

Starshell

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

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EDITOR'S CABIN

ROYAL CANADIAN NAVY ... wow, that sounds great and I think it caught a lot of us by surprise! As one who's service spanned the dreaded changes from navy blue to bus driver green and back again, the events of the past couple of years which included the celebration of our Naval Centennial, the long-overdue return of the executive curl, and now, the reinstatement of the rightful and historic name of Canada's naval service, have been nothing short of remarkable! This issue of *Starshell* contains some 'gritty' stuff as we prepare to take one of the biggest steps in the history of our organization: the change in our name from The Naval Officers Association of Canada to the Naval Association of Canada, the broadening of our membership criteria and the assumption of a more proactive role in support of the Royal Canadian Navy. For more information regarding these forward looking changes, I would direct you to National President, Ken Summers's 'From the Bridge' entitled "**What's in a name ... Plenty!**" which begins on page nine.

OUR COVER – HMCS *Athabaskan* (2nd) in Korea ca. 1953 – The Navy Public Affairs outline says it all: "A proud ship is the destroyer HMCS *Athabaskan* which returns to her base at Esquimalt, BC, December 11 [1953] to complete her third assignment with the UN in the Far East. The 14-month tour of operations just completed by *Athabaskan* was the longest for any RCN destroyer which has served in the Korean theatre. All told, *Athabaskan* has steamed more than 170,000 miles in her three tours." For a first hand account of life aboard *Athabaskan* in Korea, see Fred Fowlow's "The Korean War: Defending the Friendly Islands" on page 18.

National Defence Photo AN-100



Starshell

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l'association des officiers de la marine du Canada

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YOUR NATIONAL NAVAL MEMORIAL

SITREP

BY DOUG THOMAS

As many of you will know, HMCS *Sackville* is the last of 269 British and Commonwealth corvettes; 123 of these important vessels served in the Royal Canadian Navy in World War II. *Sackville* herself had a fine war record — she was commanded by Alan Easton for a time and he referred to the reliable and spirited new corvette as “The Queen” in his classic memoir *50 North*. In her most memorable action in July 1942, she had three close encounters with U-boats in one day! She blew one to the surface with depth charges and seriously damaged another with shell fire. Both incidents were spectacular enough to tentatively award *Sackville* with two “Prob-

able” U-boat kills. Later it was learned these German submarines had limped home to be repaired and fight another day, but *Sackville* certainly deterred them from further attacks against her convoy.

Sackville has been Canada’s official naval memorial since 1985. NOAC was very active in the early 1980s in saving this fine old ship from the breakers, and established the Canadian Corvette Trust, later renamed the Canadian Naval Memorial Trust (CNMT), to maintain and operate the ship. The Trust continues to operate

the ship, with the dedicated participation of a small number of local volunteers and dues from about 1,000 Trustees across the country — quite a few from NOAC branches. We are finding that young civilians, some of them descendants of veterans, are becoming Trustees and corporations are providing support. A great source of assistance is the Royal Canadian

tingent of skilled and dedicated sailors. They rose to the challenge of unfamiliar technology and ancient equipment to complete a large number of outstanding maintenance issues, and they enjoyed doing it. It is gratifying to see many young serving sailors joining the Trust, some of them as Life Trustees.

However, it is important that you understand that *Sackville* is not a Halifax Project — she is the National Naval Memorial for all Canadians and many of our active volunteers are getting tired and elderly. The current Commanding Officer, for example, is in the ninth year of what he terms “the busiest unpaid job in the Navy,” and many of our volunteer guides are well

into their eighties.

A number of things need to be done in order to manage *Sackville* as a memorial of her stature should be operated. She is the naval equivalent of Vimy Ridge — a memorial to those lost at sea with no known grave, as well as all those who have served and continue to serve at sea off our shores and far abroad. She should be as significant to Canadians as HMS *Victory* is to the United Kingdom and the USS *Constitution* is to the United States. Some of you will have visited one or both of these ships,



Navy, which helps in many ways, such as by making young sailors awaiting training available to man the ship during the summer months under the supervision of our dedicated volunteers. Under the provision of an MOU with the Trust, the RCN also helps greatly with tug services, winter maintenance and periodic docking. Another important source of assistance comes from ships in refit or between deployments. Especially noteworthy this past year has been the contribution of HMCS *Toronto*, who provided a large con-

which are commissioned into their respective navies and operated by service personnel. That is what we need for *Sackville*.

While the issue of care and custody of *Sackville* is important, time marches on, and the ship's advanced age — she was commissioned December 30th, 1941 — cannot be denied. She is still quite sound, but work will be done during the coming winter months to keep her from rusting from within, as moisture inside the ship is the most significant factor in the deterioration of the hull. This work will be conducted by the naval dockyard, with the assistance of several of our engineering volunteers.

The aim of the Trust is to preserve the ship in perpetuity, and in order to do that drastic measures are necessary. Defence Research and Development Canada, in conjunction with HMC Dockyard Laboratory staff, recently completed a study into how best to extend the life of the ship into the future. Methods for preserving other historic ships were investigated and a detailed study was made of *Sackville's* hull and fittings. Contrary to earlier plans, it is now clear the ship cannot be high and dry — experience of other preservations and the study tell us the hull must be supported by water or it will become distorted. It is also necessary to provide protection from precipitation and high humidity. In order to accomplish these aims, CNMT's Memorial Project will construct a permanent covered berth in a water-filled graving dock in the Naval Heritage Area — near her current summer berth on the Halifax Waterfront.

The intent is that she will remain in this graving dock and be available for visitors year-round, but a gate will access the harbour so that *Sackville* can be moved to participate in such activities as annual Battle of the Atlantic observances and be taken to the Dockyard for essential maintenance and docking. The new berth would be located near a Memorial Hall dedicated to those who have died in service to the Canadian Navy. An adjacent Naval Heritage Centre would present the history, development and achievements of the Royal Canadian Navy, highlighting

the experiences of those who have served and the challenges they faced. Many of our guides report being asked by the visitors, "what was it like to serve in corvettes in the North Atlantic," "how can I find out what ships my grandfather sailed in," or, "how would he have been treated if he was hurt in action," plus a myriad of other queries. The planned Heritage Centre is intended to help provide answers to these questions and, through the use of artefacts, archives, film and simulation, provide visitors with an experience that will give them a deep appreciation of the sacrifices of previous generations as well as modern sailors.

HMCS *Sackville* is both a memorial and a symbol of enduring commitment to service, courage and sacrifice. She has been referred to on a number of occasions as "The Soul of the Navy," and she is as sacred to many of us as those cemeteries, row-on-row, in Flanders Fields. *Sackville* also symbolizes our Navy coming of age during World War II and evolving into one of the world's most professional naval forces with bases and operations on both coasts, and soon in the Arctic, supported by Naval Reserve units across the country.

The Trust is striving to provide an architecturally-striking and internationally-recognized Naval Memorial, which will be a major waterfront attraction and a desti-

nation of choice for those visiting the Maritime Provinces. At least one million Canadians have a relative who served in the Navy during World War II, and many others are related to those who have served since then or are serving now. Many young people would like to know something of their maritime heritage, and those working to make the Memorial Project a reality plan to fill that void.

What can you, the members of NOAC, do?

We would certainly appreciate your financial support and you becoming a Trustee. But what we really need even more is for you to inform your Member of Parliament that it is important to you, and all Canadians, that our National Naval Memorial — a corvette built in this country during the dark days of WWII and manned by ordinary Canadians from across our country — be preserved, and the story of how we helped to win arguably the most important campaign of World War II, the Battle of the Atlantic, be told to this and future generations. The Canadian Naval Memorial Trust website is: <http://www.canadasnavalmemorial.ca>

Doug Thomas is Executive Director of the Canadian Naval Memorial Trust and President of the Nova Scotia Naval Officers Association of Canada.



NOAC REGALIA

ALL PRICES INCLUDE TAXES AND SHIPPING. SEND ORDERS TO THE EXECUTIVE DIRECTOR. CHEQUES PAYABLE TO "NOAC NATIONAL"

ASCOT	\$28.00 EACH
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BLAZER BUTTONS (NOAC)	
LARGE	\$18.50 EACH
SMALL	\$17.50 EACH
CUFF LINKS (NOAC)	\$37.00 PAIR
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One Navy...
One Voice...
One
Message
for
Canadians

NAVAL ASSOCIATION OF CANADA

NAC AGM and
Naval
Conference
at the
Lord Elgin Hotel
and National
Arts Centre
Ottawa, Ontario

May 31st – June
3rd

2012

Hosted by:
Naval Association
of Canada – Ottawa

NAC AGM AND
NAVAL CONFERENCE

Ottawa, Ontario
May 31st – June 3rd
2012

Accommodations and
Meetings:

Lord Elgin Hotel
(Great room rate \$169)

Naval Conference
Venue:
National Arts Centre
(NAC)

Preliminary Schedule:
Thursday May 31st (Lord
Elgin)

Evening: Check-in and
National Executive
Meeting

Friday June 1st (NAC)

All Day: Conference

Evening: Conference

Reception

Saturday June 2nd (Lord
Elgin)

Morning/Afternoon: BOD

Meeting and AGM

Afternoon: Social Program

Evening: President's

Reception and Dinner

Sunday June 3rd (Lord

Elgin) Morning: Up Spirits
and Departure

Spouses/Partner Program
To Be Announced

AHOY THERE!

It's time to mark your
2012 calendars with your
participation in the NAC Annual
General Meeting and Naval
Conference. The AGM and
Conference will have a new look
and a new passion for making
your visit to Ottawa a great
experience. We have secured a
very good room rate of \$169 at
the Lord Elgin. And there's so
much to see and do in your
capital!

In particular, the naval
conference at the National Arts

Centre will follow on from
CADSI's annual CANSEC
conference (May 30th – May
31st) in Ottawa, and our
conference will be a threshold
event for NAC. Senior and
important speakers will be
combined with a crucial message
in support of the Navy's future.
Among other initiatives,
substantial corporate
sponsorship is being pursued.
The intent is to launch the
conference as the first in a
series of high-profile, annual
opportunities for NAC to bring
naval issues to the forefront in
Canadian public and political
affairs.

Our new national web
site will soon be up and running.
When it is, you will be informed
and you will be able to access
the latest AGM and Conference
program and registration form,
Stay tuned! In the meantime
the organizers will be using
email notices to keep you up to
speed.

Tom DeWolf
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The Edmonton Protocol...

How Edmonton Veterans' Groups Participate in the Naval Community

By Jim Humphries

For some time now, numbers in Canadian veterans' groups have been steadily declining. At the same time, there is still a great need to support and promote the Navy both on the coasts and in communities across the land. Here is Edmonton's response to these issues. In the spring of 2002, Edmonton Branch Presidents of the RCNA (Gordon Wright) and NOAC (Jim Humphries) met with the Commanding Officer of HMCS *Nonsuch* (LCdr Tim Khaner). The issue was lack of consultation on planning for the Battle of the Atlantic commemoration, without question an event in which veterans play a role. As a result of that short en-

counter, the *Nonsuch* Commanding Officer created on the spot, the Edmonton Naval Community Committee (ENCC) and committed to provide both a chair and clerical support.

ENCC

ENCC is a group composed of all naval units in the area: HMCS *Nonsuch*, Naval Officers Association of Canada, Royal Canadian Naval Association, Jenny Wrens¹, C&PO's Alumni, Italian Naval Association, Regional Cadet Support

¹ Regrettably the Jenny Wrens in Edmonton have this year decided to disband and amalgamate with the RCNA Edmonton Branch.

Unit, Cadet Instructor Cadre (Sea), Navy League of Canada and HMCS *Edmonton*. Where possible, each group sends a representative to a monthly meeting at which decisions are made regarding events and issues of common interest.

ENCC exists to support and unite the various naval groups and associations in the greater Edmonton area, and to develop an 'esprit de corps' among these groups and associations. The vision of ENCC is "We are the leadmark for unified naval communities across Canada."

MANDATE

The mandate of ENCC is as follows:

- Support the interests of HMCS Nonsuch and the Navy in the greater Edmonton area.
- Support youth citizenship programs in the naval cadet organizations.
- Promote and enhance communication among and between units.
- Develop a spirit of trust and cooperation within the naval community.
- Build a favourable public image of the naval community.
- Participate in the planning and presentation of Battle of the Atlantic ceremonies, the Trafalgar Ball and/or other naval events.
- Discuss and take action on appropriate events and issues that affect the naval community.
- Participate as a member of the City of Edmonton Salutes Committee. *(This committee promotes and recognizes our local military community contributions, both at home and abroad, toward world peace, security and stability. It further enforces the message that military personnel and their families are valued members of the Edmonton Capital Region. ENCC has a seat on the Salutes Committee.)*

CASINO

A few months ago, RCNA held a two-day casino netting several tens of thousands of dollars. The workers came from ENCC member units and the proceeds will be spent on youth, including Sea Cadets and Navy League Cadets, currently serving members and veterans. The Use of Proceeds Committee, who will determine how the money is to be allocated, is also composed of members of ENCC. Ultimately, the spending decisions rest with RCNA, however, input and applications for expenditure are being accepted from the whole naval community.

CANADIAN NAVAL CENTENNIAL

Perhaps the most significant accomplishment of ENCC has been the Canadian Naval Centennial celebrations in Edmonton. Next to Esquimalt and Halifax, the biggest party in Canada was in Edmonton over a three day weekend in June of last year. Attendees came from all over the country and enjoyed a meet and greet Friday eve-

ning, a city-sponsored pancake breakfast, a cadet tattoo and a gala dinner with post-gala celebration Saturday; and a naval street naming ceremony on Sunday.

NAVAL LEGACY PARK AT VILLAGE AT GRIESBACH

You may remember Griesbach, a large landmass in north Edmonton that was in recent decades, a Canadian Forces Base. Since it is no longer used for that purpose, Canada Lands Company is developing several housing units which will eventually be called home by 13,000 Edmontonians. The 'Village at Griesbach' has park area designated and part of that is a man-made lake called Bedford Basin. A mock-up of the bow of HMCS *Edmonton* extends into the lake, and it is adorned with a regulation mast, anchor with chain and a bronze Kisby ring at the sidewalk entrance to the area. Several local corporations contributed to the costs of creating the Naval Legacy Park.

STREET NAMING

In addition, several naval names were given to streets in the housing development and permanent plaques were erected on the deck of the ship. ENCC was instrumental in providing these names and memorials. Names honoured in the housing development include Bonaventure, Juchli, Conestoga, Merchant Navy, Robert Hampton Gray VC, Walter Hose, Corvette Navy, Naden, Nonsuch and Girouard. RAdm (Ret.) Roger Girouard attended the latest dedication ceremony held in July 2011.

