

Volume VII, No. 73, Spring 2016

Starshell

‘A little light on what’s going on!’



When Canada went to war in September 1939, we had a total of six destroyers, four wooden minesweepers and a schooner. Yet when the Admiralty queried RAdm Nelles ... “When will Canada be prepared to start convoying?” ... he replied “... At once!” and our destroyers in fact shepherded their first convoy, HX 1, within the week. That’s still the Royal Canadian Navy’s ‘Can Do’ attitude!

Fraser McKee

The 'workhorse' of the Battle of the Atlantic...

Yes ... with Battle of the Atlantic Sunday having just taken place as this issue of *Starshell* is prepared, this superb view of yet another hard working Flower-class corvette, HMCS *Rosthern* – exhibiting the 'detritus' of the well used workhorse she was – also displays the tendency of the class to 'roll like a top' even in moderate seas. Named for a small town in Saskatchewan, *Rosthern* was commissioned in June 1941 and sailed throughout the war without receiving any major refits which would have seen her foc'sle lengthened. She continuously served as an escort in the North Atlantic convoys until being paid off in July 1945. This image was taken sometime in 1943-44, having taken part in three major convoy battles: SC 100 (September 1942), ON 166 (February 1943) and SC 121 (March 1943). She sailed from Londonderry for the last time on 27 May 1944 and on her return to Canada became a training ship at Halifax for navigation and ship handling. She was broken up in Hamilton, Ontario in 1946.

Macpherson Collection/Naval Museum of Alberta/RCN

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The Naval Association of Canada – Ottawa Branch Presents



National Conference and Annual General Meeting 20 to 22 October 2016 Ottawa, Ontario, Canada

National Conference

Conference will be an all-day event at the Westin Hotel, Ottawa, on Thursday, 20 October. The Conference Theme is...

Recapitalizing the Fleets of the Government of Canada What next for Canada's Shipbuilding Strategy?

Further details are on the NAC website at
<http://navalassoc.ca/occasions/2016-agm-and-conference/>

Annual General Meeting

The National AGM and Board of Directors Meetings will be held on Friday, 21 October at the Westin Hotel.

NAC is working closely with the University Naval Training Division (UNTD) and in the forenoon of Saturday, 22 October there will be a Reunion and Up Spirits in the Wardroom, HMCS *Bytown*.

Further details on timings, registration, conference program and accommodation arrangements will be provided when registration opens in May. Please follow the NAC website: <http://www.navalassoc.ca> for further details on these events.

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From the front desk

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



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

It has been a crazy winter here in Ottawa and I believe that as I write spring may have actually arrived here in Ottawa—although they are calling for possible snow in our current seven day forecast. I know our members in Newfoundland and Labrador are not having any sympathy for me in this regard as they have had a ferocious winter, but our Alberta members are quietly chuckling as they have had positively balmy weather for the most part. By now ‘Snowbirds’ will have returned, our taxes are in and we are looking forward to a summer of outdoor activities. But not all will be happening outdoors. This is a busy year in Defence, with the now-underway Defence Policy Review. The Naval Association of Canada will be making its voice heard and the President, in his column which follows, has laid out our involvement and a challenge for all members to become involved whenever an opportunity arises.

This issue also contains an update on the 2016 Conference and AGM planning (*see p.3*). The schedule is for a Thursday Conference and a Friday Annual General Meeting and Board meeting. This should reduce costs for members and allow for return home on the weekend for those who must do so. So, with the Defence Policy Review in mind, I hope to see many of you come to these fall events.

On the following two pages of this Spring *Starshell* edition you will find a call for nominations for the National Board of Directors. Five Directors are completing their elected terms of office at the Fall AGM and I would like to personally thank them all at this time for their service to the Association and for their support to me. We have accomplished much in their time as these five were members of the first Board elected by the membership as a whole at the 2014 AGM. They have voluntarily resigned after two years on the Board to facilitate the intention to rotate approximately one-third of the Board each year. They have been involved in the development of the Administration Manual and in ironing out the ‘kinks’ that were inevitable as we transitioned to meet the requirements imposed by the Government in the Canada Corporations Not for Profit Act.

It is expected that there will be more candidates than openings on the Board in 2016. This will afford all members an opportunity to make a definitive choice through their ballots. The time-line and the election process are in the article.

A nomination ballot is also included. All the information is available on the NAC website.

The call for nominations for the NAC Awards will be released on or about 15 May. The call is usually earlier but as the AGM is not happening until October, there is additional time available to consider nominations. Nominations will be required to be submitted by July 1st, 2016 to ensure that Awards will be available for presentation at the AGM.

As you read this, the Endowment Fund Grant Applications are being considered by the Endowment Fund Committee. I thank all those who submitted applications for 2016 grants. The announcement of successful applications will be made as early as possible but it is anticipated funds will not be released until the fall.

Our Association continues to attract new members but there has not as yet been the influx of NCMs that we had hoped for. As well, the take-up rate of serving officers has not materialized despite the full support we have received from Navy leadership, including the Commander RCN and the Command CPO. Every member can contribute to recruiting and if you are involved with the navy or naval reserve near you, we urge you to help build our Association by bringing in new members from these pools of talent.

Finally, I would like to thank all members who have endeavoured to keep me up to date on changes to their circumstances, be it a change of postal or email address. It is important that *Starshell* and the on-line *NAC News* are distributed to every member in a timely and consistent fashion. I would also like to thank those who have advised me that they would like to opt out of the printed version of *Starshell* in favour of the on-line, [full colour](#) version on our website.

Yours aye

Ken



Become a member of the Naval Association of Canada
Contact the NAC Executive Director
executivedirector-nac@outlook.com

NOTIFICATION • ELECTION OF DIRECTORS • 2016

At the October 2016 AGM the following Director's terms are due to complete: Murray Bialek, David Cooper, Moyra Haney, Rod Hughes, Chris Tebbs and William C. Thomas. The following Directors will continue with their service to NAC (term end dates are in parenthesis): John Anderson (2017), Dennis Baird (2018), Jim Carruthers (2018), Brian Cook (2017), Tony Goode (2017), Dave Hudock (2017), Rowland Marshall (2018), Charles O'Leary (2018), Daniel Sing (2017), Ron Skelton (2018) and Ed Williams (2018). The Board of Directors has set the size of the Board at 16 for the foreseeable future and therefore, for this election, there will be openings for 5 new Directors whose terms will expire in 2019.

Timeline

The nomination and proxy voting timeline for 2016 in preparation for elections at the 21 October 2016 AGM as follows:

- a) Spring *Starshell* and NAC website – Call for Nominations;
- b) 13 June 2016 – Nominations submitted to the Nominating Committee Chair, Jim Humphries with an information copy to the Executive Director as Secretary to the Nominating Committee;
- c) A member cannot nominate themselves, so if they are interested in standing for election, they must seek a sponsor. It is incumbent on the sponsor, whether nominating an individual with their consent or at their request, that they ensure that the nominee fully understands his or her duties as a Director and, if elected, will execute those duties accordingly;
- d) Nominations can be submitted either by mail or by electronic means. At the end of this notification you will find a nomination form. An electronic version will also be posted on the NAC website. Nominations submitted electronically must be time dated on or before 13 June 2016;
- e) Nominations received by this date will be reviewed by the Nominating Committee. They will have until 7 July to develop the final nomination list, dealing with the nominators and nominees as required. The Nominating Committee will also seek out additional candidates should there be a shortage of nominees to fill the requirement or should there be a need to help ensure voters are presented with options for representation from across Canada.
- f) Summer *Starshell* and NAC Website – A list of nominees and a Proxy Voting form will be published allowing all members sufficient time to review and make their decisions before the AGM;
- g) Voting will take place at the Annual General Meeting, Friday 21 October 2016. All members in attendance will be eligible to vote at that time for the new slate of Directors. For members not attending the AGM, their completed Proxy Vote form will be counted as their attendance at the meeting;
- h) Electronic and paper mailed in Proxy Votes must be received by the Executive Director no later than Monday, 17 October 2016; and
- i) Proxy votes can also be hand carried by attending members and must be delivered no later than Wednesday, 19 October 2016 to the Executive Director in Ottawa.

The Nominating Committee has been given direction to make every effort to have nominees from across the Association. This can best be achieved by you, the membership, by searching out good candidates from your Branch, getting their approval and placing their names in nomination.

The nomination form is attached at the end of the article. The responsibility for the nomination of candidates to be a Director rests with individuals who are paid up and registered members of NAC.

Director responsibilities and obligations to the Association have been detailed in the Act. Directors do not represent a Branch, but they do represent the membership at large and are responsible to make decisions and take action that is in the best

interest of the National Association. Directors have legal responsibilities, obligations and rights defined in the Act and I encourage all candidates to read the Act on this issue. I also encourage those making a nomination to read the Act so that they understand what they are asking of their candidate. The Act can be found on the Industry Canada website at: <http://www.canlii.org/en/ca/laws/stat/sc-2009-c-23/latest/sc-2009-c-23.html> and the relevant sections are Parts 9 and 10. Additional detail is available in the NAC Administration Manual posted on the web at <http://navalassoc.ca/national/nac-governance/>

There is no formal campaigning and the process does not involve travel or personal expenses.

In recognition of the expense incurred by Directors who are distant from Board/AGM meeting locations to attend said meetings, compensation for transportation up to the amount of the least expensive airfare to and from the location of the meetings is authorized.

Should another form of transportation be used, the compensation shall be in the amount of the lowest cost airfare or actual cost of transportation, whichever is less.

The majority of Board meetings will be conducted by teleconference, however there is every expectation that Directors will attend the AGM and the following Board of Directors meeting which will be attended by the current and newly elected Directors.

Nomination Form • Naval Association of Canada Board of Directors • 2016

Nominee: _____	Branch: _____
Length of Term: 3 years to end at the AGM in 2019.	
Endorsement: (What will be used in the election call to promote the candidate for the position.)	
Nominated by: _____	Branch: _____
<p><u>E-Mail To:</u> humphries@shaw.ca</p> <p><u>With a CC to:</u> executivedirector-nac@outlook.com</p>	<p><u>Mail To:</u> Jim Humphries 16 Heartwood Lane Stony Plain, AB T7Z 1M1</p> <p><u>With an information copy to:</u> Executive Director - NAC 308 Kennedy Lane East Orleans, ON K1E 3M4</p>



From the bridge...

Jim Carruthers | National President | jimc@rruthers.com



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

Your part in the Defence Policy Review

No doubt about it — the priority for the Naval Association of Canada (NAC) over the next few months is the Defence Policy Review (DPR). While communicating the need for a capable and effective Navy is something we take as a priority day in day out, we now need to kick it up a notch.

In my last *Starshell* column I described how we were planning to approach the DPR as an Association. It is on line at:

<http://navalassoc.ca/wp-content/uploads/2016/02/From-the-Bridge-Winter-2015-16-Starshell.pdf>

I recommend you have another look at it, particularly our messaging points. This time I would like to update you on what the National Office is doing and then focus on how you can contribute as individuals.

AS AN ASSOCIATION

As NAC we are executing on our plan:

- The special issue of *Canadian Naval Review* is coming together. This peer reviewed academic journal will contain an editorial by Dan Sing; “Strategic Considerations for Canada’s Navy” by Elinor Sloan; “Technology and Where Navies are Going” by Dr. Norman Friedman; “Naval Economic Budget Realities” by Dr. Dave Perry; “The Navy and the Arctic” by Dr. Rob Huebert; RCN Operations and Force Structures” by RAdm John Newton; “Submarines” by Peter Haydon; “Maritime Air” by John Orr; considerations re “Costs of Building Ships in Canada” by Dr. Eric Lerhe, and “A View from the West-Indo-Asia-Pacific” by Brett Witthoef. You will note the majority of these authors are NAC members.
- By the time you read this we will have completed what will have been another very successful Battle of Atlantic GALA at the Canadian War Museum which, while

honouring our veterans, provides a naval atmosphere where the leadership of our Navy can spend an evening with government and industry leaders.

- We have provided support for professional editing of a RCN document which will be used within the department and to make the case for the type of Navy Canada needs. We are also providing support when needed in helping Canadians meet with RCN leadership.
- Richard Archer and his OUTREACH Committee have re-tooled their existing presentation and will continue to do so as this process evolves.
- We continue to look to a special Navy DPR focussed issue of FRONTLINE DEFENCE. A concept being considered is to take a different approach asking what would happen if we did not have a blue water capability, submarines, the ability to operate as a Canadian entity, an unregulated Arctic and so on.
- Mike Young is developing a simplified and updated version of his 1994 booklet on why Canada needs a Navy, focussing more on capabilities.

AS INDIVIDUALS

Our best intelligence is that the government believes we need a capable Navy. So it seems they have made the binary decision. We need not and should not be writing and speaking out about why we need a Navy—the DPR team believe they have already checked that item off and most likely don’t want to be lectured further on the topic.

What we do need to address are the grey area decisions that will follow. Okay, Canada needs a Navy, but what does that mean? Does it involve submarines, blue water capability, an ability to deploy on the other side of the planet as a Canadian entity, low level UN riverine support, high level ballistic

missile defence?

As mentioned in NAC NEWS and the press, the government has invited Canadians to participate in the Defence Policy Review. [Simply enter Defence Policy Review in your browser's address field and hit enter to follow the links, Ed.] Running through until 31 July 2016, the Department of National Defence (DND) will be engaging all Canadians and many key stakeholders to discuss three fundamental areas:

1. The main challenges to Canada's security;
2. The role of the Canadian Armed Forces (CAF) in addressing current threats and challenges.
3. The resources and capabilities needed to carry out the CAF mandate.

To help guide an informed discussion, the DPR team has prepared a public consultation paper to inform the public on the role of the Canadian Armed Forces and the issues affecting their current operating environment, defence capabilities, and the future defence force.

There are two main ways we can provide feedback: anonymously, via a workbook, or by joining a discussion which requires you to log in and will allow you to see what others have posted and discuss those issues. These services are being managed by an independent research firm.

In addition, six roundtables are happening across the nation having started in Vancouver on 27 April. Fellow member King Wan has been asked to participate in this first roundtable. The roundtables are advertised as encouraging all Canadians to get involved with participation by invitation.

I anticipate the third party firm engaged to conduct this exercise, followed by government staffs, will parse your commentary looking for well thought out arguments of the gray type. I believe your reasoned arguments regarding needed capabilities will enable them to fill in the blanks.

We are using and will use NAC NEWS to provide background on not only naval developments, but developments in the area of DPR progress. Please keep an eye peeled each week to ensure you are up to date. If you are asked to participate in a roundtable, before you offer an opinion I suggest you contact either Dan Sing or myself—we can provide further updates and background material. Our Naval Affairs team is working to examine what Canadians think of our navy and questions they believe need to be answered. We will also develop lines of discussion and concise expressions of capability needs—the so-called elevator speeches.

Given that a real defence review has not been completed in over twenty years, I hope Canadians of all views will seize this opportunity to contribute to and influence an important national policy. From our experience in internet-based expressions of opinion on almost any topic, it is probable that this undertaking will attract more than its share of folks who may well provide most of the content that will unfortunately be off-topic and flawed. Your informed comments regarding Canadian naval capabilities will provide a valued counterpoint to those inputs. We may be helping craft policy that will last another twenty years!

I hope your comments will be positive and forward looking—but please comment.

Yours aye

Jim

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What Makes a Maritime Nation?

By Richard Archer

With input from David Cooper, but the author is solely responsible for the opinions expressed herein.

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

Up until the Autumn 2015 edition the above syllogism graced the front cover of this publication, *Starshell*, the national magazine of the Naval Association of Canada, and today continues to be the foundation of the standard presentation given by branch members in support of community Outreach.

Lately however, the argument that Canada is a maritime nation has been challenged, mostly on the basis that our trade with the United States outperforms our predominantly seaborne trade with the rest of the world.

But if true, the premise that Canada is a maritime nation could contribute significantly to the arguments in favour of a strong Royal Canadian Navy. So this *Starshell* opinion piece is intended to be an assessment of the identity of a “maritime nation,” and whether or not the term applies to Canada. A first observation is that the identity likely goes beyond just trade statistics.

For the purposes of this paper:

A maritime nation is defined as any nation which has coastline on seas that are navigable by ocean-going vessels, and which relies on those seas for much of its international commerce, for its reaction to international conflict or other disorder, for the definition of a territorial boundary, or any other maritime activity having a positive impact on the nation’s wealth, security and place in the world order.
(Adapted from Wikipedia.)

