait for a proper dive and so far no dive permits have been issued.

The German Government indicated the Newfoundland and Labrador Government made a commitment to investigate the wreck to determine if it is a war grave. The German Government would never agree to the disturbance of any submarine which is essentially a war grave. Ed

U855 Captain Prosper Ohlsen

No ships sunk or damaged.

Born 16 Jan 1918 Lugano, Switzerland
 Died 11 Sep 1944 (26) Norwegian Sea



Ranks

3 Apr 1936 Offiziersanwärter
 10 Sep 1936 Seekadett
 1 Jun 1943 Oberleutnant zur See

Decorations

NAC-VI BOOK REVIEW

The Sea King Story

Reviewed by Stan Brygadyr

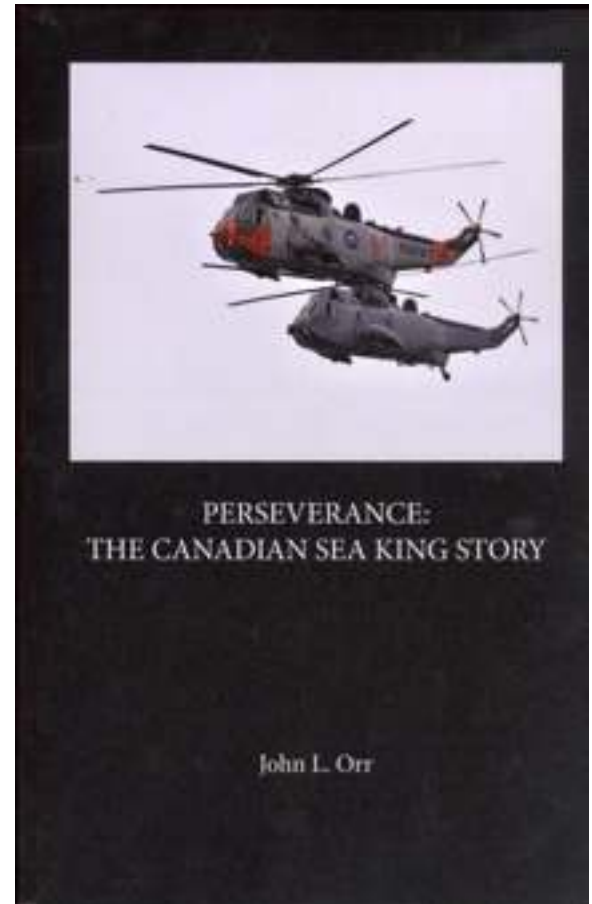
Colonel(ret'd) John Orr has spent half-a-lifetime as a Sea King Pilot and Senior Leader in Maritime Air and so is a most credible author of this impressive Canadian Aviation chronicle.

His research was exhaustive: 23 books; 29 "articles, papers and dissertations"; and, 66 interviews along with numerous Unit Historical Records. The emphasis of this book is "on the exploits of the aircrew and maintenance personnel of the Sea King Helicopter Air Detachments(Helairdets) who have "persevered" over the years on both the flight line and the flight deck," and includes "the good, the bad and the ugly" covering "fifty turbulent years."

Initially, John covers the fantastic story of the Canadian development of the Helicopter Hauldown and Rapid Securing Device, the "Beartrap." This achievement permitted the operation of a medium helicopter on a destroyer sized warship which brought wide international recognition and admiration from leaders of the world's navies, many of whom said "it couldn't be done!"

While much of the Sea King's service has been in peacetime, this aircraft has also seen many years of duty in the combat zones of the Indian Ocean/Arabian Sea/Persian Gulf(Gulf War 1, the liberation of Kuwait; Somalia; Gulf War 2; Afghanistan; and, areas-of-piracy). Also, deployment to the Adriatic during the Yugoslavia conflict.

John covers all of these years deployment-by-deployment and includes much anecdotal input from the air personnel involved. I found the book of exceptional interest as I am acquainted with many of the aviators involved.

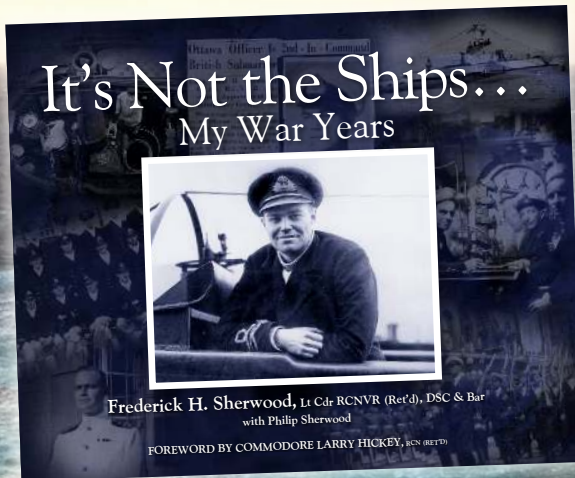


Many naval personnel may also enjoy a reflection on the events described. This book will be of interest to aviation enthusiasts and historians of aviation-at-sea.

Also, I believe it would benefit senior leaders of the RCAF and RCN and it should be on the curriculum at the Maritime Helicopter Operational training Squadron and the Naval Officers Training Centre.

The book is available from the Shearwater Aviation Museum, by phone:
1-888-497-7779 or
1-902-720-1083.

NAC-VI



The wartime memoirs of Canada's most highly decorated submariner

When 18-year-old Fred Sherwood joined the Royal Canadian Naval Volunteer Reserve in 1933 as a midshipman, he was looking for adventure. By the time he was demobilised in 1946, he had served in the Royal Navy's submarine service for five years, commanded two "boats," faced death on numerous occasions, seen the world, and experienced more adventure than he could ever have dreamed of. This is his story.

It's Not the Ships... is a "compelling, technically precise, honest, humble, personable, and in many places humorous" memoir. Drawing heavily on correspondence of the era and patrol and log reports, Sherwood takes readers aboard the submarines of a nation fighting for its survival in a conflict where up to half of his colleagues did not return from patrol.

"... A young man's adventure story in the midst of war, a romance with submarines and his future wife, a sometimes amusing tale, and, best of all, a page-turner. Highly, highly recommended for all who read naval history."

~ JULIE H. FERGUSON,
author of *Through a Canadian Periscope*
and *Deeply Canadian*

"An invaluable contribution to the history of the RCN / RCNVR in WWII. I enjoyed it thoroughly."

~ CAPTAIN WILF LUND RCN (RET'D),
Naval Historian and former Submarine Commander

"Superb! A most enjoyable read, and refreshingly accurate as to all aspects of naval life in the United Kingdom during World War II."

~ CAPTAIN NORMAN JOLIN RCN (RET'D)

"This account of undersea warfare adds significantly to our knowledge of the Canadian naval heritage and takes a distinguished place among the published recollections of submariners. It deserves the attention of academics, sailors, and the reading public."

~ COMMANDER ALEC DOUGLAS RCN (RET'D)

"Fred Sherwood is a Canadian of whom we can all be proud."

~ COMMODORE LARRY HICKEY RCN (RET'D)

BOOK INFORMATION

Publication Date and Publisher: August 2014, lifewriters.ca
Author: Frederick H. Sherwood, Lt Cdr RCNVR (Ret'd), DSC & Bar, with Philip Sherwood.
Foreword by Commodore Larry Hickey, RCN (Ret'd)
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