THE POINT

These are the facts around the Edmonton Protocol and the Edmonton Naval Community Committee. But the key point arising is that all of us getting together in any form was preceded by engagement, discussions and face-to-face meetings with the other stakeholders. As NOAC Edmonton Branch President, I have spoken with the RCNA Presidents at least twice monthly for more than a decade, in addition to attending meetings with them. All units exchange invitations to most social events. ENCC has hosted several times,

visitors from the ship's company of HMCS *Edmonton*, and local naval veterans have also enjoyed day sails in the vessel off the west coast. Representatives of ENCC units attend cadet annual inspections and present awards. HMCS *Nonsuch* Wardroom Weepers are open to the whole naval community. NOAC Board meetings are open to the rest of the membership, and often representatives of RCNA are invited as there are items of common interest on the agenda. Twenty percent of NOAC members in Edmonton are also RCNA members and they attend the RCNA monthly luncheon meetings. Having a similar heritage, we are brought together by a desire to belong, plan and participate in common events such as parades and dinners, as well as to provide support to all units in ENCC. And even though this spirit of cooperation and consensus has not always been the Navy way, in the 21st century in Edmonton, it has worked well.

KEY INDIVIDUALS

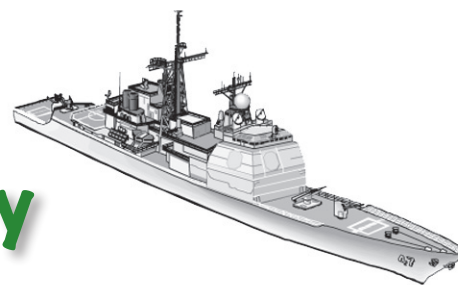
Many individuals have contributed to the success of ENCC over the years. To begin to mention any automatically means some are left out; however, three must be named. Formation of such an ENCC umbrella group was originally the idea of Gordon Wright, former RCNA President. Lt(N) Terry King, former Administration Officer in HMCS *Nonsuch* and CPO1 (Ret.) Don Stewart former *Nonsuch* Coxswain, have provided countless hours of support, encouragement, organizing expertise and just plain hard work that has made ENCC the shining example of naval cooperation it is today.

THE FUTURE

Readers are invited to take part in any or all of the experiences from our umbrella group 'Edmonton Protocol' and apply them to local environments if this would be beneficial. We are also prepared to answer any questions and provide dialogue in any naval community change process across Canada.

Please feel free to contact myself at humphriesj@shaw.ca for a copy of the ENCC Terms of Reference.

Alternative fuel options for the United States Navy



By Jeff Gilmour

I recently participated in a strategy forum at the US Naval War College at Newport, Rhode Island, entitled **“Energy and US National Security: Vulnerability and Opportunity.”** The Secretary of the Navy, Ray Mabus, outlined his 2009 energy policy at the conference in which he envisioned the ‘Great Green Fleet’ made up of nuclear carriers, hybrid electric biofuelled surface ships, biofuelled aircraft and supported by shore-based installations that operate primarily on renewable electricity.

The green power initiative by Secretary Mabus is based on a number of key factors.

- ✱ The increasing cost of fossil fuels. In fiscal year 2008, when oil reached \$147 per barrel, the US Navy and Marines consumed approximately 38.5 million barrels, with 38% allocated to aviation, 25.5% to maritime forces, 31% to expeditionary forces and 5.5% to shore-based facilities.¹ The Department of the Navy’s fuel cost increased that year from \$1.2 billion to \$5 billion.²
- ✱ Increased oil consumption contributes to climate change.
- ✱ The reliance of oil supply from the Middle East creates a national security supply vulnerability.
- ✱ The dependence on fossil fuels creates a potential supply problem in the future.



The US Navy is currently taking significant steps to break away from its reliance on conventional fossil fuels for the fleet and their shore-based facilities. The current Navy budget allocates about \$200 million to various energy R&D projects. The Department currently has an inventory of “4.4 million acres of land, 72,500 buildings, 50,000 commercial vehicles, 3,800 aircraft, 286 ships and more than 90,000 employees. Each ship requires about 90,000 barrels of fuel annually.”³

The Navy relies on three types of fuel. JP-8 jet fuel for shore-based aircraft, JP-5 for its carrier-based aircraft, and F-76, a distillate fuel oil for its ships.

In 2009 the Navy awarded Sustainable Oils Company a \$2.7 million contract for 40,000 gallons of biofuel, with the option to

acquire an additional 150,000 gallons.⁴ The contract was to examine weed-like plants as biofuel. The plant selected is related to mustard and is called camelina, to be used as an alternative to JP-5.⁵ Camelina evidently requires a fraction of the water and fertilizer required for other crops and can reduce carbon emissions by 84%.⁶ Unlike oxygenated fuels such as ethanol, vegetable-based fuels behave like traditional jet fuel.

Recent Navy contracts have also been awarded for R&D for algae-based biofuels.⁷ In a contract with the company Solarzyme, the Navy has allocated \$8.5 million toward 1,500 gallons for aircraft testing and 20,000 gallons for maritime use. The Navy accepted from the company in 2010, 20,000 gallons and placed a new order for an additional 150,000 gallons.⁸ The algae, similar to the plant camelina, does not compete with traditional crops such as corn used in the production of ethanol fuel. Algae can be grown in brackish water, saltwater or on non-arable land, reducing the requirement of fresh water.⁹ Algae-based fuel is being developed as an alternative to JP-8 and F-76 fuels.¹⁰

On April 22nd, 2010, the US Navy demonstrated that an F-18 Super Hornet could operate on a 50/50 blend of biofuel and conventional jet fuel.¹¹ The plan for the Navy is to attempt seventeen flights in the short term to assess the viability of this mixed fuel blend. In addition to various biofuel research projects underway, the Navy is also working on a number of initiatives to reduce their reliance on oil.

- ✱ Develop hybrid electric drives for their newer classes of ships.
- ✱ Converting their commercial vehicle fleet to hybrid.
- ✱ Looking at wind power, geothermal power and small turbines on the sea floor to generate alternative energy for their shore-based facilities.¹²
- ✱ Upgrading hull designs to use bulbous bows similar to commercial vessels. Evidently such designs can reduce fuel consumption by 4%.¹³ Stern flaps are also being looked at in

ship design to reduce fuel consumption. These flaps are small extensions above the screws and rudders that lengthen the hull and alters the flow of water, thereby reducing fuel consumption by about 6 to 7.5%.¹⁴

- ✱ New anti-fouling hull and propeller coatings are also being tested to reduce drag with the potential of saving up to \$180K per year, per ship.¹⁵

In conclusion, the US Navy is taking the issue of alternative fuels very seriously. The Secretary of the Navy stated at the conference that he expects his energy policy will become part of the operational prerequisites for the fleet.

This new technology seems to be at the forefront of most commercial R&D alternative fuel plans, although it is likely these companies will be looking closely at the tests being conducted by the Navy regarding biofuels to reduce their costs as well.

At the present time, because of limited supplies and research costs, it could be argued that biofuel production is not cost-effective. In addition, such fuel must be mixed with existing fossil fuels. However, such restrictions could be reduced over the next several years as research contractors and academic institutions develop ways and means to better utilize biofuel for the fleet.

It will also be interesting to see if other NATO navies, including Canada, will be following the initiatives taken by the US Navy to reduce their costs and reliance on fossil fuels in the future.

FOOTNOTES

- ¹ "Program Highlights," Naval Energy Forum, Maclean, Virginia, October 2009.
- ² G. V. Jean, "Greening the Fleet: Navy's Energy Reform Initiatives Raise Concerns Among Shipbuilders," *National Defence* (April 2010), p.37.
- ³ R. Mabijs, "Remarks by the Hon. Ray Mabijs (Climate and Energy, Imperative for Future Naval Forces)," John Hopkins Physics Lab, 23 March 2010.
- ⁴ S. I. Irwin, "Energy Challenge: In the Race to be Green, Navy Moves to the Front of the Pack," *National Defence* (December 2009), pp 22-26.
- ⁵ *ibid.* footnote 4.
- ⁶ M. Goodrich, "Biofuel for Jets Could Cut Carbon Emissions Over 80 Percent," *Michigan Tech.*, June 2010.
- ⁷ Lt A. M. Chambers and S. Yetiv, "The Great Green Fleet," *Naval War College Review*, Summer 2011, p.66.
- ⁸ "Solarzyme Completes Worlds Largest Microbial Advanced Bio Fuel Delivery to US Military," Solarzyme, 15 September 2010.
- ⁹ "Is Algae the Energy Future?" Securing America's Future Energy, *Intelligence Report*, 5 August 2009.
- ¹⁰ C. Tindal, "Presentation to the Department of the Navy Energy Program," (Navy Renewable Energy Symposium), Keyport, Washington, 3 March 2010.
- ¹¹ L. Wright, "Navy Tests Biofuel-Powered Green Hornet," *Navy, mil.* 22 April 2010.
- ¹² *ibid.*, footnote 7, pp. 70-71.
- ¹³ R. O'Rourke, "Navy Ship Propulsion Technologies: Options For Reducing Oil Use," Background for Congress, Report for Congress (Washington, DC, Congressional Research Service), 11 December 2006, p.17.
- ¹⁴ *ibid.*, p.6.
- ¹⁵ *ibid.*, footnote 4, p.24.

A graduate of Dalhousie Law School and former Reserve Lieutenant-Commander in HMCS Scotian, Jeff served as ADM of Justice with the Northwest Territories Government, Chairman and CEO of the NWT Workers Compensation Board, and Deputy Minister to the Executive and Secretary to Cabinet in Yellowknife, NWT, for twenty years. He is a member of Calgary Branch.

IN MY OPINION ... BY KEN BOWERING

Canadian shipbuilding...

What we heard on October 19th is that the shipyards — Irving in Halifax and Seaspan in Vancouver — have received, or are about to receive contracts worth in the order of \$25- 30 billion (for Irving) and \$8-10 billion (for Seaspan). Neither is quite correct, not yet.

My understanding of what has actually happened is that both shipyards have been selected by the government to build ships and the next step is that the government and the shipyards will sign 'umbrella agreements.' Once the umbrella agreements are in place, the government will, over time, ask the shipyards to prepare detailed proposals to actually build the respective ships — Irving for the combat ships (for the Navy, of course) and Seaspan for the non-combat ships (some for the Navy, some for the Coast Guard) — and once the proposals have been received, contracts will be negotiated. So, why does one shipyard seem to get \$25-30 billion and the other only \$8-10 billion? Note, these amounts seemingly represent the overall program costs, not just cost to build the ships without their 'payload.'

I would expect the ships to be built by Seaspan will be built almost entirely by them (and their partners and suppliers). On

the other hand, I would expect most of the ships to be built by Irving will probably be built by Irving working with 'to be determined' 'com-

bat system' contractors and /or a system integrator (Irving would build the physical ships — the hulls, outfitted with electrical and propulsion plants, seagoing facilities, etc.; the other contractor(s) would deliver the ship's 'payload' — i.e., the 'combat system' comprised of the sonar and radar systems, the weapon systems, radio communications, and command and control systems as well as the other 'mission' system components and equipment. The system integrator might even be the prime contractor.

The 'payload portion' of the ship will account for a substantial portion (possibly 50-65%) of the overall ship cost. Thus, from



simply a 'cutting steel' point of view — the construction work actually to be done by both Irving and Seaspan — should be somewhat closer in dollar value (perhaps \$3-5 billion for Non-Combat and \$8-12 billion for Combat) than what's been indicated in the media. In addition, based on the government's current schedule to build the ships, the ships to be built by Seaspan should be completed about eight years after work begins. The first six ships to be built by Irving could also be expected to be built in this timeframe, but the remaining ships might not be started for perhaps eight to ten years from now and they could be built in batches over a twelve to fifteen year period. In the meantime, as the Coast Guard recapitalizes its fleet, it is expected they could have more ships built under the program — and these (if over 1,000 tonnes such as a second icebreaker) would be expected to be built by Seaspan.

Thus, what might appear to be lopsided — based on the initial media reports — is not quite that lopsided as the actual benefits to both shipyards in terms of jobs in the shipyards, and money that stays in the shipyards will be relatively comparable (taking ship size and number of ships into account). Since these are the

first major shipbuilding programs to be offered to a west coast company since the Navy built its last commissioned ships there in the early 1960s (HMC Ships *Saskatchewan* and *Yukon*) it is a huge 'coup' for Seaspan and for all of British Columbia. Similarly, it brings naval ship construction back to Nova Scotia (apart from the Maritime Coastal Defence Vessels (minor warships) built by Irving in the 1990s. The last major ship built there was HMCS *Annapolis* in the mid-1960s.

EDITOR'S NOTE – The author wishes to state that his opinion piece is exactly that, his opinion, and does not necessarily reflect that of the Navy, Coast Guard, PWGSC, Irving or Seaspan.

Ken Bowering spent 21 years as a maritime engineer in the Canadian Navy, followed by 24 years in the defence industry. He has served as Vice President for Maritime Affairs with The Navy League of Canada and is currently Director, Naval Affairs with NOAC Ottawa Branch. His paper entitled "Military/Naval Procurement in Canada: A Flawed Process," was published by the Conference of Defence Associations Institute in 2008.

THE WARDROOM



From the bridge

Ken Summers
National President

kensummers@shaw.ca

What's in a name ... Plenty!

I recently received an email with the above title from a long-standing Associate Member whose family had quietly endured a history on having their rather simple name misspelled. Indeed, his father, who served with distinction, received a commendation from the King, but with his last name incorrectly spelled. Disappointed, he refused to put the award on his wall and instead gave it to his son. The son, a prominent lawyer, endured the same name misspelling fate quietly for decades. But after years of quiet family frustration with the last name, he finally drew the line when the NOAC continued to misspell his first name despite repeated attempts to correct the error and even offering to make a donation to the Association if amended! In exasperation, he vented his familial frustration in an email to me.

As one who has endured many similar occurrences (Somers/Sommer/Summer), I could only sympathize. His annoying frustration was all too easily corrected in minutes with a couple of

phone calls and, surprisingly, a significant and thankful contribution to our Endowment Fund appeared. So, what's in a name ... plenty!

Which brings me to our organizational name change from The Naval Officers Association of Canada, to the Naval Association of Canada ... how's that for a segue!

At our recent 2011 AGM in Niagara-on-the-Lake, changing our name was a significant discussion item and logically followed the unanimous decision at the national level to open up membership to those who accepted and upheld NOAC beliefs and missions, and were 'value added' to the organization. Regrettably, not all Branches were able to attend and the resolution to change the name of the National organization was adopted, subject to the ratification of the resolution by a majority of the Branches and after papers outlining the issue were sent to all of them for consideration.

A teleconference with all the Branches was held on October 11th, and I am pleased to report that 10 of 13 Branches, following discussion with their membership, agreed with the shift in name. Steps are now underway to formally effect the change.

I reiterate and emphasize that although the National organization has changed its membership criteria and name (and is encouraging all Branches to consider doing likewise), the Branches are autonomous in our 'Association of Associations,' and they will individually decide on their membership criteria and name. As well, the change by National in no way changes the relationship (either organizationally or financially) between the Branches and National, including our charitable tax status.

I am pleased with the level of discussion that took place and

am respectful of all positions taken and I'm sure there will be continued discussion over the next year as Branches consider this issue as it pertains to their particular Branch. I would ask for an open and rational discussion devoid of emotion. I believe sufficient material has been provided to the Branches to assist them in their deliberations but please do not hesitate to ask for any assistance, clarification or answers to questions that may arise.