At the opposite end of the spectrum is what can be called a “continental nation,” one that relies for its relative power, prosperity

and status on its land-based geography, resources and linkages.

The opinion expressed here by the author is that to be considered a maritime nation, a country should meet a majority of the following criteria. That is, not fully meeting a small number of them is not necessarily a reason to exclude the country from acceptance as a maritime nation, and no one criterion is considered to be an indispensable requirement. These criteria are listed in rough order of relative importance—highest to lowest—and are rated as to their applicability to Canada as perceived by the author.

CRITERION ONE:

Through its government, the country has publicly recognized the importance of maritime affairs to its future security and prosperity, with the government including a strategic maritime vision in its longer range planning.

For the purposes of this paper, “strategic maritime vision” means that the national government has publicly articulated the economic and security aspects of the country’s role in the global maritime arena, and has taken substantive steps to execute the nation’s response.

Generally speaking, elements of a Canadian maritime vision (even if in only general terms) have been captured in the Canada First Defence Strategy, in Canada’s Northern Strategy, in Canada’s Oceans Strategy, and in the National Shipbuilding Procurement Strategy. It remains to be seen what elements of these strategies will survive review by the new Liberal government, but a defence white paper expected by the end of 2016 may include aspects of a



The 13100 TEU Class container ship *Hanjin-Sooho*. The Department of Fisheries and Oceans estimated that in 2013, 44.8% of Canada's \$948 billion in merchandise trade travelled by ship.

Wikipedia

strategic maritime vision for the nation. Such a vision would identify Canada's commitment to making the most of its developing position as a maritime nation.

In this regard, the Department of Fisheries and Oceans' document, "Canada's Oceans Strategy" (2002) says this under the heading "The Context for Canada's Ocean Strategy: Canada – A Maritime Nation."

"Canada is an ocean nation whose economy, environment and social fabric is inextricably linked to the oceans and their resources ... Canada's oceans also define a large part of national sovereignty and are a critical element of national security." (www.dfo-mpo.gc.ca/oceans/publications/cos-soc/pdfcos-soc-eng.pdf)

Additionally, DFO's "Ocean Action Plan for Present and Future Generations" (2005) says this:

Canada is a maritime nation. We are defined as much by our oceans as by land ... Eight out of our ten provinces border on the oceans as do the Northwest Territories, Nunavut and Yukon. The oceans provide recreational, environmental, employment, income and cultural staples to over 7 million Canadians who live in coastal communities—more than twenty percent of Canada's total population." (www.dfo-mpo.gc.ca/publications/oap-pao/pdf/aop-eng.pdf)

RATING: While the Fisheries and Oceans Department certainly has a forward-looking maritime vision, Canada as a whole needs to do more in both articulating a more generalized maritime vision applicable across all government departments, as well as executing in. Today Canada does not meet this criterion.

CRITERION TWO:

At least half of the country's merchandise trade by value travels by sea.

Based on information from Canada's Department of Fisheries and Oceans, and Canada's Library of Parliament, it is estimated

that in 2013, 44.8% of Canada's \$948 billion in merchandise trade travelled by ship. The Department of Fisheries and Oceans reported in 2010 that "in trade with countries other than the United States, 92% of Canadian exports and 87% of our imports are moved across ocean trade routes.

Given the global trend of increasing seaborne trade and Canada's active efforts to increase the number of free trade agreements with global trading partners, it is anticipated that the percentage of Canadian merchandise trade which travels by sea will likely increase in the future.

RATING: Today Canada does not meet this criterion, but continues to get closer and will likely meet it in the not-too-distant future (almost certainly within the lifetime of the Canadian Surface Combatant).

CRITERION THREE:

The country has a history of and continues to expand its ocean-borne trade even if by foreign-owned, foreign-flagged vessels, and depends on ocean-borne trade for its ongoing prosperity—making its overseas exports marketable and its overseas imports affordable.

Canada currently falls short of Canadian ownership of ocean-going vessels (see Criterion 14), but otherwise meets this criterion.

RATING: For the most part, Canada meets this criterion.

CRITERION FOUR:

The country actively protects its perceived ocean area sovereignty and marine borders.

Canada patrols and enforces its law in its sovereign sea areas; that is, the country doesn't just passively complain to international authorities about incursions.

RATING: Canada meets this criterion.

CRITERION FIVE:

The country participates in international bodies that govern global maritime shipping.

Canada is a founding and contributing member of the United Nations' International Maritime Organization (IMO), and has ratified several IMO conventions. (www.tc.gc.ca/eng/marinesafety/tp-tp14916-menuj-182.htm)

RATING: *Canada meets this criterion.*

CRITERION SIX:

The country has coastlines and major ports on different geographic bodies of water navigable by ocean-going vessels.

Canada has the longest coastline in the world, fronts on three major oceans at the nexus of multiplying trade connections between Europe, North America and the Asia-Pacific, plus the Great Lakes/St. Lawrence system. Canada has more than 300 ports and harbours, with 18 separate regional port authorities.

RATING: *Canada meets this criterion.*

CRITERION SEVEN:

The country has a history of involvement in maritime warfare and currently maintains maritime forces, both for its own sovereignty protection and for local and distant collective defence.

Canada has more than a century of involvement and contribution to allied maritime warfare, including its corollary of search and rescue over a large area. Furthermore, it can be argued that Canada's internationally perceived measure of effective seapower affects its standing in the world—that is, how other nations judge Canada's relative prestige and influence within the world order.

RATING: *Canada meets this criterion.*

CRITERION EIGHT:

The country has an international outlook.

Canada has significant trade and defence relations with its neighbour to the south, but is also a "joiner." Besides its commitment to continental interests through bodies such as NAFTA and NORAD, economically Canada is a member of the G7 group of industrialized nations, and consequently a member of the G8 (plus the Russian Federation) and the G20 (plus others). The country also belongs to a wide range of international clubs including the United Nations and its subsidiaries (see Criterion Five), the British Commonwealth of Nations, La Francophonie, the Organization of American States, NATO, the Arctic Council and specialized organizations like the International Civil Aviation Organizations and the International Air Transport Association (both headquartered in Montréal). Additionally, indications are that Canada continues to seek a seat at the UN Security Council. And Canada has been seeking ever more opportunities for overseas trade arrangements, such as the Comprehensive Economic and Trade Agreement with the European Union and the Trans-Pacific Partnership.

RATING: *While there will always be a balance with*

continental interests, Canada has an international outlook and meets this criterion.

CRITERION NINE:

The country has its own ship design and major shipbuilding capability, including the construction of vessels up to and including modern combatants, replenishment ships, heavy icebreakers and medium-scale cargo ships.

RATING: *Other than for submarines, Canada meets this criterion.*

CRITERION TEN:

The country has ongoing exploitation of ocean resources, including fisheries and hydrocarbons.

RATING: *Canada meets this criterion.*

CRITERION ELEVEN:

Many of the citizens of the country that live on the coasts rely upon the sea for their livelihoods and sometimes subsistence.

RATING: *Canada meets this criterion.*

CRITERION TWELVE:

The country has an established system of marine education for seafarers.

Besides the Canadian Coast Guard College in Nova Scotia, the Royal Military College in Ontario and Québec and fleet schools, a number of facilities across Canada offer significant education for seafarers, including the British Columbia Institute of Technology, Georgian College in Ontario, L'Institut Maritime de Québec, Memorial University in Newfoundland, and others. All non-DND/CCG facilities are regulated by Transport Canada.

RATING: *Canada meets this criterion.*

CRITERION THIRTEEN:

The country has its own marine classification society.

Canada does not have its own classification society, and except where it is done in-house, relies on foreign-based societies. From Transport Canada's website:

"Transport Canada's Delegated Statutory Inspection Program (DSIP) is the mandatory process of having your vessel certified and inspected. As stated in Transport Canada's policy 'Certification of Vessels of 24 Metres in Length and Above,' these services

must be performed by a Recognized Organization (RO). An RO is a classification society that holds a valid Authorization Agreement with Transport Canada and is recognized by the Minister to perform inspection and certification services on its behalf." (www.tc.gc.ca/eng/marinesafety/dvro-fsc-dspi-1781.htm)

RO's include classification societies from:

USA – The American Bureau of Shipping.

UK – Lloyds Register.

Norway – Det Norske Veritas

Germany – Germanischer Lloyd, and

France – Bureau Veritas

Some of these societies have offices in Canada.

RATING: Canada does not meet this criterion.

CRITERION FOURTEEN:

The country maintains its own substantive national merchant marine, often in its own-flagged vessels.

Canada has a small merchant marine flying the Canadian flag, used in the Great Lakes – St. Lawrence system and locally on the coasts. Canada Steamship Lines is a major player on the Great Lakes/St. Lawrence, under both Canadian flags and flags-of-convenience. The British Columbia ferry system is among the largest in the world (www.bcferries.com/about/more-information.html) Statistics Canada says that for the year 2011, the proportion of marine cargo moved by Canadian-registered ships between Canada and the US was 38.7% and that in the Great Lakes region, Canadian ships dominated (www.statcan.gc.ca/pub/54-205-x2011000/partiel-eng.htm).

RATING: Canada does not meet this criterion.

In conclusion, the jury is still out on whether Canada is a true maritime nation. However, with burgeoning international trade being pursued, along with other efforts to reduce the nation's economic dependence on the United States (such as fossil fuel pipelines to the sea), I believe we can conclude that Canada is at least moving strongly in the direction of being such a nation. Yes, the syllogism that was once on the cover of *Starshell* may have to be amended, and the characterization of Canada's maritime status in the Outreach standard presentation may have to be adjusted, but all Canadians increasingly rely on the seas for their prosperity and security. This is a strong message that should continue to be emphasized to all audiences.

Consequently, I propose the following amendment to the syllogism found at the beginning of this paper. If the editor agrees and can find room, then it can find its way onto the *Starshell* front cover. Moreover, it can be the basis of an amendment to the NAC Outreach standard presentation. It should also be a revision to the bookmark used as a handout at outreach presentations. Beyond Outreach, I believe the gist of the syllogism should also find its way into the messages developed for NAC's formal Naval Affairs.

"Canada is increasingly a maritime nation, becoming ever more dependent on the seas for its prosperity, security and standing in the world. A developing maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters. Canada therefore needs a capable and effective Royal Canadian Navy."

Commander (Ret'd) Richard Archer, BSc, OMM, CD2, RCN, is the past National Executive Director and past Chair of the National Naval Affairs Committee. Currently, he is Chair of the National Outreach Committee, a Vice-President of NAC Ottawa Branch and editor of *Soundings*, the Ottawa Branch newsletter.



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The mail bag

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Letters to the editor...



■ **SURVIVAL AS AN ORDINARY SEAMAN (Officer Candidate) by Robert Darlington, Vol. VII, No. 73, page 9, Winter 2015-16 issue of *Starshell*.**

As the former editor of the UNTD Association of Canada Newsletter, I have been collecting and editing UNTD anecdotes for the past 25 years. I published an edited version of Robert Darlington's story about the 1947 first UNTD Probationary Writer Officer Candidates in the September edition of the UNTD Newsletter for 2009. Because his UNTD experience was so unique, his illustrated story appeared as the cover feature. The general theme of our newsletters has been to illustrate how UNTDs became outstanding citizens and naval persons. Therefore, Bob Darlington's story was headlined because of the fact that he was co-author of a new and superbly written naval history entitled, "*Three Princes Armed*."

I enjoyed reading the expanded version of Darlington's UNTD experience which appeared in the Winter 2015-16 edition of *Starshell*. It is a fine addition to our UNTD and naval legacy. However, I was caught by surprise when he noted he was not aware of any formal history of the UNTD. Yes, surprised because his "*Three Princes Armed*" co-author Fraser McKee had written a book review that appeared on page 25 of the Spring 2014 issue of *Starshell*. His subject was "*UNTiDy Tales of Naval Officer Cadets, the Story of Canada's University Naval Training Divisions*." The book is a large collection of

edited anecdotes written, if I might quote Fraser, "by an almost endless and intriguing list of doctors, ministers, teachers, presidents and authors." The stories are organized to illustrate official documents, policies, events and memoirs, while at the same time, designed to entertain every reader.

The UNTD Association is very active on the west coast and since Bob Darlington is a member of NOA Vancouver Island and clearly proud of his UNTD beginnings, I thought "oops" he'll be disappointed that he missed the *Starshell* book review coverage of "*UNTiDy TALES*." I am sure he would be pleased to know that he appears on pages 82-88 and 401 of the 425 page UNTD anecdotal history. Perhaps he and many other NAC members are also unaware of the huge UNTD Website www.untd.org I hope he will take the opportunity to see what is available because reminiscing can be a lot of fun.

The UNTD Archivist, Bill Clearihue says that some of the historical detail that Bob Darlington was looking for in his account of the early years of the UNTD is as follows. In the pre-unification program at least a third of the 8,000 cadets were commissioned into active service in the RCN(R)/RCNR, and of those at least 10% had significant time, if not full careers, in the Regular Force (all three services). The Supply Branch was not the majority of those. In fact all branches were represented in a fairly even proportion.

Bob Williamson, NAC Toronto Br./UNTD Assoc. of Canada



The briefing room

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All that's news and then some...



Montréal Branch Awards

In 2015 the Montréal Branch celebrated the efforts of a number of its key players. Gold Medallions were awarded to Marcel Belanger and Howard White. Additionally, Ian Willis was awarded a Silver Medallion for his IT contributions to the Branch. Charles O'Leary was awarded a Bronze Medallion and both Joan Field and Capt(N) Claude Beaubien were awarded NAC Exceptional Service awards. Joan is seen receiving her award from myself in the accompanying photo.

Dennis Baird, President NAC Montréal

RMC 4th Year Naval Mess Dinner Awards

NAC MEMBERS photographed at the recent Royal Military College Naval Mess Dinner are, from Left to Right – Cmdre Mark Watson, NCdt Jordon Bornholdt winner of the Sea Logistics Sword; Cmdr (Ret'd) Bob Hamilton; Capt(N) (Ret'd) Jim Carruthers, NCdt Sophie Cormier, winner of the Carruthers Naval Operations Sword; Cmdre Luc Cassivi; NCdt Jean-Francois Levesque, winner of the Carruthers Naval Technical Officers Sword; and, Cmdre Simon Page.



Another eureka moment!

Since the publication of the first edition of UNTiDy TALES, the story of Canada's University Naval Training Divisions in 1993, one of the mandates of the UNTD Association has been to try and identify former UNTD cadets who have made outstanding contributions to the Navy, Canada and to the world. The late VAdm John Allan, CMM, CD, himself a UNTD, set the tone when, as a former COMMARCOM he wrote that one of the great "...benefits of the UNTD program was the constituency that the members provided to the Navy in cities, towns and villages across the nation, due to the impact they made as graduates to the business and social activities of their communities."

It has not always been an easy search because some UNTD graduates, once employed in civilian careers, do not identify with their navy or UNTD origins. However, by various means we have discovered a Lieutenant-Governor, 10 Admirals, 13 Commodores, dozens of senior politicians and diplomats, a Minister of Defence, 38 Order of Canada recipients, countless judges, doctors, presidents, chairmen, lawyers, authors, church leaders, at least two knighthoods and most recently a Nominee for the Nobel Chemistry Prize in 2011. His obituary identifies him as Bader, Richard Fredrick William (1931-2012) at age 80. His civilian life story can be found at https://en.wikipedia.org/wiki/Richard_Bader

When our UNTD archivist, Bill Clearihue, was asked how he found our Nobel Chemistry Prize Nominee, he explained that somewhere everyone leaves a trail of bread crumbs.

In our online world there has been a huge escalation in inter-connectivity and available information. It is just a matter of patience and computer tech skills. Bill was going through a random block of names with incomplete information from the 1950 UNTD intake list of over 500 cadets. A simple hit connected Bader to McMaster University [UNTD HMCS *Star*, McMaster University U-3630]. When the dates on Bader's Wikipedia page and obituary matched with the UNTD nominal list, our archivist had ANOTHER EUREKA MOMENT!

Bob Williamson CD, UNTD McMaster University 1958-61

HMCS Halifax participates in milestone flight for Cyclone helicopter

OS Kwan, HMCS *Halifax*



One of Canada's newly acquired CH-148 Cyclone helicopters practices landing procedures on HMCS *Halifax* off the coast of Nova Scotia.

On Wednesday, January 27th, just off the coast of Nova Scotia, the sun shone on a milestone achievement for the Canadian Armed Forces CH-148 Cyclone Helicopter Project. The first Cyclone Helicopter, fully manned by Royal Canadian Air Force personnel, successfully landed on a Canadian warship at sea. HMCS *Halifax*, the ship on which the first Cyclone landing occurred, has been involved with CH-148 testing and training for the past year.

HMCS *Halifax* first commenced Ship Helo Operating Limits (SHOL) trials in January 2015 and spent five months working with the Cyclone helicopter conducting tests and trials in order to determine operating limits and best practices for the new helicopter. Recommencing SHOL trials in January 2016, the crew of *Halifax* were happy to be a part of this milestone flight for the RCAF. Cdr Graham Roberts, the CO of HMCS *Halifax* stated, "This week's milestone achievement represents a great step forward towards full integration

of the Cyclone helicopter into RCN operations. *Halifax* has been extremely impressed with the capabilities of the Cyclones over the past year and we look forward to continuing to work with the helicopter at sea in the coming months.”

From an Air Force perspective, similar sentiments were felt by the crew in the air as well as on board the ship. Capt T. A. Munro of 423 MH Squadron Shearwater, who was the Landing Signals Officer (LSO) for the first landing, was excited to be a part of the ongoing integration of the Cyclone helicopter and commented, “This week was an excellent opportunity for pilot force generation and an important milestone in the maritime helicopter project.”

Personnel at the Helicopter Operational Test and Evaluation Facility (HOTEF) have been working very hard to ensure milestones such as this one are achieved.

“The CH-148 Cyclone landing on HMCS *Halifax* is a tangible representation of the hard work and foundational effort Helicopter Operational Test and Evaluation has invested since acceptance of the aircraft. HOTEF continues to lead the introduction of the CH-148 Weapons System by proving the operational capabilities of the aircraft and its in-service support structure,” said Maj Travis Chapman, CO HOTEF.

HMCS *Halifax* will continue to operate with the Cyclone helicopter fleet for the remainder of the winter, conducting SHOL trials and furthering the ongoing integration of the Cyclone helicopter into naval operations.

By SLt Patrick McCarthy, HMCS *Halifax*
Reprinted by permission from *Lookout*

New submarine exhibit for NMofM



The Naval Museum of Manitoba aboard HMCS *Chippawa* has finally dedicated a new exhibit of the RCN’s submarines which was acquired utilizing a grant from the NAC Endowment Fund. The display was originally intended to have been dedicated in 2014 to mark the 100th anniversary of submarine service in the Royal Canadian Navy, however, due to a complication with the construction of the display case, the project was delayed until this year.

Ron Skelton, Winnipeg Branch

Take part in deciding our defence future!

What is the future of defence and how should the defence team of tomorrow look? Canadians will get to have their say in shaping the nation’s defence policy through a series of collaborative and interactive public consultations undertaken by the federal government.

On April 6th, Harjit Singh Sajjan, Minister of National Defence, announced the Government of Canada’s intent to consult with Canadians about the future of defence.

The objective of the public consultations is to promote the government’s commitment to open and transparent dialogue with Canadians and other key stakeholders, including members of the Defence Team, in the development of the new Defence Policy.

These consultation sessions are focused on a number of themes and priorities, but focus on three fundamental areas of enquiry.

What are the main threats and challenges to Canadian national security?

What role do you see for the military in addressing potential threats?

How should the Canadian Armed Forces be equipped and resourced to carry out these tasks?

These discussions will take place in cities across Canada from April to July. All Canadians are encouraged to participate online www.defenceconsultations.ca/online-workbook

To learn more about contributing, visit the government’s newly launched consultations portal at Defence Policy Review <http://dgpaspp.forces.gc.ca/en/defence-policy-review/index.asp>

DND Lookout April 11th, 2016

Reprinted by permission from *Lookout*

EDITOR’S NOTE – *With regard to the preceding, if you haven’t read it yet, please read our National President’s “From the Bridge” pertaining to the Defence Policy Review which begins on page 8 of this issue of ‘Starshell.’*

What’s happening in your Branch?

Why not share it with the rest of us.

Send it to the editor at starshell@shaw.ca

(Please ensure photos are of a reasonable [high] resolution for reproduction in the magazine.)



Fraser McKee's Navy...



"The bigger the better..."

The Largest Convoy of World War Two ... HX 300

By the time of the Normandy Invasion in mid-1944, researchers in the field of anti-U-Boat operations had proven that as long as there was reasonable close escort protection and air cover, the size of convoys could be increased to any controllable amount, and that the controlling factors now were collecting the ships for sailing as well as dock and handling facilities at their reception ports in the United Kingdom, Russia, and soon, France.

Thus the war's largest convoy sailed out of New York on July 17th, 1944, bound for the United Kingdom, initially. Canada's C-5 mid-ocean group provided its only defensive protection from July 24th to its arrival on August 3rd, sixteen days after departure. While this particular convoy was not attacked by U-boats (all fully involved at Hitler's and Doenitz's urging in trying to defeat the invasion forces), it was quite an achievement.

Eventually, the convoy consisted of 166 merchantmen (one British vessel had become involved in a collision, was towed in but declared "CTL" (constructive total loss); another British vessel was strictly a rescue ship if needed.

When formed up for the ocean passage, the convoy extended nine miles across its front and four miles deep. At least twenty-one naval vessels were directly involved, from the departure, Western Local Escort Force from the United States Navy and Canadian navies; two Royal Navy trawlers and a Norwegian Navy trawler; then two Royal Navy trawlers that joined from Western Approaches on the last days. The C-5 group consisted of one frigate, HMCS *Dunver* (Lt Wm. Davenport, RCNVR), the Castle-class, squid-fitted corvette *Hespeler*, and the corvettes

Dauphin, *Wetaskiwin*, *New Westminster*, *Algoma* and *Long Branch*. By now a pretty experienced group of ships, led as an Escort Group by Cdr George Stephens, RCN, who had recently spent 3-1/2 years at sea as an escort CO, sinking one U-boat.

Of the merchantmen 109 sailed from New York ports, 30 joined from Halifax, 24 from Sydney, NS and 3 from St. John's. They consisted of 76 American ships, 49 British, 17 Norwegian, 9 Greek (one built in 1905!), 6 from Netherlands owners, 3 each from Poland, Yugoslavia and Panama, and 1 each from Sweden and France. There were 26 tankers (16%) with various cargoes in the group, 4 MAC ships—Merchant Aircraft Carriers—with their own cargoes as well but one of which that was simply transporting non-operational aircraft, 8 merchantmen; all escort oilers of which there were 10 also carried some 427 spare depth charges in case the ocean escorts ran short; about 50 each. On arrival, 10 of these vessels were destined to go on to Russia and Iceland with other convoys.

The Convoy Commodore was RAdm Sir A. T. Tillard, KBE, DSO in a British ship with his Vice-Commodore, an RN Vice-Admiral in a Norwegian ship.

The safe arrival of every ton or gallon of cargo, ranging from iron ore pellets to railway locomotives, every person, every valuable ship, is quite a testament on how competent we all had become in convoying, at the cost of one damaged ship.

Although not taken of the subject convoy, this photo shows merchant ships forming up in Bedford Basin, Nova Scotia on April 1st, 1942, in preparation for sailing to Great Britain in convoy.

Royal Canadian Navy photo.





Schober's Quiz #71

By George S. Schober | NAC-VI

Someone finding himself in the English Channel between the Nore and Yarmouth Roads, on April 30th, 1845, would have been treated to a unique spectacle: two Royal Navy (RN) sloops—fastened stern-to-stern, funnels belching black smoke—engaged in an apparent tug of war.

Question:

- (1) What were the names of the two ships involved?
- (2) What was the rationale for their unusual action?

Answers on page 37.

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A word to the wise, be a lot wiser ...

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This will have to do!

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

Part 11 ~ 'A destroyer of my own.'

Part 10 ended with the author having just been posted to HMCS Assiniboine (known affectionately as 'Bones') as her Executive Officer. Her CO at the time was Cdr Kenneth F. Adams. The ship was alongside a wharf in a Liverpool repair yard. This was shortly after winning her fight at sea with a U-boat, damaging 'Bones' propeller shaft in the process among other things.

With all his socializing, Adams had little time and even less inclination, to do paperwork. Captains were required to submit a "Monthly Report of Proceedings" addressed to The Naval Secretary, and it had to begin with the words: "Sir, I have the honour to submit...", and then it was to tell of the doings of the ship for the past month. Like a Midshipman's Journal. He had told me I was to keep a record of events and give him a draft at the end of each month. In addition to being *Assiniboine's* captain, Adams was the Escort Group Leader of EG.12, which consisted of two other destroyers and six corvettes. There was plenty of material from which to compose the monthly report; I kept notes to preserve accuracy.

We were alongside an oiler in Reykjavik, Iceland, and had just got the mail. Adams sent for me; he was in a dressing gown, he was red faced and waving a paper. It was trimmed with gold, had

a blue ribbon and multi-coloured script.

"Look at this," he shouted, handing it to me. "*The Greek Cross of War, Third Class, Without Swords.*" Then he said, "You'll just have to do better with the monthly report. Third class and no damned swords!" He repeated that and waved me out.

I knew he had been in command of the armed troop ship *Prince Robert*, and had been in the fighting around Greece. I guessed this

was his reward from the Greek government.

I assumed he would later remember that I was not his XO at that time so I let it go.

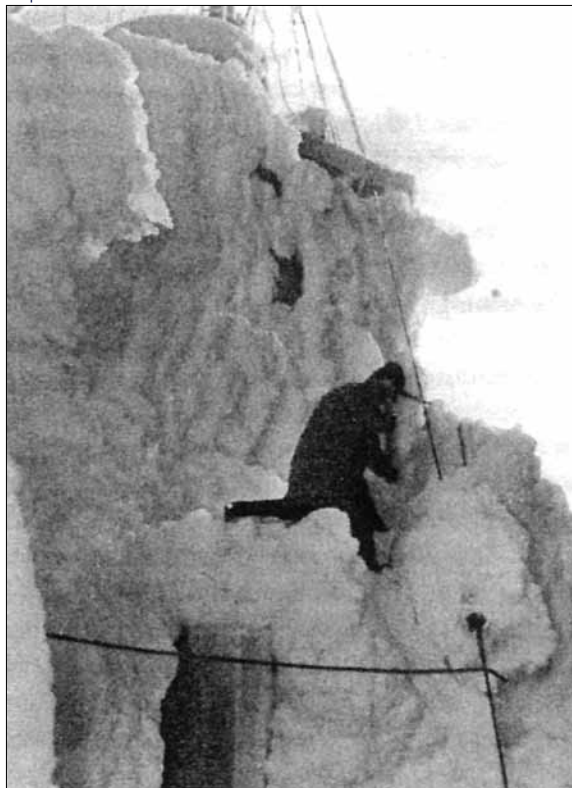
A few days later I handed in my first monthly report; double spaced, factual, with no grammatical or spelling errors. I had taken the time to be brief; it recounted events accurately.

A couple of days later he gave it back to me in his own easily-read handwriting: "Please type single-spaced," was noted at the top.

I was spellbound for half an hour. Only then did I realize it had been my privilege to have taken part in an epic voyage from 'Beleaguered Britain to the shores of Newfoundland in the face of a resolute enemy.' I re-read it to be sure I was typing the account of the same ship and period, but I was. The amount of fuel burned remained correct.

'Our young men, steadily gaining

All photos author's collection unless otherwise noted.



Badly iced off Newfy. Capsizing was a worry.

Hedgehog – Threw 24 ‘bombs’ 200 yards ahead of the ship. It was three times more lethal than a pattern of 14 - 300 lb. depth charges. This was because the Asdic could hold contact with the U-boat until the moment of firing.



experience in the hazards of convoying on this dangerous U-boat infested route continue to serve loyally! Really!

A day later, when I handed it back to him for his signature, he must have sensed my wonderment. “Look, Number One,” he said, offering me a beer, “...those desk-bound heroes in Ottawa only find out about us if we tell them. And they distribute the medals.” Medals! I had only two. “The only thing you and I are going to get out of this war are medals, not money.” He could see this was a new idea to me, because it was.

“Ottawa has all sorts of medals and are desperate to find worthy recipients, so they can then give themselves the OBE.” He explained that the Order of the British Empire was awarded for meritorious service, like sitting at a desk, *not* in the face of the enemy. I realized I was being given a quick course on getting my due for the war, and why he was so fussed about the Greek “Third Class Without Swords.” Heroes lacking written descriptive powers win few medals, I concluded. He completed his report by stating, “I delivered the sixty-two ship convoy, without the loss of a single vessel, safely into the hands of the Halifax Escort Group.” He then ended the report with the traditional phrase: “I remain Sir, your obedient servant, Kenneth Adams, Commander.”

His hobby, not counting socializing with the crew, was goading the ultimate authority in Ottawa. I became closely involved, even though I had plenty to do. In addition to being his ‘Jimmy,’ and the Escort Group Anti-Submarine Officer, (which occasionally put me onto a jackstay to repair a corvette Asdic they couldn’t repair themselves), I did ‘studies’ for my captain. My work was to confirm his own observations about the state of his Escort Group; he had a thorough understanding about the equipment in his ship and a gift for describing its shortcomings, which I then typed. The only typewriter in the ship was made by Remington, but it couldn’t be used at sea. The carriage slipped sideways when the ship rolled, and if I turned it athwartships, it switched between upper and lower case in time with the eight-second roll period. My final product could not be produced until calm seas had arrived.

He wrote to the ‘Naval Secretary,’ “Sir, I have the honour to submit my second report on the disgraceful state of equipment in the ships under my authority.” (He had sent one two months before. I noted a number of ‘typos’ and improper English undetected by my predecessor.) Adams dwelt on every piece of equipment where the RCN had fallen behind the RN in keeping up-to-date with the technology. My job was to check for accuracy and type it.

Here is an extract that I will now (July 2002) copy from a report Adams signed in August 1943. I remember typing it.

“The Royal Navy Escort Group 6, with Commander E. G. Burnett in command, consists of three destroyers and six corvettes. All of Burnett’s ships are fitted with HF/DF (High Frequency/Direction Finding) which has become a major device in the defence of convoys. My nine ships have none of this equipment.” All the ships have been fitted with the new anti-submarine mortar, Hedgehog, and with the new depth finding Asdic, type 147. None of my ships have this new lethal equipment.” He listed several more examples, then ended his letter. “Is anyone responsible for this situation that is obviously caused by dereliction of duty? Who is this person? If no one can be identified as being responsible then a major reorganization of the Headquarters is needed. The success of the war is in jeopardy. Canadians are providing more than half the escorting forces and we are not doing it efficiently.”

Adams also emphasized that some of the RN ships were fitted with the new equipment when they arrived in St. John’s for the brief layovers between convoys, whereas nothing was done to the RCN ships. All this was true; the corvettes in our group were using the same equipment I trained them on in 1941, and the RN had pushed far ahead. His letters were flagrantly insubordinate. I assumed he wanted to be fired and was worried he might be.



'Turbulent Seas' - The Flower-class corvette HMCS *Barrie* ... "revelling in the North Atlantic."

On a convoy from Londonderry to St. John's in September he became ill, running a fever of about 103 and not able to eat. He stopped coming to the bridge and went to bed in his day cabin. I suggested we get a doctor from one of the ships in the convoy but he would have none of that. When our Escort Group split from the convoy south of Newfoundland, turning it over to the Halifax-based escorts, I aimed *Assiniboine* for St. John's at 30 knots.

When I was berthing the ship, his steward, Ballard, delivered a message. *"Do not get in touch with the Command or the hospital until I tell you."* The message was just in time; the Chief Yeoman already had one ready, who asked for an ambulance. When I visited his cabin he said not to report his illness. He knew we were due to sail in three days time to meet the next convoy. *"I'll be better then."* He had a thermometer and said he was improving. He looked worse, I could feel the heat coming off him. *"Turn away anyone who wants to see me."*

He got no better during the next days, but at least the ship wasn't bouncing about in the North Atlantic. I was busy with storing, fueling, changing some of the crew and just being 'The Jimmy,' but had time to stew about my captain. Did he really intend to rough it out and sail on the convoy; suppose he got worse and we had to come back to land him; suppose he died. The officers and some of the chiefs were pestering me with the same thoughts.