I think it's important and quite telling that the reaction of our Navy in uniform has been most positive to the changes we have adopted so far. Their strong stated support is particularly pleasing as was evidenced by comments made at the end of September in Ottawa at *Bytown* by the senior leadership of the Navy, and in particular by Vice Admirals Maddison and Donaldson, as well as RAdm Norman. We will soon be exchanging ideas and letters that will further the relationship and support between ourselves and the Navy, both Regular and Reserve. I foresee a relationship that allows us to keep better informed of important issues to the Navy and in turn, allows us to speak with informed conviction to Canadians on naval issues. And, I see a greater uniformed presence at our meetings at all levels.

Notwithstanding the recent National Shipbuilding Procurement Process announcement, given the national economy and the delicate state of funding for naval programs, the naval voice needs to be heard across the country to ensure that a viable and capable Navy continues. As you well know, a strong Navy is

essential in order to secure the economic sea lanes so vital to Canada's future, to be able to protect Canadians and support allies, and to be able when directed by the government, to come to the aid of others in an increasingly uncertain world. Recent events in Haiti, the Arabian Gulf and Libya demonstrated to Canadians and the government the necessity of having a naval capability in being. The recent Naval Shipbuilding announcement is just that ... an announcement of intent. Agreements have not been made with those yards and contracts for construction have not been signed, and all the while there is uncertainty as the global financial crisis continues. It will take a concerted effort to keep the public and government focused on maintaining a credible naval capability. Your proud heritage and today's RCN demand your full support.

So what's in our name ... plenty! A change in our name and membership criteria is indicative of the course we have to set to recapture an important original purpose of the organization. I firmly believe that a vibrant and open membership at both the National and Branch levels will bring into our fold value added and influential persons who share our naval passions and ideals. Together with the Branches, NAC will become stronger, more influential, and make a much needed positive contribution to Canadians and to today's Navy and ensure the Royal Canadian Navy will be as effective and capable in the future as it has been in our proud naval past.

I urge all to join in this endeavour and "make it so."



Front Desk

Ken Lait

National Executive Director

noacexdir@msn.com

Much has happened since my last Front Desk. As you are aware, over the summer considerable discussion was held between the Branches and their members about the name change of the national organization to the Naval Association of Canada, dropping the "Officers" out of the title and reflecting our broader application to people who support the Royal Canadian Navy. The discussion culminated in a majority of the Branches ratifying the change during a special teleconference held on October 11th. This ratification was required by the Motion tabled and approved at the National Board of Directors meeting in Niagara-on-the-Lake last June.

With this decision all the membership will be involved in making the necessary changes happen. The change for us is happening at a time of major revision to the legislation affecting not-for-profit organizations such as ourselves, so the work will serve

two purposes in making the name change and meeting our obligations under the new legislation. The coming year will be busy including amending our Letters Patent, our Constitution and our By Laws (again).

Also during this time, considerable discussion will be held with the like-minded organizations, explaining our intent and determining the best methods of working together to support and promote the Royal Canadian Navy. Dialogue has already started with several organizations, some having endorsed the change as a positive step forward and some expressing reservations until more clarification is forthcoming. The President and the rest of the executive will be busy making these representations on your behalf to make this a positive step for all.

You may have noticed that our website is undergoing change. After many years it is getting a much-needed overhaul. The overhaul was planned before the name change. In addition to making the site modern and more relevant to our day-to-day activities, the vision is to provide a hosting service for Branches. The goal is to offer value added service to Branches wishing to maintain a website while at the same time saving the Branches money. The National website and the Ottawa Branch website are being updated simultaneously and it is expected that the new look will be active by the end of October.

So, I look forward to a very busy year coming up and to working closely with all Branches to implement the changes that were

set in motion at Niagara-on-the-Lake.

Before I close, I would like to remind everyone about the Conference and AGM being held in Ottawa 31 May to 3 June 2012. You will find more information in this issue of *Starshell* and in

upcoming issues, but I urge you to look to your calendars and block in the time to come and participate. Without bias and as a resident of Ottawa, I look forward to sharing our great capital with you.

We're ROYAL again - making it official - the MARGEN

> R 151418Z AUG 11
> FM NDHQ CMS OTTAWA
> TO MARGEN

> UNCLAS MARGEN 035-11-11 CMS 041-11

> SUBJ: RESTORING THE HISTORIC NAME OF THE ROYAL CANADIAN NAVY

1. TOMORROW THE GOVERNMENT OF CANADA WILL ANNOUNCE THE RESTORATION OF THE HISTORIC NAMES OF THE NAVY, ARMY AND AIR FORCE. EFFECTIVE 16 AUGUST 2011, THE NAME QUOTE ROYAL CANADIAN NAVY UNQUOTE (RCN) REPLACES QUOTE MARITIME COMMAND UNQUOTE AS A COMMAND OF THE CANADIAN FORCES.

2. IT IS NOT BY CHANCE THAT 16 AUGUST WAS SELECTED FOR THIS ANNOUNCEMENT. IT WAS ON THIS DAY 100 YEARS AGO THAT HIS MAJESTY KING GEORGE V BESTOWED ON CANADA'S THEN FLEDGLING NAVAL SERVICE THE HONOUR OF A NEW DESIGNATION. OUR NAVY STOOD WATCH AND FOUGHT FOR CANADA UNDER THE BANNER QUOTE RCN UNQUOTE FROM THAT MOMENT UNTIL 1968 - THROUGH TWO WORLD WARS, THE KOREAN WAR AND A LARGE PART OF THE COLD WAR.

3. YOU WILL REMEMBER THE OUTPOURING OF PUBLIC SUPPORT FOR THE NAVY LAST YEAR AS WE CELEBRATED THE NAVAL CENTENNIAL. THE REINTRODUCTION BY THE GOVERNMENT OF THE EXECUTIVE CURL WAS A TANGIBLE HONOUR THAT LINKED OUR PRESENT SERVICE TO OUR DISTINGUISHED PAST. THE GOVERNMENT, ON BEHALF OF ALL CANADIANS, HONOURS THE NAVY AGAIN TODAY WITH THE TITLE RCN, RESTORING AN IMPORTANT AND RECOGNIZABLE PART OF CANADA'S NAVAL HERITAGE. YESTERDAY'S ACCOMPLISHMENTS, FORGED IN THE SELFLESSNESS AND SACRIFICE OF PREVIOUS GENERATIONS OF SAILORS, SETS THE STANDARDS FOR TODAY'S GENERATION AND INFORMS OUR HIGHEST EXPECTATIONS OF SERVICE AND ACHIEVEMENT. WE HONOUR THOSE WHO PRECEDED US NOT ONLY IN OBSERVING NAVAL CUSTOMS AND TRADITIONS, BUT ALSO IN THE SYMBOLS THAT ARE AN ESSENTIAL ELEMENT OF OUR CULTURE. THIS CAN ONLY HELP TO STRENGTHEN OUR IDENTITY AS A TREASURED NATIONAL INSTITUTION AND INSPIRE US TO CONTINUE TO EXCEL IN SERVICE TO CANADA.

4. TO MAKE IT CLEAR, THIS IS FUNDAMENTALLY ABOUT NAME CHANGE. FOREMOST WE ARE ALL MEMBERS OF THE CANADIAN FORCES. INSIDE THE CANADIAN FORCES, THE COMMAND CALLED QUOTE MARITIME COMMAND UNQUOTE WILL BE RENAMED QUOTE ROYAL CANADIAN NAVY UNQUOTE. AT THE SAME TIME, THE NAME ROYAL CANADIAN NAVY IS MUCH MORE THAN A COMMAND. IT IS ALSO THE INSTITUTION TO WHICH EVERYONE WHO WEARS A NAVAL UNIFORM BELONGS, NO MATTER IN WHICH COMMAND THEY SERVE. RESTORING THE TITLE RCN WILL CREATE NEW OPPORTUNITIES, AND IN THE COMING WEEKS WE WILL EXAMINE WAYS TO MAKE THE MOST EFFECTIVE USE OF THIS RESPECTED AND WELL-RECOGNIZED BRAND IN REACHING OUT TO CANADIANS. FURTHER WORK WILL BE REQUIRED AS WE CONSIDER ITS EFFECTS ON WEBSITES, ADMINISTRATION AND ORDERS. FOR THE INTERIM ALL CURRENT MARITIME COMMAND ORDERS, DIRECTIVES, RULES, INSTRUCTIONS OR SIMILAR INSTRUMENTS REMAIN IN FULL FORCE AND EFFECT UNTIL AMENDED TO REFLECT THE NAME CHANGE OF THE COMMAND. ALL REFERENCES TO MARITIME COMMAND SHALL BE READ AS READING ROYAL CANADIAN NAVY.

5. THE NAME CHANGE WILL BE LARGELY TRANSPARENT TO LIFE ON THE WATERFRONT AND THE CONDUCT OF OPERATIONS. THE SUCCESS OF THE CANADIAN FORCES WILL CONTINUE TO RESIDE IN ITS ABILITY TO INTEGRATE THE KNOWLEDGE, SKILLS AND CAPABILITIES OF THE NAVY, ARMY AIR FORCE AND SPECIAL FORCES FOR JOINT ACTION AT HOME AND ABROAD. WE WILL MAINTAIN THE NAVY'S PROUD TRADITION OF QUOTE READY, AYE READY UNQUOTE, BUT WITH ONE SMALL, BUT VERY SIGNIFICANT CHANGE. FROM TOMORROW FORWARD YOU CAN SAY PROUDLY THAT YOU ARE IN THE ROYAL CANADIAN NAVY.

6. AS WE MOVE FORWARD, I WILL KEEP YOU INFORMED ON FURTHER DEVELOPMENTS. AS YOUR COMMANDER I AM PROUD TO LEAD A NAVY THAT EMBRACES ITS ROOTS WHILE PREPARING FOR THE FUTURE - QUALITIES THAT MAKE OUR SERVICE ONE OF THE FINEST AND MOST RESPECTED NAVAL FORCES IN THE WORLD.

VADM PAUL MADDISON SENDS BT



Schober's Quiz #55

By George S. Schober, NOAVI

QUESTION – In 1918, Admiral Sir David Beatty RN, C-in-C of the Grand Fleet, was quite content to transfer the Royal Naval Air Service to the soon-to-be-formed Royal Air Force. To him, aircraft were little more than a nuisance. This was the general view held by the so-called ‘battleship admirals,’ who argued that battleships with their big guns were the ultimate arbiters of seapower.

But the possible epitome of the British inter-war ‘battleship admirals,’ expressing the greatest disdain for the efficacy of aircraft attacks against warships, was a Rear-Admiral appointed to the Admiralty shortly before the beginning of the Second World War. During the Norwegian campaign, when the Home Fleet was exposed for the first time to concentrated and

near-continuous air attack — mainly from dive-bombers — it suffered heavily, and the ineffectiveness of British anti-aircraft (A/A) gunnery became glaringly apparent.¹

This Admiral, “who had no first-hand experience of the deadly effect of unopposed dive-bombers on warships, insisted that all that was needed to deal with them effectively was greater courage and resolution: and he took it very badly when told that such ideas were unjust to those officers who had the experience, and were in fact far from the truth ... [He] would not accept that it was suicidal to send warships to operate off an enemy-held coast without air cover.”²

Through an ironic twist of fate, the officer in question later lost his life as a result of air attack — thereby achieving the melancholy distinction of being the highest-ranking Allied officer killed in action during World War II.

Who was he?

FOOTNOTES and ANSWER on page 26

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THE BRIEFING ROOM

Admirals' Medal awarded to Ken Macpherson



RIGHT to LEFT – RAdm Mark Norman presenting the Admirals' Medal to Ken Macpherson with VAdm Nigel Brodeur (Ret), one of the Medal's Founders joining in.

PORT HOPE - 12 OCTOBER 2011. Each year the Admirals' Medal Foundation presents the antique silver medallion of the Foundation to a suitable individual as public recognition of their significant personal contributions to Canadian maritime affairs. Their outstanding achievements in science, technology, academic studies or the application of practical maritime skills are considered by their peers to be worthy of special recognition.

For 2010, the individual selected by the Awards Committee is Ken Macpherson of Port Hope, Ontario. Ken, a well-known author, editor and historian, has written and collaborated on several

books about the Royal Canadian Navy, including *The Ships of Canada Naval Forces 1910-2002*. His works have contributed enormously to the public's positive perception of the Navy and maritime affairs in general, and together made an extremely important contribution to our maritime heritage. The medal was presented to Ken on October 12th, 2011 by members of the Admirals' Medal Foundation and senior representatives of the Navy.

In addition to the many books authored by Ken, his vast photograph collection was donated by him, and reposes for all to access in the Macpherson Photographic Archive at the Naval Museum of Alberta in Calgary.

BRAVO ZULU Ken ... well deserved indeed!

Photographs of stolen paintings sought

As some of our readers may recall, two historic paintings by 19th century artist Thomas Davidson were stolen from HMCS *Bytown* Wardroom in the early morning hours of November 22, 1979. The paintings which appear on the facing page are:

“THE EVENING BEFORE THE BATTLE OF COPENHAGEN” – Was displayed in the *Bytown* Wardroom from early 1957 until the November 1979 theft (see photo on facing page) and can also be seen at <http://db.tt/d3eM93Pt>

“LADY HAMILTON'S FIRST SIGHT OF LORD NELSON” – Was originally displayed in HMCS *Prevost* Wardroom from about 1951 to 1963 and later in HMCS *Bytown* Wardroom from about 1965 until the Nov. 1979 theft. Photo on adjacent page or at <http://db.tt/zkby35Zn>

HMCS *Bytown* has not recovered the two stolen paintings. The RCMP is currently taking an interest in the case, although the



TOP – “THE EVENING BEFORE THE BATTLE OF COPENHAGEN”
BELOW – “LADY HAMILTON’S FIRST SIGHT OF LORD NELSON”



chances of recovery are slim, in the interest of continuing the recovery pursuit with INTERPOL, additional photos are required of the paintings “in situ.”

Any retired naval officers who attended any social events (such as christenings, wedding receptions, mess dinners and other wardroom functions) in the following time-frames are asked to review their photos of such events:

1951-1963 HMCS *Prevost* Wardroom - “Lady Hamilton”
1957-1979 HMCS *Bytown* Wardroom - “Copenhagen” and/
or “Lady Hamilton.”

We are being actively assisted by INTERPOL, it having approached us to confirm our previous claims and that these personal photographs are very important in strengthening the legitimacy of our claim. If any photos of such events include a portion of either painting, we would very much like to obtain copies or the negatives. If originals are provided, we will return them after making copies. If you can help please contact Bill Dziadyk, Heritage Director, HMCS *Bytown*, 78 Lisgar Street, Ottawa, ON K2P 0C1, or by email to w.dziadyk@ieee.org, or telephone 613-823-5970.

HMS *Calypso* and the Newfoundland Naval Reserve – storyboard commemorated



Tony Goodridge, nephew of Cdr McDermott, the CO of *Calypso* and Elizabeth Hunt, daughter of Lt Pierce, Supply Officer of *Calypso* at the storyboard commemoration at the east end of St. John's harbour on September 9, 2011.