Two hours before sailing he sent for me. *"When you're ready to go and have the lines singled up, send for an ambulance. When it's alongside have me carried out on a stretcher."* He was so ill he had to pause for air. *"As soon as that's done, slip and proceed to sea. Tell the ships of the group to follow you."* I was relieved. He was now making sense. *"You see, Number One, if I give the command ashore even one hour's notice they'll appoint one of the spare captains to take over."* He wasn't too sick to grin. *"This way, they dare not call you back from the convoy."*

He was deliberately making me the captain. I was sure his high-handed action would land him in trouble. I knew I would be relieved of command when we arrived in Londonderry.

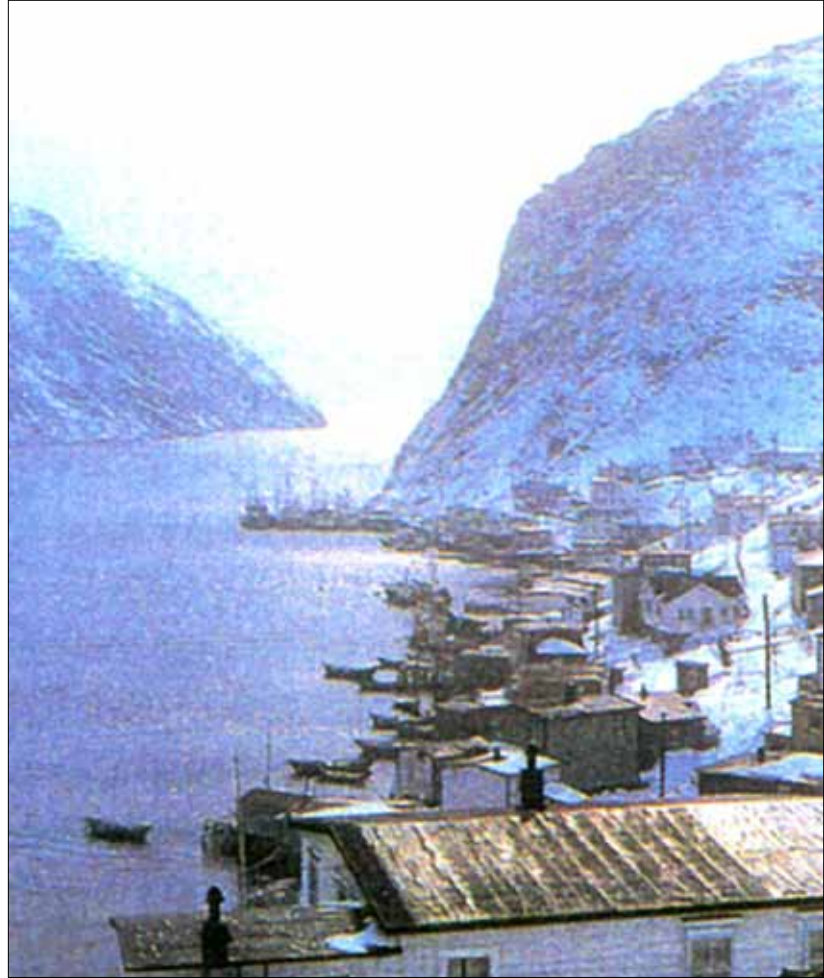
On both counts I was wrong. I was not relieved. I was made an Acting Lieutenant-Commander and formally appointed as the Commanding Officer of HMCS *Assiniboine*. I was twenty-five, the youngest destroyer captain in the Atlantic. It was September 1943.

Stephanie managed to get the Navy's approval to move to St. John's, Newfoundland. Living space in the ancient city was in short supply; so were capable people. She got the promise of a job, censoring the mail (with a bit of help from inside the Navy) and moved from Halifax. She was on the wharf when I arrived, having completed my first trip in command. We celebrated by taking three days off. We went to a town called Brigus and lived in a small hotel. We found time to stroll about the treeless village, winding our way between giant boulders, stacks of lobster pots and racks of salting cod drying in the wind. The town was perched 200 feet above the waves crashing on granite rocks. The landlady of the hotel asked Stephanie not to wear slacks should we go walking again. *"The old woman still complain to the priest!"* she explained.

When I returned from the next convoy a month later, Stephanie was on the wharf to meet the ship. *"We're having a baby,"* she said. *Let's go back to Brigus for a couple of days."*

Assiniboine continued convoying throughout that Autumn and into the winter. This was a period in the Battle of the Atlantic when the U-boats were having spectacular success. They introduced a new torpedo with the ability to home onto propeller noise and blow the stern off the victim. In September one convoy lost 22 merchant ships and 12 escorts, four of which were Canadian: the destroyer *St. Croix*, the frigate *Itchen*, the corvettes *Morden* and *Drumheller*. A countermeasure to this torpedo was developed (in Canada) which

St. John's - the harbour entrance. It was more welcoming in daylight when the antisubmarine gate was open.



helped somewhat. That winter was worse than most, unrelenting high winds with seas to match. It was unusually cold when nearing Newfoundland, causing the ships to ice and all on board to worry about stability.

In late December we delivered a convoy to the Halifax escorts at the spot in the ocean called 'WESTOMP' (Western Ocean Meeting Point) and proceeded to St. John's. We arrived at the harbour entrance in the middle of the night in a heavy snowstorm. The radar enabled me to get between the towering cliffs and approach right up to the anti-submarine gate. This gate consisted of heavy cables hung onto buoys, and could be hauled aside by machines to let ships in and out.

The gate was closed. With a signalling searchlight, Chief Yeoman Mackie flashed: *"Open the gate."* The shore station flashed back, *"Gate closed, low visibility."* The flashes were just illuminated snow, but clearly readable. *"Tell them to open the fucking gate,"* I said to Mackay. I was busy using the engines to hold her off the cliffs and lined up for the entrance. *"Open the fucking gate or we will ram it open,"* flashed Mackie. A minute or so went by, then *"Gate opening."* I had a special reason to get into the harbour, Stephanie was there. I slapped the ship alongside and ran up the hill to her 'digs.'

The next morning I was sent for by the commander in charge of the harbour defences; he started to tick me off for *"Your conduct at the gate..."*. I still remember thinking, *'Would Gus Agar or Ken Adams put up with this bullshit,'* and I asked him, *"Sir, your job is to support we who are fighting and you were not doing that."* I walked out and slammed the door.

I heard no more about it, then or later. I expected to! But I learned from my crew that I was not the only guy with a girl waiting in St. John's. And that the crew were calling me *'Rapid Robert.'*

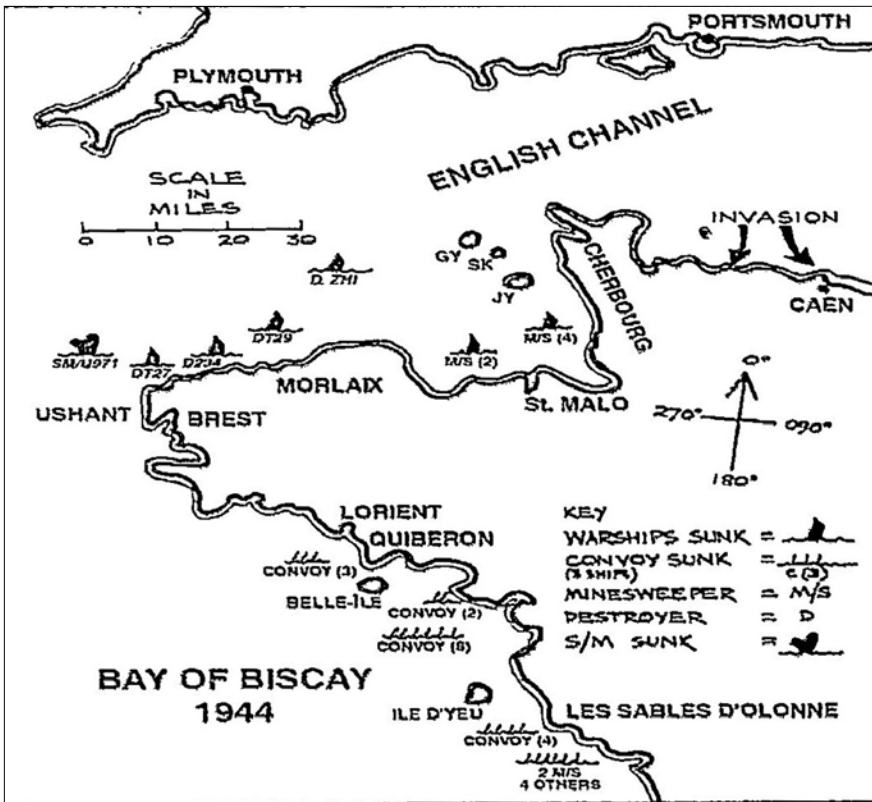
The new frigates were entering service; they were specially de-

signed for long-range convoying. Their presence was freeing up the destroyers to take the fight to the enemy with inshore operations off Norway and France. I was impatient to put our speed and guns to more frequent use; I was fed up with the wearing trips across the Atlantic and the endless tough weather.

No longer did we frequent Londonderry and St. John's; we operated out of Portsmouth, Plymouth, Greenock, Loch Ewe and Scapa Floe at the northern end of Scotland. The Canadian destroyers were still organized as Groups, but the ships involved in a particular operation would include enough destroyers to get a particular job done. This meant having a grab bag of ships with the most senior commanding officers in charge. A force might have three Canadians, two British and two Polish. We, the captains of the ships, soon got to know each other by first names; we met before and after each operation.

A typical sweep of the French coast to interdict German shipping would have six destroyers assigned. We would sail from Portsmouth at dusk, cross the English Channel at 30 knots and arrive off France in the middle of the night. The British naval intelligence service would put us onto the German shipping, telling us exactly where to be at an exact time, and what the enemy force consisted of. They were right, or nearly enough right.

We would approach the coast using no radio or radar until in gun-fire range. Radar would then be turned on. With luck, the German ships would be just where they were supposed to be. Once the fight was joined, each ship chose its own target. These were short, sharp



actions, and the Germans knew how to fight back. The hazards were mines that had been laid, shore batteries installed without our knowledge, E-boats armed with torpedoes, and the danger of collision between our own ships ranked right up there with the above.

On one outing, I was asked to take along a Naval Information Officer. These were professional news media people who were dressed in naval uniform, usually with the rank of lieutenant. We were always flattered to have them and quietly hoped our names might appear in the hometown newspaper if we were nice to them.

My ward on this occasion was Stuart Keate, an ex-*Montréal Gazette* reporter. We crossed the channel at speed on a pitch-dark night; six destroyers. We kept station on each other using binoculars, keeping 200 yards apart. All ships were completely darkened, the only visible part was the bow wave.

Standing beside me on the open bridge with the noise of the boiler room intake fans making it hard to hear, Keate said: *"How do you know where you're going?"* I didn't have time to tell him. Our radio suddenly became active; we were eight miles off the coast, *"Engage, Engage,"* it said. This was our Senior Officer talking.

"On radar" I ordered. The Operations Room just below the bridge, immediately reported up the voice pipe, *"Four ships in line ahead, range 12,500 yards, course 195, speed 17."* I gave the orders for the fight: *"Ready Starshell," "Torpedoes Ready Port," "Main Guns Ready." "Speed 320 Revs," "Steer 105."* The other captains would be doing much as I was. My job now was to get the ship into the best fighting position; broadside to the enemy, range about 5,000 yards. That range gave our 4.7 inch guns flat trajectory and all guns could bear. 5,000 yards was outside the effectiveness of German close-range

guns, their 30mm cannon. My other job was to avoid a collision. *"In Starshell Range"* reported the gunnery officer, Lt. Ian Morrow. *"Open Fire,"* I ordered. The gun firing starshell loosed off a dozen rounds, the new flashless cordite didn't show a spark; the enemy would not see us.

"Starboard twenty, 240 revs. Fire when ready," I said. The ship heeled over with a 30 knot speed and settled down at 24; there was less vibration for better gunnery. Starshell lit the sky. Morrow opened fire with the 4.7's; they belched orange flame. The noise jarred my brains, the muzzle of 'B' gun was just 20 feet away. Morrow had the guns operating as they ought; every five seconds a new salvo poured into the German ships. The sky was alight with the starshell from our ship and the others. Each flare drifted slowly down, trailing a little ribbon of pink smoke. The German ships were silhouetted against the fiery background. Tracer bullets from the Germans arced toward us, looking like strings of pearls being dragged lazily across the sky. A grass fire started inland, an odd folksy-sight in view of what else was happening. All four target-ships were soon burning and stopped.

I thought of firing torpedoes, but decided to save them. Morrow and the other gunnery officers and their busy crews had it in hand.

"Disengage, Disengage," came over the radio. This was our Group Leader calling it off. The night was suddenly quiet. We turned toward Portsmouth; over my shoulder the French farmer's hay continued to burn.

"Bob," said Stu Keate, *"If your mother knew how you are making your living she'd have kept you at home."* Keate's trip with us was even more memorable for him because our destroyer, *Skeena*, with Pat Russell in command, caused a collision with the *Qu'Appelle*, commanded by Bill Willson. This happened after we had broken off the action. Keate was frustrated when the censors wouldn't let him recount this collision, but he was permitted to describe the fighting.

The ship was overdue for a refit and updating. I was told to join an ocean Escort Group and stay with the convoy until arriving in Halifax. We hadn't been in Canada for over a year. I managed to get the word to Stephanie in St. John's to meet me in Nova Scotia. Her route would be from St. John's to Port au Basque on the 'Newfy Bullet,' a wood-fired locomotive pulling antique cars over a narrow gauge railway. Then she'd take the replacement ferry to Sidney, Nova Scotia; the original ferry having been torpedoed. The final 200 miles would be in a 'real' [standard gauge, Ed.] train to Halifax. She was on the wharf, waving, when I took the ship alongside in the dockyard.. Stephanie had put on a bit of weight since I had last seen her in St. John's. She looked just marvelous, *"I've got a month to go,"* she said.

The ship was to be refitted in Shelburne, NS, and I was to stay in command. Stephanie and I moved into a house rented by the Navy

Our First Child - Michael was born in Halifax on May 31st, 1944. Stephanie thought he was beautiful. He was, but got better looking later.

in downtown Shelburne. We loafed about for a month, strolling on the seashore, meeting the locals, having a nice time. The shipyard owner lent us a car; we drove over dirt roads, exploring Nova Scotia. We found Annapolis Royal, where the French explorer Champlain, located the first European colony in 1605. We looked into ancient graveyards and found the names of run-away Virginian black slaves. I took it easy over the bumpy trails; there were nearly three of us! The work on the ship took a month; we got new radar, two new asdics, one of which could determine the depth of a submarine. Ken Adams' brave complaining was having an effect.

Our first child was born in Halifax on May 31, 1944. We named him Michael. We had both wanted a boy and that's what we got! Stephanie was just fine. Her Strathcona school mate, Betty Groos was in Halifax; she had been watching over Stephanie which was a blessing. Betty's husband Harold was also a destroyer captain, so we had some things in common. The housing situation in Halifax was as bad as in St. John's, and even more expensive. Stephanie had managed to find a single room with a family in a good part of the city. She didn't need a job; she had one. I had no idea of the time a mother has to spend caring for a new baby, even a well-behaved one.

When Mike was just one week old, the ship was ready to rejoin the war. Stephanie said she'd be okay, *"Please come back."* I remember this parting being a distinct wrench. But I don't think it occurred to me to turn it down.

At the end of the Shelburne refit, 75 percent of the previous crew were replaced. Our highly-efficient ship of a month before was now beautifully fitted out, but we didn't know how to use it. We sailed for a new training base in Bermuda. The base was named HMCS *Somers Isles*, we were to be there for ten days. Who was the officer in charge? Commander Ken Adams. I called on him the minute we arrived. He told me that once his appendix had been removed by the Newfoundland doctors, his health became excellent. He said he was too senior for anyone to make a fuss about his putting me in command.

I had been told that as a result of his letters to Ottawa, the Chief of the Navy, Admiral Nelles, had been put out to pasture by the Minister of National Defence for the Navy, Angus McDonald. This turned out to be the case and is recorded in some naval histories.

Somer Isles trained ships, it was called *"Work Ups."* It was a much improved version of what I had done in Pictou in 1941. One early morning when we weighed anchor in the Great Sound, the

anchor came up hooked to a large cable. *"It looks like the telephone wire going to England,"* a petty officer said. My XO, Chris Smith, stopped his foc-sle crew from chopping it free.