HMS *Calypso* was a corvette of the Royal Navy that served as a warship and training vessel until 1922 when she was sold. *Calypso* was one of the Royal Navy's last sailing corvettes. She supplemented her extensive sail rig with powerful engines. Among the first of the smaller cruisers to be given all-metal hulls, she nevertheless was cased with timber and coppered below the water line. From the time of her first commission in 1885 until she was placed in reserve in 1898, she was part of the Sail Training Squadron, the “last refuge of the sailing navy” apart from a handful of smaller vessels. She made cruises to the West Indies, the Canary Islands and Norway. In 1895 she was part of the squadron which conducted surveys well above the Arctic Circle. On June 26, 1897, she was present for the Review of the Fleet at Spithead held to celebrate the Diamond Jubilee of Queen Victoria's Coronation. She was paid off into reserve at Davenport in 1898 when she was no longer considered a fighting ship, and it was felt she could best be employed training naval reservists for service at sea.

On September 2, 1902, *Calypso* was placed back into commission and sent across the Atlantic to become the training ship for Newfoundland's branch of the Royal Navy, the Newfoundland Royal Naval Reserve. The Reserve had been founded in 1900 as an



HMS *Calypso*
ca. 1883.

experiment to assist the Admiralty in the manning of ships and to enable Newfoundlanders to assist in the defence of the empire. From 1900 to 1902, approximately 50 members of the Reserve trained in winter with the North American and West Indies squadrons of the RN. The Reserve had 375 members by late 1903. Prior to the outbreak of WWI the RNR maintained a reserve strength of 500-600 men.

When WWI began, Walter Edward Davidson the Governor of Newfoundland, committed to increasing the Reserve to 1,000 men, and to do so relaxed some of the age and health requirements for joining. In less than a year that number was exceeded.

By 1914, over 1,400 seamen had been trained and more than 400 answered the call to arms on the outbreak of the Great War. The Reserve provided crew for ships of the RN and interestingly, over 100 Newfoundland seamen were taken aboard HMCS *Niobe* shortly after the start of the war, the first group of Newfoundlanders to go to war. The Reserve also provided home defence, manning artillery at the entrance to St. John's harbour, and the protection of Newfoundland's shore and shipping. *Calypso* and a small, slow armed patrol vessel were the colony's only warships. Unlike the Royal Newfoundland Regiment which served as an intact unit during WWI, the men of the Naval Reserve were dispersed throughout the RN. On the west wing of the Newfoundland National War Memorial in St. John's, located adjacent to the Crows Nest Officers Club, members of the Naval Reserve are represented by a sailor holding a spyglass. A total of 1,964 Newfoundlanders served with the Naval Reserve in WWI, suffering 180 fatalities. Members of the Reserve who died during WWI are honoured at the Beaumont-Hamel Newfoundland Memorial in France.

Sir Winston Churchill once remarked that the Newfoundlanders were "the best small boat men in the world." The Reserve disbanded shortly after the end of WWI. *Calypso*, having been renamed HMS *Briton*, was declared surplus in 1922 and sold to be used as a storage hulk. Her hull still exists, awash in a coastal bay on the northeast coast of Newfoundland.

On Friday, September 9, 2011, at Fort Waldegrave located below Signal Hill at the east end of St. John's Harbour, a storyboard commemorating HMS *Calypso* and the Newfoundland Royal Naval Reserve was unveiled. Spearheaded by David Baird, a member of the Naval Officers Association of Canada, Newfoundland and Labrador Branch, the storyboard commemorates the historical significance of both the Newfoundland Naval Reserve and HMS *Calypso*.

Edgar Williams, NOANL

World War Two continues...

For the new generation of naval sailors who think the last war is just old Vets' baloney, this photograph may provide a sobering reconsideration.

It is the controlled destruction explosion of a 1941 Luftwaffe-dropped 1,500 pound mine, recently trawled up by a fishing trawler off the Essex coast at the northern end of the very busy Strait of Dover where it enters the North Sea. This is apparently not an uncommon occurrence, sinking several vessels without warning. Even when found in time, disposal requires the skills of various diving unit explosive ordnance disposal teams, and again emphasizes the importance still of mine warfare skills — or at least the continuance of an attention to anti-mining abilities — and ships. Up MCM!

Fraser McKee, Toronto Branch



Royal Navy photograph

Federal pension indexing

The Treasury Board has announced that the increase in indexing to be applied on January 1, 2012, to public service, Canadian Forces, RCMP and federally appointed judges' pensions will be 2.8%.

FNSA News

100th Anniversary RCN & Haida watches

The 100th Anniversary RCN Watch – Navy League of Canada commemorative campaign – which ran in 2010 was an overwhelming success. Many naval vets were able to purchase and now proudly wear their watches. The campaign has been extended over Christmas 2011 but this will be the final opportunity to purchase this special souvenir of our Navy's 100th anniversary. The watch can be viewed at <http://www.timeisticking.ca>. Of special note and interest is the fact they have now added an HMCS *Haida* commemorative watch as well which can also be viewed on their website.

The RCN and Haida watches are valued at \$200.00 but are being made available at \$65.00 (plus shipping and handling). They have a Seiko movement and a Speidel band. A substantial portion of the proceeds are going to The Navy League of Canada and/or HMCS *Haida*. For more information or to purchase a watch please see www.timeisticking.ca.

Robert Devine, President, Time is Ticking Inc.

Status of NOAVI's Onagawa Relief Fund Drive



Captain(N) Bruce Walker, the Defence Attaché to the Canadian Embassy in Tokyo, visiting Onagawa following the tsunami disaster, meeting with Mayor Nobutake Azumi to extend Canadian concerns and condolences.

NOAVI would like to thank most sincerely all those who donated in support of the Onagawa Relief Fund. [*Onagawa Bay was, of course, made famous in Canadian naval annals as the location where navy pilot Lt Robert Hampton Gray RCNVR died while attacking the Japanese destroyer Amakusa in the final days of WWII and which led to him posthumously being awarded the Victoria Cross. Ed.*] The fund, which was administered under the accounting auspices of NOAVI, received a total of 36 donations from three provinces, to realize a total of CDN\$6,950.84 (or 561,968 Yen), all of which was wired directly to Onagawa Township's bank account.

NOAVI has written to acknowledge and provide tax receipts to all individuals who have donated \$50 or more to the fund, but we are also aware that several organizations have been involved either in donating or informing their members about the fund, and they would like to express their appreciation for that effort on behalf of the citizens of Onagawa.

None of the pictures or videos we have seen so far come as close to capturing the step-by-step, moment-by-moment, devastation and horror of the terrible tsunami that struck NE Japan as this video taken from a school yard on a hill overlooking the town of South Sanriku: http://www.angelfire.com/ak2/intelligence-report/tsunami_japan_1.html

The scale of the tsunami devastation suffered by Onagawa can be sensed from that video. It will take a long time and an enormous effort for life to return to normal in Onagawa and the many other communities devastated by the tsunami; but we can assure you that the people there are most appreciative of the help that

has been provided in supporting their immediate needs, and we feel the support provided by you and your members has contributed immensely to the strengthening of the friendship and ties that exist between Onagawa and Canada.

Although this phase of the relief fund has now been completed, should you, your members or other Canadian organizations of which you are aware, wish to contribute further to the Onagawa relief effort, donations can be wired directly to the Onagawa Government's official Relief Coordinator, Mr. Toshikatsu Kimura, by using the following information extracted from the RBC Royal Funds Transfer form which has been successfully used to wire our donations to Onagawa. (It should be noted that those funds were wired in Japanese yen, **not** in Canadian or US dollars, in order to minimize currency exchange charges.)

Swift Code:	BOSSJPJT
Intermediary Institution:	THE 77 BANK LTD. 3-20, CHUO 3-CHOME AOBA
Beneficiary Account:	0125-411-5418224
Beneficiary Customer:	GIENKIN ONAGAWACHO KAIKEI KANRISHA ONAGAWA-CHORITSU DAI-NI SHOGAKKOU AZA OOHARA 310 ONAGAWACHO MIYAGI PREFECTURE 9862661 JP
Sender to Receiver Information:	/ACC/FULL PAYEE NAME IS GIENKIN /INS/ONAGAWACHO KAIKEI KANRISHA /INT/KIMURA TOSHIKATSU

A postal address also is now available to organizations or individuals wishing to mail bank or postal money orders directly to the Onagawa Town Office:

**Onagawa Machi Yakuba
Aza Oohara 316
Onagawa-cho
Miyagi-ken 986-2261
Japan**

Individual donors wishing to receive a Canadian charitable tax receipt can forward their donations through the Town of Esquimalt's designated Onagawa Relief Fund coordinating group: Youth With a Mission Victoria (YWAM Victoria).

Cheques or money orders must be made out to: "YWAM Victoria" with the notation in the memo line "For Onagawa Relief Fund," the donor's name and address must be included and the donation mailed to:

**Onagawa Relief Fund
c/o Youth With a Mission (YWAM Victoria)
#102 - 527 Constance Avenue
VICTORIA, BC, Canada
V9A 6N5**

We again thank you for your assistance and encourage your continued support for Onagawa.

Terence C. Milne and Nigel D. Brodeur, NOAVI



Days of endeavour

Selected excerpts from the memoirs of Captain Godfrey H. 'Skinny' Hayes, OMM, DSC, CD**, RCN (1919-2006)

Episode Sixteen: Back to England & Unification

Episode 15 ended as Skinny completed his assignment as Commander, Second Canadian Escort Squadron and at the conclusion of a cruise which took him to the South Pacific and the Orient, arriving home in Esquimalt on May 5, 1964.

By the time we returned from our Far East journey, my next appointment to the staff of the Canadian High Commissioner in London, England, had been announced. I was leaving a real 'plum' job for another one! It appeared that all my hard work at Naval Headquarters in Ottawa was really paying off. First, a seagoing Captain's job on the west coast followed by a stint overseas — in London no less! There were drawbacks, of course. Michael would have to stay behind to finish his education at university and we would be a long way from Jinny in Kingston, or wherever she chose to practice after graduation. Also, our furniture would have to be stored, the car sold, etc. It was however, a golden opportunity for us to experience something of England and the Continent and for the other children to see something of their other grandparents.

The next couple of months were very busy. I retained the responsibility for the Squadron and its activities until the 6th of June, 1964. In addition, arrangements had to be made for the passage over to the United Kingdom by ship (because that's the way most people crossed the Atlantic in 1964!), storing furniture and selling some of the appliances, attending Jinny's graduation in Kingston, getting passports, etc. In the middle of all this, the agent who handled the house we were renting on Falkland Road suddenly informed us that we could buy the place for \$25,000 — a very good price, for a quick sale. Unfortunately, as we were just leaving for at least three years, there was little time to shop around for a mortgage (and I knew little about such matters!) and we would have to find a tenant, arrange a lease, etc., etc. I regretfully declined the offer with the uneasy feeling I was missing a great opportunity. I was! That house is worth at least a quarter of a million dollars now (1996)! As it was, we ended having to leave the car with my good friend and Squadron Secretary Charlie

Jessop to sell, and we took off for Montréal, via Ottawa, to board a ship for Britain.

I was required to stop in National Defence Headquarters to be briefed for this new job. This process consisted of paying an official call to the Chief of the Naval Staff and visiting some of the staff directorates to find out just what they wanted me to do in liaising with our Royal Navy colleagues. It seems to me that by the middle of 1964 we were just beginning to hear those dreaded words "unification" or "integration." This was brought home to me during my visit with the Chief of the Naval Staff, Admiral Herbert Rayner, who told me that he would be retired by the time I got back from my appointment in the UK. I was surprised because he had only just been made Chief of the Naval Staff. What I didn't know, of course, was that integration, or unification, was already planned and recalcitrant admirals were not going to be allowed to stand in the way!

We joined the Cunard liner SS *Carinthia* in Montréal and had a good passage over to Liverpool. Looking back on it now, it was the end of the old fashioned, rather gracious age of ocean travelling. Since officers were sent as First Class passengers, I was warned that I should take a dinner jacket because "one dressed every night in First Class!" And we did! We all enjoyed the new experience. It's a good thing we did because the times were changing!

The normal concerns on taking up a new job involve not only professional aspects, but also the interests of one's family. Moving to a new country accentuates these concerns from the family point of view. A place to live was at the top of the list, followed by schools since Britain has an entirely different system. In any event, we eventually found a very nice house in south London, right near the "All England Tennis Club" of international fame. The two boys with us, Steve and David, were accepted at Emmanuel College, classified as a Grammar School, and Liz went to a public "Council" school just around the corner from our house. She very quickly picked up the 'South London' accent and Stephen lost much of his North American twang early on. David,

the rugged individualist, on the other hand retained his Canadian accent the whole time we were away.

My new appointment was as "Chief Staff Officer to CANAVBRIT and Executive Officer *Niobe* and as Canadian Naval Member to the (NATO) Military Agency for Standardization." The Canadian High Commissioner in London had, as part of his team, the Defence Liaison Staff. This was made up of personnel from the Navy, Army and Air Force whose job it was to establish contacts with their opposite numbers in the Ministry of Defence and keep abreast of developments in the British Forces and inform our headquarters of any important items. My boss, CANAVBRIT, was in fact the Senior Naval Liaison Officer heading up a staff of specialists in various naval fields, and I was the Chief of that staff. In true naval style, HMCS *Niobe* was a commissioned ship on paper but was really the administrative body for all Canadian naval personnel in England. I was the Executive Officer for that function. "MAS" was a small NATO organization called the Military Agency for Standardization, based in London, and I the Canadian Naval Representative on that staff.

It was a good time to have an appointment in London. The RCN was building three submarines in England and there were other projects involving our two navies. The living allowances were good and we also got a 'representational allowance' as intended to cover the expenses involved in the liaison side of the job. It mostly went for lunches and parties for our Royal Navy contacts with whom we had most dealings. My small NATO job involved at least one trip a year to the capital city of one of the NATO allies. In my three years we visited Greece, Italy, France, Norway and Denmark. In addition, the whole family went to Sardinia and to Malta for separate holidays. Bina and Andy were stationed in Malta at the time which made a visit there most appropriate and convenient. I also visited most of the major bases in England where the Canadian Navy had people serving on loan or on course.

We saw quite a bit of Pam's parents who were both hale and hearty. They visited us in Wimbledon a number of times and we drove up to visit them in Shropshire (Tan House) reasonably frequently. 'Tan House' was a very old thatched and half-timbered ('black and white') cottage which the Marsdens had completely restored. I'm told that it was over three hundred years old!

During this time I also reconnected with my old *Conway* pal, George Ogilvy. He had become a dental surgeon, moved to Henley-on-Thames, worked for the Regional Health Authority in his speciality and had invested heavily in real estate in the town.

About a year after I took up the job in London, and after many rumours of cuts and reorganizations, the Defence Liaison Staff was restructured and reduced. The three separate staffs, each headed by an officer of Commodore's rank, were combined and reduced to one Commodore, a single administrative staff and a much smaller group of liaison officers. This was not done without acrimony fostered by the selfishness of one of the senior officers. The net result was that I became the head of the reduced Naval Staff and my boss was sent home. Being out of Canada during

the early traumas of integration and unification of the forces was a mixed blessing. On one hand, one was not involved in the 'in fighting' which apparently went on, but on the other hand one was not able to establish one's position in light of the changes, new philosophy and the development of the new organizational structures at home. Our jobs as 'Liaison Officers' with the Royal Navy suffered because although they were obviously making basic changes in the defence organization in Canada, no one knew where we were going or the government's long-term intentions, and therefore we could not discuss them when questioned. I could not personally support the philosophy of a unified service, and I suppose that fundamental lack of loyalty showed. My personal relationships with my contacts in the Royal Navy did not suffer, but, by and large the warm association between our two services seemed to cool somehow.

Back home a great upheaval was happening throughout the Canadian Armed Forces. The whole organization was being changed to what appeared to us an 'Air Force' pattern. An Air Force officer was chosen as the Chief of the Defence Staff; the main spokesman for the Minister was an Air Force public relations man; military bases across Canada were being reorganized in line with the Air Force base concept, and worst of all, a new unified uniform had been approved and was in production! This was not an inspiring time for the Navy!

Early in 1967 I returned to Headquarters in Ottawa for a briefing and got the first real inkling of what was going on. During this brief visit I met with the Officer Personnel Director and was told there would be no further promotion for me. The rationale offered was that with the current reduction (?) in the total force there would be many fewer promotions to the more senior ranks.

In fact, they were forecasting promoting only one Captain to Commodore over the next three or four years. Since in 1967 I had only seven years left before reaching compulsory retirement age, I had to agree that it made more sense to promote a younger Captain (of course, in the event we ended up with more Commodores and Admirals than before).

I have to admit this information was a bitter pill to swallow for someone who was as ambitious as I and who had served the Navy with such single-mindedness for so long. On my return to London I carefully considered my options. I knew, in a vague sort of way, that quite a few of my contemporaries were leaving the Service as a consequence of unification. I did not know until months later that most of them had been asked to resign as there was "no promotion for them."

After careful weighing of the realities regarding pension regulations, ages of children, requirements, etc., I decided to stay in the Navy for as long as the jobs I got were acceptable. Every completed year would add to my pension and the thought of going out into the world to look for a new field, or go back to sea in the Merchant Service at age 48, did not intrigue me!

In retrospect, this was one of the cleverest decisions I ever made.

TO BE CONTINUED

The Korean War...

Defending the Friendly Islands

By Fred R. Fowlow

Fred Fowlow served as the Supply Officer aboard the Tribal-class destroyer HMCS Athabaskan (2nd) during the ship's second tour in Korean waters, departing Esquimalt August 2nd, 1951 and returning July 9th, 1952. During this period he was responsible for the logistic support of the ship which depended entirely on US Navy and Royal Navy fleet trains, and on the RCAF and USAF who periodically flew out special parts or supplies available only in Canada. The following article dealing with the involvement of RCN destroyers, deliberately avoids describing the many exciting bombardment actions including 'train busting' activities in which the Canadian ships took part. The majority of the photographs are, unless otherwise noted, from his personal collection, and provide special insight into his experiences. Fred is the Director Maritime Affairs, Calgary Branch and a regular contributor to the pages of 'Starshell.' All photos by the author unless otherwise noted. Ed.

While Ottawa was trying to determine whether Canadian ground troops would be deployed to fight in the United Nations' so-called "police action" in Korea, the Royal Canadian Navy was immediately called upon to send three destroyers to support the UN forces. HMC Ships *Cayuga*, *Sioux* and *Athabaskan* comprised a division which sailed from Esquimalt harbour on the afternoon of July 5th, 1950.

On July 30th — officially designated the Canadian Destroyer Division Pacific — the preceding ships entered Sasebo harbour in Japan. They arrived just in time to join the battle for the Pusan bridgehead. From that day on until the end of the war, Canadian destroyers rotated between Sasebo and Kure, Japan. Sasebo was the primary port for ships from the US Navy, while the British Commonwealth occupation forces and ships used Kure as their primary base. The Canadian Army had a military base just outside of Kure.

Other Canadian warships which rotated into the theatre at various times — all completing at least two tours and some three — were HMCS *Haida*, *Crusader*, *Nootka*, *Iroquois* and *Huron*. Time away from Canada usually approached ten to twelve months.

Throughout the Korean War, Canadian ships rarely worked as a unit. The reason for this was not all that clear, but it was often suggested that for some reason the Canadians could better serve the UN operation as individual units.

In the early days of the war, our ships were primarily involved in screening, escort, interdiction and bombardment patrol duties. Generally speaking, this was regarded as a relative quiet time. The easy time was short lived however, when on Tuesday, August 15th, 1950, *Athabaskan's* sister ship *Cayuga*, became the first Canadian warship to fire a shot in anger during the Korean conflict.

Land fighting, at the time *Cayuga* went into action, was concentrated in the Pusan perimeter. Enemy troops had captured the port of Yosu on the south coast of Korea. In order to ensure the communists would be unable to make use of certain waterfront

warehouses bordering on the harbour, *Cayuga*, together with HMS *Mounts Bay* (a Royal Navy Bay-class frigate), was ordered to destroy these structures. The operation lasted for some two hours, during which both ships bombarded the harbour. Their efforts met with success.

Cayuga's bombardment was the first of hundreds of such actions in which Canadian destroyers would participate during the next three years in-theatre.

It is safe to say that throughout the duration of the Korean War, Canadian warships sent off thousands of rounds of 4-inch and 40 mm rounds into enemy troop concentrations, at moving trains, garrisons, the inshore 'gunboat navy' comprised of mine laying junks, guerilla troop transports and shore based gun emplacements. In one forty day patrol period HMCS *Athabaskan* expended 1,050 rounds of 4-inch and 590 rounds of 40 mm. During a ten day period on the east coast of Korea, one short but intensive period of bombardment saw sufficient ammunition expended to force *Athabaskan* to leave the target area and re-ammunition while underway.

Concurrent with the arrival of the Canadian destroyers in the Korean theatre, the command organization of the UN naval forces was revised. The principle incorporated in the new command structure saw British Commonwealth ships (including those of the RCN) assume responsibility for the west coast of Korea, while the US Navy looked after the east coast. The prime reason for this was tactical in nature. There was, however, a very important political reason as well, in that Great Britain had diplomatic representatives in Red China. It was visualized that should one of her ships, or a Commonwealth ship, accidentally violate Chinese neutrality, it would be a relatively simple matter to settle the issue through diplomatic channels.

Canadian warships did a superb job in Korea. As part of the west coast blockading force, they provided close support and interdiction directed toward destroying military targets behind

enemy lines. When the Canadian vessels worked with the aircraft carrier force in the Yellow Sea, they provided escort support for the carrier and rescue services (plane guard), when shipborne aircraft crashed or ditched at sea.

Long periods at sea were the norm and were achieved as a consequence of regular at-sea refueling evolutions from Royal Fleet Auxiliary ships, aircraft carriers and Royal Navy cruisers.

Geography, hydrography and climate on the west coast of Korea created their own frequent challenges for the Canadian ships. The Korean west coast is ragged and heavily indented, the water is extremely shallow and dotted with islands, low water mud flats, rocks and shoals. Some of the islands are connected to the mainland when the tide goes out — a time when guerilla forces would elect to make their raids — a time when our forces would engage in action when enemy forces hit the mud flats. High, strong tides of over 30 feet in some areas, scour the muddy bottoms and new channels are formed, obliterated and reformed with remarkable frequency. Such conditions did not make easy the task of navigating in these unpredictable waters.

Clearly, the conditions on the west coast were favorable for the clandestine use of small craft. The utmost vigilance was called for by our ships and supporting carrier aircraft, if they were to prevent the infiltration of enemy agents, the movement of supplies and guerillas and even the large scale transport of invading troops to and from the mainland and the many offshore islands.

Once the peace talks commenced, the occupation and hence, the importance of the offshore islands, became a prime concern.

Water conditions along the west coast contributed to the ease of mining by enemy forces. The tides and currents made the floating mine an ongoing potential ship-killing weapon. Had the enemy possessed large numbers of magnetic, acoustic and pressure mines, the west coast would have been a very dangerous place for the operation of blockading forces.

The west coast climate also did little to make up for the unfavorable hydrographic conditions that prevailed. Winters were fairly cold with occasional gales and blinding snow squalls.

It was during one of these strong windstorms with snow squalls from the northwest, that *Athabaskan* sailed from the shelter of Cho-Do Island to cover a potential invasion route. The wind running sea was so strong that it was decided to return to the leeward shelter of the island. Once anchored, *Athabaskan* discovered that Able Seaman Robin J. Skavberg — who had joined the RCN through HMCS *Tecumseh* in Calgary — was missing. The warship immediately weighed anchor and

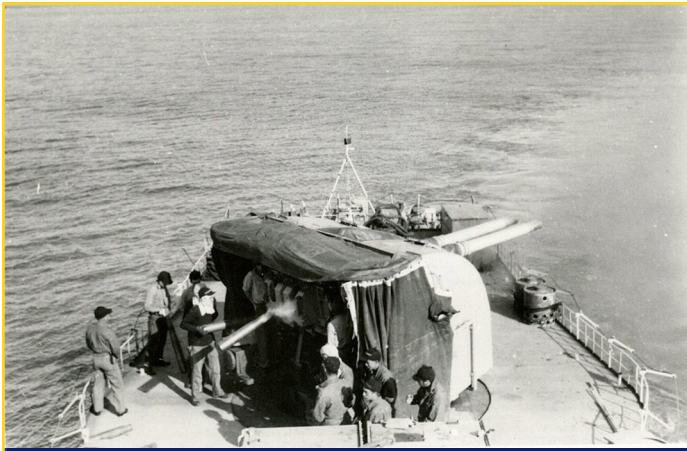


As evident in this map (taken from "Thunder in the Morning Calm" by Edward C. Meyers [Vanwell 1992]), the northwest coast of Korea comprised a continuous series of small islands, all of which were subjected to attack by North Korean guerillas. RCN ships together with the carrier element TE 95.11, assisted in the task of defending these islands. (Patrol areas added by editor.)

RCN/National Defence Photo O-4310



HMCS *Athabaskan* is shown above in this Navy Public Affairs image as she comes alongside a jetty in Tokyo harbour. While the photo is undated, it was taken during her third tour in the Korean theatre after Fred had left the ship. This was noted as the first visit of the ship to the Japanese capital.



Athabaskan's 'X' gun, a twin 4-inch mount, commences firing against targets along the west coast of Korea. The shell casing is seen being ejected from the gun.



Padres were scarce in Korea and shared between ships. Here the Padre is shown making 'Parish Rounds.' The old saying, "On a wing and a prayer" bore added significance here, especially since the notation on the side of the helicopter read: "The Rambling Wreck!"



Embarking provisions aboard *Athabaskan* at Sasebo, Japan.

dashed back to the area to search for Skavberg, but the heavy seas and vicious currents caused by the fast-ebbing tide, made it impossible to locate the missing sailor. Two hours later, after using searchlights and signal projectors in defiant disregard of the enemy shore batteries, the search was regrettably abandoned. AB Skavberg was never found.

The west coast had another interesting characteristic which our ships had to deal with.

During the summer or approaching early autumn, one can expect at least one typhoon to strike. In October 1951, HMC Ships *Sioux* and *Athabaskan* suffered at the hands of Typhoon Ruth. Damage to *Sioux* was extensive enough to send her into port for a fifteen day repair period.

The east coast climate is similar to the west coast, however, the hydrographic conditions are very different. Here the water is deep, islands few, and the coastline, except at its northernmost end, is almost unbroken. Along the east coast there are a series of narrow plains backed by high mountains. Through these plains, especially in the area between Wonsan and Chongjin, run the main railway lines and the roads of North Korea.

It was against these vulnerable lines of communication that the weight of the United Nations naval attack on the east coast was directed.

Although Canadian ships were usually only sent to the east coast on one occasion during a normal tour in the Korean theatre, they succeeded in making names for themselves. *Crusader*, *Haida* and *Athabaskan* all managed to destroy trains along the east coast.

Deployment to the east coast was regarded as an opportunity to play the game known as 'Train Busting.' It certainly broke the routine of west coast patrolling. As it developed, the majority of time spent on the west coast, working with the carrier group, providing close support for ground troops and generally harassing everything and anything that moved!

Once the truce negotiations commenced in October 1951, events began to change. In the early days at the Panmunjon peace talks, some progress was made and by November 26, 1951, agreement had been reached on a provisional line of demarcation.

It was agreed that should an armistice be signed within thirty days, the existing battle line would be taken as the basis for the final line of truce. This made the occupation of off-shore islands an important issue.

While there was no agreement on a cease fire during the thirty day period, ground forces on both sides curtailed their operations. There was clearly no point in losing troops in attempts to seize ground that would have to be returned in the event of an early armistice.

Unlike the land forces, the naval and air forces in Korea stepped up their activities during the latter months of 1951. This increased activity was more in the nature of counter-offensive than a self-initiated program of attack. The air force

was countering a sudden increase in enemy air activity. The navy was resisting a determined effort by the North Koreans to seize some of the more important UN-held islands in what was referred to as the "Bentley" patrol area, the "Cigarette" route and the "Worthington" patrol area [see map p.19]. It was chiefly the western islands in the waters patrolled by Commonwealth and Canadian ships that the Communists wished to capture.

It was as a result of this shift that the Canadian destroyers *Athabaskan* and *Cayuga* were to become involved in a naval campaign to frustrate the Communist design. During one of *Athabaskan's* patrols, lasting from November 1st to December 11th, 1951, the islands of the Taewha-Do group, located a short distance from Communist controlled islands and within easy reach of the enemy's Manchurian airfields, were attacked and fell to North Korea.

The proximity of enemy aircraft and the likelihood of being attacked from the air, dictated that our ships could not operate in the area during daylight hours. They did, however, move into the area under cover of darkness and bombarded enemy positions.

For Canadian destroyers, Korea was a peculiar war. Having come out of World War Two as an effective anti-submarine navy, our ships suddenly found themselves engaged in the monotony of interminable carrier screening missions and hazardous blockade or island defence patrols. They were often called upon to complete these operations in the limited visibility of snow squalls and biting winds, among the rocky shoals and mud flats of the Korean west coast. It is no small wonder our sailors were happy when the so-called United Nations' 'police action' was over and our ships could return to Canada.

Epilogue

By the end of the Korean 'police action,' the Royal Canadian Navy had sent 3,500 officers and men to Korea. Casualties were relatively small. As a consequence of a hit on HMCS *Iroquois* on October 2, 1952, LCdr John Quinn, as well as Able Seamen Elburne A. Baikie and Wallis M. Burden were killed. A number of others were wounded. Other casualties appeared in the form of 'missing at sea,' etc. Collectively, all ships fired a total of over 130,000 shells at a wide variety of targets.

Korea has often been described as Canada's forgotten war. As a consequence, NOAC Calgary Branch was successful [under the leadership of the author, Ed.] in erecting a Korean Memorial which was placed beside the Naval Museum of Alberta at their former site adjacent to HMCS *Tecumseh*. The memorial was recently relocated to the location of the new Naval Museum of Alberta at The Military Museums on Crowchild Trail in Calgary where it was re-dedicated on September 18th, 2011, by members of the Calgary Naval Veterans Association.