He got rid of it by under-running it with a heavy wire onto our winch, lowering the anchor and having me go astern. By the time he finished we were going to be late for an appointment with a training submarine. The channel to the open sea ran close inshore for five miles, the speed limit was 10 knots. One is not late for appointments. I could see no small boats or anyone on the beaches so ran the speed up to 20 knots; that would make up the lost minutes. We met the target submarine right on time.

That evening as we returned to the same anchorage, a message was flashed from the Royal Navy's signal station that overlooked the bay; the Chief Yeoman delivered it to me. *"The Commanding Officer is required to attend on the C-in-C W.I. at 0900 tomorrow, Sunday, Dress No. 1's. Be prepared to explain flagrant breach of speed limit."*

So I dressed in white uniform, which was carefully prepared by my Steward, Roger Connolly, attached my few medals, buckled on my Wilkinson sword, and proceeded in the ship's motorboat to the naval wharf.

"Good luck sir," said the leading seaman, cox'n of the boat, as I stepped ashore. I asked him to wait on the off chance I would not be placed in irons and flogged.

A Royal Marine sentry escorted me to a white stone building and onto the second floor. He halted at an open door, *"Ere we are Sir, go right in."* A highly polished brass plaque read: *'Commander in Chief, British West Indies Station.'*

A Wren officer met me, *"You must be Lieutenant-Commander Welland,"* she said in a fruity English voice, *"From the destroyer Asiniboine."* She had pinze-nez glasses, a grand manner and should have shed twenty pounds.

Admiral Welland's memoirs will be continued in the next issue.



The Battle of the Atlantic

Through the Eyes of a Very Young Merchant Seaman

By Jim Williamson

Jim Williamson served in the Merchant Navy from June 1943 until November 1945. He recounts some of his experiences while a seaman in five different ships. Postwar, he joined the RCN as a seaman in January 1946 and retired as a Lieutenant-Commander in 1982. He subsequently joined the Naval Reserve for five years retiring as an A/Cdr in 1987. He is a member of NSNAC and a Trustee of CNMT Sackville. He currently resides in Victoria, BC.

On June 24, 1943 at the age of 15, I left my home in Southern Ontario and hitch-hiked with a chum to Montréal and joined the crew of a small merchant ship, the SS *Spruce Bay*. I was rather fortunate that one of the ship's officers was from my home town. This person kindly helped me get settled in, and a few days later we were on our way to St. John's, Nfld. This was wartime and there was German submarine activity in the Gulf of St. Lawrence and adjacent waters.

Our small ship was armed with a 12-pdr. gun. There was a RCN leading seaman and two Royal Artillery soldiers who made up the gun's crew. I thought it rather odd at the time that there would be two British soldiers. However, this was the period before the invasion of Europe that eventually took place in June 1944, and the soldiers had been made available as gunners in merchant ships. I learned later that our ship was one of the few to have British gunners attached to the RCN. Our radio officer was from Greece and the remainder of the crew from Canada.

I was detailed off as a member of the gun's crew and had the responsibility of training the gun. We were in a convoy of merchant ships escorted by naval ships. One day while enroute to Newfoundland, we conducted a gun drill. Our target was a smoke float that we launched. We opened fire and the explosion broke most of the dishes in the officer's dining saloon. That was the first and last time our gun was fired while I was aboard. We arrived safely in St. John's without any further incidents.

There were a large number of American troops aboard transport ships in the harbour, and I'm not sure where they were going. There were also two or three ships anchored that had been struck by torpedoes but managed to stay afloat and make their way to safety. We disembarked our cargo that was mainly general merchandise and beer plus several army vehicles that were stowed on deck.

We then proceeded to St. Lawrence, Newfoundland, where we took on a mineral from a local mine called fluorspar which was used at that time in the military industry and in particular, the manufacture of aluminum.

It was hard work in this ship. I stood six hour watches while at sea. These watches were split up into three hours as a lookout on

the wing of the bridge, and three hours assisting the fireman, mainly passing coal from the bunkers to the boiler room. I endured this for several months as our ship travelled between Montréal, Sydney, Halifax and Newfoundland. We were always in convoys and although ships were at risk in the area, we never witnessed any sinkings.

In August 1944, I joined the Merchant Navy Manning Pool in Montréal, located in a former Canadian Pacific Railway hotel at Place Viger next to the railway terminal to Québec City and Eastern Canada. The hotel was completely stripped of all the nice furnishings and fittings and made into a barrack-like place for seamen. Life wasn't too bad as I recall. I did take a two day gunnery course given by the Navy for Merchant Seamen. We did get some passes for local activities, concerts and the like.

On September 6th, 1944, I joined the SS *High Park* at Montréal. A very good book entitled "The Arming of Canadian Merchant Ships in the Second World War" authored by a good friend of mine, the late Capt(N) Max Reid, OMM, CD, RCN, has provided me with many useful details that served to jog my memory for these notes. The *High Park* was a 10,000 ton ship built in Canada and delivered probably around 1943. I will not delve into the details of the armament aboard these ships, suffice to say they were relatively heavily armed. There was a crew of navy gunners aboard. Called DEMS (Defensively Equipped Merchant Ships), the gunners were signed on the merchant ships as deckhands and paid .15 cents per day. This was to comply with the rules of the Geneva Convention. The merchant crew of the *High Park* consisted of about twelve officers and thirty crew. Most of the officers were British and the crew Canadian. The reason the officers were from the UK was that due to the rapid development of the Canadian Merchant Navy, there was insufficient time to train and qualify Canadian officers. At times there were incidents of minor rebellious behaviour. However, I don't recall anything too serious with the exception of a crew member being removed by military authorities for disciplinary action.

We sailed down the St. Lawrence and by the time we passed Québec City, we were in a war zone. The ship was blacked out and the DEMS gunners closed up to their various gun stations. We were called a 'Joiner Convoy' and were soon to join a much larger convoy

probably from Halifax or the USA. I can only guess at the total number of ships as perhaps around eighty.

The naval escorts usually consisted of two to three destroyers and two to three frigates or corvettes. The convoy also had a small Merchant Aircraft Carrier. Aircraft cover was also provided from Canada and the USA, but only as far as there endurance and fuel permitted.

I was an ordinary seaman, and as such, stood a regular watch at sea. These watches were divided into four hours on duty and eight hours off. The four hours on was divided into one hour and twenty minutes as standby in the vicinity of the bridge. We were also assigned to various guns and other military equipment to assist the naval gunners when at action stations. Our food was just average. There was little or no refrigeration, fresh water was limited and 'bird-baths' were essential to keep some form of personal hygiene.

After about two weeks we arrived in UK coastal waters and the convoy began dispersing to various ports. Our ship was headed up the English Channel to the port of Newcastle where we unloaded our cargo.

During our return to Canada we anchored at Southend at the mouth of the Thames and I got my first look at enemy fire. This was the autumn of 1944 and the Germans had been launching long range rockets from still occupied bases in Western Europe. Those rockets were first called V1 and later V2. Almost 9,250 V1's were launched against London, but less than 2,500 reached their target. In flight they were vulnerable and about 2,000 were destroyed by fighter planes and almost 300 by barrage balloons. I witnessed several such attacks from our ship. We sailed in convoy back to Montréal and I left the *High Park* on November 10th, 1944.

On November 15th, I joined the *SS Sibley Park* at Montréal. This ship was slightly different from the four other Park ships I had sailed in. Besides all the armament and devices aboard to counter attacks, this ship was fitted with what was known as torpedo nets. The nets were swung out from both sides of the ship by special deck booms and positioned alongside like a 'clothes line', extending out about 25 feet. If a torpedo was fired at the ship it was intended to be caught in the nets. The only downside for the crew, apart from the tedious task of maneuvering the nets in and out was, that our ship being so equipped, was placed in the very outside line of the convoy and at the end of the column. A position the crew referred to as 'coffin corner.' In any event, the advent of the acoustic torpedo made the use of these nets obsolete. We eventually arrived at Gibraltar and then sailed on to ports in North Africa. During Christmas 1944, our ship was at Algiers. We sailed for Canada and arrived in Halifax on January 31, 1945.

I joined the Merchant Seaman's Manning Pool in Saint John, NB, and shortly thereafter joined the *SS Eastwood Park* on March 2nd. Our ship sailed in convoy to ports in Italy. We first went to Ancona then moved to the port of Rimini on the Adriatic Sea. We were within about 50 miles of heavy fighting between the Allies and Germans. Italy had surrendered on September 3rd, 1944.

I was invited to 'visit' the front by a British NCO who was doing business with our ship. This turned out to be quite exciting for

A very young Jim Williamson (seated in centre) taken aboard the *SS Sibley Park* in December 1944, while sailing in the Mediterranean.

Author's collection.



myself and a chum who was with us. We got separated from our escort and were eventually picked up by the British Military Police. As merchant seamen we were in civilian clothes. We were questioned by the police and once they were convinced we were just a couple of innocent and rather foolish Canadian merchant seamen, we were ordered to get back to our ship. On the way back and driving in a 'black out,' the vehicle we were riding in struck another head on and I suffered a badly injured hand. Our ship returned to Saint John, NB, and I left the ship on May 25th, 1945.

I made my last trip when I joined the *SS Fairmount Park* on July 5th, 1945. The war in Europe had ended on May 12th, 1945, and the Allied war effort was shifting to the Pacific area. Our ship was to take us through the Panama Canal to Australia. We were loaded with general cargo and our upper deck with landing barges that were presumably to be used in the invasion of Japanese held territories. We docked at several Australian ports and I did some sightseeing. While there, or just before our arrival, the US military dropped two of the first atomic bombs on cities in Japan; August 6th and August 12th. The Japanese surrendered on August 14th and World War II was over. Our ship returned to Saint John, NB arriving on November 6th, and I returned to my parent's home in Warton, Ontario.

Thus ended my experience from the days I left high school on June 24th, 1943 at the tender age of 15 years, 3 months, and completing at the age of 17 years and 7 months. I had seen a great deal of the world and had gained considerable experience. All this would combine to prepare me for my next adventure.

On November 27th, 1945, I volunteered to join the Royal Canadian Navy at HMCS *York* in Toronto.



Bill's Corner

By Bill Clearihue | NAC Toronto

The Argentinian Admiral...

It was this past March that NAC Toronto member Ross Connell received in rapid succession, obituary notices for his HMCS *Donnacona* shipmate Lt(N) Dana Doiron (March 8) and then for the renowned Vice Admiral Harry Porter (March 13). As so often happens on those occasions, decades old reminiscences came rapidly bubbling to the surface which prompted Ross to send the following note.

The NOAC AGM was set for Montréal in the late 1970s, and as members of the Montréal Branch, Dana Doiron and I were helping out with the arrangements. The banquet on the Saturday was held at the Queen Elizabeth Hotel. It was a splashy affair with an elevated head table, live music and lots of food and drink. Everyone was turned out in their best frocks and tin pants.

The day before, Dana approached Harry Porter with a very special request. *"Sir, we have been asked by External Affairs if we would mind including as a guest of the Association, a visiting Admiral from the Argentinian Navy."* Harry enthusiastically consented and the seating plan for the head table was hastily altered.

The Argentinian Admiral arrived during the cocktail party in black pin-striped suit and pointy shoes, and was immediately introduced by Dana to our Admiral, and then proceeded to mingle freely, with a weather and appraising eye on the ladies. He was an exotic and entertaining addition to the party. At an appropriate point, Harry asked the visitor if he would like to speak to the gathering. After a few gracious words of thanks for being invited, he said, *"...I can say that having spent part of the afternoon with him, my impression of Admiral Porter, your President, is that ... pause ... he is the most boring person I ever met!"*

Dana and I were ready for this but aside from the "guest" we were the only people in the room who knew that it was a 'set-up.' The 'Argentinian Admiral' was a gifted American comedian who entertained for us for another ten or fifteen minutes. Dana



and I were UNTDs, and skylarks were part of our make-up. On reflection, this one was not met with uniform approval (someone is usually the butt of a skylark, so I suppose that's not unusual). Harry was a very distinguished gentleman and I think his pride was a bit hurt, but he carried on as graciously as anyone could.

Ross also recalled that a Spanish speaking lady tried to engage the 'Admiral' *en Espagnol*, and although he couldn't speak it, a few mumblings in reply just added to the illusion.

Bill Wilson from Calgary recalled that the performance was still being talked about at subsequent NOAC meetings.

Fraser McKee reports that he was at that AGM and remembers the incident well. The fellow was very good at impersonation and although an American, he had an appropriate accent. There was quite a bit of cow-towing by some guests, who were much embarrassed later.

Fraser asked him if the Argentine Navy was still operating the USN cruiser they'd inherited postwar, and he explained apologetically: *"I think so, but I'm not au courant with the latest naval news as I am now a port naval officer, which is how we operate in the Argentine, so it may be laid up in recent months."* Seemed a very reasonable answer to me! He wore a striped 'naval' tie, and a small Argentine flag in his lapel—very realistic and low key.

It was a memorable dinner and un-repeatable! I still refer to it on occasion when at planning sessions for annual dinners.

And you thought you had a bad day...

The 'High-Tech' Toilet that Sank a Submarine

U 1206's crew scuttled the German vessel following a 'potty' mishap...

By Elliott Carter, 'War is Boring'

By World War Two standards, the German Type VIIC submarine was an advanced hunter of the seas, but one unlucky vessel of its class, *U 1206*, sank during its maiden combat voyage after its captain used its high-tech toilet improperly.

Yes, this really happened and was an unexpected and tragic consequence of a real naval engineering problem.

For years, crafty German engineers had been busy developing what they thought was the next generation of underseas plumbing. While Allied subs piped their sewage into onboard septic tanks, German U-boats saved precious weight and space by discharging waste directly into the sea, but pulling off this latter operation posed unique challenges.

The system only worked when the submarine was near the surface where the water pressure was low. One can only imagine the unpleasant work-arounds forced upon the crew when boats had to stay submerged for prolonged periods.

As the war—and Allied anti-submarine technology—progressed, submarines were increasingly dead meat in shallow water or on the surface, but by 1945, Germany's toilet technology had matured.

Germany's top minds had produced a newfangled 'deepwater high-pressure toilet' which allowed them to flush while submerged deep beneath the waves.

Advanced as it was, the toilet was extremely complicated. First, it directed human waste through a series of chambers to a pressurized airlock. The contraption then blasted it into the sea with compressed air, sort of like a *poop torpedo*.

A specialist on each submarine received training on proper toilet operating procedures. There was an exact order of opening and closing valves to ensure the system flowed in the correct direction.

Now meet *U 1206* and its proud 27-year old captain, Karl-Adolf Schlitt. On April 14, 1945, Schlitt and his submarine were eight days into their first combat patrol of the war. The submarine lurked 200 feet beneath the surface of the North Sea when Schlitt decided that he could figure the toilet out himself.

But Schlitt was not properly trained as a toilet specialist. After calling an engineer to help, the engineer turned a wrong valve and accidentally unleashed a torrent of sewage and seawater back into



U 1206.

the submarine.

Things escalated quickly. The unpleasant liquid filled the toilet compartment and began to stream down onto the submarine's giant internal batteries—located directly beneath the bathroom—which reacted chemically and began producing chlorine gas.

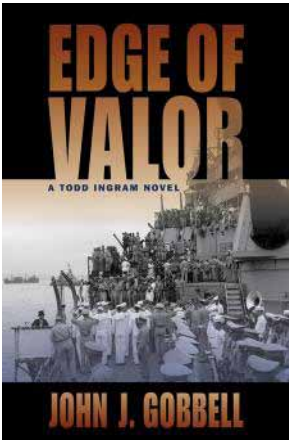
As the poisonous gas filled the submarine, Schlitt frantically ordered the boat to the surface. The crew blew the ballast tanks and fired their torpedoes in an effort to improve the flooded vessel's buoyancy.

It got worse when the submarine reached the surface. "At this point in time, British planes and patrols discovered us," Schlitt wrote in his official account

After taking damaged from an air attack, the only option was to scuttle the sub and order the sailors overboard.

"The crew reached the Scottish coast in rubber dinghies," Schlitt added. In the attempt to negotiate the steep coast in heavy seas, three crew members tragically died. Several men were taken onboard a British sloop. The dead were Hans Berkhauer, Karl Koren and Emil Kupper.

Schlitt survived the war and died in 2009. *U 1206* rests on the bottom of the North Sea to this day.