One of *Athabaskan's* twin 40 mm Bofors 'barks' into action.



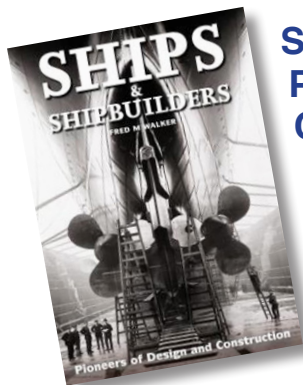
Despite the exigencies of war, some of *Athabaskan's* officers and their guests enjoy a lighter moment as they celebrate New Year's on the eve of 1952. L to R: An unknown Greek Master, Lt. Ben Weber, unknown Scottish Master, Lt. Paul McCulloch and the author.

Conrad Bouffard and Public Archives Canada PA-183937



HMCS *Cayuga* photographed off the North Korean coast on New Year's Day 1952.

THE READING ROOM



SHIPS & SHIPBUILDERS: Pioneers of Design and Construction

By Fred M. Walker, RINA

Naval Institute Press, Annapolis (2010) www.usni.org, 256 pp, illustrations, diagrams, photos, index, hardcover, US\$45.95 (USNI members US\$36.76), ISBN 978-1-59114-788-6.

A review by Peter Williamson (NOAVI)

Clearly a labour of long devotion, *Ships & Shipbuilders* was presented as a tribute to the Royal Institute of Naval Architects on the occasion of its 150th anniversary in 2010. The author is resident naval architect at the National Maritime Museum, Greenwich, and his book is simultaneously a celebration of his lifelong interest in ships and their evolution, and of his admiration for the often unsung shipwrights, mariners, scientists and private individuals contributing to the many advances in ship design to the present day.

Walker shows the varied backgrounds of those concerned with improving watercraft since ancient times. He gives biographies of 136 individuals analyzing and solving design problems, dividing his survey into five sections. The first of these stretches from classical times to 1800, the rest dealing with fifty year segments up to 2000. Each part is introduced by a short essay setting the historical scene for the following entries. A useful biography is included at the end of the book.

The author points to the year 1600 as the beginning of a more modern approach to shipbuilding, citing the work of the Scot, David Balfour for the Danish king. Balfour's detailed drawings were a great step forward from the traditional half models, indicating, for instance, his concern for shallow draft stability in vessels plying the Baltic. Such thoughtful analysis benefited from the work of early mathematicians and philosophers, and would eventually give birth to naval architecture as a learned profession.

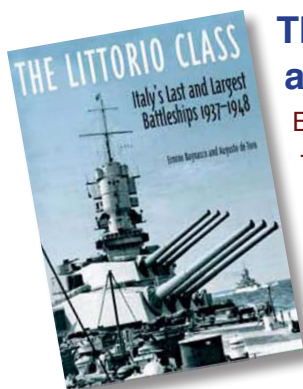
After 1600, then, shipbuilding attracted an increasing number of serious pioneers, often landmen, perceiving new needs and problems for study. From John Napier (1550-1617), inventor of logarithms and

calculations of stability, to Peter Barlow (1771-1862), who produced studies of magnetism and compass correction, plus vital mathematical tables, the list is long. With the Industrial Revolution came a host of scientists and engineers focused on larger, more complex ships to expand world trade, and the naval vessels to keep vital world order. On the practical side came increased efficiency of shipbuilding as in Québec in 1800, followed by the ability to build even larger ships, as shown in Brunel's prescient *Great Eastern* and *Great Britain*.

The use of riveting and stronger steels were vital here.

The rate of technological and scientific progress accelerates in the later Victorian era, with the inception of scientific hull testing and increasing ability of naval architects to predict the performance and fuel needs of ships. The twentieth century bulbous bow developed from this time, from observation of naval ram bows. More visibly, Mansfield's 'dirty British coaster' plied in increasing numbers around the British coasts and, on a larger scale, around the world, driven by the triple expansion engine and scotch boiler. The often-abused mariners drew the attention of another landsman, the philanthropist Samuel Plimsoll, whose campaign to combat the overloading of cargo ships and the resultant scams, was responsible in 1876 for the mandatory loadlines now seen on every freighter. As *Ships & Shipbuilders* moves into the twentieth century, we are given overviews of first, the two world wars, and then of the global expansion of shipping with its ever-larger ships and, dictated by accountants, a sad disregard for esthetics. In the biographical sketches we met key players such as Sir Charles Parsons, whose turbine made the destroyer HMS *Viper* the fastest ship afloat, with a speed of 36.9 knots in 1900, and less dramatically, Rudolph Diesel, whose engine eventually edged out the steam unit. More altruistically, we read of Richard Oakley, surveyor of National Lifeboats, whose self-righting designs have saved many lives. As significant must be the invention of steel cargo hatch covers and Marconi's wireless, both invaluable in enhancing safety at sea.

Peter spent several years with the New Zealand Shipping Company, and then went on to university in Ontario and the United Kingdom before spending thirty years as an academic. He is now retired in Victoria and, as he states, "able to follow maritime interests." He is a member of NOAVI.



THE LITTORIO CLASS: Italy's Last and Largest Battleships 1937-1948

By Erminio Bagnasco and Augusto de Toro

Translation by Raphael Riccio

Naval Institute Press, Annapolis (2011) www.usni.org, 356 pp, B&W photos, charts (2 four page fold-out), plans, drawings, tables, appendices, sources, bibliography, index, hardcover, 10" x 12", US\$85 (USNI members US\$55.25), ISBN 978-1-59114-445-8

A review by Fraser McKee (Toronto Branch)

Many years ago I ordered from the Italian Ministry of Marine two of their official histories, *I Cacciatorpediniere Italiana* on the

history of their torpedoboats and destroyers, and *Gli Incrociatori Italiana* on their cruisers. Both were superlative large and useful references, although I was appalled at the cost, about 4,000 lire. Much relieved to discover that amounted to about \$8.00 Canadian! This volume, although now published by the Naval Institute Press and printed in China, is still very much up to the quality of the original series, the Italian edition being published in 2010. Notably, the translation by Raphael Riccio is also skilful, literate and as far as I noted, flaw-

less in idiomatic English. Very much up to the quality one might expect from Italian art and literature. Apart from the impressive appearance — there are four two-page fold out charts covering external views, hull lines, longitudinal sections on the centre line, space details, as well

as two types of aircraft and various paint and camouflage schemes — the story of these three impressive ships is very complete and logically told. The authors open with a section on Italian naval policy of the post-First War era, the requirements and problems created by the various naval treaties, and Italy's ongoing efforts to be at least equal to France in those negotiations. They had several battleships remaining from the war and in some of them made major modifications, from replacing entire propulsion units, to rebuilding bows and sterns. When it became obvious that to be a major player in the naval game a new battleship design was required, their staff came up with, in my opinion, probably the most handsome of the battleship designs among all the nations — UK, USA, France, Japan and Germany — in this Littorio Class. Only three were ever completed: *Littorio*, *Vittorio Veneto* and *Roma*. The latter was sunk by German aircraft after the armistice with the Allies in mid-1943 while on the way to an assembly point. The fourth, *Imperio*, was launched as a hull but never completed. *Littorio* was badly damaged by torpedo during the Taranto raid, as well as two older battleships.

The second section of the book covers details of the design, all technical specifications, construction, development and trials, including large tables of gunnery firing records — hits, misses, failures and even, for gunners, “spread” and timing. For model makers there are extensive close-up photos of upper deck and bridge details, paravane

layouts on the foc's'le, plus a narrative text. Finer detail drawings, for instance, show shell storage in the magazines, etc.

Probably of more interest to a general naval reader is the detailed operational history of each of the three put into service. This includes charts of every movement of them, the ships' various commanders and the Italian views of the Fleet Air Arm attack on Taranto and the battle off Sirte, one of the few actual fleet engagements with Admiral 'ABC' Cunningham's Mediterranean fleet. All supported by a multitude of photos, charts of the actions and tables of results. The book ends with a very readable, 11-page 'Comparisons and Conclusions.' Comparisons are made and charted with the RN's King George V-class, the German Bismarcks, the USN's various classes and the monstrous Japanese Yamato-class. The Littorios tended to be very 'short-legged' in RN terms, that is distance available for fuel load; not a major problem for the Italian Navy. Despite the occasional burst, their speed was about average for their comparative group. A few small items are interesting, such as these ships' auxiliary rudder systems in case the main rudder was damaged. *Note bene Bismarck!*

Altogether a fascinating and valuable book, in this case well worth the cost. Not necessarily to be read continuously, but dipped into and taken up for entertainment and education.

Fraser is a Canadian naval author of note, a former editor and frequent contributor to 'Starshell.' He is a longtime member of Toronto Branch.



KEEP FROM ALL THOUGHTFUL MEN: How US Economists Won World War II

By Jim Lacey

Naval Institute Press, Annapolis (2011) www.usni.org, 266 pp, appendices, hardcover, US\$35.95 (USNI members US\$22.72), ISBN 978-1-59114-491-5.

A review by Colonel P. J. Williams (NDHQ Ottawa)

It was the late Dr. Barry Hunt, history professor at the Royal Military College of Canada in Kingston, ON, who inculcated in me a continuing interest in naval history. One thing he always stressed about history in general was that it was not a static art; that it was often only with the passage of time and new documents coming to light, as well as through the diligent efforts of modern researchers: that the so-called “true story” emerges.

This book, though not a work of naval or maritime history *per se*, falls into that vein: the author sets himself the task of debunking long-standing myths surrounding the US and indeed Allied decision to delay the invasion of Europe until 1944 — based largely on work done by civilian economists, quite frankly.

I must admit that the subtitle of this book gave me pause. At a pivotal moment in my childhood (Grade X in NL, as I recall), I had the choice of either French or Economics as an elective. Having struggled with numerology and not having always come out the best, I opted for the former. However, while the book is packed with its fair share of facts and figures, this did not detract from its overall thrust.

Conventional historical wisdom generally holds that the so-called “Victory Program” (in actual fact, “The Ultimate Requirements Study Estimate of Army Ground Forces”) developed in September 1941 by then-US Major Albert Wedemeyer, provided the basis for subsequent

US mobilization and conduct of the war. Lacey contends that the actual mobilization and material production plans used bear little resemblance to Wedemeyer's work. He further contends that US Army Chief of Staff George Marshall did not arrive at the Casablanca Conference in 1943 advocating for a Second Front that year, knowing that this was not possible. He also asserts that US President Roosevelt's ostensibly impossible production targets inspired American industry to herculean efforts is incorrect, as is the long-held myth that the average US consumer had to sacrifice their standard of living for the war effort: in fact, consumer

spending as a percentage of Gross Domestic Product (GDP) actually increased during the war.

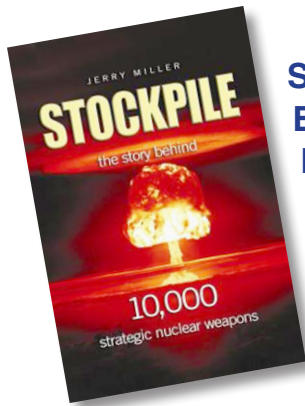
As a result of a thorough research of relevant primary sources, the author concludes that the actual Victory program was made up of two parts: first a memorandum written by the then-Chief of Naval Operations, Admiral Harold R. Stark, which, with the collaboration of General Marshall, eventually made its way to the President and which recommended that the US adopt, “...an eventual strong offensive in the Atlantic as an ally of the British, and a defensive in the Pacific.” The second part, and for the purposes of this book, the critical elements of the Victory Plan, was essentially a spreadsheet prepared by the civilian statistician Stacy May of the US War Department. This seemingly innocuous document did what the US military was not able to in that it identified what the US was able to produce to support its own war efforts as well as those of the Allies, while not neglecting domestic concerns. In what is a damning indictment of prewar US military planning, the author concludes that, “The simple fact was that the military, despite years of planning and having sent hundreds of senior officers to the Industrial Staff College, had absolutely no idea on the eve of war of what the services would need to fight.” May's work was completed not a moment too soon as his findings were delivered on 4 December 1941, three days before Pearl Harbor. In the end, May concluded (remember this is in December 1941) that US

mobilization and production targets to enable a cross-channel invasion of Europe could only be achieved by the spring of 1944. Wedemeyer's plan was based on the same targets being achieved by summer 1943. Not all agreed with May's and his colleagues analysis, and at least one senior US general stated that the applicable reports, "...be carefully hidden from the eyes of thoughtful men." Having been exposed to both sides of the argument, Marshall and the US government were eventually convinced of the strength of the economist's case, and as history shows, spring 1944 was the eventual date agreed at Casablanca

for Operation Overlord, the invasion of Normandy.

The book contains eight appendices, based on primary documents (including Wedemeyer's Study referred to above) as well as a comprehensive and detailed Notes section, which together make up almost half of the book. Highly recommended, particularly for those who believe there's nothing new under the sun! I believe Dr. Hunt would approve.

Colonel Williams is Director Current Operations on the Strategic Joint Staff in NDHQ Ottawa and a frequent reviewer in 'Starshell.'



STOCKPILE: The Story Behind 10,000 Strategic Nuclear Weapons

By Jerry Miller

Naval Institute Press, Annapolis (2010)
www.usni.org, 352 pp, photos, illustrations,
 hardcover, US\$37.95 (USNI members
 US\$30.36), ISBN 978-1-59114-531-8.

A review by Gordon Forbes (Ottawa Branch)

History, text book, personal recollection? All of the above? That is the question when it comes to reading this book. Jerry Miller, Vice-Admiral USN (Ret) is in a unique position to view the issues involved in the buildup of the nuclear weapons capability of the United States. His experiences range from being a naval aviator qualified to deliver nuclear weapons, to a fleet command, to a nuclear weapons targeter and finally, to being a consultant on the questions of nuclear warfare and weapons control. He uses these experiences to introduce such things as the SIOP (Singles Integrated Operational Plan) that forms the plan for delivery of nuclear weapons, the JSTPF (Joint Strategic Target Planning Staff) who select the targets for nuclear attack, and counter force versus counter value. He also introduces us to the power and devastation capability of modern nuclear weapons.

The original atomic bomb dropped on Hiroshima, Japan, had a yield of 14 kilotons, equivalent to 15,000 tons of TNT. It killed close to 100,000 people and devastated an area of five square miles. Throughout the book this yield is used as a benchmark against which other weapons are compared. That is also the measure that the average person probably thinks about when they think about nuclear war. But, as the book points out, the introduction of the thermonuclear warhead, the 'H' bomb, raised the level of destruction by several orders of magnitude. For example, the standard nuclear warhead for a Poseidon submarine-launched ballistic missile is 600 kilotons, 40 times the explosive power of the Hiroshima bomb. The largest bomb ever tested by the US is 23 megatons, 1,533 times the power of that first bomb. In other words, each thermonuclear device presents an incredible threat

of devastation and unthinkable loss of life.

And at the height of the stockpile, both the US and the Soviet Union each had over 10,000 such devices and the delivery vehicles to use them.

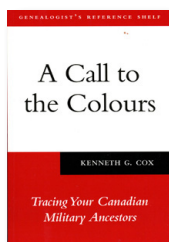
It is this massive build-up of weapons that is the primary theme running through this book. How this stockpile was justified and achieved. The parts played by the military; the Atomic Energy Commission, the custodians of all things nuclear in the US; the US Congress, and the various Presidents and their administrations in contributing to this state of affairs. The author points out that each, in its way, played their part toward the state of mutual assured destruction (MAD)

that resulted by the time the Soviet Union collapsed in 1990.

The author also analyzes the attempts at arms control that have been going on since the end of the Second World War when the US offered to put all nuclear technology under international control through the auspices of the United Nations — a move that was brought to an abrupt end when the Soviet Union vetoed any such plan. He points out how and why the dedicated bureaucracy concerned with nuclear disarmament singularly failed to bring about any significant reduction in arms. The only meaningful reductions have come about as a result of face-to-face meetings between US presidents and Soviet and Russian leaders. Finally, the author looks into the future to see where the US should go in planning for any use of nuclear weapons. He analyzes the current threats, determines which ones may require a nuclear response and how the deterrent posture of the future should be shaped. And finally, he makes seven predictions for the near future, one of which is already in question because of the result of the recent US mid-term elections. Nonetheless, some of these predictions and their reasons may surprise some readers.

So, is it history, text book or personal recollection? It actually succeeds as all three. It is well written with many significant facts crammed between its covers. Although some of these facts are presented again and again, they always appear relevant to the subject at hand. This is a very interesting book for anyone interested in the question of nuclear warfare: past, present or future.

Gordon Forbes is the author of "We Are As One," the story of the explosion and fire aboard HMCS Kootenay in 1969 when he was serving as her Weapons Officer (see: www.weareasonline.ca).



From the editor's short list...

A CALL TO THE COLOURS Tracing Your Canadian Military Ancestors

By Kenneth G. Cox

Dundurn Press, Toronto (2011) www.dundurn.com, 344 pp,
 photos, notes, bibliography, index, paperback, \$26.99, ISBN
 978-1-55488-864-1. Also available as an epub for \$11.99

Beginning in Canada's earliest days, our ancestors were required to perform some form of military service, often as militia. The discovery that an ancestor served during one of the major conflicts in our history is exciting. When you find a family name on a

Loyalist muster roll, a Canada General Service Medal with an ancestor's name engraved on it, a set of First World War attestation papers, or a box of Second World War medals, you realize that one of your ancestors faced challenging events beyond the scope of ordinary living. There are ways to trace their journeys and thus flesh out a more complete story of the history of your family.

A Call to the Colours provides the archival, library and computer resources that can be employed to explore your family's military history, using items such as old photographs, documents, uniforms, medals and other militaria to guide the search. The book is generously illustrated with examples of the sorts of artefacts and documents you can find.

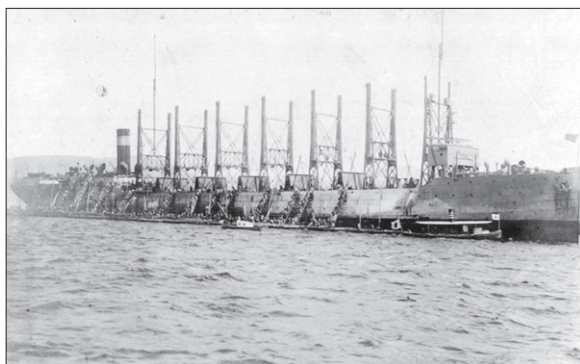
The author is a retired high school principal, has published articles in the *Canadian Military Medals & Insignia Journal* and spent five years working with a team that developed and wrote elementary school curriculum guides in history, geography and social studies.

On receipt of this book from Dundurn, I could think of nobody better to examine and assess its value to the amateur genealogist than my wife Gloria. She has years of experience researching the genealogical roots of both our families, including those who served in the military, and is a longtime member of the Alberta Genealogical Society. While reading the book Gloria commented to me many times of its value, and doesn't hesitate in recommending it as an indispensable aid for anyone wishing to research their family's Canadian military roots.

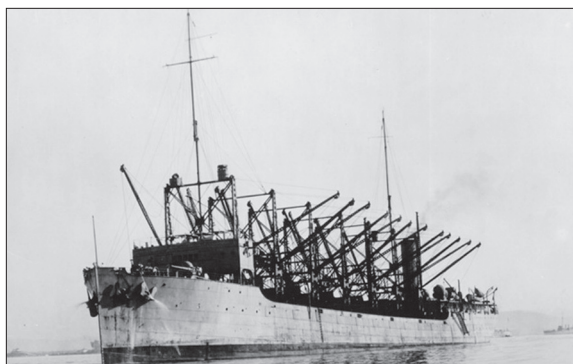


REASSESSING HISTORY SS NEREUS AND SS PROTEUS

BY FRASER MCKEE



SS *Nereus* loading coal at Nagasaki, Japan, April 1916.



SS *Proteus* date unknown but when serving as USS *Proteus*.

On many lists of Canadian merchantmen sunk during the war, in this case with the loss of at least 115 seamen's lives, appear the names of these two elderly steamers, *Nereus* and *Proteus*. Built in 1912-1913 at Newport News Shipbuilding in the USA, they had served as colliers for the US Navy until judged to be too old and no longer necessary, and were laid up from the mid-1930s.

Obtained from the USN by the Canadian Government Merchant Marine in 1941 to replace tonnage already sunk, they were to be operated by Saguenay Terminals Limited, carrying bauxite from St. Thomas, BVI to Portland, Maine, for aluminum smelters there. *Proteus* sailed from St. Thomas on 23 November 1941 and *Nereus* on 8 December. Both went missing with no trace two days following their sailings. No survivors or identifiable wreckage was ever found.

At first it was presumed they had been sunk by German U-boats, although their American coastal campaign *Operation Paukenschlag* had not yet begun and no claim of sinking was ever made by the Kriegsmarine. Subsequent investigation indicated there were no German U-boats or surface raiders in that area at that time. So their loss was then assessed as due to German-induced sabotage at St. Thomas. And thus it has been recorded in those lists where these two vessels appear. However, more recent checking has indicated no reason for this second assessment at all — no other examples of ships lost due to sabotage explosions, no saboteurs detected. Then between 1970 and 1974, American RAdm George van Deurs reported in an engineering

journal and in the USNI *Proceedings* on investigations into one of his previous commands, these ships' sister, USS *Jason*. In that ship he noted in 1932 that a seaman chipping rust had lost his hammer through the hull. On probing why, the ship's officers then noted the hull was indeed showing light through it in places, and that the flanges of the large longitudinal strengthening I-bar stringers in the ship's hold were almost completely eaten away by the corroding effect of the sulfurous coal. He had already noted that the ship when at sea even in glassy calm had an odd rippling motion. Suspecting the problem had been further advanced in *Nereus* and *Proteus* after another eight or nine years, Adm van Deurs then looked at weather reports for the area in November-December 1941. He found that although there were no severe storms, there were fast-moving 30 to 40 knot winds which outran the seas they tended to kick up. Thus the ships would have encountered, with little warning, first high winds then rolling seas of about half the ships' length between crests. He claims, much more likely, that the ships laden beyond their marks, as permitted in wartime with heavy bauxite ore, simply broke up right at the forward engine room fire wall and went down in minutes. The authorities, reluctant to acknowledge they had allowed ships to sail in an unsafe condition, attributed the loss to the German enemy, albeit with scant evidence.

Thus the records should probably be changed to show loss by "dangers of the sea." Not more palatable to those who lost family, but at least a more accurate record.

Answer to Schober's Quiz No. 55 on page 12...

Rear Admiral (later Acting-Admiral) Sir Tom Spencer Vaughan Phillips, GBE, KCB, DSO, RN (19 February 1888 to 10 December 1941).

Nicknamed "Tom Thumb" on account of his diminutive size, "Phillips was a very able, hard-working staff officer, but not a patient or tolerant man. He was indeed subject to fits of violent anger if he thought his ideas were being obstructed, or if he did not agree with some proposal. Pound [First Sea-Lord] had complete confidence in him..."³ A feeling not shared by Phillips' battle-hardened peers — especially when he was appointed to command the Eastern Fleet with the rank of Acting Admiral — the consensus being that he had no sea-going experience and "was a prisoner of his fiercely expressed convictions ... to the effect that bombers were no match for battleships."⁴

Phillips duly arrived at Singapore on December 2nd, 1941 and hoisted his flag as C-in-C Eastern Fleet. Six days later the Japanese bombed Pearl Harbor. The same day, intelligence reports indicated that the fast-moving Japanese were set to invade the Malayan peninsula. Consequently, on December 8th Phillips sailed with his fleet, designated 'Force Z,' consisting of his flagship, the modern battleship *Prince of Wales*, the obsolescent battlecruiser *Repulse* and four destroyers, intending to interdict the reported Japanese landings.

Prior to departure, the RAF had informed Force Z that air cover during its sortie would not be available due to other pressing commitments. Nevertheless, true to his unshakeable beliefs regarding the futility of air attack against warships, Phillips decided to sail anyway. After all, his flagship was virtually brand new, of the most modern design and bristling with an abundance of the latest A/A weapons — a ship which, ably handled by his Flag Captain, John Leach, would successfully repel any degree of air attack.

Or so the Admiral thought.

EPILOGUE

"Bomber" Harris (Marshall of the RAF Sir Arthur Travers Harris, C-in-C Bomber Command 1942-45) was a good friend of Admiral Tom Phillips, but disagreed with him on the need for air cover and the vulnerability of warships. Once when Phillips insisted that if Italy entered the war the Royal Navy would still have free use of the Mediterranean regardless of the strength of the Italian Air Force, Harris exploded: One day, Tom, you will be standing on your bridge and your ship will be smashed to pieces by bombers and torpedo aircraft. As she sinks, your last words will be "That was a bloody great mine!"⁵

FOOTNOTES

¹ Until the introduction in May 1943 of the VT (Variable Time) or "Proximity" fuze, the effectiveness of RN A/A gunnery was notoriously poor. From the outbreak of war until May 1943, a total of 252 RN vessels of all types were lost to air-attack, while during the same period a paltry 72 enemy aircraft were shot down by RN A/A fire. A new high-angle (A/A) fire-control system for RN destroyers and sloops, the so-called "Fuze Keeping Clock" (FKC) was introduced to the Fleet in 1938. In 1952, the Flotilla Gunnery Officer of the 8th Destroyer Flotilla based at Hong Kong, discovered that the FKC suffered from a basic design fault. RN destroyers and sloops had fought the entire Second World War with a flawed A/A fire-control system! A term-mate, who was the Gunnery Officer of one of the 8th DF ships at the time, informed me of the foregoing, ending his account with "if you did everything right—you were bound to miss."

² Stephen Roskill, "Churchill and the Admirals," (Collins, 1977) p.119.

³ *ibid.*, p.198.

⁴ *ibid.*, p.199.

⁵ Henry Probert, "Bomber" Harris, (Greenhill Books, 1985)

The fate of Force Z is well-known and needs no repeating. It is noteworthy, however, that having been shadowed by Japanese aircraft since dawn on December 10th, Phillips did not request emergency air cover from the RAF until 1115 — two minutes into the first attack by the Japanese aircraft. The British fighters arrived on the scene minutes after the last enemy planes turned for

home, having successfully accomplished their task. For the loss of only three of their number, the Japanese had sunk two British capital ships, one of them virtually brand-new. (The chivalrous Japanese flyers left the destroyers unmolested in their rescue work.)

The official RN Battle Summary reads dryly: "Once again the lessons of Norway and Crete had received tragic confirmation; fighter support for surface forces operating where there is a possibility of strong enemy air attack is a prime necessity.

As though to point the lesson, two months later two German capital ships, heavily screened by fighters, were to brave the might of the Air Forces in the United Kingdom within 20 miles of its shores, and to get away unscathed."



Admiral Phillips (right) with his Chief of Staff, RAdm Palliser (later Adm Sir Arthur Francis Eric Palliser) in Singapore, December 2nd, 1941.

Obituaries

Compiled by Pat D. C. Barnhouse
Obituary Editor

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

Apocrypha – Matthew 44:7-8

◆ **Cmdre(E) Ernest Sheppard BAKER** , RCN (Ret)**

Ottawa Br., 88 in Halifax 14/09/11. RCN Cdt 09/41, thence *Kings* and RNC Dartmouth for trg. Prom. Mid(E) 05/42, fl'd. by RNEC and HMS *Hardy* for trg. and prom. SLt(E) 08/43. A/Lt(E) 05/42, thence HM Ships *Ariadne* and *Finisterre*. Confirmed Lt(E) 07/46 (sen. 03/45) and HMS *Belfast*, fl'd. by *Niobe* and *Stadacona* in '47, *Ontario* in '48, *Royal Roads* in '49 and *Bytown* in '51. Prom. LCdr(E) 03/53, thence *Crusader* (EO) (Korea) in '53, and *Niagara* (for SACLANT) in '54. Prom. Cdr(E) 01/70, thence *Bytown* (RCN Pers Structure), Cape Scott (Dkyd A/SupProd) in '62. Prom. Capt(E) 01/64, *Bytown* (DPCP) in '64 and HMC Dkyd (Mgr Ship Repair) in '69. Prom. Cmdre(E) 01/70, thence Base Cdr CFB Hfx in '70, MARCOM HQ (Cdr Tech Services Atl.) in '73 and NDHQ (DGMU) in '73. Ret. 12/75. (BC, "Canada's Admirals & Commodores")

◆ **Cdr Roland Morton BLACK, CD, RCN(R) (Ret)**

NSNOA, 94 in Rothesay, NB 13/05/11. Jn'd. RCNVR as SLt in '40 and thence RN (HM Ships *Stag* and *Saunders*) and prom. Lt 04/41. Srv'd. *Stadacona* and *Captor* and rls'd. in '45. Jn'd. RCN(R) in *Brunswick* as LCdr (sen. 04/59) and CO in '60. Prom. Cdr 01/61 and ret. in '62. Civilian Career with own business. (JB, PDCB)

◆ **Cdr(E)(A/E) Norman Leslie BROWN, CD, RCN (Ret)**

NSNOA, 88 in Bridgewater, NS 31/07/11. WWII RCNVR. Jn'd. RCN as A/SLt(E) in York 06/46, thence *Stadacona* and *Warrior*. Prom. SLt(E) and A/Lt(E) 12/46, thence RNEC and HM Ships *Glory* and *Theseus* for trg., fl'd. by *Niobe* for A/E trg. and prom. Lt(E)(A/E) (sen. 10/45). Srv'd. *Shearwater* and *Magnificent* 1950-52 and prom. Cdr(E)(A/E) 10/53. Thence *Shearwater* '53, *Stadacona* '54, *Labrador* (EO and A/E O) '55, *Stadacona* (COMSUPLANT staff) '57, *Bytown* '59, *Shearwater* (i/c NAMS) '60 and Planning Dept Dkyd Hfx '64. Ret in '67. High School Principal post-retirement. (SR, *Chronicle Herald*, "Canada's Naval Aviators.")