Edge of Valour A Todd Ingram Novel

By: John J. Gobbell

Naval Institute Press (2014) <http://www.nip.org>, 344 pp, hardcover and ebook, US\$34.95, ISBN 978-1-61251-519-9.

A Review by Commander E. G. Forward RCN

E*dge of Valour* is the fifth of five stand-alone novels in the Todd Ingram series. These books hold as a central protagonist, Cdr Todd Ingram, a USN officer whose exploits during the Second World War make for some rollicking good stories. As commanding officer of the destroyer USS *Maxwell*, Ingram must save his ship when it is hit by a kamikaze pilot on the last day of the war.

After war's end, Brigadier General Otis Dewitt, an Army buddy from Corregidor and now an intelligence aid on MacArthur's staff, takes Ingram to Manila on the same aircraft as sixteen Japanese diplomats. MacArthur's staff and the Japanese envoys negotiate the terms for Japan's surrender. Dewitt and the State Department then send Ingram to Sakhalin Island to defuse a Soviet attack on Hokkaido, where Ingram's old adversary, Edward Dezhnev, is the commander laying siege to a Japanese command in Toro.

Also on Toro is Walter Boring, a Red Cross representative with two crates of overwhelming photographic evidence of Japan's experiments on humans in China. Ingram must return with those crates, but Boring is guarded by the Japanese garrison in Toro and is under attack by Dezhnev. Three weeks earlier Ingram had been fighting the Japanese, and the Russians were supposedly his friends. Now, he doesn't know who to trust.

Not having read the previous four Ingram novels, I found myself at a loss at various points in the narrative for, despite these books being described as 'stand alone,' a better understanding of the relationships between Ingram and various other characters would have benefitted the story. As well, this

is less a 'naval' story than a thriller filled with the hopelessly confusing twists characteristic of Cold War diplomacy held together by an underlying theme of "America the Good." Despite this, I found the treatment by the author of the final days of the Japanese Empire quite interesting and was particularly heartened to see MacArthur viewed as an egomaniac by an American writer for a change. Although Gobbell missed a golden opportunity to work Col Cograve's gaffe at the signing table on *Missouri* into his plot, his portrayal of the surrender was quite good. His introduction of certain sub-plots such as PTSD and the treatment of Japanese POWs would have supported a much longer book. Indeed, one gets the feeling that certain elements of the story are left hanging until one realizes that there are at least two more Ingram novels planned. It is hoped that these 'Irish Pennants' will get burned off in the subsequent books.

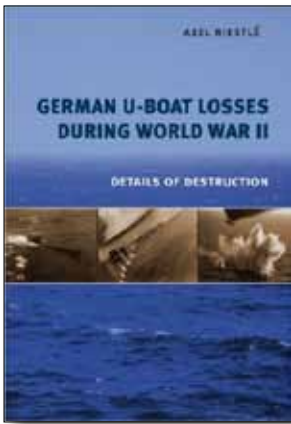
The author's historical context is sound. Moreover, he chooses a chapter of the Pacific War that is little-known and in which there is a sufficient dearth of details that he can, with ease, insert his story and the characters he creates. He chronicles the muddy waters of the start of the Cold War in the Pacific and delves into the political war that started immediately after the shooting war stopped.

I thought that Gobbell's novel was fun and worthy of your autumn relaxed reading list. The story is entertaining, somewhat heavy in detail at times but is ultimately saved by an ending that will make it difficult to put down. Whatever was lost in reading this in isolation I hope to rectify by seeking out the previous four Ingram novels.

This book's value lies in its highly readable and well-researched text that gives the reader an appreciation for that period in Pacific history. I recommend it for the military historian at heart as well as anyone with an interest in espionage and that early period in American-Soviet relations.

Cdr E. G. Forward, RCN, currently serves with the Strategic J4 of Strategic Joint Staff. He is the author of several historic novels of Newfoundland and Labrador.

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German U-Boat Losses During WWII: Details of Destruction

By Axel Niestlé

Front Line Books (Pen & Sword Books), Barnsley, S. Yorkshire, UK (2014), 305 pp, illustrations, charts, 4 appendices, bibliography, 4 indexes, £25.00 (Available via Naval-Military-Press.com and others). ISBN 978-1-84832-210-3.

A Review by Fraser McKee

The first edition of Axel Niestlé's book on the German U-boat losses, published in 1998—now long out of print—has been widely used as a reliable reference to loss reasons since then. But with continuing reassessments of losses arising from more extensive archival research, diving on wrecks, availability of foreign records, re-reviews of patrol and operational reports and the fact that even eighteen years ago almost one-fifth of the wartime and immediate postwar loss assessments required amending and correction, indicated to the author that a more comprehensive tabulation was warranted. With this modest volume we have a most reliable, as complete as probably will be available until deep water diving research is instituted, an easily used tool when studying Kriegsmarine U-boat losses.

Using every available and reliable source, author, archive and report, Niestlé in compact tabular form gives all known details of when, where, how and who was involved in the destruction of every U-boat. Except in some lead-in tables of construction classes, surviving U-boats are not included, nor are those from the Regio Italiano that came under Dönitz's control in France, but were not Kriegsmarine boats. And apart from a page or so of explanations as to what was known at the time and the importance of this knowledge in the prosecution of the war, there is little assessment of the impact of these losses.

In addition to the actual boat-by-boat loss detail organized first by class (Types I, II, VII, VIIC/41, IX, IX D/41, XVIK, XXIII, etc., etc.) his extensive appendices and indexes give an indication of what cross-references are available and the ability to search from any perspective:

“Chronological List (by date) of German U-boat Losses; Tabular Monthly Overview of Losses by Cause; Distribution of Front-line Boats on 8 May '45; Indexes: U-Boat CO's; Allied & Axis (ship) CO's and Pilots; Allied & Axis Ships; Allied & Axis Air Force Units.”

His nine world charts show the locations of losses by U-boat number. The sixteen pages of illustrations gathered in mid-book, cover everything from the builders' yards to attacks to damaged and half-sunken boats at war's end.

The main tables show the details available currently for every boat lost. Two examples will suffice, one a Canadian success, the other one of the still 'missing' U-Boats:

“U 1302 25.5.44 [date commissioned] 5.2.45 [date sailed on last departure] Kr [that base – Kristiansand, Norway] KL W. Herwartz 7.3.45 [date lost] † [sunk] St. George's Channel: 52°19n/05°23w/D/Cs/PF [patrol frigates] HMCS *LaHulloise* (Lt.Cmdr. J. Brock), HMCS *Strathadam* (Lt.Cmdr. H. L. Quinn), HMCS *Thetford Mines* (Lt.Cmdr. J. A. R. Allan) / 48 † [indicates all killed].

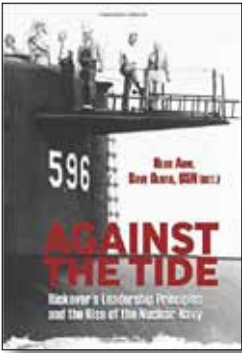
“U 921 30.5.43 5.9.44 Nv [Narvik, Norway] OL A. Werner After 24.9.44 † Arctic NW of Narvik / missing / 51 killed + 124 {Ref. to appendix: Note: “Original postwar assessment changed by the author in December 1997. The attacks by Swordfish F of 813 Sqn FAA of her escort carrier HMS *Campania* on 30 September 1944 in position 72°32n/12°e formerly credited with the destruction of U 921, were actually directed against U 636 and U 968, inflicting no damage. U 921 reported last on 24 September; on 1 October 1944 the boat was ordered to continue its return trip to Narvik. When U 921 thereafter failed to report its position or to arrive at Narvik, it was posted as missing effective 2 October 1944. In the absence of an Allied attack to account for its sinking, there is presently no known explanation for its loss. From its initial failure to arrive at Narvik before 29 September, it is likely U 921 was already lost before that date.”

This is typical of the detail the author produces when it is available, in this latter case from German BdU radio source research. There are, not surprisingly in such a massive and detailed tabulation, a few errors. In one case the corvette *Drumheller* is recorded as a “Patrol Frigate.” In the case of the attack by the Canadian escorts *Dunver* and and the Castle-class *Hespeler* and the destruction of U 484, he 'ops' to agree with the Admiralty's Antisubmarine Assessment Committee that the boat was sunk by the RN's *Helmsdale* and *Porchester Castle* some 75 to 90 miles to the west; the Canadian ships having attacked a 'non-sub.' But I knew Neville Dickinson, *Hespeler's* CO postwar, and this assessment still incensed him as he claimed someone fired a torpedo at him that just missed, and that their series of attacks were on a quite satisfactory a/s target. Typical of problems still to be resolved ... someday maybe. Their attacks are referred to in the notes of the RN credit, and in the Indexes the names of ships and COs appear

for cross-reference.

Taken in conjunction with other statistical volumes that in many cases provide more details of individual attacks and successes, this book is a most useful quick reference to pull out, certainly as a starting point. And to refute the silly claims that turn up on the internet about 'found' U-boats up rivers in Labrador or even off Niagara, New York!

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



Against the Tide: Rickover's Leadership Principles and the Rise of the Nuclear Navy

By: RAdm Dave Oliver USN (Ret'd)

Naval Institute Press (2014) 79 pp, map,
notes, bibliography, index, hardcover & eBook,
ISBN 978-1-61261-797-1 & 783-4 US\$27.95
(USNI Members discount)

A Review by Fraser McKee

Admiral Hyman Rickover, USN, has probably as many biographies written about him as Nelson. The major one (of two) in my bookcase was published in 1982 (Simon & Schuster) by well regulated naval historians, Norman Polmar and Thomas B. Allen and runs to some 745 pages. The bibliography in this book by Admiral Oliver lists several more, plus about ten articles about and by Rickover.

However, this slim volume is not really a biography of the "Father of the American Nuclear Submarine Navy," although it does peripherally cover his career. Instead, it is an assessment of Rickover's management style in achieving what he did accomplish, his goals in that accomplishment as seen by a senior officer who worked for and with him, essentially on the inside. Admiral Oliver commanded a nuclear submarine (as well as serving in diesel boats) and commanded the squadron of Pacific nuclear boats and was involved eventually in their acquisition, technology and logistics. Thus he knows whereof he writes. He saw and was directly involved with Rickover's controversial direct control of the whole USN nuclear submarine development and ongoing operation of 'his' boats. From setting up and directing the training of all those selected to serve in them, to the boats' day-to-day construction and later their actual operations.

While Rickover was born in 1900, joining the Navy in 1918, he had a relatively undistinguished career with slow promotion until after the end of the 2nd World War, by then 47. Then in the Navy's usual casual appointment arrangements, as a university graduate electrical engineer, he was sent as

one of the Navy's technical representatives to the AEC, the Atomic Energy Commission, and to the nuclear development works at Oak Ridge, Tennessee. There he saw almost at once the application of this new power source to submarines, in which he had served from 1929 to 1933. He became not only dedicated to the concept, but began manoeuvring to gain support outside the traditional ranks of the 'steam navy.' With the impetus that the Russians were already going that route, without the USN's internal resistances.

It is interesting that the USN's first nuclear boat, USS *Nautilus*, ordered in 1951 at Rickover's urging, was built 'on the cheap' with leftover parts (page 9) in a diesel sub already contracted, and in line with President Eisenhower's parsimonious preferences. This made him popular with politicians, while generating already antagonism within many more traditional naval circles, most still concentrating on 'big gun' warfare, or the beginning of concentration on future probable 'carrier conflicts.' These two conflicting approaches were to be constant during his future career. One can see why when the money required for *Nautilus* (about \$71 million!) was obtained by internally transferring funds from aircraft carrier and destroyer building to nuclear boats.

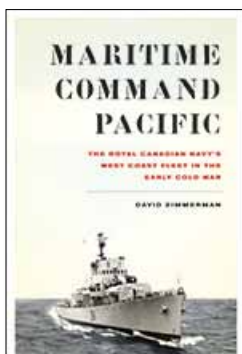
Knowing the danger of nuclear power right from its opening development, Adm. Oliver points out that Rickover made four vital points in managing that program, almost from the beginning: the Engineer Officer and his plant in the boats was as vital to their mission success as was the Commanding Officer—no longer was he just running another ancillary ship's department; safety was absolutely paramount, taking precedence over *all* other concerns; the control of the ships' engineering personnel was vital, in instilling these dictums, from first assignments to training, on through to their operating of their boats; and better to use civilian yards than naval yards, due to his growing insistence on careful control of *every* facet of nuclear engineering construction, testing and installation. No short cuts, or transfers in mid-construction from his program to some other intruding demands. This attention to detail throughout construction was reinforced by the loss of USS *Thresher* and all hands probably due to a part failure in 1963.

Most of this book concentrates on Rickover's management style, and both the problems it caused with the CNO—in particular Admiral Zumwalt—and Rickover's tendency to only keep his own council, never explain, and make increasing use of 'back door' access to Congress and Presidents to gain his points. Those who worked for him, like Adm. Oliver, grew to appreciate his viewpoints and his aims, although most never grew to like him particularly. CO's came to expect middle of the night phone calls from this Admiral, often just checking on progress of trials or even asking for their suggestions for improvements of a perceived problem. The hierarchy of the submarine command came to accept this was just the way he

operated, and since all of them, every single one, had come up through his system (with, like the RN's 'Perisher,' a 10-30% failure rate) it was accepted. The growth of the nuclear submarine fleet meant a change in emphasis in the fleet as a whole, from surface ship 'presence' to 'deterrence.' This, during the Vietnam years was hard to swallow in some cases. The non-submarine war was noisy, ships and aircraft attracting attention. The SSNs were silent and unseen, and took vast sums of money. It was Rickover's persistence, cantankerous, concentration on the aim and calls around Congress, often in civilian clothes compared to Zumwalt and other admirals in uniform, that kept their program on the rails throughout. Problems abounded—specialty steels, objections from his contemporaries, a completely different management concept innovated. He retired, reluctantly, at age 82.

The story is a fascinating look at the development of a new form of maritime warfare—not only new weaponry, like the conversion of sail to steam or coal to oil, but a new concept of sea control, threat, and within Rickover's field, a different way to manage an enterprise. The story is written as an example of a different management style as much as of the development of the nuclear submarine deterrent. It should be read by managers as much as by those with an interest in matters naval or even submarines.

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



Maritime Command Pacific: The RCN's West Coast Fleet in the Early Cold War

By: David Zimmerman

UBC Press, November 2015, 206 pages, \$95.00, hardcover, ISBN: 9780774830348

A Review by Commander E. G. Forward, RCN

One of the titles of the series: "Studies in Canadian Military History," published in association with the Canadian War Museum, "Maritime Command Pacific," by David Zimmerman, examines a little-known period of Canadian naval history that, unaccountably, is still mired in the commonly-accepted and somewhat officially-endorsed myths concerning west coast service. Zimmerman firmly and with impressive research puts to bed once and for all, the belief that Maritime Command Pacific was nothing more than a naval afterthought warranting the pejorative nickname 'the

yacht club.' Beginning with the near physical pain of demobilization and taking us through to the eve of unification, Zimmerman's research, capped with an easy writing style, guides the reader into what is essentially a void in the received history of the Royal Canadian Navy.

Concentrating on fleet size and capabilities, Zimmerman delves into Canada's national maritime strategy or indeed, our lack of one immediately after the Second World War which caused us to default to a NATO focus and realize the majority of our naval strength on the Atlantic coast. Indeed, even as late as the nineties when this officer joined the operational fleet, the common thinking was that one trained on the west coast and served from 'Slackers.' Nevertheless, Zimmerman fights the popular misconceptions with newly-opened and rich archival material that expose us to the fascinating (for this east coaster anyway) journey of 'MARPAAC' from the beginning of the Cold War. From tracking and boarding Soviet trawlers to the farcical antics of joint operations, I found myself feeling frustrated when there was nothing but a handful of minesweepers guarding our Pacific coast to feeling smug when MARPAAC reached the 'golden age.'