◆ **LCdr Maxwell Fred Leopold CORKUM, RCN(R) (Ret)**

NSNOA, 91 in Halifax 29/08/11. Jn'd. RCNVR in *Queen Charlotte* and SLt 05/43, fl'd. by *Moose Jaw* 01/44 and prom. Lt 05/44. Rls'd. in '45. Jn'd. *Scotian* 10/49 as RCN(R) Lt (sen. 05/44), prom. LCdr 05/52 and ret. in '58. CO *Sackville* 1986-92. Civilian career in broadcasting. Bronze Medallion '86 and Silver '92. (SR, *Chronicle Herald*, PDCB)

◆ **Cdr(S) Donald Bertram DIXON, CE*, RCN (Ret)**

NSNOA, 90 in Halifax 30/07/11. Jn'd. RCNVR in York as Sup Ass't., prom. Pay SLt 08/44, thence *Avalon* 10/44 and *Donnacona* 10/45. Prom. Lt(S) 11/45, fl'd. by *Bytown* 01/46. Tsf'd. RCN 04/46, thence *Stadacona* 11/46, *Naden* (1st SO Tech Cse.), *Ontario* 03/47, *Discovery* (SO) 08/48 and *Bytown* 04/51. Prom. LCdr(S) 04/53, fl'd. by US exchange Supply Depot San Diego 11/53, NSD Hfx 02/56, Cape Scott (SO) 07/61, *Niagara* 08/64, exchange USN (Defense Supply Agency) 08/65 and CFB Hfx (Comptroller) 06/67. Ret.

12/71. Post retirement business as CA and then with DSS. Bronze Medallion '86. (SR, *Globe & Mail*)

◆ **Lt William Arthur EDGE, RCNVR (Ret)**

Ottawa Br., 90 in Ottawa 01/08/11. RCNVR as SLt 08/41 thence *Dawson* and *Imperator* (i/c) 03/42. Prom. Lt 08/42 and srv'd. Q-066, *Canso* 02/43, *Prince Rupert* and *New Glasgow* 09/44. Rls'd. in '45. Jn'd. RCN as Inst Lt in *Cornwallis* in '49 (sen. 12/46), thence *Stadacona* 02/51 and tsf'd. to RCN(R) Ret. List in '52. Civ. career in investment business and pension fund manager. (AW, *Globe & Mail*, PDCB)

◆ **Capt Cecil Richard GODBEHERE, CD, RCN(R) (Ret)**

Winnipeg Br., 89 in Vernon, BC 23/08/11. Jn'd. RCNVR in '43 and trg'd. *Kings*. Prom. Lt 02/44, thence *ML-115* (i/c) 02/44 - 08/45 and rls'd. in '45. Jn'd. RCN(R) in *Nonsuch* 01/54 (sen. as Lt 12/50) thence *Chippawa* 07/57. Prom. LCdr 12/58, Cdr 01/65 and later Capt as CO *Chippawa*. Civ. career with Northern Telecom. (GAM, *Winnipeg Free Press*, PDCB)

◆ **Dr. David LANDELLS**

NOANL, 86 in St. John's 28/02/11. No further details available. (KL)

◆ **Cdr Frederick Joseph LEE, Ost.J, CD, RCN(R) (Ret)**

Toronto Br., 85 in Hamilton 30/09/11. RCN(R) Cdt in *Star* 01/58, prom. SLt 07/60 and tsf'd. *Prevost* 10/60. Prom. Lt 07/62 and returned *Star* 06/64. CO *Star* 1971-75. Military judge, Director Friends of *Haida* and Toronto Br. President 1983-84. Bronze Medallion '82. (FM, PDCB)

◆ **Lt David SHORTT**

Windsor Br., in Windsor 21/08/11. "David was a Lt in the Navy and also worked with Sea Cadets." (JH, *Windsor Star*)

◆ **Lt Edward George SMITH, RNVR (Ret)**

Toronto Br., 92 in Toronto 08/07/11. Lt 08/43 and srv'd. HMS *Reading*. "Longtime employee of Armstrong Pumps." (KL, *Toronto Star*, PDCB)

◆ **Capt (Engineer) Johan Herman van WERMESKERKEN, RNIN (Ret)**

NOABC, 84 in Langley, BC 26/09/11. Mid RNINC 09/48, prom. SLt 08/51, Lt(JG) 01/55, Lt 08/55, LCdr 04/63, Cdr 04/72 and Capt 01/76. Srv'd. HNIM Ships *De Zeeuw*, *Dubois* (Korea), *Van Ewijck*, *Snellius*, *Lymes* (EO), Naval Dky'd., HNIM Ships *De Ruyter* and *De Zeven Provinciën*, Attaché staff Washington, Naval Barracks Willemsoord. Ret. in '77. Mbr. Order of Orange-Nassau. (JvanW)

◆ **Cdr(E) Graham Wilfrid Burgess WAGLAND, CD**, RCN (Ret)**

Ottawa Br., 82 in Ottawa 30/09/11. Jn'd. RN as Cdt(E) 01/47, tsf'd. RCN as Mid(E) 01/48 and RN (RNEC) for trg. 'til '52. Prom SLt(E) 05/49 and Lt(E) 03/52. Jn'd. *Magnificent* 10/52, thence *Huron* 04/55, *Nootka* (EO) 07/55, *Naden* 08/57 and *Bytown* 05/60. Prom. LCdr(E) 03/60, thence *Restigouche* (EO) 08/62, RCAF Staff Coll. 09/64 and PNO Mtl. 07/65, fl'd. by various QA duties. Prom. Cdr(E) 07/72 and ret. in '82. (WM, *Ottawa Citizen*, PDCB)

In Memoriam (non members)

◆ **Lt Shibly Joseph Costra ABELA, RCN(R) (Ret)**

71 in Ottawa 04/08/11. Jn'd. *Donnacona* 09/63 and prom. Lt 07/64. (*Globe & Mail*, PDCB)

◆ **Dietitian Hester Pirie BAIRD (nee HACHBORN), RCN (Ret)**

90 in St. John's 22/08/11. Jn'd. 04/45 as Dietitian and srv'd. *Stadacona*. Rls'd. in '46. (AW, *Globe & Mail*, PDCB)

◆ **LCdr(E) Donald Ballantyne BARRY, RCNVR (Ret)**

In Ottawa 07/07/11. Jn'd. 05/42 as SLt(E) and prom. Lt(E) 05/43. Srv'd.

with RN and in *Stadacona*. Rls'd. in '45 and prom LCdr(E) on Ret. List. (*Citizen*, PDCB)

◆ **Lt(L) Peter Stewart Clifford BELL, RCN(R) (Ret)**

86 in Hamilton 21/07/11. WWII RCNVR. Jn'd. *Star* as A/SLt(L) 12/54 and ret. in '58. (AS, *Globe & Mail*, PDCB)

◆ **LCdr Peter John Bligh COCK, RCNVR (Ret)**

92 in Ottawa 29/07/11. Jn'd. St. John Div. RCNVR 27/01/39, prom SLt 09/39 and Lt 01/40. Srv'd. *Kenogami*, *Lunenburg*, *Skeena*, *Niobe*, *Algonquin*

and Naden. Rls'd. in '46. Prom. LCdr on Ret. List. (AW, *Citizen*, PDCB)

◆ **Surg LCdr Cecil T. COLLINS-WILLIAMS, RCNVR (Ret)**

92 in Toronto 03/09/11. Surg Lt 02/45 and srv'd. *Haligonian*, Naden and Sault Ste. Marie. Rls'd. in '46 and prom. Surg LCdr on Ret. List. (AW, *Globe & Mail*, PDCB)

◆ **Lt(SB) Mary Elizabeth DILLON (nee DEMPSEY), WRCNS (Ret)**

91 in Toronto 28/08/11. Lt(SB) 04/45 and srv'd. Bytown. Rls'd. in '45. (AW, *Globe & Mail*, PDCB)

◆ **LCdr (Ret) David Richard DOUGLAS, CD***

62 in Amherst, NS 09/09/11. Jn'd. RMC as Cdt 09/68, prom. SLt 05/72, Lt 05/75 and LCdr 01/85. Srv'd. several ships including *Assiniboine*, and then as Intel Off. Ret. in '99. (KL, *Chronicle Herald*, PDCB)

◆ **Lt Moray Clement EDWARDS, RCNVR (Ret)**

Former Toronto Br., 87 in Toronto 15/09/11. Jn'd. '43, SLt 06/44 and prom. Lt 06/45. Srv'd. *Rockcliffe* and rls'd. in '45. Civ. Eng. with Imperial Oil, cement company and C&C Yachts. (FM, *Globe & Mail*, PDCB)

◆ **Lt(S)* Leslie Arthur FITCH, CD**, RCN (Ret)**

Former Ottawa Br., 97 in Ottawa 08/11. Jn'd. RCN in '33 and during WWII srv'd. in *Fraser* and *Prince Henry*. Cmd. Stores O 07/45, thence Lt(S)* (sen. 07/45) Srv'd. *Stadacona* and Bytown. Ret. in '67. Post retirement worked in DSS. (AW, *Citizen*, PDCB)

◆ **Surg Lt John Hamilton GARDINER, RCNVR (Ret)**

91 in Toronto 21/06/11. Jn'd. as Surg Lt 06/44 and srv'd. *Kapuskasing*. Rls'd. in '45. (AW, *Globe & Mail*)

◆ **Cdr(G) Andrew Barry Crawford GERMAN, CD*, RCN (Ret)**

Former Ottawa Br., 86 in Port Hope, ON 12/07/11. Jn'd. RCNC *Royal Roads* as RCN Cdt 10/42, prom. Mid 08/43, SLt 04/45, Lt 08/45 (and Lt(G) in '50), LCdr(G) 08/53 and Cdr(G) 07/58. Srv'd. with RN (subs trg. and Long G cse.), *Uganda*, *Stadacona*, *Quebec*, *Niobe* (Staff Off G and thence RN Staff cse.), Bytown, *Sioux* (i/c) and *Mackenzie* (i/c). Ret. in '65. Civ. career as "executive, entrepreneur, consultant and writer." Author of "The Sea is at our Gates." Admirals' Medal recipient. (TP, *Globe & Mail*, PDCB)

◆ **Cdr(O) Raymond Albert GREEN, CD, RCN (Ret)**

Former NOAVI, 94 in Victoria 23/09/11. Jn'd. RN 1940 as A/SLt and qual'd. 'O'. Tsf'd. RCN(R) in '47 as Lt(O), thence SSA as Lt(O) 06/47, prom. LCdr(O) 12/49 and Cdr(O) 07/53. Srv'd. various RN ships and establishments, RCN Air Section Dartmouth, *Quebec*, *Stadacona*, *Magnificent*, *Niobe* (NATO Staff College and Staff EASTLANT), *Niagara* and Bytown. Ret. 10/65. (MT, "Canada's Naval Aviators")

◆ **Lt Robert James INGRAM, RCNVR (Ret)**

90 in Burlington, ON 05/07/11. Jn'd. *Royal Roads* 04/42 as SLt and prom. Lt 04/43. Qual. 'n', srv'd. *West York*, *Ingonish* and *Burrard*. Rls'd. in '45. (AW, *Globe & Mail*, PDCB)

◆ **LCdr(L) Edgar Wallace LOCKWOOD, CD, RCN (Ret)**

89 in Toronto 28/08/11. WWII RCNVR. Jn'd. RCN as Lt(SB) 12/50, tsf'd. to Lt(L) in '54 and prom. LCdr(L) 07/58. Srv'd. *Bytown*, *Stadacona*, *Gatineau* (LO) and *Niagara* (USN software programming duties). Ret. in '67. (AW, *Citizen*, PDCB)

◆ **Surg Lt Frank Gordon MACK, RCNVR (Ret)**

90 in Halifax 21/09/11. Jn'd. as Surg Lt 06/44 and srv'd. *Stadacona*. Rls'd. in '45. (SR, *Chronicle Herald*, PDCB)

◆ **Inst Lt Stanley Alexander MacKAY, RCNVR (Ret)**

95 in Oakville, ON, 20/06/11. Jn'd. in *Star* as SLt(SB) 06/43, thence Inst. Lt (sen. 06/42). Srv'd. *Nabob* and Bytown. Rls'd. in '45. (AW, *Globe & Mail*, PDCB)

◆ **Surg Lt Donald Douglas McKERCHER, RCNVR (Ret)**

90 in Ottawa 17/08/11. Surg Lt 04/44 and srv'd. *Strathadam* and *Stadacona*. Rls'd. in '46. (AW, *Citizen*, PDCB)

◆ **Surg Lt David Alan SELBY, RCN(R) (Ret)**

79 in Toronto 22/08/11. Jn'd. York as Surg Cdt 01/51, prom. Surg SLt 09/54, thence to Ret. List. (AW, *Globe & Mail*, PDCB)

◆ **El Lt John David SPARKS, RCNVR (Ret)**

90 in Toronto 28/08/11. Jn'd. '42, SLt(SB) 10/42 and prom. El Lt 10/43. Srv'd. *Cornwallis* and *Scotian*. Rls'd. in '45. (AW, *Globe & Mail*, PDCB)

◆ **SLt John Coatsworth STODGELL, RCNVR (Ret)**

86 in Toronto 24/08/11. Jn'd. RCNVR in '43 and commissioned as SLt 02/45. Srv'd. in *ML-096* and rls'd. in '45. (AW, *Globe & Mail*, PDCB)

◆ **LCdr John Watterson TAIT, RCNVR (Ret)**

96 in Toronto 27/06/11. Jn'd. as SLt 08/41 and prom. Lt same date. Qual. 'n' and srv'd. *Q-051*, *Avalon* and *Milltown*. Rls'd. '45 and prom. LCdr on Ret. List. (AW, *Globe & Mail*, PDCB)

◆ **El Lt Jack Calvin THORNHAM, RCNVR (Ret)**

98 in Barrie 10/12/10. El SLt 05/43, prom. El Lt 05/44 and srv'd. *Cornwallis* and *Scotian*. Rls'd. in '45. (Queens' Alumni, PDCB)

◆ **Lt(S) Harold William WARD, RCN(R) (Ret)**

In Toronto 18/09/11. Jn'd. RCN(R) in *Tecumseh* 10/48 as SLt(S) and prom. Lt(S) 08/50. To Ret. List '57. (AW, *Globe & Mail*, PDCB)

◆ **LCdr(MN) Dorothy MacGregor WISWALL, CD, RCN (Ret)**

94 in Berwick, NS 08/07/11. WWII RCAMC nurse. Jn'd. RCN as SLt(MN) 05/52, prom. Lt(MN) 05/54 and LCdr(MN) 01/63. Srv'd. *Naden* and *Stadacona*. Ret. in '65. (SR, *Chronicle Herald*, PDCB)

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Obscure & Offbeat Naval Oddities

By J. M. Thornton

The French Navy's Tank-Barge

After the Second World War, the victorious Allies assigned occupation forces to the former enemy territory.

In the French sector the French Navy formed a flotilla of river craft to patrol the Rhine River. One of its more bizarre craft was a half-tank and half-river barge — designated a 'monitor barge.'

The hull and gun turret of a Sherman

tank (complete with engines) was mounted amidships on a normal flat-bottomed river barge. The tank not only provided the firepower but also the propulsive power for the strange combination.

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