The fleet reorganization of 1959 marked the beginning of Pacific Command's brief golden age. At the start of the fiftieth anniversary of the RCN in 1961, Canada's Pacific Fleet consisted of just under one-third of the RCN's ships—some 20 vessels out of a total of 64 in commission. Pacific Command was far stronger and more capable than it had been at any time since 1911, when HMCS *Rainbow* became the first Canadian warship based at Esquimalt.¹

Because NATO commitments were sacrosanct, a large proportion of the navy's resources were devoted to the Atlantic. Moreover, the huge cost of maintaining at Halifax, *Bonaventure*, the navy's only aircraft carrier and major fleet unit, was truly crippling at times. Therefore, much more than with the Atlantic Fleet, political intentions and ways of thinking heavily influenced the composition and size of Pacific Command. 'MARPAAC' was continually 'robbed' to buttress the east coast. Whether this was sound strategy or not, it makes for a very interesting case study in how susceptible west coast manning and platforms were with respect to the political whims and budget fluctuations of the day.

I thought that Zimmerman's treatment of the subject of Pacific Command's evolution since the end of the war was, overall, very well done in a highly readable and logical-

¹ David Zimmerman, *Maritime Command Pacific: The Royal Canadian Navy's West Coast Fleet in the Early Cold War*, UBC Press (2015), p.113.

manner. I admire the fact that his research must have been incredibly laborious as apart from the Korean conflict, the threat to our Pacific coast was far greater than any actual incident. From the odd Japanese mine to suspected Soviet submarine presence, there was little to break up the monotony of patrolling far too big a space with far too few ships to do it. On this note, the author dedicates much space to running down phantom submarines and to explaining in great detail the construct and results of joint Canadian and US exercises. This will delight the OROs amongst us but I found the details somewhat deep at times.

Despite this, Zimmerman should be lauded for taking on a little-known chapter of Canadian naval history and bringing to light the accomplishments of 'MARPAAC.' Now, more than ever, a re-examination of our balance of forces between the two coasts is required given the militaristic depth and cultural

complexity of the Asian-Pacific rim. I would suspect that modern Pacific threats will cause us to be chasing fewer phantoms and more real contacts in an iteration of littoral defence not seen since before the atomic age, but I digress.

This book's value lies in its highly readable and well-researched text that gives the reader an appreciation for a little known aspect of Canadian history. Recommended for the military historian at heart but more so for every serving Canadian naval officer. We get a pretty deep understanding of our history from an east coast perspective from myriad sources but this is by far, the most comprehensive account of the contributions, trials and triumphs of Pacific Command.

Cdr E. G. Forward, RCN, currently serves with the Strategic J4 of Strategic Joint Staff. He is the author of several historical novels of Newfoundland and Labrador.

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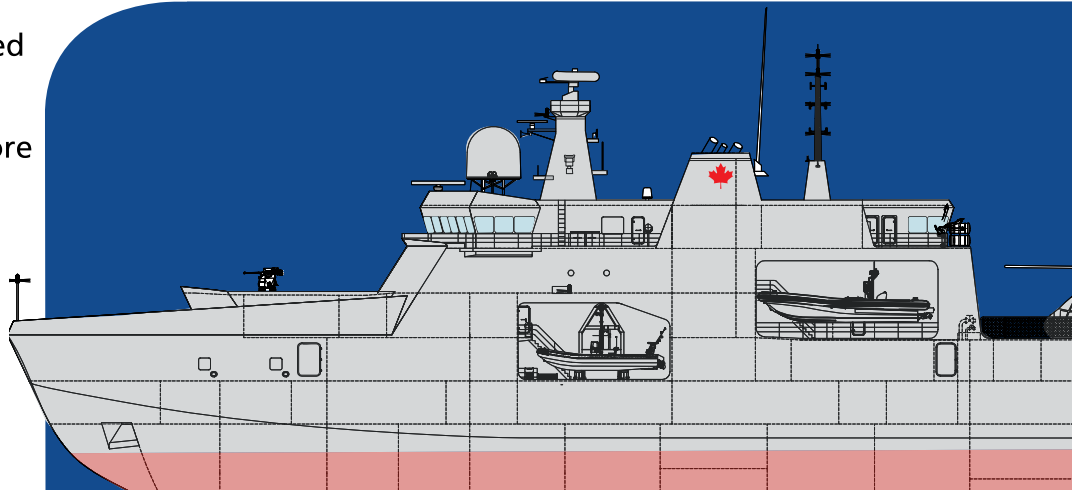
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• **Full details on page 3** •



Fraser McKee's Navy...



"Some parting Fraser'isms ... A FEW GREAT INSULTS"

These are great ... I had to read a few of them more than once, which I'm sure would cause some of these folks to think of a clever insult to describe my intelligence! FMcK.

"A graceful taunt is worth a thousand insults." Louis Nizer (1902-1994).

"Thank you for sending me a copy of your book; I'll waste no time reading it." Moses Hadas.

"I feel so miserable without you, it's almost like having you here." Stephen Bishop.

"He is simply a shiver looking for a spine to run up." Paul Keating.

"He has all the virtues I dislike and none of the vices I admire." Winston Churchill.

"He can compress the most words into the smallest idea of any man I know." Abraham Lincoln.

"A modest little person with much to be modest about." Winston Churchill.

"They never open their mouths without subtracting from the sum of human knowledge." Thomas Beckett Reed.

"I've just learned about his illness. Let's hope it's nothing trivial." Clarence Darrow.

"He loves nature in spite of what it did to him." Forrest Tucker.

"He has Van Gogh's ear for music." Billy Wilder.

"He has never been known to use a word that might send a reader to the dictionary." William Faulkner (about Ernest Hemingway).

"Some cause happiness wherever they go; others whenever they go." Oscar Wilde.

"Poor Faulkner. Does he really think big emotions come from big words?" Ernest Hemmingway.

"He uses statistics as a drunken man uses lamp posts ... for support rather than illumination." Andrew Lang (1844-1912)



Answers to Schober's Quiz #71 on page 18

ANSWERS:

(1) HM Ships *Alecto* and *Rattler*.

Alecto was an 80-ton paddle-wheel-sloop launched in 1839, powered by a 220 SHP steam engine.

Rattler was an 880 ton sloop launched in 1843, with a 200 SHP steam engine powering a single screw (propeller), producing a maximum of speed of 9.6 knots. Her armament consisted of one 8-inch pivot gun and eight 32-pounder broadside guns. *Rattler* had the distinction of being the first screw-propelled major warship in the RN.

(2) Steam powered paddle-wheel propulsion was introduced into the RN in 1819, but its use was limited to minor warships and auxiliaries. There were two valid reasons for this: paddle-wheels took up a large portion of a ship's side, reducing the amount of space available for mounting guns, thereby reducing the vessel's broadside firepower—an important consideration. Secondly, a paddle-wheel presented a large and vulnerable target to enemy gunfire. A damaged or inoperative paddle-wheel would not only reduce the ship's speed but also affect her manoeuvrability.

The screw-propeller for ship propulsion was developed between 1833 and 1838—an application of a principle envisaged by Archimedes in the 3rd century BC. Being located underwater, a ship's screw negates the aforementioned inherent disadvantages of paddle-wheels. So the RN was quick to adopt screw propulsion for all new construction. Still, the question of which method of steam propulsion—paddle-wheel or screw—proved more efficient in terms of speed and fuel consumption remained to be decisively settled. To this end the Admiralty ordered a

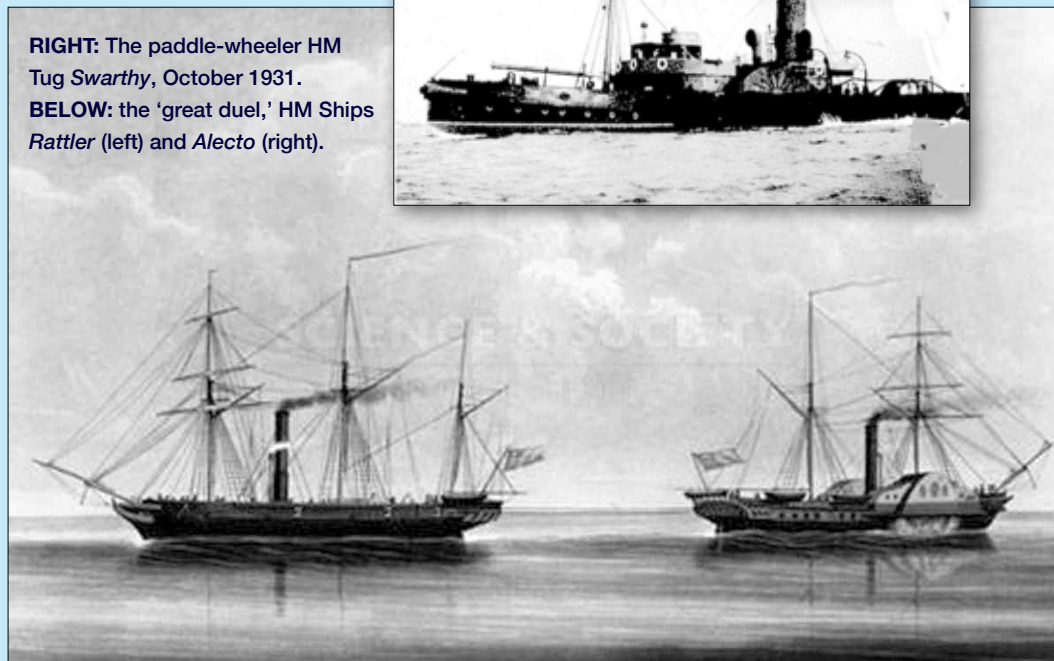
comprehensive series of trials under steam, under sail and under steam and sail to be carried out during March and April 1845, in the 70 mile stretch of the English Channel between the Nore and Yarmouth Roads. The two ships selected for the trials—the paddle-wheeler *Alecto* and the screw-propelled *Rattler*—were of approximately the same size, and fitted with engines developing roughly the same horsepower.

The trials culminated on April 30th, 1845, in an actual tug of war between the two ships, with their sterns joined by a heavy towing hawser. Heading in opposite directions, *Rattler* and *Alecto* gradually worked up to full speed ahead. It must have presented quite a sight! But *Rattler* slowly gained the upper hand, eventually towing a fiercely resisting *Alecto* at 2.7 knots—thereby demonstrating that in terms of tractive efficiency, the screw propeller indisputably surpassed the paddle wheel.

However, the RN did not give up completely on the paddle-wheel. Given their unmatched agility, paddle-wheel-powered craft made ideal harbour tugs serving HM dockyards. As far as can be ascertained, the last of the many paddle-wheelers remained in active service until 1961.



RIGHT: The paddle-wheeler HM Tug *Swarthy*, October 1931.
BELOW: the 'great duel,' HM Ships *Rattler* (left) and *Alecto* (right).





Obituaries

Compiled by Pat D. C. Barnhouse

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

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

Apocrypha, Matthew 44:7-8

◆ LCdr Patrick Dermott CROFTON, CD, RCN (Ret'd)

NAC-VI, 80 in Victoria 05/01/16. Jn'd. RCN 09/53 as Cdt at *Royal Roads*, prom. Mid. 09/56 thence *Micmac* 09/56. Prom. A/SLt 09/57, RN for trg., prom. SLt (sen. 09/57), fl'd. by *Antigonish* 10/59. Prom. Lt 01/60, thence FOPC 01/61, *Terra Nova* 09/63 and FOAC 09/65. Prom. LCdr 01/66 and ret'd. in '70. Srv'd. in municipal gov't. as a federal MP and in local community affairs. [e-*Veritas, Times Colonist*]

◆ Capt John Scott DEWAR, MSM(US), CD*, RCN (Ret'd)

NAC-VI, 65 in Victoria 10/03/16. Jn'd. as OS 01/69, selected for UTPM thence CMR 078/63 as Cdt., fl'd. by *Royal Roads* 05/76. Prom. SLt 05/78 and *Venture* 06/80. Prom. Lt 05/81, thence CFFS Hfx 05/81, *Nipigon* 10/81 and CFFS Hfx 12/84. Prom. LCdr 07/86 fl'd. by *Saskatchewan* 07/87, *Chignecto i/c* 12/88, *Miramichi i/c* 11/89, CFCSC 07/90, NDHQ 04/92 and *Kootenay* 07/92. Prom. Cdr 06/94, thence Exchange Officer (US Naval Doctrine Command) 07/94, *Huron (i/c)* 07/96 and NDHQ 12/97. Prom. Capt 01/98. Ret'd. 01/00. Civ. career in defence industry as a consultant and laterally CEO of Commissionaires based in Victoria. [KL, *Times Colonist*]

◆ LCdr James Sterling FERGUSON, CD, RCN (Ret'd)

NAC-O, 68 in Port Moody, BC. Jn'd. RCN as Cdt at CMR 09/64, prom. SLt 09/67, thence various surface ships, fl'd. by *Rainbow* 03/70. Prom. Lt 09/70, fl'd. by CF Staff School 11/73, CFFS Hfx 12/74, *Onondaga* 01/76, *Okanagan* 04/76, *Ojibwa* 09/76, SUBRON ONE 11/77 and CDLS(L) (for *Perisher*) 02/78. Prom. A/LCdr 05/78, thence *Okanagan (i/c)* 07/78. Confirmed LCdr 01/79, fl'd. by CFMWC 07/80 and *Ojibwa*. Ret'd. in '81. Civ. career as VP International Submarine Engineering. [JHF]

◆ LCdr(P) Roger William HUTCHINS, RCN(R) (Ret'd)

Toronto Br., 90 in Toronto 14/08/15. Jn'd. RCNVR as OS 01/43, thence *Donnacoma* and *Cornwallis* and selected as CW Candidate. Prom. A/SLt thence *Kings* in '45 and rls'd. 10/45. Jn'd. RCN(R) as SLt(P) in '54 at *York* and prom. LCdr(P) 01/56, thence VC-920 as CO. Ret'd. in '58. Civ. career in airborne survey industry. [KM, *Canada's Naval Aviators*]

◆ LCdr Samuel ISCOE, CD**, RCN (Ret'd)

NAC-O, 92 in Toronto 22/02/16. Jn'd. RCN in '39 and srv'd. WWII and Korea. CFR'd as Cmd Comm Off thence *Stadacona* 05/57, fl'd. by *Margaree* 10/57. Prom. Lt* 04/59, confirmed Lt (sen. 03/58) and star removed, thence *Bytown* (DN Comm) 08/60 and later CFCS. Prom. LCdr 07/66. Ret'd. in '73. Civ. career with DSS. [SK, *Toronto Star*, Benjamin Park Memorial Chapel.]

◆ SLt(E) William Rupert MACKIN, RCN(R) (Ret'd)

Calgary Br., in Calgary 23/02/16. Jn'd. UNTD as Cdt(E) at *Unicorn* 01/50. As Cdt. srv'd. *Naden*, *Beacon Hill*, *Royal Roads* and *Crusader*. Prom. SLt(E) 07/52,

thence *Tecumseh* and to Ret'd. List in '55. [EM, MB and *Calgary Herald*]

◆ Cdr Kenneth MacKay MEIKLE, CD**, RCN (Ret'd)

NAC-O, 90 in Ottawa 01/16. WWII jn'd. Army, tsf'd. to RCAF and 12/44 tsf'd. to RNVR as Naval Airman, thence HMS *Seaborne*, RNAS Lee-on-Solent and HMS *St. Vincent* for pilot trg. Rls'd. in '46. Jn'd. RCN as A/S/Lt(E) 06/49, fl'd. by *Stadacona* (Div. Cse.) in '49. Prom. SLt(E) (sen. 06/49), thence RNEC and HMS *Jamaica* for trg. Prom. Lt(E) (sen. 12/48), thence RNEC (A/E Trg.) in '51, RCAF Centralia (Flt. Trg.) in '51, RNAS Lossiemouth, RNAS Eglington and HMS *Triumph* in '52. Prom. Lt(A/E)(P) (sen. 12/48) fl'd. by *Shearwater* and *Magnificent* in '53 (VS-881) and *Shearwater* (Stn Test Plt.) in '54. Prom. LCdr(A/E)(P) 12/56, thence *Bonaventure* in '58, *Algonquin* in '59 and *Bytown* in '60. Prom. Cdr 01/65 fl'd. by Staff DESRON 3 in '67, *Shearwater (i/c VX-10)* in '68 and NDHQ in '70. Ret'd. in 03/78. Civ. career with government (DOE). [*Citizen, "Canada's Naval Aviators"*].

◆ Lt Franklin Robert PAXTON, RCNVR (Ret'd)

NOABC in Richmond, BC, 02/16. Jn'd. in '43, prom. SLt 06/43 and Lt 06/44. Srv'd. RN joining HMS *Wanderer* 09/44, fl'd. by HMS *Venus* 12/44. Appt'd. *Stadacona* late '45 and tsf'd. to Ret'd. List in '46. Bronze Medallion '89. [DP]

◆ Vadm Henry Allan PORTER, CMM, CD**, RCN (Ret'd)

NSNAC, 94 in Halifax 13/03/16. Jn'd. RCNVR as Ord. Tel. in '39, tsf'd. to RCN in '40, thence *Niobe* (Upper Yardarm Trg. at HMS *Collingwood*) in '42. Prom. A/SLt 08/42 and SLt same date, fl'd. by *Kootenay* in '42. Prom. Lt. 12/42, thence *St. Hyacinthe* in '44, *Niobe* (Plt. Trg.) in '46, fl'd. by two RAF Stations (Elem. & Service Flt. Trg.), RNAS's Lossiemouth, St. Mirren and Culdrose in '46 and HMS *Vengeance* and RNAS Eglington in '47, thence FOAC Staff in '48, *Stadacona (i/c Comm. Sch.)* in '49 and *Niobe* (RN Staff College) in '50. Prom. LCdr 12/50, thence *Magnificent* in '51, *La Hullose (i/c)* in '52, *Lauzon (i/c)* in '53 and *Cornwallis (i/c Comm. Sch.)* in '54. Prom. Cdr 07/54 fl'd. by *Bytown* in '55 and FOPC in '57. Named A/Capt in '58 thence *Sussexvale* (Cdr 4th Cdn Escort Sqn & i/c Sea Trg.) Confirmed Capt 01/60, fl'd. by *Bytown* in '60 and *Bonaventure (i/c)* in '65. Prom. Cmdre 08/66, thence NDHQ in '66 and *Bonaventure* (CANCOMFLT) in '68. Prom. RAdm 09/69, fl'd. by Cdr MARPAC in '69 and Cdr MARCOM in '70. Prom. VAdm 01/71, thence NDHQ (Comptroller General, fl'd. by Adm(Eval) in '71. Ret'd. in '74. Civ. career as President Shipbuilding and Ship Repairing Association and Director Shearwater Aviation Museum Foundation among other endeavours. National President 1977-79, Gold Medallion '80. [SR, *Chronicle Herald, "Canada's Admirals & Commodores"*]

◆ Lt Godfrey Willock SMITH, RCNVR (Ret'd)

Calgary Br., 79 in Red Deer, AB., 23/02/16. Jn'd. as SLt at *Griffon* 01/64, thence *Tecumseh* 04/65. Prom. Lt and srv'd. until '81. Civ. career as school teacher and principal. [MB]

◆ **Cdr Jack William D. ALEXANDER, CD**, RCN (Ret'd)**

78 in Victoria 20/03/16. Jn'd. RCN as Cdt at *Venture* 09/56, prom. Mid 09/58, A/SLt 05/59, SLt 10/60, Lt 10/62, LCdr 12/70 and Cdr 10/87. Srv'd. *Stadacona*, *Ste. Thérèse*, *Jonquière*, *Yukon*, RN Subs, *Onandaga*, *Ojibwa* (XO), *Chignecto*, CFOCS, *Saskatchewan*, MARPAC, NDC Rome, *Cormorant* (i/c) and NDHQ. Ret'd. in 89.

◆ **Lt Paul BEDARD, DSM, CD*, RCN (Ret'd)**

96 in Halifax 03/03/16. Jn'd. RCN during WWII. CFR'd as Cmd. Wtr. Off. 02/56 and prom. Lt(S) 01/59. Srv'd. *Stadacona*, *Bytown*, *Hochelaga* and *Donnacona*. Ret'd. in '70. [SR, *Chronicle Herald*]

In Memoriam (non-members)

◆ **LCdr(MT) Margaret Martha BROOKE, MBE, CD, RCN (Ret'd)**

100 in Victoria 09/01/16. Jn'd. RCN at *Unicorn* as Dietitian 03/42, prom. Lt(MT) 11/48 and LCdr(MT) 04/57. Srv'd. *Avalon*, *St. Hyacinthe*, *Naden* and *Stadacona*. Awarded MBE for actions resulting from the torpedoing of the ferry *Caribou*. Ret'd 11/62. [www.mcallbros.com]

◆ **Lt(P) Walter Kenneth BROWN, RCN (Ret'd)**

83 in Bedford, NS 01/03/16. Jn'd. RCN as OS 01/50, commissioned as Mid 09/52, prom. SLt(P) 11/54 and Lt(P) 03/56. Srv'd. Cornwallis, Shearwater, RCAF Centralia, VS-881 and VU-32. Rls'd. in '59. [SR, *Chronicle Herald*, "Canada's Naval Aviators."]

◆ **SLt Stephen Hugh Elliot CLARKSON, CM, RCN(R) (Ret'd)**

78 in Freiburg, Germany 28/02/16. Jn'd as UNTD Cdt at *York*, 01/56 and prom. RCN(R) as SLt 05/58. To Ret'd List in '59. [WC, *Globe & Mail*]

◆ **Cdr Peter McCaul CORNELL, CD, RCN(R) (Ret'd)**

89 in Ottawa 25/01/16. Jn'd. RCN as Cdt at RCNC (*Royal Roads*) and prom. RCNVR Mid 07/45 (later redesignated Mid RCN(R)). Prom. SLt 03/47 and Lt 05/48. Rls'd. in '52 and rejoined in '59 as LCdr (sen. 08/59). Prom. Cdr 01/64. Srv'd. *Uganda*, *Crescent*, *Cataraqui* and *Carleton* (latterly as CO Ottawa UNTD). [Citizen]

◆ **LCdr (Ret'd) James CORNISH, CD***

52 in Edmonton 10/01/16. Jn'd. as Cdt at CFOCS 07/84, thence *Royal Roads*. Prom. A/SLt 05/88, SLt 05/89, Lt 01/92 and LCdr 08/03. Srv'd. *Venture*, *Annapolis*, *Kootenay*, *Chaleur*, CDN UN Staff Haiti, *Mirimichi*, CF Nav Ops School Hfx., *Calgary*, MARPAC, EASTLANT, Exchange UK and JTF(West) HQ. Ret'd in '10. [WM, *e-Veritas*]

◆ **Lt Erwin Gerard DALY, RCNVR (Ret'd)**

95 in Ottawa 23/01/16. Jn'd. RCNVR as Prob. SLt in '42, prom. SLt 11/42 and Lt 11/43. Srv'd. *Kings*, *ML 057* and *Prince Rupert*. Rls'd. in '45. [Citizen]

◆ **Lt Dana Phillip DOIRON, RCN(R) (Ret'd)**

70 in Halifax 08/13/16. Jn'd. UNTD as Cdt at *Donnacona* in '64, prom. RCN(R) SLt in '66 and later Lt. Srv'd. *Cornwallis* in '66 and carried out liaison duties with HMC Ships during EXPO 67. [WC, *Chronicle Herald*]

◆ **Lt Gordon Hayward DUNPHY, RCNVR (Ret'd)**

94 in Halifax 08/03/16. Jn'd. as Prob. SLt late '42, prom. SLt 02/43 and Lt 05/43. Qual. 'n' and srv'd. *Kings* and *Prestonian*. Rls'd. in '45. [SR, *Chronicle Herald*]

◆ **Surg Lt James FRASER, RCN (Ret'd)**

82 in Burlington, ON 19/02/16. Jn'd. RCN as Surg Lt 12/60, srv'd. in *Bonaventure* and *Bytown* (MIR) and rls'd. in '64. [SR, *Chronicle Herald*]

◆ **Lt Peter Leonard FREEMAN, RCN(R) (Ret'd)**

77 in Edmonton 18/11/15. Jn'd. as UNTD Cdt at *Chippawa* 01/56, prom. RCN(R) SLt 07/58 and Lt 07/60. Rls'd. in '62. [WC]

◆ **SLt Jeffrey Amherst HALE, RCNVR (Ret'd)**

91 in Ottawa 07/02/16. Jn'd. as Prob. SLt 09/44 and prom. SLt 02/45. Srv'd. *Cornwallis* and *Lockeport*. Rls'd. in '45. [Citizen]

◆ **LCdr David Smith LOCHEAD, CD*, RCN (Ret'd)**

86 in Ottawa 08/01/16. Jn'd. as RCN(R) Cdt at *Royal Roads* in '48 (sen. 04/49), thence RMC 09/50. Tsf'd. RCN and prom. A/SLt(L) 06/53, Lt(L) 03/55 and LCdr 03/63. Srv'd. *Malahat* (whilst RR), *Cataraqui* (whilst RMC and Queens), *Ontario*, *Stadacona*, *Bytown*, *Iroquois* and *Gatineau*. Ret'd. in '72. [Citizen]

◆ **A/Lt Glen Patterson MacPHERSON, RCN(R) (Ret'd)**

79 in Ottawa 30/01/16. Jn'd. UNTD as Cdt at *Queen Charlotte* 01/54, prom. RCN(R) A/SLT 07/56 at *Donnacona*, SLt 07/58, fl'd. by A/Lt (sen. 05/58). To Ret'd. List in '59. [WC, *Citizen*]

◆ **SLt Edwin Alexander MALLORY, RCN (Ret'd)**

72 in Edinburgh, Scotland 12/03/16. Jn'd. RCN as Cdt at *Royal Roads* 09/61 and prom. SLt 05/65. Srv'd. *Stadacona* and rls'd. in '67. [Citizen]

◆ **Lt Herbert Charles MONTGOMERY, RCNVR (Ret'd)**

91 in Ottawa 09/01/16. Jn'd. RCNVR in '43, prom. SLt 02/44 and Lt 02/45. Srv'd. *Magog* and *Waskesiu*. Rls'd. in '45. [L.C., *Citizen*]

◆ **Lt Geoffrey Willock SMITH, RCNVR (Ret'd)**

Former Toronto Br., 93 in Toronto 05/03/16. Jn'd. as SLt 05/43 and prom. Lt 04/45. Srv'd. *Arrowhead* and *Stadacona* (Port Defence Office). Tsf'd. to Ret'd. List in '45.

◆ **Cdr David John STATHAM, CD**, RCN (Ret'd)**

74 in Ottawa 27/02/16. Jn'd. RCN as Cdt at *Brunswick* 09/59, prom. SLt 09/63, Lt 09/67, LCdr 11/72 and Cdr 01/84. Srv'd. *Stadacona*, *Cap de la Madeleine*, *Annapolis*, DESRON 5, *Yukon*, *St. Croix*, MARCOM HQ, *Assiniboine*, CFCSC and NDHQ. Ret'd. in '95. [Citizen]

◆ **LCdr Laurent Joseph Theophile THIBAUT, CD, RCN (Ret'd)**

89 in Ottawa 10/03/16. Jn'd. RCN 05/55 as SLt(S) (sen. 08/54), prom. Lt(S) 03/56 and LCdr 03/64. Srv'd. *Shearwater*, *D'Iberville*, PNO (Quebec) and *St. Laurent*. Ret'd. in '70. [Citizen]

◆ **A/SLt Brian John WALLACE, RCN(R) (Ret'd)**

73 in Victoria 01/12/15. Jn'd. as UNTD Cdt at *Malahat* in '60, tsf'd. to *Discovery* in '62 and prom. A/SLt 07/63. Rls'd. in '64. [WC]

◆ **Lt Dalton McFarlane WALLER, RCNVR (Ret'd)**

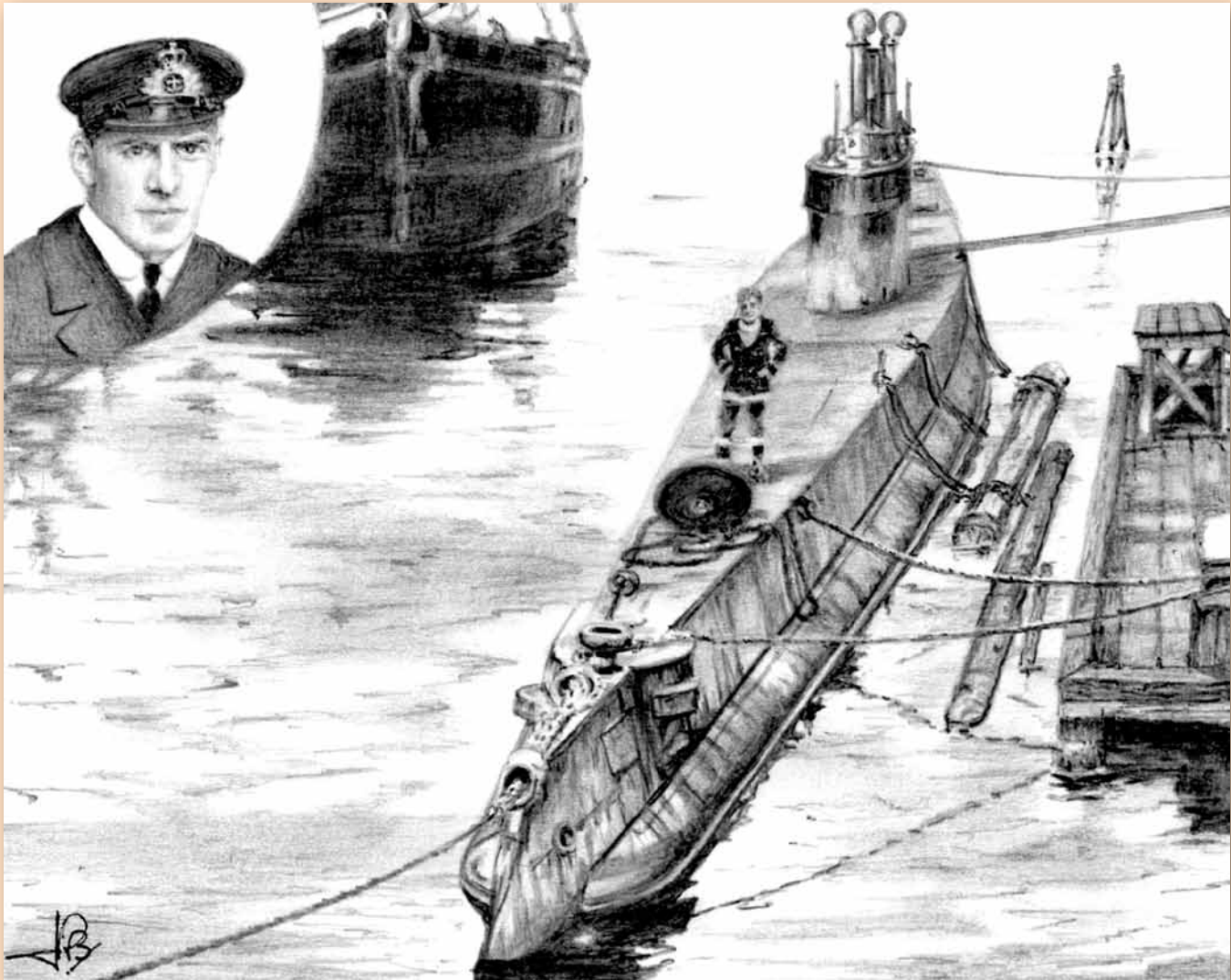
Former Toronto Br., 94 in Toronto 05/03/16. Jn'd. in '43 at *Cataraqui* as Prob. SLt., prom. SLt 07/43 and Lt 07/44. Srv'd. *Thetford Mines*. Tsf'd to Ret'd List in '45. [AW]

◆ **Lt(MN) Stella May (nee DOYLE) WILLIAMS, RCN (Ret'd)**

87 in Calgary 03/02/16. Jn'd. RCN as A/SLT (MN) 09/51, prom. SLt(MN) (sen. 09/51) and Lt(MN) 09/53. Srv'd. *Cornwallis* & *Stadacona*. Rls'd. in '56. Widow of Cmdre John Williams. [Citizen]

'Our Navy'

By F. R. (Hamish) Berchem CSMA

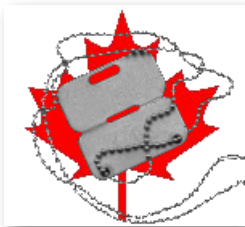


CC2, ONE OF THE RCN'S FIRST TWO SUBMARINES

From mid-October 1917, the submarines CC1 and CC2 were based at Halifax, NS, where they went into refit until August 1918 when they were considered to be capable of being used for training. Lieutenant A. C. St. Pitts, RNCVR, was given command of CC2. In December 1918, the boats reverted from Admiralty control to the RCN; both were sold for scrap in October 1920.

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